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3. The chances of a successful rescue is directly proportional to the ability of survivors to avoid capture until the defense can be neutralized and a pickup accomplished. At this time, our procedures are to concentrate on the major defenses. The personal protection of the survivor is not being effectively

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accomplished. By this, I mean that a ground searching party can proceed on foot to the survivor with little chance of being detected until they are close to the survivor if they do not give themselves away by shooting, etc. We should deny the enemy ready access to the survivor as well as deny them the night hours in which to search for him.

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4. The survivor who bails out at night is generally in a better position to evade because he probably was not observed during his descent by the enemy. In most cases, we could beat the enemy to him if the LNRS or NRS system were available. (This subject will be treated later). The survivor who bails out in the late afternoon is probably at the greatest disadvantage, because the enemy has usually spotted him in his chute and knows the general area in which to search. A rescue is then attempted and then called on account of darkness, and the enemy has all night in which to conduct a thorough search for the survivor. This individual we should help more than we are now doing, and I believe we could help most with the LNRS.

5. Several months ago, 56 SOW, APO San Francisco 96310, sent a proposal to the 7 AF requesting permission to evaluate a system for providing a measure of protection for the survivor until he can be rescued. This consists entirely of weapons and devices that are presently available for use in Southeast Asia. Under this proposal, the survivor would be ringed with CBU-34 (WAAPM) or its equivalent. High speed gravel (airdropped mines) could also be used in conjunction with CBU-34. The natural approaches, such as trails could also be seeded with CBU-34. Both CBU-34 and high speed gravel, (or Dragon Tooth) can be delivered by F-100 or F-4 aircraft. The normal swath of CBU-34 is 400 feet wide and up to 5000 feet long. Two aircraft could deny the enemy access to the area within 1/2 KM of the survivor. I might point out that the enemy is not only sealed out but the survivor is trapped within: this is a major consideration in development of these tactics. Project Alpha presently has a series of Sensors which can be dispensed by an A-1 from a SUU-25 dispenser. These sensors could be placed around the survivor and would be activated by any noise such as a shout, shot, or the detonation of a CBU-34. Project Alpha presently has 3 RC-121 aircraft in orbit with trained crews who monitor sensors such as these. They would be able to notify the rescue force if any attempt is made to penetrate the survivor's defense line, what the threat is, and location of the threat in relation to the survivor. The only barriers remaining before putting this system into practice is the certification of the A-1/SUU-25/Sensor dispensing combination and authorization to use the weapons in this manner. These decisions are within the authority of the Commander, 7AF. All it takes is a go-ahead. The project officer for this system is LtCol Morris, DCOO, 56 SOW, APO San Francisco 96310. LtCol Morris has a

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personal interest in this system, as he was shot down as a Sandy pilot and spent 22 hours in a tree while the NVN searched for him all night. In fact, they stopped under his tree and talked for a while before continuing on with the search. Had he been on the ground, he might very well have been captured.

6. The advent of the LNRS, and later the NRS, will have a very significant impact on rescue operations in Southeast Asia. I feel a new set of procedures must be developed to accomodate and fully utilize these systems. Many areas of Laos, such as the Barrel Roll area, are such that the NRS can be used as originally envisioned. In more heavily defended areas, the helicopters will still need escorts and ground fire suppression support. 56 SOW is presently providing night ground fire suppression support for night strike aircraft including C-123, A-1, and A-26's. The normal night strike procedures for A-1 and A-26 aircraft are to operate in pairs, one providing fire suppression and the other striking. This procedure has been particularly effective in high threat areas to the point that in many cases guns will not fire if there are two aircraft in the area. Operations at night gives the advantage to the aircraft. Gunfire is particularly easy to see and, while the aircraft's accuracy is somewhat decreased, the guns can be effectively silenced. The guns, on the other hand, are at a serious disadvantage. Once they fire, their position is given away and the gunners cannot see the target. Gun laying radar, if any, is hampered by the maneuvering aircraft and by ground clutter in the case of a low, hovering, helicopter. It appears to be perfectly feasible to escort helicopters into a high threat area under cover of darkness, silence the ground fire while the helicopter locates and picks up the survivor, and cover the retreat of SAR forces after the pickup is complete. Two additional items of equipment that will be required is a shielded beacon or other device on the helicopter that can be seen only from above, and a ground burning flare such as a LUU-1 that has a time delay after activation and that has at least a 5 minute persistency. The ground burning flame is required in order for the helicopter to mark fire or other items of interest for the escort aircraft. It should burn with a different than normal color (such as green or bright red), in order to distinguish it from other lights on the ground. It may be that the A-26 with the new night bombsight system will be the best night escort aircraft. 56 SOW (DCOD) has qualified personnel, both Sandy and in the Night A-1 and A-26 operations who can provide additional information on this capability. I would estimate that, if the LNRS or NRS was operational now, approximately 50% of the pickups could be accomplished at night. It could possibly even turn out that it would be preferable in isolated cases to put the mine field around the survivor then wait until dark to commence the SAR effort if the defenses could not be spotted in any other way.

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7. The procedures which are presently in use for night strike and fire suppression probably would have to be modified slightly for use as night SAR support. The present procedure involves the striking aircraft staying below approximately 6,000 AGL, utilizing a release altitude of 3,000 to 4,500 above the terrain. He calls in from a direction and off into a particular quadrant. The fire suppression aircraft remains 1000 feet above the strike aircraft and slightly out to the side. On the roll-in call from the strike aircraft, he positions himself to attack any ground fire that he sees. He is free to do so after the strike aircraft calls off as long as he avoids the quadrant reserved by the strike aircraft. This procedure would have to be modified by bringing the aircraft in closer to the helicopter, in the area of 3000 ft. The shielded beacon would make the helicopter visible only to the escort aircraft and the helicopter's ground markers will provide the required reference points. Two escort aircraft could circle overhead with altitude separation. The lowest aircraft being the primary fire suppression aircraft.

8. Since I have not had the opportunity to clear this letter with my supervisors, I would like to emphasize that this letter is correct and accurate to the best of my knowledge; however, it constitutes my personal opinion on the subject and is not an official position of 56 SOW.

Alan B. Hale
ALAN B. HALE, Major, USAF
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