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46

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 boart due to a rough engine. The two survivors

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436

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39th ARRSq History, Apr - Jun 69

Date: 5 Apr 69

Mission Number: 2-3-028-5 Apr 69

Flight Designation: Crown 1

Distressed aircraft: Dipper 01 (F-4)

Location: 045/50/89

Saves: 2, combat

1. Compress alerted Crown 1 at 2000Z for a first light effort for Dipper 01, down from ground fire. Voice contact had been established with both pilots and they had been instructed to secure their radios and hide until first light.
2. Crown 1 and Nail 64 arrived on scene at 2210Z. Voice contact was established with both pilots and they reported their condition as good. Dipper 01 Alpha reported hearing movement in the bushes near his position. Sandys 01/02 arrived on scene at 2225Z and Sandy 01 was designated OSC. Small arms fire was reported in areas adjacent to the SAR. Dipper 01 Alpha reported the noises he had heard were made by a pig moving through the bushes near his position. The positions of both survivors were pinpointed at 2310Z. Hobo 64/65/66/67 were directed to deploy CBU-19 on the adjacent areas to suppress the reported small arms fire. The area was sanitized by 2325Z and JGs 68/76L were directed in for the recovery. Dipper 01 Alpha was recovered at 2342Z and the Bravo man was recovered at 2355Z. Small arms fire was observed from adjacent areas during the recovery, however, no hits were reported. SAR forces RTB at 0000Z.
3. Fastmovers were available but not used. After Dipper 01 Alpha and Bravo were located, Sycamore requested Nail 64 work the released fastmovers on targets near the SAR scene. Nail 64 continued to monitor the SAR and was readily available if needed.

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FROM: 602nd Special Operations Squadron

22E MAY 1969

SUBJECT: SAR Effort Report (Dipper Of Alpha and Bravo)

TO: JAMES (3C)
AFO 96307

1. A successful rescue was conducted on 6 April 1969 for Dipper Of Alpha and Bravo. The aircraft, an F-4, went down at 0030, 6 April, at 28150764. This report covers those activities relating to the search during the rescue effort.
2. Subsequent conversation with the survivors indicates that the aircraft was disabled by its own ordinance during the delivery, causing loss of control and ejection by both crewmembers. A first light effort was marshalled and briefings for SAR forces began at 0330L.
3. Sandy 01/02 were to be airborne at 0450L so as to arrive on-scene before first light. Slight difficulties were encountered in the arming area and Sandy 01/02 were airborne at 0455L to execute a North Fed for handoff to Invert and vectoring to the scene. All went well until approaching the concentration of ground fire along Route 08. At which time the flight turned off all exterior lights and proceeded using the standard no-visual-cont-of navigation techniques, such as are used in solid weather. Sandy 01/02 were not in visual contact until reaching the scene at 0515L. At this time a rejoin was accomplished but during the holding period, waiting for sufficient light to begin the effort, Sandy 02 became separated from 01. Also in the area for the effort were Helo 64/05/66 and 67 (CH-19), and Sandy 03/04 executing Jolly Greens 71/76. Jet resources were fringed and allocated to the effort, and Hall 64 had been briefed to anticipate diversionary strikes against Helo 75, approximately four miles away, while the pickup was in progress.
4. Both survivors were in gently rolling, virgin, double-canopied jungle with 150 foot trees predominating. There were no defenses within two miles of the scene and weather (clear, 6+ visibility) was not a factor.
5. Hall 64 attended the general briefing for all rescue forces, but was airborne in time to arrive at the scene in time to determine the survivor's condition and do some preliminary rescue in the area. During this usual rescue in the survivor's area, he sighted what he took to be a cluster of campfires slightly to the east of the survivors, however, better light conditions revealed this to be the aircraft wreckage.

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600-000-009
DOY 5 of 6
PAGE 1 of 1
PAG 3

