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22 July 1969

Mission Narrative Report #2-3-045-21 Jul 1969 (U)

3rd AFRGp (JSA20)
APO 96307

1. (U) This report is submitted in accordance with ARREM 55-2/
3ARRGPSUP 1, dated 11 July 1968.

2. (S) On 21 July 1969 Jolly Green 70 (L) and Jolly Green 68 (H) were on ground alert at Nakhon Phanom (NKP) RTAFB, Thailand. At 2330 the crews were notified that two Navy A-4s had collided approximately 110 miles from NKP. Call signs of the aircraft involved were Jury 413 and 404. No word had been heard from Jury 404; however, voice contact with Jury 413 had been established. He was in good condition and was advised to stay under cover until contacted by rescue aircraft at first light. At 0245 A.M., the mission briefing was conducted. In attendance were four Jolly Green crews, four Sandy pilots, and four Sawdust pilots. Sawdust was the code word for CEU 19 and the same word was used as the call sign for aircraft carrying CEU 19. The survivor's location was 16 01N, 106 44E, which is 028/28 from Channel 72. He was believed to be on a karst approximately four miles east of the route structure. Weather was briefed to be 3000 to 6000 broken to overcast, 8000 overcast, and ground fog. The primary point for crossing the route structure was given as 070/22/Ch 72 with a possible alternate crossing point just west of the survivor. Jolly Green 70 and 68 launched at 0400 and Sandys 1, 2, 3 and 4 at 0415. Weather enroute to the area was 4000 broken to overcast. The Jolly Greens arrived at the 360/28/ from Channel 72 at 0515L. At this time they were joined by the Sandys. Sandys 3 & 4 escorted the Jolly Greens across the route structure using the alternate crossing point and the four aircraft established an orbit south of the survivor's estimated position. At 0530L Sandys 1 and 2 dropped down to just above clouds and tried to get Jury 413 to come up on radio. At approximately 0540L, Jolly Green 70 heard Jury 413 calling Sandy 1. Neither Sandy 1 or 2 could read Jury 413 so Jolly Green 70 established radio contact. Jury 413 advised that he could hear aircraft flying over him. Jolly Green 70 asked Jury 413 to give them a beeper tone and determined that they were directly over him. Cloud conditions were 4000 overcast. Sandy 1 was advised while Jolly Green 70 maintained contact with Jury 413.

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Jury 413 advised that he was laying down in some tall brush near his chute. Sandy 1 descended through a broken cloud condition five miles north of Jury 413 and Jolly Green 70 advised Jury 413 to call when he had the Sandy in sight. When Jury 413 advised that he could see the Sandy, Sandy 1 stated that he had the chute in sight and also radio contact. At this time Sandy 1 advised that he had spotted a second chute, which he assumed to be Jury 404, and was receiving a flare from this position. The chutes were not in the karsted area but on the side of the foot hills facing the main highway two to three miles away. At 0550L, Sandy 1 directed the remaining Sandys and the Jolly Greens to penetrate the cloud deck five miles north of the survivor and to proceed in for the pickup. Jolly Green 70 stated that without radio contact, there was no way of insuring that unfriendlies had not captured Jury 404 and were using his flares. Sandy 1 made a pass over the second chute and stated that he could see someone waving about 20 yards uphill from the chute. No ground fire was detected from this position or Jury 413's position. Sandy 1 briefed that Jury 413 would be picked up first and that the Sandys would orbit JG 70 while he was in the hover and continue to sanitize the area with suppressive fire. Pressure altitude for the pickups was 3000 ft and OAT was 20°C. Sandy 1 joined the other SAR forces five miles north of the survivors and they descended through the broken cloud deck and turned south toward the survivors. The Jolly Greens flew parallel to the karst ridge just below the clouds until the chutes were sighted. A smoke flare was seen coming from the first chute. Jolly Green 68 remained high while Jolly Green 70 descended for the pickups. Jolly Green 70 passed directly over the second chute while proceeding to Jury 413's position. Jury 404 was not spotted; nor was there any indication of unfriendly activity noted. As the pickup sites were in a hostile area near several known 37MM and ZPU positions, Jolly Green 70 had elected to retain all his fuel in case the first pickup attempt was unsuccessful. Approximately 1200 pounds of fuel remained in each drop tank and the mains were full. To expedite the pickup, it had been decided to jettison the drop tanks just short of the first pickup point. Approximately $\frac{1}{2}$ mile from the survivor, Jolly Green 70 started to reduce airspeed. As the airspeed dropped below 100 knots the aux tank jettison switches were activated. The right tank dropped free; however, the left tank remained secure. Jolly Green 70 made a slow pass over the survivor, noted the pressure altitude to be 2300 rather than 3000, and decided that the pickup could be made with the additional weight. Jury 413 was giving directions to Jolly Green 70 and a 360° turn was made back to him.

