

DECLASSIFIED

602nd Ftr Sq (C)
APO 96237

5
50 JUN 1968

SAR Effort Report (Streetcar 304)

Loss tower
Rgn

3ARRG (3C)
APO 96307

1. A successful SAR effort was conducted on 2 June 1968 for Streetcar 304. Streetcar 304 was downed by 37mm at 1630 on 31 May 1968.

2. Sandy 9 and 10 departed Udorn at 0425 on 2 June. They were to escort the Jolly Greens to a safe area about 25 miles from the position of the downed crewmember, Streetcar 304. Rendezvous with the Jolly Greens was at 0600. There were 3 Jolly Greens. They all arrived over the holding area about 0615. An orbit was established and uneventful until 0730. At that time the Jolly Greens were directed to refuel. Sandy 9 and 10 stayed with the Jollys until about 0740. Crown then directed Sandy 9 and 10 to proceed to the area of the downed aircrew member. They departed immediately. Sandys 1,2,3 and 4 had been scrambled from Channel 89 and would now escort the Jolly Greens. Sandy 9 and 10 went directly to the target area and made contact with Nail 56. An attempt was made to pinpoint Streetcar 304's exact position. He had moved from the previous days position. Sandy 9 and 10 got one swing off his beeper and Sandy 9 thought he had the field Streetcar was in. This proved to be incorrect by one field, or about 300 yards. While attempting to locate his exact position, Streetcar 304 advised the Sandys and Nail 56 that on each pass they were being fired on from north and northeast of his position. Sandy 9 and 10 then departed to the south and held while Nail 56 and 69 FAC'd the fast movers in the area. About 0825 during CBU 24 delivery by some jets, Streetcar 304 suddenly called and stated he had been hit by the CBU delivery. The Jolly Greens and Sandys 1,2,3 and 4 had already departed the one holding area for another one closer to the downed crewmembers position. All six Sandys and one Jolly proceeded directly to the target area. Upon arriving in the area Sandys 9 and 10 and Nail 69 directed Streetcar to pop his night flare. He did so and his position was exactly pinpointed. Immediately north of his position was a heavily wooded area. Sandy 9 and 10 started laying down fire in the woods. As the other Sandys and the low Jolly Green arrived in the area, Sandy 9, with use of Willie Pete smoke and the river, directed the Jolly over the field Streetcar was in. He was asked to pop his day smoke flare when he heard the chopper, which he never did. As he heard the Jolly he began giving voice directions. He did an excellent job and the Jolly

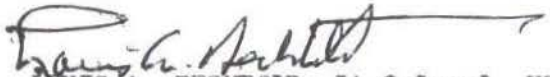
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was very quickly over his position.. Sandys 9, 10, 1, 2, 3 and 4 all were laying down covering fire into the wooded area. At 0847 Streetcar 304 was lifted aboard the Jolly Green. All Sandys continued to expend around the path of the now exiting Jolly. All SAR forces now returned to base.

3. Conclusion: Streetcar 304 evidently had only one flare and one radio with no spare batteries. Because of his extended ground time he was very fortunate that his radio held out. Without his radio the possibility of rescue in his case would have been impossible.


LOUIS A. BECHTOLD, Lt Colonel, USAF
Commander

Cy to:
7AF(DOCA)
56ACW(DCO)

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TAF TAN SON NHUT AB RVN

TAF DI COMMENT: IN THE PAST SIX MONTHS, THERE HAVE BEEN TWELVE AIRCRAFT HIT AND FOUR DOWNED (INCLUDING SANDY 7) WITHIN AN 8NM RADIUS OF SANDY'S HIT LOCATION. SINCE 17 MAY 68, THERE HAVE BEEN 21 37MM FIRINGS AND THREE AA FIRINGS WITHIN 4NM OF 1639N/10609E.

PART III. DOWNED AIRCRAFT REPORT

CALL SIGN: STREETCAR 304	DATE: 31 MAY/1745H
TYPE ACFT: A7A	SPEED: UNKNOWN
MISSION: STRIKE	ALTITUDE: UNKNOWN
WEAPON: AAA	HEADING: UNKNOWN
LOCATION HIT: 1638N/10608E	WEATHER: UNKNOWN
LOCATION DOWN: 1638N/10608E	CREW STATUS: MIA

STREETCAR 304 (A7A) WAS DOWNED BY PROBABLE GROUNDFIRE AT 1638N/10608E. THE A7A FLYING FROM THE CARRIER AMERICA WAS ON A STRIKE MISSION IN THE AREA OF THE DOWN LOCATION WHEN HIT BY PROBABLE GROUNDFIRE. THE PILOT EJECTED WITH A GOOD CHUTE AND A BEEPER WAS HEARD. SAR WILL CONTINUE AT FIRST LIGHT.