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6. At 0645H, Sandy 01 bore the brunt of the survivors to get them up on top of the hill, and Sandy 01 was a hell of a man and was leading the survivors. Simultaneously, Dipper 01 was to get survivors in the water 75 yards. With the coming of better light, Sandy 01 again endeavored to join on Sandy 01 but was frustrated by the fact that he could see 5-12-13 who only Sandy 01 should have been. (Instead of building outside of the scene as briefed by Sandy 01, the four Helos held high directly over the scene.) Sandy 01 was further frustrated in his attempts to locate 01 because of the auxiliary ground receiver which failed during this time and was not aware that Sandy 01 was on ground talking to the survivors. Hogan was associated without coordination of the effort. At initial contact with Sandy 01, Dipper 01A reported movement 200 meters north of him and closing. Dipper 01A was repositioned to a 50 meter radius position, and during the attempts to reposition 01B in preparation for laying protective ordnance for 01A, Sandy 01 was advised that 01A had a visual on the corners of the overcast clouds. They were pigs. It was never determined whether they were feral or domesticated. In view of the permissiveness of the environment Sandy 01 made the decision to attempt the pickup without further exact positioning and Jolly Green 71 was advised to prepare for a 00-17 covered pickup. At the time of 0645H, Helos 66/67 and 67 expended their ordnance on a north-south line approximately one quarter mile west of the survivors to screen the Jolly Green from a suspected small arms reaction. Helo 64 thought he observed about 1 1/2 to 2 miles west.

7. Sandy 03/04 were holding Jolly Greens 71/76 on top and southeast of the scene over some jungle-covered hills. After receiving an IP with WP Rn, Sandy 01 called for Jolly Green 71 at 0645H. As the Jolly Green closed the first IP, Sandy 01 received a second IP and gave Jolly Green 71 a run-in heading to the area of the first survivor. Due to the permissive environment and the condition of the survivors, Sandy 01 decided to go after Dipper 01A first. He had injured his right leg and right hand during egress or landing and claimed to have been unconscious for about 1 1/2 hours after landing. At 0645H Dipper 01A was aboard the rescue chopper, and at 0645H Dipper 01B was aboard and the chopper egressed the area assigned by Sandy 03/04 to 500, Channel 09.

8. Obviously, there were no insurmountable problems, but several factors cropped up which made this a less-than-perfect effort. Biggest, of course, was the last winter storm, and since several different things contributed to this one problem, I will cover them in sequence.

a. First of all, the requirement to be on-scene twenty minutes prior to visible light conditions necessitated too much flying in & egress, and as night-frost ground fire areas are approached this means flying over heavily blacked out unless it is with the risk of a diverging effort, closer to home, for one of our own people. It seems to me to be the sign of folly to fly over known fire areas at night with exterior lights on.

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602-000-019
COPY 5 of 6
204

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b. Although the A-1 has redundancy in communications, it also has a good number of other problems. After trying for nearly a year to determine some measure in overall reliability, I am not brave enough to put out my plan at this juncture. It is a problem every A-1 pilot should be aware of, and knowing this, he should be fully aware of the capabilities and flexibilities built into the system.

c. Another factor contributing to the problems Sonny 02 was experiencing in trying to rejoin Sonny 01, was the depth of A-1s which he discovered when the light radar air-to-air vision possible. This was caused entirely by the four Hobas failure to hold where they were briefed to hold. There were also two problems encountered during the pickup phase which could have been critical under different circumstances.

1. During the delay chain (which really didn't require all four aircraft) the second survivor was hindered in his ability to pick out the rotor noise of the chopper and do a good job of vectoring him in. Sonny 01 contributed to this confusion by being lower than necessary.

2. Dwyer 013 added a hindrance by unwittingly keying his survival radio when he wasn't talking, this effectively blocking all communications on guard.

9. The recommendations should be obvious by reading the problems mentioned, but to go over them briefly, they are:

a. Plan and execute first light efforts so as to arrive on-scene at first workable light and not 20 minutes previous. The element of surprise could considerably be criticized.

b. Again, re-brief all Sonny pilots of the intervention, findings, potential and capabilities of the A-1 communications system.

c. Make every effort to get all resources to hold where they are briefed to hold.

d. Keep the delay chain as small as possible and as high as possible considering the probabilities of required response.

e. Include in the initial brief to the survivor the possible consequence of jamming the pickup frequency and caution him on the prudent use of his radios.

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603-002-019
COPY 5 of 6 CO. 173
PAGE 3 of 4 PAGES

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10. Although the effort was successful and every member of the S-2 team can take pride in a job well done, (listing 100) no one turned in a truly spectacular performance or stood out as the "hero of the day".

