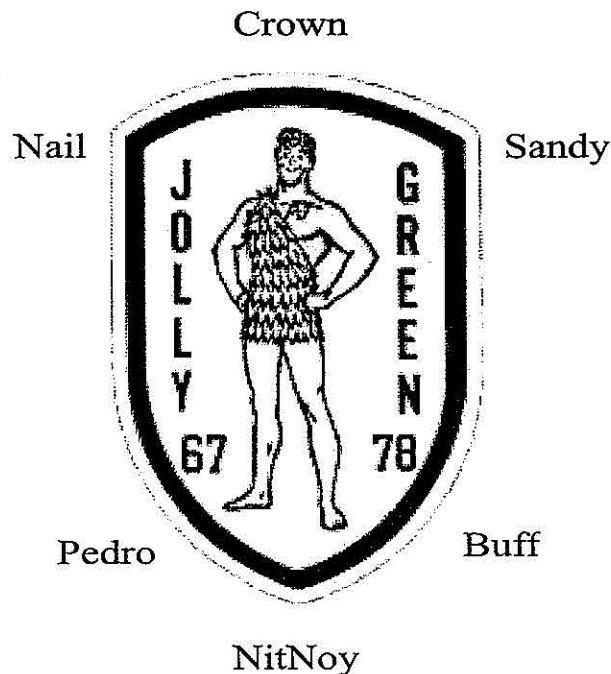


Combat Search & Rescue

17-19 JAN 69
Mission: Stormy 02Bravo

BY D.C. "SURFER" JOHNSON



Jolly Green Productions





DEDICATED TO:

Jack Watts, SandyMan

Fly On!

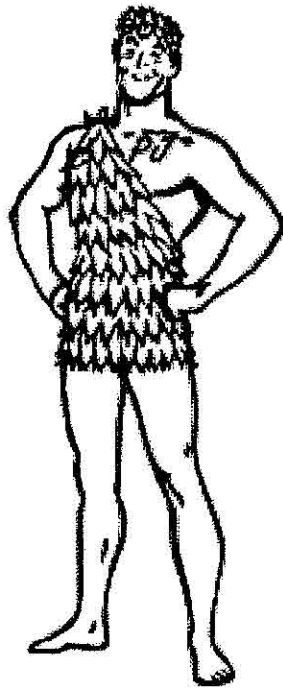


IT IS MY DUTY

as a pararescueman to save a life and aid the injured.
I will be prepared at all times to perform my assigned duties quickly and efficiently, placing these duties before personal desires and comforts.

These things I do,

“That Others May Live.”



CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

Introduction:

The account presented below has been developed as the summation of the Combat Search and Rescue Stormy 02Bravo. This rendition is the most comprehensive synopsis of the mission now extant. The sources listed in the bibliography form the base and bulk of the material presented here.

Overview:

OF THE HUNDREDS of dramatic Search and Rescue efforts made in South East Asia from November 1967 to June 1969, a few emerged as outstanding in the dedication and spirit of SAR personnel as the Combat Search and Rescue mission Stormy 02Bravo. This rescue of several crew members, from many different crash sites, over a 72 hr period, through intense antiaircraft artillery barrages as well as machine gun and small arms fire, demonstrated the professional intent and sacrifice to duty of those involved exemplifying the Aerospace Rescue and Recovery Services' motto,

"That Others May Live"

Summery:

THE BUSIEST THREE DAYS in the history of this Search and Rescue period took place in January 1969 of which Stormy 02Bravo was the lengthiest. Action began for this particular mission on 17 January. Stormy 02, a FastFAC aircraft, was shot down during clear weather over the Tchepone area of south-central Laos. They had rolled in on a AAA battery near Ban VangThong and were reported downed by Diamond 613 at 1418 hours local time. Crown 6, on standard orbit, received the distress call and diverted to the scene. Nail 25, a SlowFAC in the area, established beeper and voice contact with Stormy 02Bravo. The survivor reported that he had a broken arm and leg, was lying on his back on top of his seat pack, in tall grass and could not move. No contact was made with Stormy 02Alpha, and no parachute was seen [Examination by JTFFA in the 1990's confirmed that the pilot went in with his aircraft]. Crown 6 launched Jolly Greens 32/34 from Quang Tri which were pre positioned out of DaNang 37th ARRS HH3E rescue home base. Fighter/bomber support of the Spads from Pleiku, Republic of VietNam and additional A1E support

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

from the Sandys out of NaKhon Phanom, Thailand to report on scene. Two F-4 flights in the area were brought in. Initially Rattler, 4 F4s; following Wildcat, 4 F105s; Shark, 4 F100s; Scotch, 4 F105s; Pistol, 2 F4s; Gunfighter 3/4, 2 F4s. Additional flights were requested and an ArcLight canceled due to the SAR in the immediate vicinity of its ordnance deliver AO. Hostile ground forces moved into the area, so Nail 25 as OSC cleared the F4's to strike. Sandy 01/02 arrived over head of the SAR site at 1522 hours. While evaluating the area, Sandy 02 was hit by ground fire; a 37mm in fuel tank at 10,000 agl and bailed out. Voice contact was quickly established and he advised that he was uninjured [landed in a tree about 75 feet above ground near a road with a 90 degree curve to it]. About this time, Spads 11/12 arrived on scene and provided a RESCAP for Sandy 02, while Sandy 01 proceeded back to Stormy 02Bravo. At 1555 hours, Jolly Greens 31/32 & 34/03 [DaNang NitNoy Jollys] were on station and held at a safe distance from the pickup area, due to heavy ground fire from 23mm, 37mm, 57mm, and automatic weapons. Nail 25 RTB'd as per BlueChip when Nail 75 arrived on scene. Fourteen flights of fast movers [composed of the above and replaced by Shako & Sawyer, 2 F4 apiece; and Ringo, Pistol, Sunvalley 91, Gator F105s in 2 or 4 ship elements], six Sandys [AlHs/NKP], and six Spads [AlHs/PKU] sanitized the area constantly until darkness, but could not sufficiently clear it for pickup, even though additional fighter/bombers were diverted: Cedilla; Icon, 2 F100; Dover, 2 F4s; Manual 03, 2 F4s; Melvin 01/02 & 03/04, 4/F4s]. Six Jolly Green refuelings were made by Crown 04, which had been launched to provide tanker service, since Crown 06 was totally involved in controlling the mission as Airborne Command, Control and Communications platform. JG 03 left the area due to mechanical problems and RTB's Quang Tri [CH 103]; Nail 75 returned home after Nail 70 relieved him, post area briefing and radio commo with survivor.