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A 40 foot hover was established and Jury 413 was picked up at 0605L. Power required was 73% and 81% was available. Several buildings were noted near Jury 413 however no personnel were seen. Jury 404 was only about 1/2 mile away and a hover was established over this position at 0607. Jury 404 was on board at 0609L and all forces egressed the area. Both pilots were in good condition. Jury 404 had lost his radios during ejection and did not know that Jury 413 was down also. Jury 413 had no knowledge of Jury 404's location. The same point was used to cross the route structure and the SAR forces returned to NKP. Jolly Green 70 and 68 landed at 0715L.

3. (U) The survivors were: Lt Kenneth T. Sanger, USN and Lt(JG) William F. Franson, USN, Carrier Oriskany.

4. (U) The rescue crews were:

Jolly Green 70 (L)

AO Major Gerald A. Jones,
CP Capt Gerald E. McCullough,
FE SSgt Donald Labarre,
RS ALC James E. Nash,
RS ALC Ronald F. Sopata,
AF ALC Timothy J. Monk,

Jolly Green 68 (H)

AC Capt Donald L. Carty,
CP Capt Joseph R. Brown,
FE SSgt Maxie L. Hilligoss,
RS TSgt William E. Lester,
RS ALC Steven D. Brooks,

Gerald A. Jones
GERALD A. JONES, Major, USAF
Aircraft Commander

400-0095

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39th ARRSq History, Jul - Sep 69

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S.D. 4

27 Jul 69

Date: 21 Jul 1969

Mission Number: 2-3-045-22 July 1969

Flight Designation: King 2

Distressed Aircraft: Jury 413, Jury 404 (USN A-4)

Location: (S) 028/28/72

Saves: 2, combat

1. (S) At approximately 1510Z 21 July 1969 while we were depositioning from King 2 into Tuy Hoa we received a Mayday from Jury 401 who said Jury 404 was hit and going down. He could not receive us so we relayed through Panama and Vice Squad that we were on the way and we headed back toward Channel 72.

2. (S) After we made contact with Jury 401 he told us that it had been a midair collision between Jury 404 and Jury 413, and that Jurys 412 and 416 were there also. They only had 20 minutes bingo time so I appointed Blind Bat 03, who had come on scene, the On-Scene Commander. Blind Bat 03 had voice contact with one survivor Jury 404. I advised Jury 404 to shut down his radio for 10 minutes. I asked Moonbeam Senior Controller if any helicopters were in the area and he advised me Bluechip had directed a first light effort. Blind Bat 03 saw flares approximately one click west of where he thought the survivor was and we relayed through Queen that this could be Jury 413 without a radio. After Jury 404 came back on the air we advised him to hide until first light and shut down his radio till then to conserve his battery. Moonbeam Senior Controller advised he would keep one airplane over the area until first light.

3. (U) We RTB at approximately 1600Z.

4. (U) King 2 crew members:

- a. AC Captain Woods
- b. CP Lt/Col Tyner
- c. NN Captain Mitchell
- d. RO ALC Toomer
- e. FE TSgt Mix
- f. FE TSgt Rader

ROBERT V. WOODS, Captain, USAF
AC, King 2

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GROUP-4
Downer and at 3 year intervals,
Declassified after 12 years.

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56 Special Operations Wing

29 July 1969

SAR Report (Jury 413, 404)