11. S-2 members participating on the S-2 effort are as follows:

- S-2 01 - Captain Donald V. Dunsaway
- S-2 02 - 1/Lt Rex V. Hunter
- S-2 03 - Captain Jerry J. Jenkinson
- S-2 04 - Major Alvin G. Howland

Signed

FRANK J. TUMLINSON, Lt Colonel, USAF
Operations Officer

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602-20-2:2
CC 1.5 of 6 CC. 123
PAGE 4 of 4 PAGES

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361

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39th ARRSq History, Apr - Jun 69

plus Spads 11 and 12 were launched. Misty 61 assisted Crown 6 in vectoring the SAR forces to the area where Jolly Green 04 made the pickup of the survivors at the 4800' - 5200' level which necessitated that they dump fuel in order to hover. After pickup, Crown 6 air refueled both JG 04 and 27 enroute to Danang.⁴

(U) On 2 April, a 39th squadron HC-130P rendezvoused with an HH-3 Jolly Green near Danang AB, RVN and escorted the helicopter on a 700 nautical mile overwater flight to Clark AB, PI. Two inflight refuelings were accomplished enroute during this 7 hour mission, which once again demonstrated the capability of the helicopter/HC-130P rescue team concept.⁵

On 5 April, Crown 1 was called upon for a first light effort to recover two survivors of a Dipper 01, an F-4, which had been downed in hostile territory the previous evening. Voice contact had been established with the survivors after their ejection and they were advised to hide for the night and that SAR forces would be there at first light. At 2210Z, Crown 1 and Nail 64 arrived on scene and established voice contact with the two survivors. Sandys 01 and 02 were on scene at 2225Z and

4. S.D. 5 Narrative Mission 1-3-038-01 Apr 69, p. 81

5. S.D. 6 and 7 (6) 3ARRGp Msg 030432Z Apr 69, p. 83

(7) Publication, Searcher, Apr 69, p. 84

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Robert LaPointe

From: "John A. Reeder"
To: "Robert LaPointe" <rlapointe@gci.net>
Sent: Thursday, March 08, 2001 12:42 PM
Subject: Re: PJ Book

I was able to get some info from my dad. I had to cut my call short due to my work. But he's doing some more research to see what he has.

Here's what I DID find out:

Mission on 4/6/69:

He believes the SAR Name was Dipper 02. The crew was in a downed F-100. He believes it was the first rescue performed in the 53C (prior rescues were in the 53B). The plane was shotdown on the 5th and the rescue was a first-light effort on Easter Sunday. The co-pilot was Capt. James O'Pry (instead of O'Pay).

Mission on 1/26/70:

He believes it was his last mission. The FAC in Nail 35 was unable to land due to a/c damage. He flew to a point near Nakhon Phanom and punched out. The co-pilot was Donald Y. Thompson.

Mission on 11/16/69:

He believes this was also in a 53C. The co-pilot (listed as Martin W. Weeks) went by his middle name, "Wade". The F-4 crew ejected over the karst in a box canyon. One ended up suspended from his parachute in a tree over a deep ravine. The other was stuck on a ledge also over the ravine. The FE maneuvered Dad to within a few feet of the cliff wall; lowered the penetrator to its full length (I think he said 240 feet); and then swung it like a pendulum until the pilot snagged it. He said the PJs were unable to get out of the a/c on this one for some reason. (He indicated heavy fire, but I didn't ascertain whether it was above or below him.)

He's doing some more checking. I'll be in touch with him later this week. (He lives in Utah.) Let me know if there are other specifics you're seeking. I'm sure he'd be pleased to respond directly if you want to cut the middleman -- me. Otherwise, it's a great way for me to learn about my dad's experiences.

Thanks again!

John

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5/23/01

Sandy Guestbook

Name: Randy Brandt

Website:

Referred by: From a Friend

From: Burke, VA

Time: 1999-03-15 19:29:44

Comments: On April 6, 1969, I was Dipper 01A (F-4D, 8TFW, Ubon) leading a strike against 13 AAA sites near Delta 42 in Laos. We were shot down on our first CBU-2 pass at 0020L. The Sandys from NKP and Supper Jollys from Udorn started the CSAR at first light and we were pulled out by 0800. My heartfelt thanks to Don Dunaway and the other Sandys that enabled this Nite Owl to fly another day.

