

~~UNCLASSIFIED~~

~~SECRET~~

75

DECLASSIFIED

403 [Capt Schwank/2687]

10 August 1969

Mission Narrative Report #2-3-046-3 August 1969 (U)

BARROF [JSARC]
APO 96307

1. [U] This report is submitted in accordance with ARHEM 55-2/
BARROFSUP 1, dated 11 July 1968.
2. [S] At 0525Z Jolly Green 68/69L were notified to launch from
their 30 minute alert posture at Channel 09. The objective was
Quiz Show 904, a Navy A-3, with 4 personnel who had bailed out. The
area was located 150°/31nm/Ch 72. Both Jolly Greens were airborne
at 0540Z. Sandy 1, 2, 3, and 4 were airborne shortly after the Jollys.
Sandys 1 and 2 proceeded to the rescue area while 3 and 4 provided
escort for the Jolly Greens. Covey 570 was on scene and had radio contact
with 904 "Alpha" who had a broken leg and was suspended in trees.
Alpha lowered himself to the ground prior to the arrival of the Jollys.
Covey 570 eventually established weak radio contact with "Bravo" who
was unhurt. An Air America helicopter, Hotel 62, established visual
contact with "Charlie" and "Delta" who had moved to a clearing large
enough for Hotel 62 to land and pick them up at approximately 0600Z.
Hotel 62 delivered them to Papa Site 33, UD 0044. The Jolly Greens
and Sandy 3 and 4 arrived at Channel 72 at 0650Z after flying the entire
way in complete IFR conditions. They rendezvoused in VFR conditions
and then proceeded south where they joined with Sandy 1 and 2 and Covey
570 beneath the overcast. After "Alpha" was located, JG 69 expended his
tip tanks in the river and then picked up "Alpha" at 0723Z after a
10-15 minute 125 foot hover at 1500 MSL. It was necessary to lower
the Pararescue Specialist to splint "Alpha's" broken leg and assist him
onto the penetrator. Due to dense foliage and inadequate communications
with the PJ on the ground, the penetrator was raised without the PJ on
it. This required another hover to pick him up 5 minutes later. JG 69
then proceeded to "Bravo's" location, approximately 3 miles north and
picked him up from a 50 foot hover at 3800 foot MSL at 0740Z. JG 69
refueled with King 4 while JG 68 proceeded to Papa Site 38 under Sandy
escort to accomplish the medical evacuation of "Charlie" and "Delta"
at approximately 0800Z. The Jollys and Sandys then proceeded to Channel
93 [Kouang Ubon REAFB] where the Jolly Greens landed at 0915Z,
discharged the four survivors and refueled. The Sandys proceeded from
Channel 93 to recover at Channel 09.

403-0007

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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Weather was a definite factor for the entire flight to and from the recovery area in that it was flown almost entirely in IM conditions. In the recovery area itself, the ceiling was 800 feet broken with some peaks obscured. There was no known enemy activity in the immediate area. Radio discipline in the recovery area was excellent. JG 68 did not air refuel. The support given by Covey 570 was outstanding during the entire period. He was especially helpful in pointing out the survivors locations. An excessive delay was encountered by the Jolly Green in locating "Bravo" as he could not be contacted by radio during the final phases of the approach and delayed about 5 minutes in popping his smoke. The Jolly was required to perform a low altitude search for Bravo until he finally popped his smoke. He also caused a long delay in that he lowered all three seats on the penetrator and had difficulty in fastening the strap around himself. During "Alpha's" pickup, the Pararescue Specialist's radios, one URT-10 and one RT-60, were useless while he was on the ground. Although both radios checked out as having good power at the termination of the mission, the only transmission he made which was heard by any SAR aircraft was garbled. Whenever he attempted to transmit on the RT-60 a simultaneous beeper overrode his voice transmissions. Also, Bravo was attempting to transmit on Guard just as the penetrator was being raised adding to the radio chatter at a critical phase. The hoist cable also had considerable fraying due to chaffing in the rocks and trees.

3. [C] The survivors were:

From VAP-61

Cdr James L. Berry, 593428

Lt [JG] Chris G. Overton, 717223

J. D. White, R241678

C.P.