TAF DI COMMENT: IN THE PAST SIX MONTHS, THERE HAVE BEEN ELEVEN AIRCRAFT HIT AND FIVE DOWNED (INCLUDING STREETCAR 304) WITHIN AN 8NM RADIUS OF THE A7A'S HIT LOCATION. SINCE 17 MAY 68 THERE HAVE BEEN TWENTY SIX 37MM FIRINGS AND THREE AA FIRINGS WITHIN 4NM OF STREETCAR'S HIT LOCATION. GP-3

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7AF TAN SON NHUT AB RVN

OBSURED THE DOWN LOCATION AND THEN ATTEMPTED TO LEAD A JOLLY GREEN IN BUT HAD TO BREAK OFF DUE TO FUEL. DETROIT (2 F-105) LED THE JOLLY GREEN INTO THE AREA BUT COULD NOT RELOCATE THE CHUTE. SAR WAS SUSPENDED AT 2045H DUE TO DARKNESS AND SCHEDULED TO RESUME AT DAYBREAK.

7AF DI COMMENT: PRIOR TO NO TRUMP LEAD, NO AIRCRAFT HAD BEEN HIT OR DOWNED IN THIS AREA IN THE PAST SIX MONTHS.

PART II. DOWNED AIRCRAFT REPORT

CALL SIGN: SANDY 7	DATE: 31 MAY/1920H
TYPE ACFT: A1E	SPEED: UNKNOWN
MISSION: RESCAP	ALTITUDE: UNKNOWN
WEAPON: AW	HEADING: UNKNOWN
LOCATION HIT: 1639N/10609E	WEATHER: UNKNOWN
LOCATION DOWN: 1638N/10610E	CREW STATUS: MIA

SANDY 7, AN A1E SUPPORTING SAR EFFORTS FOR STREETCAR 304 (REF PART III), WAS HIT AND DOWNED BY PROBABLE ZPU AUTOMATIC WEAPONS FIRE.

WHILE SUPPRESSING GROUNDFIRE FROM A GUN SITE AT 1639N/10609E, THE A1E WAS STRUCK BY MULTIPLE ROUNDS OF ZPU FIRE CAUSING THE AIRCRAFT TO GO OUT OF CONTROL. THE PILOT BAILED OUT WITH A GOOD CHUTE, AND LANDED AT 1638N/10610E, SIX NAUTICAL MILES SOUTH SOUTHWEST OF TCHEPONE. THE PILOT WAS SEEN RUNNING TO THE TOP OF A NEARBY KARST. BECAUSE OF DARKNESS, THE SAR HAS BEEN DISCONTINUED UNTIL FIRST LIGHT.

7D10-68-0959

GP-3

1G 2 OF 3 PGS

1 Jun 68

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PRECEDENCE: IMMEDIATE

DTG: 01/0035 MAY 68

DISTRIBUTION

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FROM: 7AF TAN SON NHUT AB RVN

TO: ALL DEI ADDRESSES

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SECRET/NO FORN/JPOCO/DIO. NO FOREIGN RECEIPT AUSTRALIA

FTD (TDFCS), TAWC (DS), DIA (DIAS), 2AF (DI), 27TFW,

67TFW 4310 CONRNWG, 4453D CONRNWG (DIA), AFGP. ALL OTHERS

FOR INTELL. SUBJ: (U) DEFENSE ANALYSIS INTELLIGENCE REPORT

NR. 113. THIS MSG IN 3 PART(S).

PART I. DOWNED AIRCRAFT REPORT

CALL SIGN: NO TRUMP 01

DATE: 31 MAY/1658H

TYPE ACFT: F-105D

SPEED: UNKNOWN

MISSION: STRIKE

ALTITUDE: 100 FEET

WEAPON: AAA

HEADING: 120

LOCATION HIT: 1709N/10720E (APPROX)

WEATHER: UNKNOWN

LOCATION DOWN: 170600N/1072430E

CREW STATUS: MIA

1 CY MSG CEN
1 CY SSG DPT
1 CY DOCR-E
1 CY DO (ALPHA TEAM)
1 CY DOE
1 CY DXI
1 CY DOA
1 CY TACPAL
1 CY SAC ADVON
1 CY NLO
1 CY AFGP
1 CY 12 RITS
1 CY DOCC
1 CY TAGO
1 CY DIT (INFO)
1 CY 460 TRW
1 CY AOB
1 CY 97TH ARTY GP
1 CY DIO (FILE)

This msg is classified
SECRET because it
reveals areas of enemy
defense systems.

