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DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF: RCC

7 April 1969

SUBJECT: Mission Narrative Report (2-3-025, 3 Apr 69) (U)

TO: Det 1-40 (C)
3rd ARRG (JSARC) *JS*
IN TURN

Classified by *6231 RDDP*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75*

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRG Sup 1, dated 11 July 1968.
2. (C) At 0834L, 3 April 1969, Compress notified Shoestring that "Cupcake 507" was down near coordinates 080/59/89. Jolly Green 19(L) and 36(H) were scrambled at 0845L followed by Sandies 1, 2, 3, and 4 at 0848L. No significant weather was encountered at 6000 feet enroute to the crash scene. The survivor's position were reported to be on the south side of an east-west ridge. The Alpha survivor was reported to have leg injuries. The estimated elevation of the survivor was approximately 2700 feet with the free air temperature 27 degrees centigrade. There was an east-west road approximately one half mile south of the survivors. One survivor reported hearing ground fire from the road and one Sandy picked up a small amount of ground fire. Sandy lead evaluated the situation and decided to lay smoke along the road prior to bringing the Jollies in. Jolly Green 19 and 36 arrived on the scene at approximately 0940L and were told to orbit north of the ridge line while the smoke was being laid and to be ready for an immediate pickup. Approximately five minutes later the Sandies lead Jolly Green 19 over the ridge line and over the Alpha survivor. Jolly Green 19 failed to see the Alpha survivor and turned to parallel the ridge line. The Jolly Green 19 RCC saw a large white chute at a 9:00 O'clock position and made an immediate descending turn into a hover over the chute. The decision was made to pick up this survivor (Bravo) and then move up the ridge to get Alpha. No ground fire was encountered. The Bravo survivor was severely entangled and after four attempts to extract him from the vines and his chute he was recovered. Meanwhile the smoke was drifting over both survivors. Sandy lead made the decision to send Jolly Green 36 in to pick up the Alpha survivor. Jolly Green 36 located the Alpha survivor with some difficulty because there were numerous white flake chutes hanging in the trees along the ridge line near the survivor. Some communication difficulties were encountered because Jolly Green 19 had an inoperative "hot mike system" and both rescues were being made on UHF Guard Channel. Instructions to Jolly Green 36 on UHF could not be differentiated from the flight engineers intercom transmissions to the RCC in Jolly Green 19. Both survivors were picked up almost simultaneously and the egress was made by flying low, up and over the ridge. After clearing the ridge line and out of range of guns along the road, a

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climb was made to 8000 and 9000 feet by Jolly Green 19 and 36 respectively. Both aircraft landed at Channel 89 at 1145L. The condition of the survivors was good. Bravo had no known injuries and Alpha had a suspected broken leg. Coordination of crew and SAR forces was excellent. The only factor of importance that merits immediate correction is the color of the flare chutes that are used here in Southeast Asia. The white flare chutes are easily confused with the white Navy personnel chutes, while both are hanging in the trees. The flare chutes should possibly be colored in a camouflage pattern.

3. (C) The names of the survivors were: (Alpha) Lt John F. Ricci and (Bravo) LCDR Edward G. Redden both assigned to US Navy CVA 63.

4. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 19 (Low)

BRUO

JOLLY GREEN 36 (High)

ALPHA

Capt Donald L. Carty

RCC

Major Robert E. Smith

Capt Roger C. Gibson

RCCP

Capt Marshall B. Nash

Sgt Henry L. Burnett

FE

Sgt Tracey P. Brown

ALC Robert L. Harris

RS

ALC Wynne L. Samuelson

ALC David M. Davison

RS

GP-4

GP-4

Donald L. Carty

DONALD L. CARTY, Captain, USAF
Rescue Crew Commander

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FROM: 602nd Special Operations Squadron

10 APR 1969

SUBJECT: SAR Effort Report (Cupcake 507 Alpha and Bravo)

TO: JAMES (JC)
A.O 96507

1. A successful rescue was conducted on 3 April 1969 for Cupcake 507 Alpha and Bravo. The aircraft, an A-6, went down at 0630L 3 April 1969 at 167004.9. This report covers those activities relating to the Sandys during the rescue effort.
2. Cupcake 507 was struck by ground fire causing the loss of one engine. The bomb load could not be jettisoned and level flight could not be maintained necessitating bailout.
3. Sandy 01/02/03/04 were scrambled at 0835L. The Sandys were airborne at 0848L with 01 and 02 proceeding directly to the scene and 03 and 04 escorting the Jolly Greens. Sandy 01/02 arrived on the scene at 0912L. Sandy 01 was briefed on the area by Nail 32 who also pointed out the location of both survivors and a safe "hold" area for the Jolly Greens.
4. Both survivors were on the northern slope of a 3000 foot ridge line. Cupcake 507A was on the ground about fifteen meters below the ridge line and Cupcake 507B was in the trees approximately one-hundred meters below 507A. The slope continued down to the valley floor where an east-west road was located. Known defenses were 57mm guns along the road with 57mm guns a mile to the east of the survivors' location. The weather in the area was clear with 5 miles plus visibility.
5. Nail 32 was in the area when Sandy 01 arrived. He had established voice contact, determined the physical condition and location of both survivors.
6. Upon arrival Sandy 01 assumed "on-scene command" and began a reconnaissance of the area. The top of the ridge line was of particular interest since this appeared to be the desirable approach path for the rescue helicopter. The area along the ridge was searched for gun positions, trails or any other sign of troop activity. The same search was made down-slope from the survivors. The area appeared to be deserted and at 0925L Sandy 01 began trolling for ground fire or ending rockets and 7.62mm gun fire in the process. The ridge line proved to be safe as did the southern slope to within one-half a mile of the road. In this area Sandy 01 was drawing ground fire from heavy caliber weapons which were later determined to be 57 or 85mm. After assessing the situation Sandy 01 decided to lay a smoke screen between the survivors and the road and commit the rescue helicopter.

