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In contrast to the three-day mission, on 28 January 1969, the orbit concept was proven without question when Wolf 2, an F-4, was shot down at 1745 hours in the same general area and environment. Wolf 3, his wingman, had radio contact with 2A, while he was still descending in his chute. He drifted over a small karst into some trees. Nail 54 (O-2 FAC) was in the area and saw both chutes descend. Sandys 1 and 2, on orbit with Jolly Greens 36 and 20, diverted to the scene and arrived at 1802 hours. Voice contact had been established with both survivors. Crown 2 advised of heavy gun positions flanking the area just beyond the karst from the survivors. Sandys 3 and 4 were scrambled from NKP, while Jolly Greens 09 and 19 were deployed from orbit. Several fast movers arrived at 1815 hours. The Sandys checked the area and noted no hostile activity on the survivor's side of the karst; however, hostile forces were observed en route from the road. Jolly Green 36 was brought in by Sandys 1 and 2 and picked up Wolf 2B at 1836 hours and 2A at 1841 hours. A total of 56 minutes had elapsed. The mission was brilliantly executed from orbit positions. With hostile forces so close to the survivors, a longer reaction time could easily have resulted in failure.^{6/}

All rescue efforts, however, were not successful. Many aircrewmen were captured before SAR forces could arrive; others died while awaiting rescue; some died after being rescued. Probably the most poignant effort of the war was made on 14 June 1969. Wolf 5, an F-4, was working in Central Laos when Nail 19, an O-2 FAC, heard a call that Wolf was experiencing hydraulic difficulty. Shortly thereafter, Wolfs 5A and B ejected. Warpaint, a Navy A-4, was the first to arrive on scene. Nail 19 arrived shortly thereafter and

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