AS DARKNESS FELL, the forces were all returned to base and a dawn effort was planned. It had been decided to simultaneously pick up both men, utilizing two distinct SAR groups, early the next morning. Therefore, the Super Jolly Greens [BUFFS] 68/67/70 were pre-positioned to NKP from Udorn in order to participate in the first light effort as one set of Jollys; NKP NitNoy's formed the other pairing. The following day got underway with Sandys 03/04 on

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

scene of Stormy 02Bravo at 2305Z; Sandys 05/06 escorting BUFF's 68 [low] and 67 [high] on station 2310Z; Sandys 07/08 at NKP on ground alert while Nail, Stormy and Misty FAC's arrive on scene over Tchepone, Laos. BUFF's 68 & 67 would rescue Stormy 02Bravo. NKP Jolly Greens 37 & 17 were assigned to the Sandy 02 pickup. Sandys 09/10 were on scene over Sandy 02 with Sandys 11/12 escorting the NKP NitNoys 37/17 while Sandys 13/14 remain on ground alert. During this time the DaNang Jolly's place two NitNoys on home base alert at CH77 and further, pre positioning two more Jollys at Quang Tri only seventy air miles east of Tchepone. Nine Sandys and eight Spads were accompanying the helicopters and providing cover, while 17 fighter flights, 2 Misty FAC's [F100s] and 3 Hobos [A1s] ingressed to strike the target area. Weather prevented the simultaneous operation as Sandy 02 could not be worked, due to low clouds and ground fog. The entire effort then concentrated on Stormy 02Bravo. Nail 25 RTB'd after briefing his replacement, Nail 38, and both established commo with the survivor. Crown 04 was controlling, while Crown 02 backed up as tanker. Fighter/bombers begin to assemble as an ongoing strike armada of Gunfighter, Sunvalley, Tomcat, Zebra, Pancho, Sycamore, on station first and handled by Nail 38. At 0945 hours Sandy 03 as OSC calls the JG's in, BUFF 68 was directed to pickup Stormy; Sandy 09 states he is ready after the Stormy mission to complete the Sandy pickup. As the Super Jolly Green approached, the survivor was in tall grass, immobile and out of sight due to the heavy overgrowth of elephant grass. Then the rotor wash of BUFF 68 blew the stalks down, Stormy 02Bravo was observed and raised his right leg. The Aircraft Commander of Jolly 68 carefully settled the large helicopter below the tall trees to shield the vulnerable aircraft during the pickup attempt from a 37mm site located on a hill 1000 yards south. The Pararescueman descended on the jungle penetrator and once grounded cut away the chute of Stormy 02Bravo, splinted his left arm and prepared the survivor for extraction, all the while BUFF 68 hovered for 22 minutes above them both. The survivor was hoisted up along with the PJ and the BUFF egressed quickly expending all its mini-gun ammo on the go as the Sandys strafed along the way. JG68 RTB'd NKP with their rescued navigator as Sandys 3/4 & 5/6 escorted. Then the unfortunate, yet inevitable in a rescue attempt, happened, another shoot down. During a bombing run in support of the SAR mission, Sandy 10 was hit, apparently by "The Golden BeeBee," near

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

Ban Kate as he was on a CBU run in support of Stormy 02B. He crashed in a ball of flames, with no chute seen and no radio contact. Regarding this incident, in the 1990's JTFFA excavated the area and found personal items.

MEANWHILE, the Sandy 02 area cleared of ground haze, fog and low clouds allowing Crown 01 to begin operations and calls in through Brigham/Invert: Gunfighter 03/01, Locust, Jester, Dacron, Reddog, Shark, Cactus, Pistol, Soccer, Sawyer, Lincoln, Rustic fighter/bombers. Jolly Greens 37/17 were orbiting, awaiting a pickup call, but had to return to NKP due to low fuel. Spads and Hobos scrambled and diverted for Sandy 02 mission. Sandy 09 showed Sandy 11 where survivor was; Previously, after Nail 38 arrived overhead, he replaced Nail 25; Nail 38 had a visual on Sandy 02 and commo established. Buff 67 joined by Jolly Green 70, high bird, while escorted by Spads 11/12 and Sandys 09/10/11/12. It was noted that Sandy 10 crashed within one mile of Sandy 02. Sandys 13/14 scrambled; Sandy 09 says area still too hot as he turns command over to Sandy 07 and Sandys 09/10 RTB. At 1335 hours, Jolly Green 67 as low bird descends for the pickup of LTC. Morris and completes the rescue within five minutes despite heavy ground fire. While egressing, about one mile south of the Sandy 02 position, BUFF 67 took a direct hit by a 37mm shell in the right forward empennage area, three feet above the floor level, at the ramp junction, and immediately lost pressure in two hydraulic systems. The flight engineer saw the 37mm AAA that had hit them, silenced it with his mini-gun from the right side crew door, after getting the survivor in the Jolly as it rotated right to exit the area and he reactivated his weapon. Sandy 07 [Re: 13?], which was escorting the BUFF, located a suitable area and directed the damaged Jolly Green into it for a crash landing. 1345 hours BUFF 70 landed within 200 yards of Jolly Green 67 picking up all the downed personnel and departed in 10 minutes. JG70 returned all survivors to NKP along with the Pararescueman Tom Pope who, at gun position #3 on the tail ramp of BUFF 67, lost his leg as a result of the 37mm explosion. Since BUFF 67 was basically intact but in a hostile area heavily contested, the 3rd ARRGp Commander, reluctantly approved the destruction of the helicopter. RUSTIC, a flight of F4s, did the job. This was the first Jolly Green BUFF destroyed through combat, although not the last. Its epithet a stark reminder of the

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

unexpected fury and caprice of war, the sensibleness and senselessness of some SAR's:

"It is burning. Lots of green backs going up in flames."