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7. At 0950L the smoke screen was laid by the four Sandys and at 0945L the helicopter moved in for the pick-up. At 0945L the penetrator was lowered for Copter 507B. However 507B was tangled in a tree and excessive delay was experienced in recovering him. The smoke was drifting up-aloft over the rescue area and the decision was made to commit the back-up helicopter to pick-up 507A. Both survivors were on board at 0950L and the ridge line to the north provided the Jolly Greens with an egress route. During the time the pick-up was in progress the Sandys formed a daisy chain around the helico ters expending ordnance around the general area to suppress any small arms that may have been present.

8. No problems or difficulties were encountered during the effort with the exception of the ground fire received by Sandy 01 in the vicinity of the road.

9. One recommendation could be made which would assist in the visual location of the survivors. Copter 507 Alpha and Bravo had solid white parachutes. Many areas, including this one, are littered with white flare chutes. From any altitude or distance the two look the same. This caused some delay in pinpointing the location of 507A. The recommendation is that all personnel parachutes have alternate colored panels of white and orange and that flare chutes be green or some other non-descript color.

10. The Sandy forces who participated in the effort were:

Sandy 01 - Major Thomas C. Hays
Sandy 02 - Captain Jackson L. Hudson
Sandy 03 - Major Ronald E. Cass
Sandy 04 - Major James E. East Jr.

Signed

DAVID B. ANDREWS, Lt Colonel, USAF
Operations Officer

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intelligence reports available to mission crews. (Target photography was often more than one year old).

(S) Occasionally Firefly crews were limited in their effectiveness by lack of armament. Periodic shortages of 20mm ammunition, SUU-25 pods, CBU-24, CBU-11, 2.75 high explosive anti personnel and white phosphorous rockets, M-47 bombs, BLU-10, and LUU-1 ground markers hampered Squadron operations. These shortages were temporary in nature with the exception of the M-47 white phosphorous bomb. Its value as a multi-purpose weapon effective against troops, weapons, or as a smoke screen had been long known and demonstrated. Its temporary unavailability affected SAR operations.

(S) During the first week in April, the 602nd Special Operations Squadron participated in three successful SAR efforts resulting in five crewmembers being saved. On 1 April, Sandys 3 and 4 were diverted from the November Orbit for Misty 51, downed at 1525L. The rescue was made at 1615L with no ground fire observed.

(S) Successful rescues were conducted on 3 April for Cupcake 507 Alpha and Bravo, an A-6. The aircraft went down at 0830L after being struck by ground fire causing the loss of one engine. The bomb load could not be jettisoned and when level flight could not be maintained, bailout was necessitated.

(S) Sandy 01/02/03/04 were scrambled at 0835L and were airborne at 0848. Sandys 01 and 02 proceeded directly to the scene

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and Sandys 03 and 04 escorted the Jolly Greens. Sandy 01/02 arrived on the scene at 0912L. Both survivors were on the southern slope of a 3,000 foot ridge line. Cupcake 507A was on the ground about 15 meters below the ridge line and Cupcake 507B was in the trees approximately 100 meters below 507A. After ground fire was suppressed, a smoke screen was laid by the four Sandys and the helicopter moved in for the pickup. The penetrator was lowered for Cupcake 507B, however, he was tangled in a tree and excessive delay was experienced in recovering him. The smoke drifted up-slope over the rescue area and the decision was made to commit the backup helicopter to pickup 507A. Both survivors were on board at 0950L and the ridge line to the north provided the Jolly Greens a safe egress route.

(S) On 6 April, successful rescues were conducted for Dipper 01 Alpha and Bravo. The aircraft, an F-4, went down after being disabled by its own ordnance during delivery. Loss of control necessitated ejection by both crewmembers. A first light effect was launched.

(S) The survivors were in a dense jungle area among 150-foot trees. There were no defenses within two miles of the scene and weather was not a factor. The rescues were successful.

(S) On 9 April, Sandys were scrambled at 1138L to assist Spads on a SAR for Playboy 11. Sandys 01 and 02 had an air abort at 1212L and Sandys 03 and 04 were scrambled as replacements. Sandy 03 had to air board due to a rough engine. The two survivors

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