MISSION TRAFFIC

"ECHO"

NO COORD:

NO TRUMP LEAD WAS HIT BY GROUNDFIRE WHILE ON A STRAFING

RUN AGAINST GUN POSITIONS ON TIGER ISLAND. NO TRUMP 02

REPORTS THAT HE HEARD LEAD CALL THAT HE WAS HIT AND THAT THE

PILOT SOUNDED AS IF HE WAS WOUNDED. SHORTLY THEREAFTER 02

OBSERVED A WHITE PUFF OF SMOKE FROM LEAD, FOLLOWED BY A CHUTE

AT APPROXIMATELY 3000 FEET. 02 LOST SIGHT OF THE CHUTE AS HE

WAS IN A TURN AND THE CHUTE ENTERED A CLOUD DECK. SHORTLY

THEREAFTER, HOWEVER, 02 SIGHTED THE CHUTE IN THE WATER, BUT

COULD NOT SEE THE PILOT. 02 ORBITTED THE AREA UNTIL CLOUDS

Cyrus J. Richards

CYRUS J. RICHARDS, CAPT, USAF
Defense Analysis Division, DIO/2505

7DIO-48-0959 GP-3

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William J. Stinson

WILLIAM J. STINSON, MAJOR, USAF
Chief, SAM BLIND SECTION C, DIO

1 JUN 68

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39th ARRSq Hist., Apr-Jun 68

picked up the pilot injured in his ejection and landing and more recently by bomb fragments from Rescap working close to him. Altogether the mission required 189 sorties. Unfortunately Sandy 7 was never heard from again.⁹

The most successful mission of the quarter, in terms of numbers rescue, was the pickup of 29 personnel on 12-13 May 1968. On the twelfth a medevac chopper struck trees when egressing from a landing zone northwest of Da Nang. After a twilight and night effort all crew members of the helos and all wounded passengers were evacuated: 29 credited to ARRS and 8 to the U.S. Marines who assisted later in the SAR effort.¹⁰

Another successful mission was the recovery of the pilot of Master 01, and the two pilots of Hudson 02, downed during the attempt to rescue Master 01. This was another mission that was spread over two days, 8-9 June. Fortunately Master 01 was able to evade capture during the night and in the morning of the ninth made voice contact with the Misty F-100 FAC working in the area above Master just north of the DMZ. The SARTAF was organized and activated. About three hours later Hudson 02

9. Mission Narrative (Streetcar 304) (S) Page 28

10. Mission Narrative (Medevac Swift 5-1) (S) Page 80

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189 Sorties, 39 Hours

Long Search Finds A-7 Pilot

By Sgt. Mark Fleisher

SAIGON—On a mission against enemy supply routes, a Navy A-7 was shot down southwest of Khe Sanh. Thus began one of the most extensive "manhunts" in Southeast Asia.

The rescue mission for the downed pilot was directed by the Joint Search and Rescue Center, Seventh AF Command Post, with the rescue conducted by AF's 3d Aerospace Rescue and Recovery Gp. The entire operation spanned a period of 39 hours and involved 189 aircraft sorties.

Darkness and bad weather hampered initial rescue efforts of Lt. Kenny D. Fields, the Navy pilot. The following morning, two A-1 pilots orbited the area. Enemy forces opened up with an intense barrage of automatic weapons fire, downing Maj. William G. Palank. An HH-3E sped

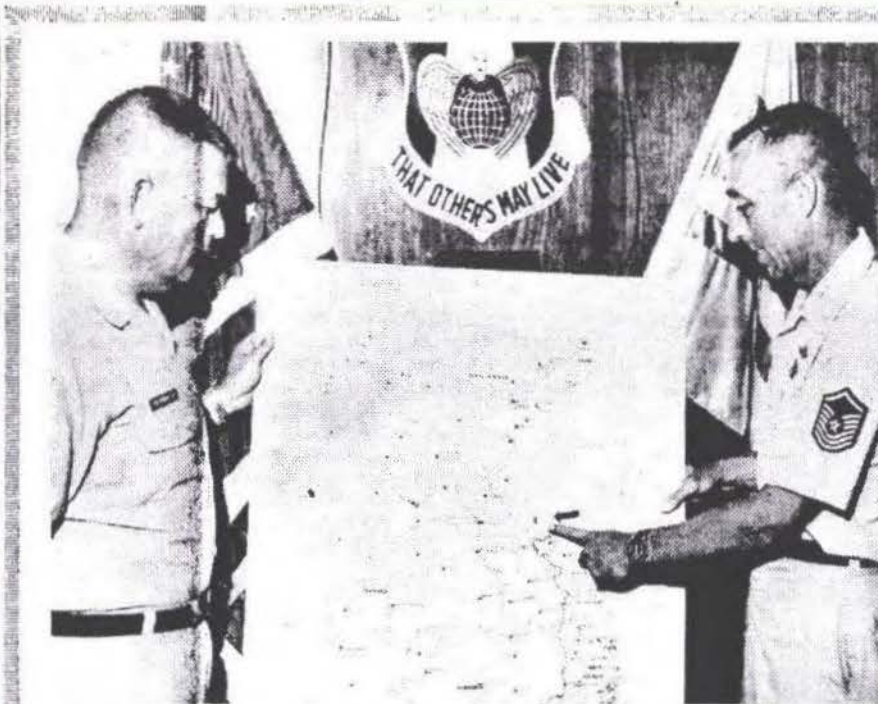
to the scene, and within 10 minutes, he was aboard.