TO FURTHER COMPLICATE MATTERS, another aircraft, a Cessna SkyMaster FAC completing an area reconnaissance and familiarization flight with Coveys 285/264 on board, was shot down at 0650Z, flying near Ban PaLinh, aka Delta Point 45, 15 miles south of JG67, approx 7,500 agl when hit by AAA. Two good chutes were seen and Crown 02 contacted the FACs. Jolly Greens 16/20 [NKP NitNoys], with Sandys 15/16 [NKP Sandys], which were just then departing the BUFF 67 scene, were contacted and advised to proceed to the new area. The Jolly Greens refueled en route by Crown 02, which then assumed control of the new mission. Sandy 15 became OSC while Sandys 19/20 were scrambled out of NKP accompanying Jolly Greens 16/20 to the scene, but held short to await a pickup call; these Sandys located both survivors between 1616-1619 hours. At 1622 hours, Sandy 19 replaced Sandy 15 as OSC and brought in several flights of fast movers Rustic, Olds, Calico and Speedo all converge to add fighter/bomber support. Although the two men were located within 30 meters of each other, they were not able to get together because of the rugged terrain. Sandy 19 made his analysis of the area and decided to bring in low bird Jolly for a pickup attempt. Jolly Green 16 was escorted onto Covey 285 by four Sandys, but began taking ground fire and was forced to withdraw with battle damage. Jolly Green 20 escorted Jolly 16 back to NKP base as additional fast movers were brought in around Covey 285. DaNang NitNoys, JG32/04, arrived at 1825 hours and Sandy 19 quickly led Jolly 32 in for a successful pickup of Covey 285. The venerable HH3E was then vectored to skip over and rescue Covey 264 but about halfway to him, the helicopter received ground fire, was forced to return to base with numerous holes in its aft fuel tank while losing fuel rapidly. The area obviously could not be cleared enough to make another attempt before dark, so a first light effort was agreed upon. Covey 264 was advised to stay off the radio and dig in.

THE EFFORT FOR COVEY 264 began the next morning at 0645 hours when Crown 01 arrived on scene. Covey 264 advised he was in good shape

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

and that hostile forces were in the area southeast of him. Although BlueChip sent Misty 11 FastFac to the new SAR scene at 0645 hours, no combat was attempted until Sandys 01/02 arrived shortly thereafter to clear the area around the downed FAC. Covey 264 came up on guard and started giving coordinates for striking enemy encampments. During the next three hours ordnance was delivered to the positions developed by this FAC who, heads up on the ground using his smarts, managed to compromised an ammunitions factory, several AAA batteries in the area and a truck park. BUFFS 69/71 arrived at 0715 hours protected by Sandys 03/04 and waited at a safe distance until the bombing runs were completed. Sandy 01, as OSC, located Covey 264 and brought in five flights of FastMovers [Gunfighter, Dallas, Falcon, Oakland, Killer F/4s & F/105s] that were ready to strike. After the jets finished their passes, four sorties of AlHs were used to secure the immediate area around the survivor. Nail 51 in area, Covey 264 was asked if there was any movement around him. He reported activity about 1000 yards to the south. Sandy 01 directed Spads 07/08, which were carrying CBU-19 tear gas, to blanket the total area south of the survivor. The BUFFS were advised to use their masks. BUFF 69 then descended for a pickup attempt. The survivor stated he was getting sick; he was apprehensive and had some difficulty in directing the BUFF. Covey 264 was recovered at 0920 hours, with no hostile fire being received. The Sandys and Spads escorted the Jollys back to NKP. Although Crown 03 was airborne and available, no refuelings were necessary. During this hectic three-day period, Forty thousand two hundred pounds of fuel were transferred in fourteen refuelings. This capability contributed heavily to the mission's success.

Conclusion:

THE SCOPE OF THE TCHEPONE effort was most impressive. Seventy AlS [Sandys, Spads & Hobos] were involved in the effort. Sixteen helicopters [BUFFS & NitNoys] were utilized as primary rescue vehicles. Sixteen FAC aircraft [02s & 100s] participated in direct strikes. Five HC130 Crown aircraft were on hand to control operations and refuel the helicopters. Fifty nine flights of FastMovers [F4s and 105s in two and four ship elements] were used to suppress flak and enemy ground activity. A total of 284 aircraft

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

were involved. The three day period became even more impressive when the overall 3rd ARRGp activity for this duration was considered. The Group was concurrently involved in 21 separate incidents from the Mekong delta South Vietnam to Northern Laos and Thailand. Thirty seven saves were made during the 72 hours, 19 combat and 18 non combat.

Not until Boxer 22, Dec 5-7 1969 Mu Gia pass, would a mission be so devastating to SAR aircraft and personnel, last as long and eventually expend more of everything to make a successful rescue and that of a single survivor.

WHAT IS IMPORTANT to remember about this mission, in a highly volatile and unstable situation - that of the five aircraft shot down along the northern border of North Vietnamese Army base camp 604 which contained a minimum of 10,000 armed enemy troops - there were only two KIA's and nine on the ground. All nine were extracted leaving only the KIA's as DOI (dead on impact). With only one man injured during the shoot down of Jolly Green 67 and all six occupants rescued the Combat Search and Rescue succeeded because of the persistence and ability to remove all living USAF personnel from an intense barrage enemy flak trap.

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2. Vietnam Air Losses: United States Air Force, Navy and Marine Corps Fixed-Wing Aircraft Losses in Southeast Asia 1961-1973
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6. Interview June 2002 LTC Lurie Morris

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

Aircraft of Search & Rescue Mission

Call Sign	Fragged	A/C Type	Name	Description
STORMY				
	FastFAC	F4D	Phantom	An F4D jet Forward Air Controller; #66-8773; 390 TFS, 366 TFW, USAF, DaNang; AC-Capt Victor Arlon Smith (KIA); GIB-1st Lt James R. Fegan (Survivor)
MISTY				
	FastFAC	F100D	SuperSaber	
NAIL				
	SlowFAC	O2A	SkyMaster	A push-pull propeller, Forward Air Controller Walter W. Want out of NKP with the 23rd TASS
COVEY				
	SlowFAC	O2A	SkyMaster	An O2A #67-21350; 20th TASS, 504 TASG; USAF; DaNang; Maj. G.H.Blair (Survivor) & 2Lt W.E. Townsley (Survivor)]
RUSTIC				
	F/Bomber	F4C	Phantom	A "Alpha Strike" F4 diverted to SAR, Barry Howard & GIB, lead; William McLeod & John Bish, wing, of 13th TFS, Udorn RTAFB

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

GUNFIGHTER

F/Bomber F4D

Phantom

Shows up all three days of CSAR

WILDCAT

F/Bomber F105

ThunderChief

SANDY

F/Bomber A1H

SkyRaider

Sandy 02, LTC Lurie J. Morris, Survivor;
#52-134632; 602 SOS, 56 SOW, USAF,
Nakhon Phanom, RTAFB

Sandy 10, Cpt Robert Franklin Coady, KIA;
#52-13488; 602 SOS, 56 SOW, USAF,
NaKhon Phanom, RTAFB

