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Subject: 60th Special Operations Squadron

25 MAY 1969

Task: 22nd Effort Report (Litter 22)

Ref: 38-10 (38)
AC 90907

1. A partially successful rescue was conducted on 4 May 1969 for Litter 22. The aircraft, an F-100, went down at 0210L on 4 May 1969 at EX-0402. This report covers those activities relating to the search during the rescue effort.
2. Litter 22 was on a strike mission against the route structure in Steel Tiger. The strike was being conducted by Mail 10 a Forward Air Controller in an OV-10. Mail 10 observed Litter 22 complete a rocket attack, pull off the target and bail out. Mail 10 followed the chute down and reported a good chute and bopper.
3. The searchers were scrambled at 0225L and were airborne at 0245L. Search 01/02 arrived on the scene at 0300L. Search 01 took over as on scene commander. At the time of Search 01's arrival Search 04, and Mail 10 were orbiting the area.
4. Litter 22 went down on a lightly wooded knoll surrounded on the east and south side by a heavily populated farming area. The western side was rough flat ground with several hootches and one bunker complex scattered through the area. The northern side was heavily wooded with no visible signs of habitation. The defense around the scene consisted of the main gun along the route structure to the north and 50 caliber and 81 fire from the south. Weather was not a factor in this effort.
5. Mail 10 watched Litter 22's chute go down the hill on the southern slope of the knoll. Search 4, when he arrived at 0315L on the hill, did not look to the chute. Search 04 was in the area and saw the jet maneuver in the event that they would be required. The jet strided about the route structure continued from the time Litter 22 went down until the effort was completed. This aided the search effort by keeping the northern gun distracted. Only one of those guns fired at us during the entire duration.
6. Search 01 and 04 arrived on the scene at 0340L. Search 01 was briefed by Mail 10 on Litter 22's approach to location and Search 01 went down to attempt a visual contact. A steady bopper was being received but no voice. Search 01 set up a low level search pattern and except for a few thick areas the ground was visible through the trees. After several passes Search 01 and Mail 10 began to receive ground fire from the south.

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The search was continued for nearly an hour until Litter 22's position was determined with a limited success by the combined efforts of Tail 19, and Sandy 01/02. Sandy 01 believed at the time a beeper was on, Litter 22 must have been alive upon landing, but since neither voice nor visual contact could be made he can't be seriously injured. Based on this belief Sandy 01 made the decision to call the Jolly Greens in to aid in the search. Since ground fire was being received regularly during this time, Sandy 01 and 02 began fire suppression strikes around the general area. After about 15-20 minutes of ordnance delivery, trolling for ground fire produced no reaction.

7. Jolly Green 71/76, escorted by Sandy 03/04, came into the area and while Jolly Green 76 held in a nearby safe area Jolly Green 71 proceeded to make a foot by foot search of the southern slope. During this phase the four Sandys formed a firing relay chain around the helicopter to discourage any ground fire against the helicopter. After about 10 minutes of searching the helicopter crew spotted a chute in a bamboo grove and the PJ went down and found the body of Litter 22. The body was recovered and the rescue helicopters agressed the area under the covering fire of the Sandy escorts.

8. The primary problem encountered during this effort was the beeper. The new survival radio beeper and a chute beeper sound the same. Since very few chute beepers are encountered Sandy 01 made the false assumption that Litter 22 had been able to activate his radio beeper. Since visual contact could not be made by the fixed wing aircraft on the ground, Sandy 01 believing he had an alive and badly injured pilot on the ground, made a decision that needlessly endangered Jolly Green 71. But without the assistance of Jolly Green 71, Litter 22 would not have been found. The difficulty in locating Litter 22 was caused by the fact that he landed on the side of the hill and tumbled down into the bamboo grove dropping his collapsed chute into the grove where it was out of sight until the downwash of the helio forced it out of the bamboo.

9. It is strongly recommended that the use of chute beepers be discontinued. A pilot is rarely first excited to such an extent that he cannot activate his radio and even if he were unconscious when he landed an electronic search is continued for several days. A chute beeper does not save lives in a combat environment. It interferes with voice communications if it cannot be turned off and, like this case, could lead to the needless loss of a part of the SOW force. It is not the policy to commit the SOW force on beeper alone except under certain conditions such as were present on this effort. A good chute, a good beeper, constant surveillance and even terrain where we can easily

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namely the enemy is not operating the beeper. The SAM forces risks and losses lives and or hostile fire to recover live pilots not to pick-up beeper. The possibility of a beeper being a dummy beeper rather than a radio beeper will make this enemy of extremely hesitant to commit his SAM forces on the strength of a beeper again.

10. Special commendation goes to Mail 10 for his assistance in the search effort while willfully exposing himself to ground fire, and to Jelly Green 71/76 for volunteering to assist in the visual search, a practice which is above and beyond normal duty expectations.