Enemy ground fire continued to harass rescue efforts, so AF and Navy jet fighter-bombers were summoned. Again darkness and bad weather stopped the rescue.

The following morning the weather was still bad, but improving. Maj. Thomas A. Campbell, A-1 pilot flying escort for the Jolly Greens, established radio contact with Fields and got his position narrowed down. "The FACs began to direct the jets into the area to hit the enemy firing positions. We got the go from the HC-130P Crown aircraft and started rescue efforts."

A screen of 37mm ground fire met them as they went in, SSgt. Coy W. Calhoun, flight engineer aboard the Jolly Green, reported. "I opened up with my M-60 machine gun, and that enemy position didn't fire any more."

Fields was finally picked up. As he recalled, "I initially found myself in a field flanked by two of the enemy 37mm guns. Later, I was able to make my way to a safer area where the fire was not so intense. The jets did a fantastic job. They must have gotten more than 300 secondary ex-



Rescues

POINTING at Dong Hoi, SMSgt. Ted R. Hawkins shows Col. Robert E. Freshwater the area where both won Silver Stars on unrelated rescue missions. They are with the 3d Aerospace Rescue and Recovery Gp. in Southeast Asia.

plosions during the time they were supporting the Jolly Greens and Skyraiders."

A helicopter pararescueman who played a major role in the rescue, Sgt. Peter S. Harding, noted, "the pickup of the Skyraider pilot was pretty simple. He was in a good spot, and there wasn't much ground fire. As we went in for Fields, there was a great deal of fire around us. It didn't look like I'd have to get on the ground to help him, so

I stayed at my gun until he was aboard the Jolly Green. Then I applied medical aid and tried to make him as comfortable as possible."

The rescue mission received high praise. Rear Adm. Ralph W. Cousines, commander of Task Force 77, sent a personal message to Gen. William W. Momyer, Seventh AF commander.

Capt. W. L. Atkinson, commander of the USS Reeves, Navy search and rescue coordination

ship, sent a message for all rescue forces involved in the mission to Col. Paul Leske, 3d Aerospace Rescue and Recovery Gp.

31 MAY 68 SAR
STREETCAR 301

DET 1 40 ARRS HISTORY APR-JUN 68

SUMMARY TABLE OF RESCUES

DATE	RESCUE NO.	SURVIVOR	TYPE ACFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
1 Apr	300 301	Maj Dwyer TSgt Owen	02	USAF	Laos	Capt Oliver Capt Greer Sgt Grau Sgt Harding	No
7 Apr	303 302	Capt Jones Maj Tapman	F-100	USAF	Laos	Capt Walker Maj Yuhas Sgt Grau Sgt Fraboni	No
21 May	304	LtJG Ganner	P2V	USN	Thai	Capt Oliver LC Brown ALC Otero Sgt Beasley	No
25 May	305 306	Capt Amkeny 1Lt Turner	F-4C	USAF	Laos	Capt Walker Maj Yuhas Sgt Warmack ALC Curry	No
1 Jun	307	Maj Palank	A-1	USAF	Laos	Capt Richardson Maj Reagan Sgt Calhoon Sgt Harding	No
1 Jun	308 309 310 311	Maj Oderman Maj Weeden Sgt Price ALC Smith	HH-3E	USAF	Laos	Capt Conant Capt Heft Sgt Warmack ALC Curry	Yes
2 Jun	312	LtJG Fields	A-7	USN	Laos	Capt Richardson Maj Yuhas Sgt Calhoon Sgt Harding	Yes
26 Jun	313 314	Capt Jones Maj McKenna	RF-4C	USAF	Laos	Capt Heft Capt McKinley Sgt Warmack Sgt Petroski	No

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Mission 2-3-46

On 31 May 68, Streetcar 304, a USN A-4 was downed by ground fire at XD238340. Crown 2 on orbit West of CH89 was notified at 0945Z by Crown 4. A good chute and beeper were reported. Crown 2 proceeded to the scene contacting Side-winder 406 and Nail 66 (02 Fac) orbiting the survivor. Nail 66 confirmed radio contact with the survivor, good weather and heavy ground fire. Sandies 5-6-7-8, Jolly Green 37-20 and 70 were launched through Compress. Rescap was requested and reported enroute by Compress. Silver and Banyon flights reported to Nail 66 and expended ordinance. Nail 66 requested additional resources and was advised Vampire, Spitfire, Hotrod and Scuba flights were enroute. Silver and Banyon were released to Tanker (Blue Anchor 2) and RTB. Sandy 5-6 arrived on scene. Sandy 5 was hit by ground fire on one of his initial passes and RTB to CH89. Sandy 6 and Jolly Green 70 were released to escort. Vampire flight arrived and expended ordinance with Nail 66. Vampire released to tanker and RTB. Nail 66 advised front engine shutdown but remaining on scene. Sandy 7-8 arrived. Sandy 7 on scene commander, Jolly Green 37-20 were advised to orbit out of the area due to severe ground fire. Sandy 7 downed by ground fire at XD237393. Sandy 8 reported a good chute, good beeper, survivor in sight and voice contact. Sandy 7 appeared to be maneuvering for high ground in nearby karst to the northeast. An additional flight of fast movers were reported enroute by Compress. Blue chip, through Compress directed all forces pull off. Nail 66 advised if no resources available immediately effort should be discontinued due to darkness and a first light effort be made in the morning. Sandy 5 advised CH89 in sight and released Sandy 6 and Jolly Green 70 to the mission. Blue Chip directed all forces RTB. Sandy 6-8, Jolly Green 37-20 to CH89. Jolly Green 70 to CH70. Crown 2 RTB CH83 at 1150Z.