Sandy 01	Jerry Jenkins
Sandy 07	Ronal Cass
Sandy 08	Jim Beggerly
Sandy 09	Don Dunaway
Sandy 11	Jack Watts
Sandy 12	Joe DeCarlo
Sandy 13	George Marrett
Sandy 14	Harry Dunivant

SPAD

HOB0

CROWN

ABCCC

HC130P

Hercules

JOLLY

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

GREEN

Rescue

helicopter HH3E

Jolly Green, NitNoys

JG37 AC-William Warwick;

CP-William Cameron;FE-???;PJ-Doug Horka

JG17 AC-Lonny Mixon;

CP-Robert Heron;FE-???;PJ-Tom Newman

JOLLY

GREEN

Rescue

helicopter HH53B

Jolly Green, BUFFs

JG68 AC-Kenneth Earnest;CP-Arthur Smith;

FE-Howard Lord;#1PJ-Leland Sorensen;

#2PJ-Leon Fullwood;Photog-Arnold Magill

JG67 AC-Paul Daughty;CP-Barton Libby;

FE-James Purdue;#1PJ-D.C. Johnson;

#2PJ-Tom Pope

JG70 AC-???;CP-???;

FE-Maxie Hilligoss;#1PJ-Tom Meyer;

#2PJ-Dan Galde

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

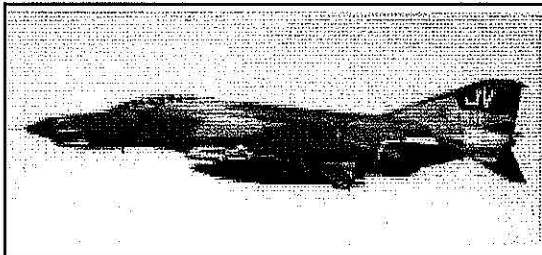
The FAC's

STORMY

McDonnell F4 Phantom II

Two seat carrier or land based a/c

Two General Electric J79-GE-8 turbojets;
max speed 1,485mph; ceiling 62,000feet;
range 800miles; armed 16,000lbs ordnance

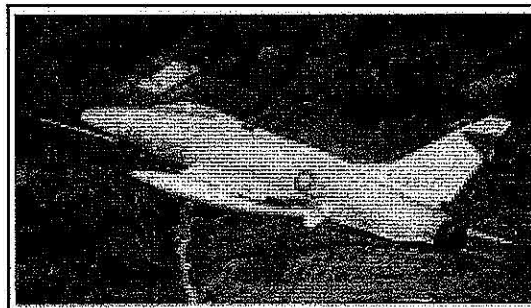


MISTY

North American F100 Super Sabre

Single seat fighter

One Pratt & Whitney J57-P-21A turbojet;
max speed 864mph; ceiling 45,000feet;
armed four 20mm cannon (M-39) &
7,500lbs ordnance



NAIL/COVEY

Two seat observation & FAC a/c

Two 210hp Continental IO-360-C/D

air cooled piston engines in push-pull tandem;
max speed 199mph; ceiling 18,000feet;
range 1,060miles; armed 2.75 rockets
& 7.62cal minigun



CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

The FIGHTER/BOMBERS

RUSTIC

McDonnell F4 Phantom II

Two seat carrier or land based a/c

Two General Electric J79-GE-8 turbojets;
max speed 1,485mph; ceiling 62,000feet;
range 800miles; armed 16,000lbs ordnance

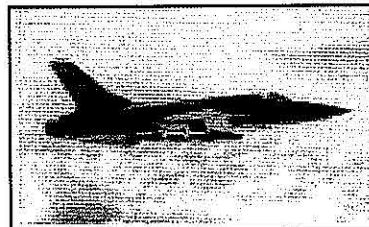


WILDCAT

Republic F105 ThunderChief

Single seat fighter

One Pratt&Whitney J75-P-19W turbojet;
max speed 1,390mph; ceiling 52,000feet;
armed one 20mm cannon (M-61) &
14,000lbs ordnance

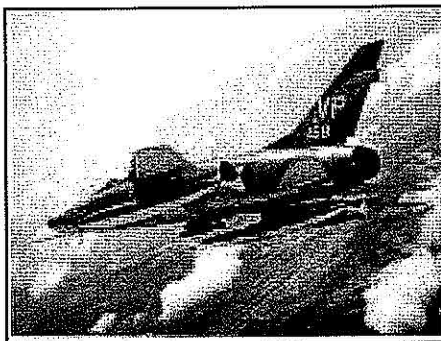


SHARK

North American F100 Super Sabre

Single seat fighter

One Pratt&Whitney J57-P-21A turbojet;
max speed 864mph; ceiling 45,000feet;
range 1,500miles; armed four 20mm can-
non (M-39) & 7,500lbs ordnance

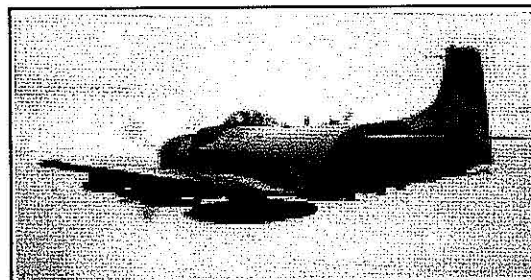


SANDY/SPAD/HOBO

Douglas A1 SkyRaider

Single seat fighter

One Wright R-3350-26W radial piston
engine;
max speed 322mph; ceiling 28,500feet;
armed four 20mm cannons & 8,500lbs
ordnance



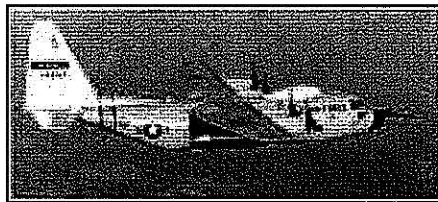
CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

The RESCUERS

CROWN

Lockheed HC130P; Military transport; four Allison T56-A-9 turboprops;
max speed 383mph; ceiling 41,300feet; range 2,090miles; cargo capacity 35,000lbs



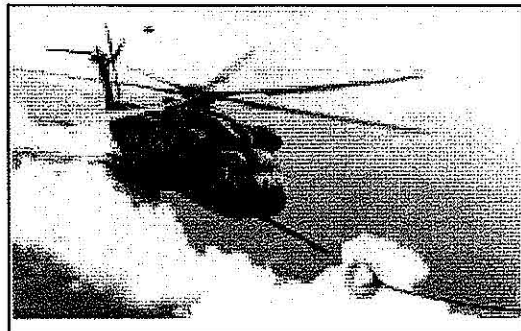
JOLLY GREEN, NITNOY

Long range rescue helicopter
Two General Electric T58-GE-10 turboshafts;
max speed 162mph; ceiling 12,000feet;
range 625miles; armed two 7.62mm
machineguns (M-60)