11. The Search forces involved in the effort were:

Search One - Major Thomas C. Higgs

Search Two - 1/Lt David R. Croft

Search Three - Capt John L. Flinn

Search Four - 1/Lt Rogers A. Smith

Signed

FRANK J. MILLER, Lt Colonel, USAF
Operations Officer

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were picked up at 1414L and 1437L with Spad 11 as on-scene commander.

(S) On 4 May, Sandys 01, 02, 03 and 04 were scrambled on a partially successful SAR effort for Litter 22, an F-100. After arrival at the scene, a visual search was conducted but failed to locate the survivor. The position of the survivor was finally pinpointed by beeper. At this time, .50 caliber and small arms fire was directed against the SAR force. The Sandys quickly suppressed the ground fire and called in Jolly Green 71 to observe the chute of the survivor. A PJ was lowered who reported the survivor dead. The body was put aboard Jolly Green 71 and the SAR force returned to base.

(S) On 11 May, a successful SAR was conducted for Manual 42A, a downed F-4. Sandys 01, 02, 03 and 04 were scrambled at approximately 0820L. After arrival at the scene, the Sandys worked the Spads who dropped ordnance around the survivor. At 1009L, Sandy 01 called Hobos 40 and 41 in to expend around the survivor, who could be seen sitting on his parachute, because enemy forces were approaching that position. When the survivor lapsed into unconsciousness due to injuries he suffered while ejecting, Sandy 01 called Jolly Green in for the pickup. The survivor was picked up by the Jolly Green without encountering any problems. An electronic search was conducted by the Sandys for Manual 42B, but all efforts were unsuccessful.

(S) A partially successful rescue was conducted on 17 May

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1134	29 Apr 1969	C-130	SVN	Fromm R. E.	Maj	Rescued		Hickson D. L.	1Lt	Rescued
1135	30 Apr 1969	F-100D	SVN	Gibson R. C.	Maj	Rescued	Army Helo			
1136	30 Apr 1969	RF-4C	SVN	Gordon G. A.	Maj	KIA		Stewart F. E.	Maj	KIA
1137	2 May 1969	O-2A	LAOS	Mascari P. L.	1Lt	MIA				
1138	4 May 1969	F-100C	LAOS	Adams M. T.	Capt	KIA				
1139	8 May 1969	F-4C	LAOS	Brashear W. J.	Maj	KIA		Mundt H. G.	1Lt	
1140	9 May 1969	F-100D	SVN	Williford J. V.	1Lt	Rescued	Army Helo			
1141	14 May 1969	F-105F	THL	Yahanda A. M.	Maj	Rescued	USAF Helo			
1142	18 May 1969	C-123	SVN	Hayden N. W.	1Lt	KIA		Evans D. M.	1Lt	KIA
1143	24 May 1969	F-100D	Sea	Manske C. J.	Capt	KIA				
1144	24 May 1969	AC-130A	THL	Schwehm W. J.	LtCol	Rescued		Piehl G. H.	Maj	Rescued
1145	25 May 1969	F-100D	Sea	Stanford D. G.	1Lt	Rescued	USN Ship			
1146	27 May 1969	C-130A	SVN	Moore A. M.	Maj	Rescued		Peterson C. A.	1Lt	Rescued
1147	1 June 1969	O-2	SVN	Svanoe K. E.	1Lt	KIA	Army Helo	Dickens J. L.	Capt	KIA
1148	2 June 1969	O-2	SVN	Gilmore J. R.	1Lt	KIA	USAF Helo			
1149	3 June 1969	F-100D	SVN	Ginart D. F.	1Lt	KIA	Army Helo			
1150	5 June 1969	RF-4C	Sea	Findlay R. F.	Col	Rescued	USAF Helo	Moy D. M.	Capt	Rescued
1151	11 June 1969	F-4D	SVN	Deans W. R.	Maj	Rescued	USAF Helo	Thomas C. A.	Maj	Rescued
1152	12 June 1969	A-1H	LAOS	Ward N. C.	1Lt	MIA				
1153	14 June 1969	F-105D	LAOS	Kahler H.	Maj	MIA				
1154	14 June 1969	F-4D	LAOS	Grace J. W.	Capt	MIA		Karas W. J.	1Lt	Rescued
1155	16 June 1969	F-105D	LAOS	Devoss J. L.	1Lt	Rescued	USAF Helo			
1156	16 June 1969	F-4D	Sea	Fulghom G. G.	Maj	Rescued	Army Helo	PoLaoster H.	1Lt	Rescued
1157	19 June 1969	O-2	SVN	Hoag J. D.	Capt	KIA		Dover G. R.	1Lt 2	KIA
1158	22 June 1969	O-2B	SVN	Engelhard E. C.	Maj	KIA		Seagroves M. A.	1Lt	KIA
1159	23 June 1969	C-130	SVN	Brunner G. E.	Capt	KIA		Reed T. M.	1Lt	KIA
1160	26 June 1969	F-100D	Sea	Casper J. H.	Capt	Rescued	USAF Helo			