Frederick R Benson
FREDERICK R B ENSON, MAJ
RESCUE CREW COMMANDER

RCC Maj Benson
CP Capt Caldwell
N LCol Rippe
FE TSgt Bonner
FE TSgt Barclay
RO TSgt Woods (TDY 79ARRS)
LM SSgt Wilson

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68-0071

189 Sorties, 39 Hours
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By Sgt. Mark Fleisher

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Darkness and bad weather hampered initial rescue efforts. Maj. L. Kenny D. Fields, the Navy pilot, was the only A-7 pilot who survived. The following morning, two A-1 pilots orbited the area. Enemy forces opened up with an intense barrage of automatic weapons fire, downing Maj. William G. Palank. An HH-3E sped

to the scene, and within 10 minutes, he was aboard.

Enemy ground fire continued to harass rescue efforts, so AF and Navy jet fighter-bombers were summoned. Again darkness and bad weather stopped the rescue.

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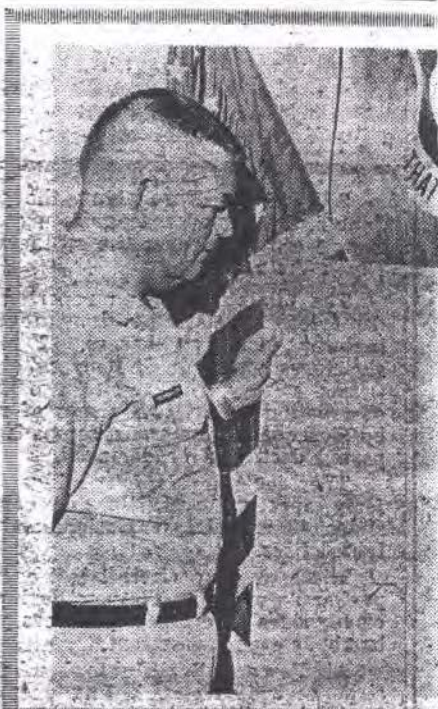
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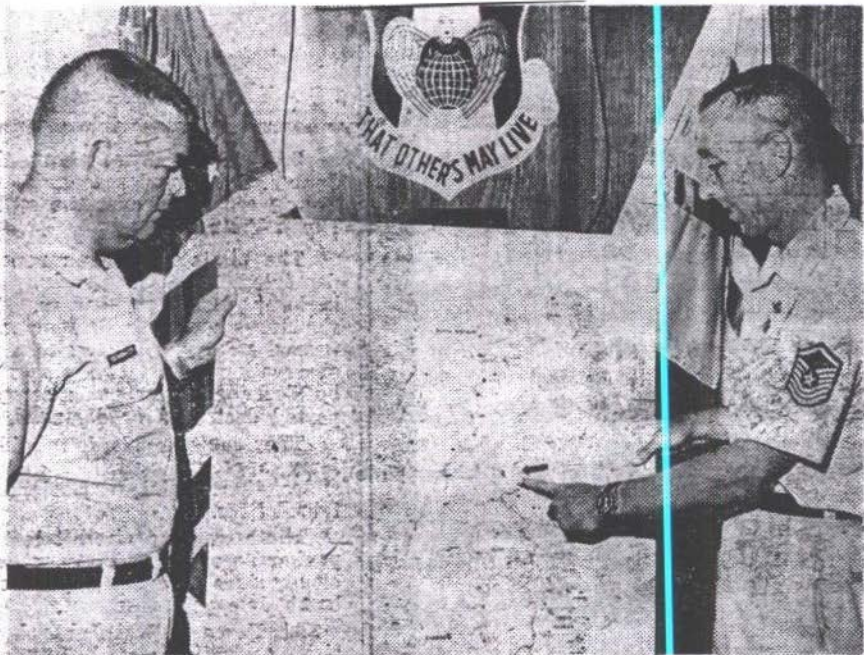
Call Mark Set At MARS Site

DUY HOA AB—The Air Force Military Affiliate Radio System (MARS) station here completed 1202 calls to the United States during April to break its previous record of 1205 set during March.

Operated by the 1884th Communications Sq., the MARS station handled a total of 1647 calls, but 945 could not be completed because of no answer, wrong number, or technical reasons.