JOLLY GREEN, BUFF

Long range rescue helicopter
Two General Electric T64-GE-13 turboshafts;
max speed 172mph; ceiling 17,500feet;
range 885miles; armed three GAU-2B
7.62mm miniguns



CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos



CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

Glossary

A	
Alpha	First letter of the American radio alphabet identifier; also the designator of the pilot of an aircraft in communications.
AAA	AntiAircraft Artillery. That is basically from the .51 cal (12.7mm) machine gun including 14.5, 23, 37, 57, 85, 100mm heavy guns; all rapid fire and some with radar control.
AB	Air Base
ABCCC	Airborne Command, Control and Communications On a Search and Rescue mission the vehicle used to maintain coordination of the situation is the HC130P, a large, four turboprop fixed wing cargo aircraft, which also refuels the Jollys while airborne.
AC	Aircraft Commander; the main dude of that airplane
a/c	Aircraft
A1E/H	Prop driven fixed-wing fighter/bomber aircraft used to support the rescue helicopters and prevent their destruction.
AO	Area of Operations. The PLAYGROUND of war.
ARS	Air Rescue Service
ARRS	Aerospace Rescue and Recovery Service. Same as above just more long winded.
B	
Bravo	Second letter of the American radio code; also a designator of the second man of an aircraft, ie copilot, navigator, or GIB
Base	
Area	In this case Base area 604 where the NVA 304B & 325 Divisions rested, relaxed, rehearsed and replied.
Beeper	Emergency transmitter for personnel location
Blue	
Chip	7th Air Force Command and Control Center, Tan Son Nhut AB, RVN.
BNR	Body not Recovered

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

BUFF Stands for BIG UGLY FAT FUCKER and denoted the large long range rescue helicopter built by Sikorsky, the HH53B/C. Command changed the name to "Super Jolly Green Giants"; but the 53's still were BUFF's to all others unpolitically sympathetic.

C

Charlie From the phonetic alphabet used in American radio transmissions. Shortened from Victor Charlie meaning VC, bad guys, indians and derogation's

Cactus Same as Cadillac

Cadillac One of the callsigns for fighter/bomber aircraft used during the mission

Cambodia The potential for a Killing Field

CH37

CH77

CH94 TACAN for DaNang AB RVN, was CH37 prior to Sep 67, changed to CH94, then changed to CH77 in 1968. CH77 was a Muang Phalan, Laos, until it was overrun on 25 Dec 67.

CH70 TACAN for Udorn Royal Thai Air Force Base

CH89 TACAN for NaKhon Phanom, RTAFB

CH103 TACAN for Quang Tri, Republic of VietNam

CP Co-Pilot; second dude in charge

CSAR Combat Search and Rescue; what you do to find somebody or something while "the enemy" shoots at you.

D

Delta Forth letter of the phonetic radio alphabet code

Dallas Same as Cadillac

DaNang Old Tourane from the French occupation. A port and air base facility in "I" (pronounced "eye") Corps (pronounced "core" as in apple NOT corpse as in really dead) of northern South Vietnam; a coastal city along the South China Sea. Much of the "incountry" clandestine cross border operations into Laos originated from here.

Dixie

Station The USA's Navy's aircraft carrier position off of South Vietnam

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

DOI Dead on Impact, a skydiving term denoting no parachute opened, the resulting "bounce" into Mother Earth as DOI

DMZ Demilitarized Zone. The area on either side of the Song Ben Hai (river) which demarked the barrier between North and South VietNam. This had been a traditional place of "lines in the sand" between the two regions of this country

DRV Democratic Republic of VietNam aka "The North"; a northern dictatorship to complement the southern one; two peas in one pod of dissension.

E

Echo Fifth letter of radio code, as well as something that rebounds off of canyon walls to the delight of all.

F

Foxtrot Sixth letter of the radio code. Used to pronounce the next term "FAC" as "Foxtrot Alpha Charlie"

FAC Forward Air Controller; the person who gets shot at first while snooping around in the enemies back yard.

FastFAC Fast Forward Air Controller; this denotes a jet aircraft flown in a FAC responsibility

F/Bomber Fighter/bomber

FE Flight Engineer. On Jollys the man who kept the helicopter flying; could become another pilot if necessary; was the operator of the hoist; and, fired the right side (starboard) minigun

Fixed-Wing A type of air vehicle in which the wing does not articulate because it is attached directly to the fuselage of the aircraft; always requires a runway to get lift and fly.

Fox Mike Radio brevity for FM (Frequency Modulated) radio

F4 Phantom: An extensively used fighter/bomber made by the the McDonnell/Douglas company.

F100 Super Saber: An early arrival to the Vietnam War as a fighter/bomber used later as a FastFAC.

F105 Thunderchief: A fighter/bomber used mostly in the North to strike HaNoi & HaiPhong.

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

G

Golf The letter "G" pronounced for radio transmission. Used additionally to earmark local Thailand & Laos time which is GMT (Zulu) plus seven hours.

GIB "Guy In Back," a term used for the second man of an F4; he is the navigator, weapons officer and additional pair of eyes; he ejected earlier than the pilot in the sequencing of the ejection emergency procedures

GMT Greenwich Mean Time. Used as a base aka "Zulu" from which all military time zones are adjusted; Zulu plus seven local time in Thailand; Zulu plus eight local time VietNam

H

Hotel The letter "H" in radio brevity code. Also, used to denote Vietnam local time which is GMT (Zulu) plus eight hours.

HH43B/F Kaman helicopter (really a gyro-copter since it had no counter rotational tail rotor) originally used as a rescue vehicle. Several limitations eventually left it as a local base rescue helicopter for near airfield rescues and fire fighting, call sign Pedro

HH3E Sikorsky helicopter used for rescue operations; call sign Jolly Green

HH53B/C Sikorsky helicopter upgraded for use in rescue ops; call sign Jolly Green

I

India The letter "I" in radio code; spelling "India" via radio would come out, "India November Delta India Alpha"

J

Juliet The letter "J" in radio code format

Jolly Green The callsign for long distance rescue helicopters of the 3rd Aerospace Rescue & Recovery Group either, HH3E, "NitNoy" or HH53B/C, "BUFF."

JTFFA Joint Task Force Full Accounting. The MIA people of the US Government looking for American remains in SEA.