3 AARG (3C)

1. (S) A successful rescue was conducted on 22 Jul 69 for Jury 413A/B (The exact call signs of the aircraft were not confirmed during the SAR. Subsequently it was learned that the aircraft were Jury or Jary 413 and 404. They are referred to here as Jury 413 Alpha and Bravo, which was the terminology used during the pickup.). The aircraft, 2 A-4's, went down at 2300 local on 21 Jul at 121°/146/89. This report covers those activities of the Sandys during the rescue effort.
2. (C) The aircraft were reportedly involved in a mid-air collision in the target area during a night strike. Word was received by Sandy 1 for a 0245 briefing for a first light effort. At this briefing, intelligence reported that contact had been established with Jury 413A.
3. (S) Sandys 1, 2, 3, and 4 were airborne at 0420 local. Sandy 1/2 went straight to the scene and arrived at 0520 local. Sandy 3/4 rendezvoused with Jolly Green 70 and 68, and arrived on scene at 0530. Covey 262 was on scene at 0505 and Stormy (Unknown call sign) made several passes through the area before Sandy 1/2 arrived. Sawdust 10/11 and 12/13 were airborne after the Sandys arrived in a holding orbit at 0530.
4. (S) The terrain consisted of a river valley flanked by a high ridge line of karst running north/south. The karst ridge rose rapidly from 2000' elevation to above 4500'. The weather was 3500' MSL overcast and the top of the ridge line was obscured by clouds. The survivor's location was at the base of this ridge line, elevation 2500', about 3 km east of a river and road network. There was no ground fire observed during the SAR.
5. (C) During the night various aircraft had talked with the survivor. In the 20 minutes before Sandy 1/2 arrived, Stormy talked with the survivor and made a few passes in the general area, although it was still dark and clouds were obscuring the ground, Covey 262 arrived and began talking with the survivor in an attempt to fix the location by radial/DME from channel 72. Visual contact with the ground was not possible, and it was still dark.

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intervals: declassified
after 12 years

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6. (S) Sandy 1/2 arrived at first light and took over on scene command from Covey 262. Search for the survivor was conducted by having Sandy 2 orbit the area above the clouds using UHF/DF to stay close to the survivor, while Sandy 1 let down through a small hole to the north and conducted visual search under the clouds. Sandy 1 located the parachute with the aide of a voice vector from the survivor. As Sandy 1 passed over the survivor's location, a personnel locator flare was observed 500 meters east at the base of the karst. A second parachute was observed close to this flare, and the survivor on the radio replied that he had not fired the flare. This was the first indication that there were two survivors on the ground. Sandy 1 confirmed the location of the survivor with the radio by a low pass overhead, and then noticed a second flare coming from the second survivors location. A low pass over the position revealed ground marker panels and the survivor could be seen waving at Sandy 1. During this entire operation, Sandy 1 was flying not higher than 500' above the ground, and Jury 413A reported that he had not heard any movement or ground fire. Sandy 1 instructed Sandy 2 to bring 3, and 4, along with Jolly Green 70, and 68, through the break in the overcast to the north. This was done and the Jollys were established in a holding pattern north of the survivors.

7. (S) Sandy 1 led Jolly Green 70 and the other Sandys south to the survivors' location. Jury 413A aided in his rescue by giving voice vectors to the Jolly Green. After some delay caused by a fuel tank that would not jettison Jolly 70 made the pickup on 413A, then moved uphill to the east and picked up 413B. Jury 413B aided in his rescue by firing a smoke flare as the Jolly Green approached. The Sandys formed a daisy chain around the helicopter and expended ordnance as a precautionary measure, then covered the Jolly as he egressed to the north.

8. (S) Two main problems were encountered on this SAR effort. One was the low ceiling, which made the search and rescue more difficult, and the other problem was 413B's lack of a radio and 413A's weak radio. If Jury 413A had not had a second radio, or spare battery it might have been impossible to locate him, since he had used the first radio during the night to such an extent that the battery was very weak. Also, 413B owes his rescue to the simple fact that he landed very close to 413A, and he had several smoke flares.

9. (S) I recommend that in the event of a night bailout, contact with the survivor be established and if no ground activity is observed by the survivor, then after locating his position by radial/DME the airborne station instruct the survivor to go off the radio until he hears Sandy's engine at first light. The effort by the Stormy FAC and the Covey FAC

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before daylight serve to reassure the survivor but the process runs down his battery. It is also recommended that aircrews carry at least two radios and a spare battery, and four smoke flares.

10. (U) The entire SAR team worked smoothly on this mission.

11. (S) The procedure that was introduced locally whereby CBU-19 aircraft were given the current CBU-19 coded call sign (In this case, "Sawdust") served well in separating the primary SAR aircraft from other A-1's. It is proposed to continue the practice.

12. (C) Sandy Forces participating in this effort were:

Sandy 1	Captain J. L. Hudson, 602nd SpOpSq
Sandy 2	Major J. Monk, 602nd SpOpSq
Sandy 3	Major H. Bay, 22nd SpOpSq
Sandy 4	Captain C. Holder, 22nd SpOpSq

DARYLE E. TRIPP, Lt Colonel, USAF
Asst Deputy Commander for Operations
Sandy Coordinator

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(C) It was requested that permission be granted to jettison ordnance armed over STEEL TIGER Delta Point Number 59, 30 miles
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away.