Under ideal operating conditions, 10 to 12 calls per hour are possible.





Rescues

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A-7A 153255 VA-82, USN, USS *America*
Lt K W Fields (survived)

Two Corsairs were assigned to attack a storage area near Ban Kate in southern Laos at dusk on the 31st. The leader, Lt Fields, made his first pass and noticed at least three anti-aircraft guns firing at him. During his second pass, Lt Fields felt a thump and the aircraft started rolling uncontrollably. A large section of the wing had been shot off and Lt Fields ejected close to his target.

He landed safely but was injured while evading North Vietnamese troops intent on capturing him. He was eventually rescued by a USAF SAR helicopter.

A-1H 52-135282 602 ACS, 56 ACW, USAF, Nakhon Phanom
Capt Edward W Leonard (POW)

When Lt Fields was shot down near Ban Kate, a USAF Skyraider, which was already in the area, was directed to search for the downed airman. Night was drawing in rapidly but Capt Leonard came down to 500 feet in an effort to protect the Corsair pilot until the rescue forces arrived. Unfortunately the Skyraider was hit by automatic weapons fire about 10 miles to the southwest of Lt Fields's position. Capt Leonard ejected but was captured by North Vietnamese soldiers. He was eventually sent to Hanoi and was released on 28 March 1973. Capt Leonard had flown over 250 missions in Southeast Asia and had been shot down during a mission over northern Laos on 18 March but managed to fly most of the way back to base before having to eject on that occasion.

A-7A 153258 VA-82, USN, USS *America*
1 pilot, name unknown (survived)

The *America* lost a second Corsair on this day when an aircraft suffered an engine flame out during in-flight refuelling. The pilot ejected and was quickly rescued.

1 June 1968

A-1E 52-139584 602 ACS, 56 ACW, USAF, Nakhon Phanom
Maj W G Palank (survived)

The effort continued to find Lt Fields and Capt Leonard, who had been shot down near Ban Kate on the 31st. Another Skyraider was lost during the search but this time the pilot was rescued. Maj Palank was orbiting at 4,000 feet about six miles southwest of Khe Sanh when his engine was hit by a 37mm shell. With the engine producing reduced power he started back towards Thailand but was forced to eject near Ban Alao, 15 miles southwest of Ban Kate. He was rescued by a USAF SAR helicopter.

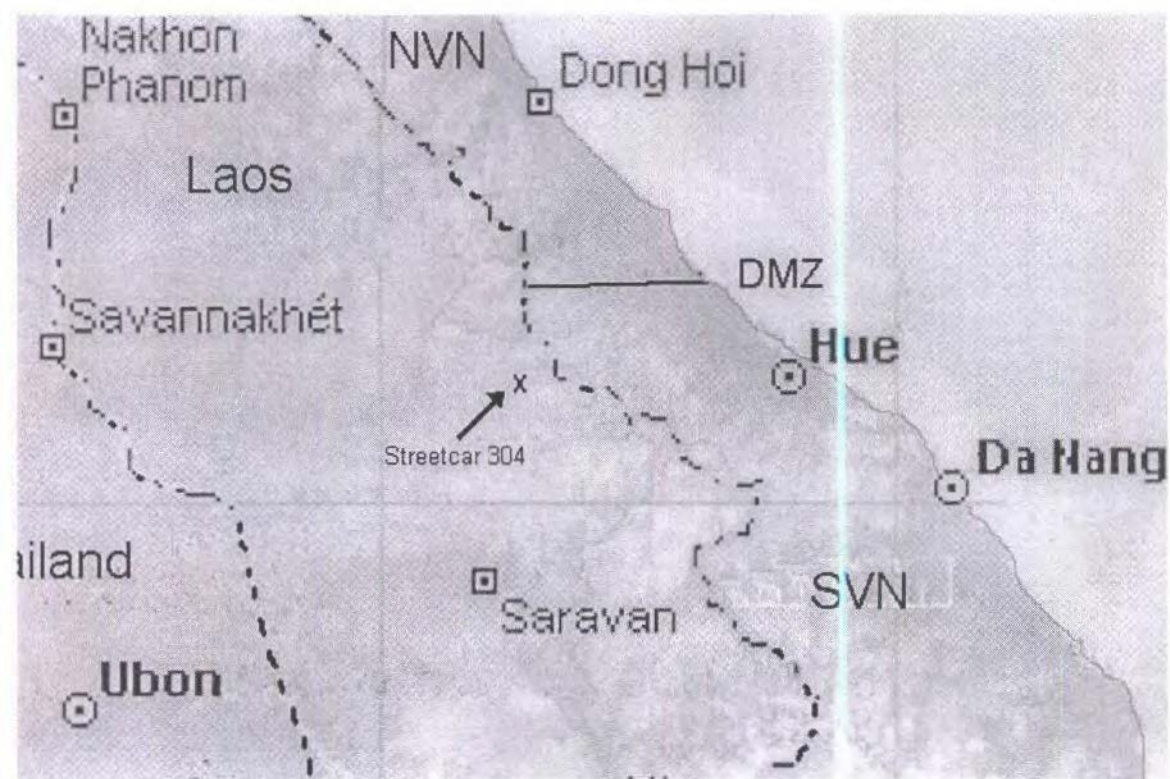
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STREETCHAR 304
SAR