Name: Phil Brandt

Website:

Referred by: Just Surf'd On In

From: Austin, TX

Time: 1998-04-30 17:51:40

Comments: My Night Owl brother, Randy Brandt (Dipper 01), had his right stabilator shot off while exiting a multiple gun site target area west of Mu Gia Pass and stepped over the side just after midnight local on 6 Apr 69. He and his GIB were rescued the next morning (05/2343Z). Among the considerable SAR force (approx. 45 aircraft) were Sandys 01-04, Hobos 64-67, Nail 64, JG 71/76 and, of course, Crown 01. Fast movers were: Stormy 01, 02 (FAC), Calico Flt., Speedo Flt., Lariat Flt., Panda Flt., Waco Flt., Shark Flt., Bubbin Flt., Mantis Flt., Detroit Flt. and Gunfighter Flt. The reason I've got precise info. re the shootdown and SAR effort is because the Casualty and Recovery Mission called my brother in Feb. of this year to say that they had located the wreckage. They kindly sent along 1:250,000 and 1:50,000 maps and ten pages of Ubon Command Post logs. Until this time, my brother had to go on memory only. I'd appreciate hearing from anyone who participated in this successful SAR effort. Phil Brandt Vark WSO (Ret.)

1107	18 Mar 1969	A-1E	LAOS	Riopelle M. A.	1Lt	Rescued	USAF Helo			
1108	22 Mar 1969	A-26A	LAOS	Widdis J. W.	Capt	MIA		Davis R. C.	Capt	KIA
1109	24 Mar 1969	O-1E	SVN	Herron K. G.	Capt	Rescued	Army			
1110	25 Mar 1969	F-100D	SVN	Chaffer W. R.	Maj	Rescued	Army Helo			
1111	25 Mar 1969	A-1E	LAOS	Gilmore K. E.	Capt	Rescued	USAF Helo			
1112	26 Mar 1969	A-1H	LAOS	Faas M. J.	1Lt	Rescued	USAF Helo			
1113	26 Mar 1969	B-57B	SVN	Burkholder R. W.	LtCol	Rescued	USAF Helo	Wright H. V.	LtCol	Rescued
1114	27 Mar 1969	F-100C	SVN	Seiler C.	Maj	KIA				
1115	28 Mar 1969	F-4D	SVN	Belcher R. A.	Maj	KIA		Miller M. A.	1Lt	KIA
1116	28 Mar 1969	F-4D	LAOS	Davenport R. D.	Capt	KIA		Justice W. P.	Capt	KIA
1117	29 Mar 1969	F-4D	LAOS	Popendorf W. J.	Capt	Rescued	USAF Helo	Hess F. W.	1Lt	MIA
1118	29 Mar 1969	F-105D	LAOS	Stafford R. A.	1Lt	Rescued	USAF Helo			
1119	1 Apr 1969	F-100F	LAOS	Standerfer R. G.	Maj	Rescued	USAF Helo	Veach C. L.	1Lt	Rescued
1120	2 Apr 1969	F-4D	SVN	Foster C. G.	LtCol	Rescued	USAF Helo	McMahon J. P.	1Lt	Rescued
1121	3 Apr 1969	F-105D	LAOS	Christianson P. B.	Maj	KIA	USAF Helo			
1122	5 Apr 1969	F-4D	LAOS	Brandt R.	Capt	Rescued	USAF Helo	Koster C. R.	1Lt	Rescued
1123	9 Apr 1969	A-1E	THL	Shumock R. H.	Maj	Rescued	USAF Helo			
1124	12 Apr 1969	F-4D	SVN	Desoto E. L.	Maj	MIA		Hall F. M.	1Lt	MIA
1125	16 Apr 1969	O-2	SVN	Burkett W. O.	Capt	KIA		Pierce L. J.	Capt	KIA
1126	16 Apr 1969	F-4D	THL	WinkeLaos D. W.	Maj	Rescued	USAF	Andersen R. P.	Capt	Rescued
1127	16 Apr 1969	F-100D	LAOS	Willett R. V.	1Lt	MIA				
1128	17 Apr 1969	F-4C	SVN	Beavers J. L.	Capt	Rescued	Army Helo	Muellner G. K.	1Lt	Rescued
1129	17 Apr 1969	RF-4C	THL	Bartholomew R.	Capt	Rescued	USAF Helo	Doyle B. F. Jr	Capt	Rescued
1130	22 Apr 1969	F-100D	LAOS	Detwiler R. C.	1Lt	Rescued	USAF Helo			
1131	22 Apr 1969	F-4D	LAOS	Vancleave W. S.	LtCol	KIA		Scott V. C.	1Lt	KIA
1132	23 Apr 1969	F-100D	SVN	Hargett R. W.	1Lt	Rescued	USAF Helo			
1133	26 Apr 1969	A-1J	LAOS	East J. B. Jr	Maj	KIA				