(S) The 56th Special Operations Wing imposed operational restriction on A-1 and A-26 aircraft during the latter part of this quarter. The restrictions were as follows:

(a) Minimum altitudes for strike aircraft: DAY: 3,000 feet AGL of target; NIGHT: 3,000 feet above the highest terrain within 3NM of the target.

(b) Number of passes not to exceed six, exclusive of flares or marking devices.

(c) Discontinue the attack when ground fire is reported or observed until the situation is reassessed.

(d) AAA defenses will not be engaged with 20mm or .50 calibre ordnance.

(e) Exceptions to (a) through (d) are Search and Rescue, helicopter escort, and support of troops in direct contact, defined
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as within range of opposing small arms fire.

SAR EFFORTS:

(S) Three successful SAR efforts were conducted by wing units during this reporting period.

(S) On 22 July, a successful rescue was conducted for Jury
413A/B. The aircraft, two A-4s, went down at 2300 local on 21
20
July at 121 degrees/146/89.

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(S) The aircraft were reportedly involved in a mid-air collision in the target area during a night strike. Word was received by Sandy 1 for a 0245 briefing for a first light effort. At this briefing, intelligence reported that contact had been established with Jury 413A.²¹

(S) Sandys 1 through 4 were airborne at 0420 local. Sandys 1 and 2 went straight to the scene while Sandys 3 and 4 rendezvoused with Jolly Greens 70 and 68.²²

(S) The terrain consisted of a river valley flanked by a high ridge line of karst running north/south. The karst ridge rose rapidly from 2,000 feet elevation to above 4,500 feet. The survivor's location was at the base of this ridge line about 3 kilometers east of a river and road network. There was no ground fire observed during the SAR.²³

(S) As Sandy 1 passed over the survivor's location, a personnel locator flare was observed 500 meters east of the base of the karst. A second chute was observed close to this flare, and the survivor radioed that he had not fired the flare. This was the first indication that there were two survivors on the ground.²⁴

(S) Sandy 1 then led the Jolly Greens in and the pickup was made.²⁵

(S) Another successful rescue was conducted on 10 August for Tiger 02A and B. The aircraft, an F-4, went down at 1746L 9 August at 1839N 10236E.²⁶

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0800	JG 25 airborne ETA - CH 77 - 0155	1050
1600	JG 15 on deck CH 77	1100
1655	JG 27 airborne CH-77 - ETA 1700	1120
1725	JG 27 ETA 0745	1205
030	JG 22/03 airborne Local CH 103	1305
110	JG 22/03 ETA 1145	1315
145	JG 03 on deck CH 77	
1155	JG 22 on deck - CH 77	
1235	DAAR called into JSARC	2110
245	Reegeman off duty	2300
	22 JULY.	0200
115	TSGT BELL to duty	0315
2135	ALERT CREWS ON STANDBY FOR ACFT DOWN 90 W OF 77. BUFFS TAKING MISSION JERRY 404 & 413. VOICE CONTACT WITH 413. A4's	
1255	BOTH PILOTS IN SIGHT - BUFFS GOING IN & MADE pickup	
300	JG 31 & 07 ABN.	
000	JG 31 on deck 103	0400
080	JG 07 on deck 103	0415
100	JG 31 OUT OF commission CH 103 for oil line. Will send part up with Orbit if possible.	0600
1150	JG 28 ABN ORBIT	0635
210	JG 22 ABN DPS CK	0635
0310	JG 22 on deck 77	0637
0345	Reegeman on duty —	0639
0445	JG 22 airborne TNG —	0648
0515	JG 28 taking over QT-H1 - JG 07 taking over QT-L0 — JG 22 will escort JG 31 back from QT.	0645
0605	JG 31 ABN from Ch 103 to Ch 77. ETA 0730Z	0645
0645	JG 31 Lost engine will try air start. A2 Eng. —	0645
0655	JG 31 Declared Emergency, still headed for 77	0645

37 ARRS Ops Log
1 Jan - 15 Aug 69

40TH ARRSQ HIST, JUL-SEP 1969

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Rescue crew and survivor from mission on 22 July 1969. From left A1C James E. Mash, RS; A1C Ronald F. Sopata, RS; SSgt Donald LaBarre, FE; two Navy survivors; Captain Gerald E. McCullough, CP; Major Gerald Jones, AC.

FILE

22 JUL 69



FILE 22JUL 69