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COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

COORDINATING/COORDINATION				ACTION OFFICER		PHONE NO.	DATE
	REMARKS	SIGNATURE	DATE	TYPED NAME/ GRADE/ SIGNATURE OF ACTION OFFICER			
				Lt Col Newton DOCC		4114	2 June 68
				for Anderson W. Atkinson, Colonel, USAF Chief, Command Center Branch			
				TYPED NAME/ GRADE/ SIGNATURE OF DCS/DIRECTOR			
	CS	BGen					
	VE	MGen					
	C	Gen	JUN 03 1968				

SAR Effort for Streetcar 304 (C)

1. (C) BACKGROUND: Streetcar 304 was downed in Steel Tiger on 31 May 1968. The SAR effort continued through 1 June 68 and was again initiated this morning.
2. (C) The SAR effort for the Navy pilot began at 0600H with the launching of the SAR force. Nail 56 made voice contact with the downed pilot; however, early morning fog prevented the use of jet aircraft to suppress flak. At 0720H, Nail 56 reported the fog had dissipated and 7AF CC scrambled eight F-4 aircraft. Thirty minutes later, eight more F-4 aircraft were scrambled. By 0845H, SAR had pinpointed the downed pilot who stated the expended ordnance by the jets was doing a good job. By 0940H, twenty-two F-4's and seven F-105 had been committed to the effort. The downed pilot, in the meantime, reported that he had been wounded but that the wound was not serious. At 0944H, Jolly Green 09 was over the pilot and made the pickup within five minutes. Nakhon Phanom reported the Navy pilot had five wounds in non-vital areas and his condition is good.
3. (C) SEQUENCE OF EVENTS:
- a. 0600H - All SAR forces airborne.
 - b. 0640H - Nail 56 is in area and has beeper. Weather is 6,500 feet overcast - thin ground fog.
 - c. 0720H - Nail 56 states he can work jets. Honda/4 F-4 and Cobalt/4 F-4 scrambled.
 - d. 0730H - Voice contact with Streetcar 304. Pilot has authenticated. Pilot can see people in trees with automatic weapons.
 - e. 0751H - Ringo/4 F-4 and Tomcat/4 F4 scrambled.
 - f. 0815H - Pilot has moved about 1 mile. Enemy is all to the North.
 - g. 0845H - SAR has pilot pinpointed. Pilot states that ordnance is doing good job.
 - h. 0846H - Picking up 37MM.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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- i. 0911H - Have a visual on pilot. Have one more gun to knock out before attempting pickup.
- j. 0915H - SAR going in for pickup.
- k. 0927H - Downed pilot has been hit by enemy ground fire.
- l. 0930H - Jolly Green 09 has pilot in sight.
- m. 0935H - Pilot still talking, evidently not wounded too bad.
- n. 0944H - Jolly Green 09 over pilot. Hoist going down.
- o. 0948H - Pilot on board. Has wound in lower portion of body; however, is not serious.

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Mission 2-3-46

On 31 May 68, Streetcar 304, a USN A-4 was downed by ground fire at XD238340. Crown 2 on orbit West of CH89 was notified at 0945Z by Crown 4. A good chute and beeper were reported. Crown 2 proceeded to the scene contacting Side-winder 406 and Nail 66 (02 Fac) orbiting the survivor. Nail 66 confirmed radio contact with the survivor, good weather and heavy ground fire. Sandies 5-6-7-8, Jolly Green 37-20 and 70 were launched through Compress. Rescap was requested and reported enroute by Compress. Silver and Banyon flights reported to Nail 66 and expended ordinance. Nail 66 requested additional resources and was advised Vampire, Spitfire, Hotrod and Scuba flights were enroute. Silver and Banyon were released to Tanker (Blue Anchor 2) and RTB. Sandy 5-6 arrived on scene. Sandy 5 was hit by ground fire on one of his initial passes and RTB to CH89. Sandy 6 and Jolly Green 70 were released to escort. Vampire flight arrived and expended ordinance with Nail 66. Vampire released to tanker and RTB. Nail 66 advised front engine shutdown but remaining on scene. Sandy 7-8 arrived. Sandy 7 on scene commander, Jolly Green 37-20 were advised to orbit out of the area due to severe ground fire. Sandy 7 downed by ground fire at XD237393. Sandy 8 reported a good chute, good beeper, survivor in sight and voice contact. Sandy 7 appeared to be maneuvering for high ground in nearby karst to the northeast. An additional flight of fast movers were reported enroute by Compress. Blue chip, through Compress directed all forces pull off. Nail 66 advised if no resources available immediately effort should be discontinued due to darkness and a first light effort be made in the morning. Sandy 5 advised CH89 in sight and released Sandy 6 and Jolly Green 70 to the mission. Blue Chip directed all forces RTB. Sandy 6-8, Jolly Green 37-20 to CH89. Jolly Green 70 to CH70. Crown 2 RTB CH83 at 1150Z.