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

K

Kilo The "K" letter phonetically spoken over radio
KIA Killed in Action

L

Lima "L" as spoken over the radio
Lima
Site A landing strip of various sizes, shapes, grades
and peculiarities in Laos, never easy to navigate,
always a challenge to touchdown
Laos A place we NEVER was, NEVER were, NEVER could of been.
Truly Alice in Never, Never, NeverEver Wonderland.

M

Mike "M" as pronounced over the radio as in,
"I'm sure getting some heavy mike-mike from
the bad guys." Translated means he is experiencing
explosions of AAA by large caliber's ie, 57mm & 85mm.
Misty Call sign for F-100 Super Saber FastFAC
MAC Military Airlift Command
MIA Missing in Action and the term used to denote the JTFFA
personnel, pronounced (mee-ya)
MiniGun GAU 2/b Nasty weapon made by Westinghouse.
Fired originally at 6,000 rounds per minute but due to
combat constraints the rotational speed was reduced to
2,000 rpm with left trigger pulled and 4,000 rpm with
both triggers squeezed

N

November The "N" pronounced over the radio
NitNoy Means "little" in Thai and adopted by the Jollys
referring to the smaller long range rescue helicopter
built by Sikorsky, the HH3E.
NKP NaKhon Phanom Royal Thai Air Force base on the west bank
of the Mekong river in northeastern Thailand. Much of
the clandestine air war in Laos (oops again, Never...) was
staged from this Thailand base
NM Nautical Mile; 6076.115feet or 1852meters
NVA North Vietnamese Army also known as PAVN, pronounced
pav (rhymes with "have") - ven, Peoples Army of VietNam

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

NVN North VietNam

O

Oscar The "O" spoken over the radio as in, "Oscar Duce"
the casual reference to the O-2A Nail FAC

Ops Operations

P

Papa The "P" letter spoken for radio clarity

Para-
rescue-
man

A medic who went groundward to assist injured personnel;
as #1PJ, he would man the #2 minigun on the port (left)
side and descend on the hoist for personnel recovery;
as #2PJ, he manned the #3 minigun on the tail ramp of
the HH53 rescue helicopter

PAVN Peoples Army of VietNam aka "The Bad Guys"

PDJ The Plains de Jars located in northeastern Laos,
near North Vietnam and from which at LS 98/20A and LS 36
Jolly Greens launched to RESCAP for northern strikes

Pena-
trator

The device, shaped like a tear drop, had three fold
down seats and a safety strap. On a 250 foot long 3/8
inch diameter stainless steel cable rolled out from an
overhead wench, it would be used to "fish" the survivor
from the jungle; it was the longest trip any PJ or
survivor ever made dangling at the end of a "fishing
line" reeling in at one foot per second

Phantom F-4 McDonnell/Douglas fighter/bomber

Q

Quebec The letter "Q" as used over the radio

Quang Tri A coastal city of South Vietnam on the South China Sea
approximately 100 miles north of DaNang and seventy
miles east of Tchepone Laos. Staging area
for Jollys to work the DMZ, southern Laos, and
Route Package One, southern North VietNam.

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

R

Romeo The "R" letter transmitted over radio; something most of us thought we were over there building railroads laying Thai's one spread at a time

RESCAP Rescue Combat Air Patrol; for the Jollys this was a whole lot of air time boring holes in the blue sky waiting for "Mayday" and the call to action hoping that the "10,000 parts flying in loose formation" stayed that way articulating the function of the junction

Rotor-
Wing

A type of air vehicle in which the "wing" is composed of several smaller wings revolving around a center point which causes lift. The main difference between Rotor and Fixed lift aircraft is that Rotor wing hovers (OKay! Yea, there is a Harrier & Osprey. Picky, Picky!)

Route
Package

One The southern end of North VietNam just above the Demilitarized Zone along the Song Ben Hai

RSV Republic of South Vietnam, "The South". Honestly, a dictatorship or military junta; at any rate really only a "banana republic."

RTAFB Royal Thai Air Force Base. Air Force runways and support, mostly for war in Laos (excuse me, Never, Never NeverLand), on Thailand soil.

RTB Return To Base. Get to go home, kick the footlocker, suck some Singhai and build railroads

RVN Republic of South VietNam

S

Sierra "S" as spoken over the radio

SAC Strategic Air Command

SAR Search and Rescue; what you do to find somebody or thing, usually in hazardous places and occasionally contested to the max

Sepon An alternative spelling of Xe Pon and later converted into Tchepone by the French; go figure

SOL Shit Out Luck. Along with TARFU, FUBAR, DILLIGAF, WFTU, SNAFU and others represented the OTHER radio

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

brevity code.

SOS Special Operations Squadron
SOW Special Operations Wing

T

Tango The letter "T" enounce over the radio for clarity
TAC Tactical Air Command
TACAN Tactical Aids to Navigation. A radar which allows aircraft to approximate their whereabouts. It had a two nautical mile (NM) variation
TASG Tactical Air Support Group. There were five squadrons to this group of FACs:
19th, Bien Hoa SVN, III Corps;
20th, DaNang SVN, I Corps;
21st, PleiKu SVN, II Corps;
22nd, Binh Thuy SVN, IV Corps;
23rd, NKP Thailand, Steel Tiger southern Laos AO
TASS Tactical Air Support Squadron
Tchepone Derived from the river which runs near the town, Xe Pon (pronounced se-pon); spelled as "Sepon" and somehow the French morphed to Tchepone.
It was the most direct route to SaiGon via the Mekong, river which the Xe Pon eventually pours into from the interior. Route Nine west to the Thai border is fairly trafficable; but, Route Nine east to the South China Sea is a bear
TFS Tactical Fighter Squadron
TFW Tactical Fighter Wing
Thailand One very, very interesting place particularly if you're a hard working railroad man
Thunder-
chief F-105 fighter/bomber.
Thud Lead sled and other endearments for the F-105

U

Uniform The letter "U" for radio transmission
Udorn Royal Thai Air base in north central Thailand about 100 miles due south of Vientiane, Laos
UHF Ultra High Frequency. Radio bandwidth used by USAF aircraft
USAF United States Air force

CSAR Stormy 02Bravo

17-19 January 1969, Tchepone Laos

V

Victor Yep, the "V" of Victor Charlie as stated over the radio
Vietnam One very interesting place.

Vientiane The administration capital of Laos verses the Royal
capital of Luang Prabang; both are found on the upper
reaches of the Mekong river; Luang Prabang is further
north upriver from Vientiane

VHF Very High Frequency. USAF radio bandwidth

W

Whiskey Dub-bull-you spoken over the radio.

