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PROBABLY FEB 69

(CONFIRMED)

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After about three hours, ordnance exhausted, and low on fuel, they were forced to abandon the SAR effort due to darkness, with the survivors still on the ground. At first light the next day, the rescue effort was resumed and a second rescue aircraft was promptly shot down, Sandy 10. Major Farnham and Captain Thompson reentered the battle and repeatedly attacked the opposition, until their ordnance was expended, and low fuel again forced their return to base. Many other Spad and Sandy pilots participated in this SAR effort. The details of this effort are covered in Chapter VII, but the final tally for this effort was five aircraft lost: two A-1s, one HH-53B, one O-2, and one F-4, but ten people were saved! A notable achievement. ^{11/}

69

The use of CBU-19 (CS) was demonstrated on 15 February in the rescue of an F-4 pilot, Pintail, near the A Shau Valley. This rescue effort was in its second day and not progressing satisfactorily. The area was saturated with 57mm, 37mm, and other antiaircraft weapons. Numerous flights of fast movers had been sent to the scene in an effort to reduce the volume of fire, but the concentrated fire continued to take its toll. The On-Scene-Commander, Sandy 1, in a Skyraider, was shot down and killed. At this point, the whole rescue effort appeared to be degrading. Bringing in the Jolly Greens would have been suicidal. The only hope rested on employing the special munitions, CBU-19, used only once or twice before on a SAR, and carried on this mission by the Spads from Pleiku. Delivery of this ordnance required a long, straight, attack at low altitude and slow speed. Under the most permissive of environments, a mile-long run at 300 feet above the terrain and at 220 knots was hazardous. In this environment, under heavy attack, the risks were beyond measure. The

SURVIVOR
LT BREAUPT

34

~~SECRET~~

SOURCE = MURSE

AS CAFFALL
AS HERBERT
AC HARWOOD
CP GIBSON
FE ANDERSON

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RESCORT pilots, now dangerously low on fuel, positioned themselves for the attack. The mountainous terrain, slow speed, and low altitude required a near suicidal course over known 37-mm gun positions. Leveling off at low altitude and pressing through a hail of antiaircraft fire, the Spads expended their CBU-19 right on target. The gun positions were effectively silenced and the Jolly Green was able to rescue the downed pilot a few minutes later without receiving any ground fire. Another pilot had been recovered at the last possible moment from probable captivity and possible death. RESCORT was, and would continue to be, a vital part of SAR efforts. ^{12/}

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