Frederick R Benson

FREDERICK R B ENSON, MAJ
RESCUE CREW COMMANDER

RCC Maj Benson
CP Capt Caldwell
N LCol Ripa
FE TSgt Bonner
FE TSgt Barclay
RC TSgt Woods(TDY 79ARRS)
LM SSgt Wilson

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68-0071

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During the SCOTCH 3 SAR effort, 42 F-4s were allocated to the mission, and 32 were used. Twelve F-105s were also used. Additionally, there were five Misty (F-100) FACs and one Covey (O-2) FAC used; two FACs were on-scene almost continuously. When the primary SAR aircraft, consisting of eight A-1s, four helicopters and two Crown aircraft are added, the total number of aircraft involved totals 74. During the nine-hour mission, 121 tons of ordnance were expended. ^{10/}

1-2 JUN 68

An examination of the STREETCAR 304 mission revealed that 44 F-4s and 42 F-105s were involved for a total of 86 support aircraft. Additionally, six Nail (O-2) FACs were used, and approximately eight A-1s, six helicopters, and three Crown primary SAR aircraft were used during the 28-hour mission. The total number of aircraft involved was approximately 109. The figure becomes "approximate" because the total number of primary aircraft was estimated from incomplete records. Eighty-six tons of ordnance were expended. ^{11/}

During the HELLBORNE 20 mission, 38 F-4s, 11 F-105s, five A-6s, two A-4s, and seven A-7s were involved, for a total 63 support aircraft. Additionally, four Misty FACs were used with an estimated 14 primary SAR aircraft to make a grand total of approximately 81. The mission lasted 10 hours and a total of 118 tons of ordnance were expended. ^{12/}

The totals of all aircraft and tons of ordnance used in just three missions are depicted here:

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39th ARRSq Hist., Apr-Jun 68.

On 21 April 1968, an Army helicopter, Blue Max 27, was reported down southwest of Hue. Crown 4 flew to the reported last known position but found no indications of survivors. While flying over the mountains west of Da Nang they heard a beeper, and using their DF equipment located the exact source of the emergency radio. When the eight survivors of Blue Max 27 saw the Crown aircraft orbiting above them they stopped the beeper and spoke to the listening crew. Though some difficulty was encountered after this in making the pickup, all were rescued without mishap. The survivors had been on the ground over twenty-four hours and were rapidly being pinpointed by the enemy, when Crown found them. It is reasonable to assume that if not located at that time they soon would've been killed or captured.⁸

On 31 May 1968, a Navy A-4, Streetcar 304, was shot down by ground fire near the Ho Chi Minh Trail. The survivor was in good condition, but in an area of a heavy concentration of enemy troops. In the course of "discouraging" the enemy to attempt to capture the survivor, Sandy 7, an ALE Rescap, was shot down, but was safe and moved to a high karst nearby. As night approached the Commander of Seventh Air Force called off the effort until the next morning. At first light the mission resumed, and after an immense effort finally the Jolly Green's went in and

8. Mission Narrative (Blue Max 27) (S) Page 66

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39th ARRSq Hist., Apr-Jun 68

CHRONOLOGY

<u>DATE</u>	<u>CLASS</u>	<u>SIGNIFICANT EVENT</u>
April 1	U	President Johnson announces bombing limitation of North Vietnam above 19 degrees North Latitude. Rescue forces limited to 20 degrees North.
April 3	U	Schedule change. Crown 5 temporarily deleted due to lack of loadmasters and engineers.
April 14	U	PARRC Standardization team inspects.
April 15	U	Crown watches pilot of Bear 3 eject over South China Sea. Call in Jolly Green Giants to make pickup; survivor in water less than five minutes.
April 15	U	Increase of monthly programmed flying hours from 65 per aircraft to 100 per aircraft.
April 15	U	Install modified APX-65 transponder decoder equipment on first 39 ARRSq aircraft.
April 23	U	Last pilot returns from Clark AB, Philippines closing assistance to 31 ARRS under Plan 587.
April 21	U	Crown locates survivors of Blue Max 27, Army helicopter, using HC-130P DF equipment.
April 30	U	Lt Col Costello assumes command of 39 ARRSq relieving Colonel Marshall.
May 2	U	Colonel Marshall departs Tuy Hoa AB for Eglin assignment.
May 12	U	Crown coordinates rescue of USA CH-46: "Swift 5-1" 29 personnel recovered.
May 28	U	Air National Guard, F-100 contingents arrive Tuy Hoa taxing base services, especially housing.
May 31	U	Streetcar 304 mission. 189 sorties necessary to rescue survivor (on 1 Jun 68)

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