WPAFB Wright-Patterson Air Force Base. The host of the CSAR
debriefing for Stormy 02Bravo held in Ohio, May-June
2002

X

XRay As in Landing Zone X-Ray of the Ia Drang Valley battle
November 1965

XePon The river from which the town of Tchepone gets its name

Y

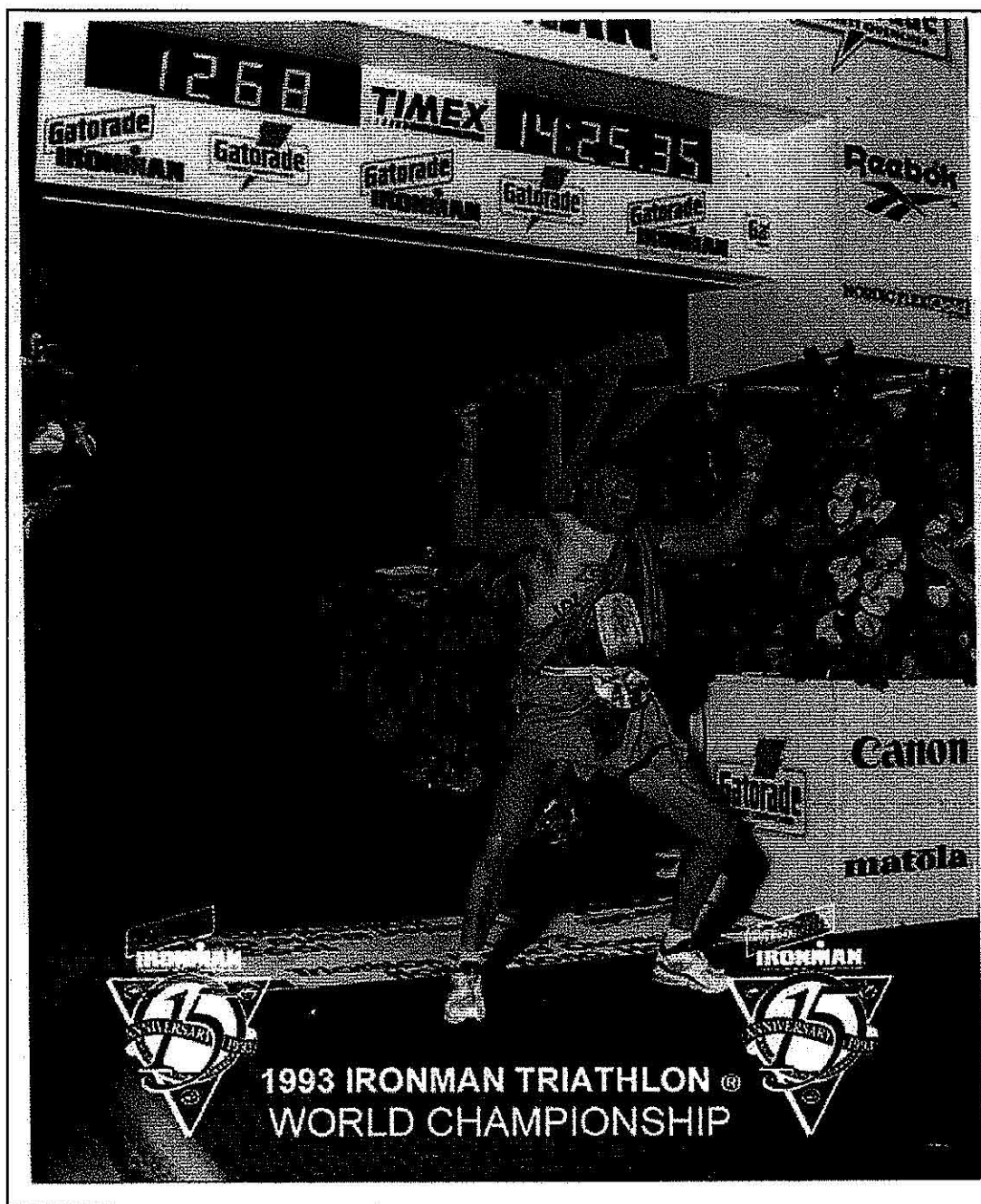
Yankee The "Y" pronounced over the radio to differentiate it
from the "Why" of "Why do you want me to go do that
crazy stunt?"

Yankee
Station The position of the USA's Navy's aircraft carriers in
the Tonkin Gulf for strikes against North Vietnam

Z

Zulu "Z" for radio clarity. Also, represents in military
jargon the Greenwich Mean Time (GMT) from which all
other time is managed. Zulu plus seven hours local
time Thailand/Laos (Golf); Zulu plus eight hours is
Vietnam's local time (Hotel).





WALSH, RICHARD AMBROSE III

Name: Richard Ambrose Walsh III
Rank/Branch: O5/U.S. Air Force
Unit: Nakhon Phanom Airfield, Thailand
Date of Birth: 28 April 1926
Home City of Record: St. Paul, MN
Date of Loss: 15 February 1969
Country of Loss: Laos
Loss Coordinates: 155000N 1064900E (XC949515)
Status (in 1973): Missing In Action
Category: 3
Acft/Vehicle/Ground: A1J
Refno: 1384

Other Personnel in Incident: Stanley S. Clark (lost at XD990530 on 14 February; still missing)

Source: Compiled by Homecoming II Project 15 March 1991 from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews. Updated by the P.O.W. NETWORK 1998.

REMARKS:

SYNOPSIS: When North Vietnam began to increase their military strength in South Vietnam, NVA and Viet Cong troops again intruded on neutral Laos for sanctuary, as the Viet Minh had done during the war with the French some years before. The border road, termed the "Ho Chi Minh Trail" was used for transporting weapons, supplies and troops. Hundreds of American pilots were shot down trying to stop this communist traffic to South Vietnam. Fortunately, search and rescue teams in Vietnam were extremely successful and the recovery rate was high.

Still there were nearly 600 who were not rescued. Many of them went down along the Ho Chi Minh Trail and passes through the border mountains between Laos and Vietnam. Many were alive on the ground and in radio contact with search and rescue planes; some were known to have been captured. Hanoi's communist allies in Laos, the Pathet Lao, publicly spoke of "tens of tens" of American prisoners they held, but when peace agreements were negotiated, Laos was not included, and not a single American was released that had been held in Laos.

On February 14, 1969, LtCol. Stanley S. Clark was the commander of the lead aircraft in a flight of two F4D's which departed Ubon Airfield, Thailand on a night mission over southern Laos along the "Ho Chi Minh Trail". On his second pass of the target, Clark's plane was hit by anti-aircraft fire and burst into flames. Clark climbed to about 12,000 feet and ordered his backseater to eject. The backseater ejected as the plane began a rapid descent. The aircraft entered a cloud layer at about 10,000 feet and was obscured from view, but was later seen as it crashed in a river. Contact was established with the co-pilot as he descended in his parachute, but no other parachute was seen, and no emergency signals were heard. All attempts to contact Clark failed.

At 0500 hours on February 15, 1969, LtCol. Richard A. Walsh III (code name Sandy 01) departed as the pilot of the lead aircraft in a flight of two A1J "Spad" aircraft from Nakhon Phanom, Thailand, on a Search and Rescue mission over southeastern Laos. The A1J was commonly used for flying rescue, close air support and forward air control (FAC) missions. Walsh's job that day was

to rescue the pilot of an F4 that had been shot down the day before in Saravane Province near the city of Ban Bac. It is believed that this pilot is Stanley Clark's backseater.

The common procedure in A1 escorted rescues was for two A1s to fly directly to the general search area and look for some sign of the downed crewmen while two other A1s escorted the rescue helicopter to the area. If it was determined that the pilot was in a hostile area, the A1s would commence a bombing attack using rockets, bombs and 20 mm cannon fire to suppress enemy defenses so that the helicopter could land.

Upon arrival in the assigned area, LtCol. Walsh and the second A1J were joined by two other A1 aircraft and two helicopters. Walsh became on-scene commander of the rescue operation. Walsh made several low passes over the target area attempting to make visual contact with the downed pilot. He established radio contact with the downed pilot and ordered helicopters to pick him up.

While flying at about 1000 feet Walsh radioed that he was receiving ground fire. This was the last transmission received from him. At the same time, members in the flight observed flashes and air bursts of 37mm anti-aircraft fire behind Walsh's aircraft and along his flight path. Although the weather was clear, no parachute was seen and no emergency radio beeper signals were heard. While all the flight members did not have the aircraft under continuous observation, these events appear to have been closely witnessed by the wingman, except when he momentarily looked into his cockpit to change radio frequencies to alert the search and rescue coordinator of the situation. Flight tapes recorded during this period were still classified as of 1985.

The downed pilot was recovered, and later stated that he heard an anti-aircraft site open fire as Walsh's aircraft approached, and shortly thereafter heard the explosion of impact. He further stated that it was less than 15 seconds from the time he heard the engine begin to race until he heard the aircraft impact the ground. He could not observe the incident due to dense jungle and foliage. The incident occurred approximately 38 miles northeast of Chavane, Laos, in a sparsely populated, mountainous, and heavily wooded area.

The search for LtCol. Walsh and LtCol. Clark was eventually terminated and both men were classified Missing In Action. LtCol. Clark's family later learned that although no second parachute was seen, no body was found with his plane. NEITHER WAS HIS EJECTION SEAT, which indicated that Clark escaped the aircraft.

The area in which Clark and Walsh were lost was recaptured by friendly forces about three months later. Walsh's wife was told that the wreckage of her husband's aircraft was located, but there were no remains at the crash site.

During the years following the loss of Clark and Walsh both men were promoted to the rank of Colonel. The families of both men have been very active in the effort to obtain information related to the nearly 2500 Americans listed missing in Southeast Asia, with particular emphasis on the nearly 600 lost in Laos.

Mrs. Sharon Walsh received an early report that someone was killed at the same time that Col. Walsh went down. The US Air Force was never able to confirm this report, and was not certain of its origin.

In 1985, an intelligence source reported that Col. Walsh had been seen in Laos. He was also reported to be seen in one other location in Laos, in captivity, and was the leader of 17 other American POWs. This report was never confirmed.

Col. Richard Walsh's family still lives in the Twin Cities in Minnesota. They neither believe nor disbelieve that he is alive, but follow up every lead and every report to the best of their ability.

Col. Stanley Clark's family still lives in California. His son, Michael greatly resembles his father. Michael doesn't know if his father is alive, but is convinced that many Americans are still alive. "If not my father, then SOMEONE's father is alive," says Michael. "We owe them our every effort to bring them home."

In February 1991, Walsh's squadron commander, LtCol. Walter Stueck, of Georgetown, Texas, announced for the first time that it was policy in his squadron for a pilot to indicate his preference of being declared killed or missing if he was shot down.

Stueck explained that if a pilot chose the "missing" status before being shot down, the squadron recommendation would be to classify him missing, and his family would receive additional benefits until he was finally declared presumptively dead.

Although the Air Force denies that this policy could have been in force, and other pilots state it is "absurd," Stueck says the policy was followed for the emotional and financial well-being of the survivors of downed pilots. Stueck's story is backed up by two members of the squadron and a Air Force historian, who spoke to the Associated Press on condition of anonymity. The historian said pilots in Vietnam were routinely asked their preference and most selected MIA. But he added that it was accepted procedure to list a downed pilot as MIA unless there were witnesses or physical evidence that he died, and, "A pilot can get out of what seems to be impossible odds and come out alive."

The Air Force says a downed pilot is listed as missing in action only if there is reason to hope he may have survived.

Stueck, who was flying near Walsh, reported to superiors at the time that there was a chance Walsh could have escaped alive. Stueck said then that he looked away momentarily as the plane tumbled into the jungle.

"I flat-out lied," Stueck told the Minneapolis Star Tribune. "This is what he (Walsh) wanted. He added that he actually watched the plane all the way to the ground and was certain Walsh died, but felt bound to report him as missing. That, he said, was because Walsh and other pilots had signed forms saying how they wanted their casualty status recovered. Stueck said he had drawn up the forms himself. He added that the men were supposed to let their families know of this request.

Sharon Walsh was never told of such a decision, or even that it was an option to decide. She has spent the last 22 years searching for answers. Numerous reports have been received indicating that her husband did not go down with the aircraft, and despite the statement of Stueck, Mrs. Walsh is not the type to quit until all the evidence is in.

Since the war ended, the Defense Department has received over 10,000 reports relating to the men still unaccounted for in Southeast Asia, yet concludes that no actionable evidence has been received that would indicate Americans

are still alive in Southeast Asia. A recent Senate investigation indicates that most of these reports were dismissed without just cause, and that there is every indication that Americans remained in captivity far after the war ended, and may be alive today.

It's time we learned the truth about our missing and brought them home.