C. E. Brock [Civ]

4. The rescue crews were:

Jolly Green 69 [Low]

AC: Schwank, Jock C. H., Capt,

CP: Kessler, Carroll H., Capt,

FE: Blakeney, Thomas D., SSgt, 1

RS: Wilson, John E., SSgt, ----

RS: Caffery, Terry E., A1C, 1

AP: Surratt, Ronald L., Sgt, --

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400-0097

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77

Jolly Green 68 [High]

AC: Harvell, John L., Capt,

CP: Griffith, Tadd H., Capt,

FE: McLeod, David V., TSgt,

RS: Beasley, Richard G., AIC,

RS: Horka, Douglas L., AIC,

SIGNED

JOCK C. H. SCHWANK, Captain, USAF
Aircraft Commander

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~~CONFIDENTIAL~~

117
10 Aug 69

Date: 8 August 1969

Mission Number: 2-3-046-8 August 1969

Flight Designation: King 4

Distressed Aircraft: QUIZ SHOW 904 (NAVY A3)

Location: (C) 160/30/72

Saves: 4, combat

Classified by *02 34064*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *11 Dec 75*
8

1. (U) At 0400Z KING 4 heard QUIZ SHOW 904 call MAYDAY on 243.0. KING 4 attempted contact unsuccessfully; however, NORGE (RF-4) did make contact. QUIZ SHOW 904 had both engines flameout, reported 260/70/77, headed east, passing through 10,000 feet, and the crew was bailing out. No further transmissions were received. KING 4 proceeded to the last known position, and while enroute received the following positions; from WATERBOY 198/109/109, 150/80/89 from INVERT, 150/75/89 from INVERT, and 118/32/72, 175/32/72, 130/160/89 from various sources. No radar had a good final paint on the aircraft since it was descending. PANAMA had it for 3 sweeps on the scope, and gave the most accurate fix as 130/160/89.

2. (U) KING 4 did not hear a beeper or voice on 243.0. NORGE called several times in the vicinity of Channel 72 without results. KING 4 continued calling on 243.0, while moving back and forth in the area of the reported bailout. Checks were made with all radar sites, HILLSBORO and other stations for additional information without success. KING 4 set the tracker and intermittently picked up tracks in the area, but none were of sufficient strength to follow. At 0515 the KING 4 flight engineer heard a weak answer to our transmissions on 243.0. A repeat call brought contact with the pilot of QUIZ SHOW 904. He reported suspended in a tree with a broken leg. His signal was very weak and faded out on all transmissions. KING 4 attempted to get DF steers and finally approximated his position at 170/32/72.

3. (U) HILLSBORO provided COVEY 570, MISTY 41, and STORMY 3 for assistance. MISTY 41 made a pass through the area without any contact then had to depart for refueling. COVEY 570 arrived on scene and made good voice contact with the downed pilot. The weather in the area was generally 800 to 1000 feet broken, 3 miles visibility with mountainous terrain 5000-6000 feet. The pilot was at approximately the 3500 foot level.

4. (U) COVEY 570 took DF steers on the survivor and soon spotted the parachute at 160/30/72. COVEY 555 checked in and stayed over the first survivor while COVEY 570 scouted for others. In a matter of minutes COVEY 570 had spotted the remaining 3 survivors within two miles of the first. Assistance was obtained from STATE HOUSE 1, a friendly

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DECLASSIFIED

GROUP-4
Declassified at *11 Dec 75*

~~UNCLASSIFIED~~

DECLASSIFIED

~~UNCLASSIFIED~~

~~CONFIDENTIAL~~

force located approximately 5 miles south. HOTEL-62 (Air America H-34) and DELTA CHARLIE (Helio-Porter) arrived to assist from STATE HOUSE 1. Two survivors were in an open area and HOTEL-62 was directed in for a recovery.

5. (U) We were informed by STATE HOUSE 1 that the area was friendly, and not to shoot if at all possible. There was no indication of unfriendly activity. HOTEL-62 transported QUIZ SHOW 904 (3&4) to P338. The H-34 did not have hoist capability.

6. (U) JG 69 and 68 and SANDYs 1,2,3 and 4 were airborne from Channel 89 at 0541Z with 50 minutes enroute. COVEY 570 stayed overhead, and with KING 4, talked to the pilot on the ground in an attempt to keep him calm. He did not sound in shock, but was becoming anxious since his leg was broken. When informed to tie himself to the tree, and release his canopy, he stated he was now safely on the ground under the tree.

7. (U) At 0643Z COVEY 570 led SANDY 1 up the valley, pointed out each survivor, and turned on-scene-command over to SANDY 1. COVEY 570 and COVEY 555 then held clear of the area to observe. JOLLY GREEN 69 located both survivors, and acting on a proposal by JACK, picked-up the injured survivor first. A PJ was lowered, splinted the leg and helped the survivor onto the penetrator. The PJ was then recovered and JOLLY GREEN 69 moved over to pick-up the one remaining survivor. JOLLY GREEN 69 stopped by the last survivor when he arrived in the area, and requested he pop smoke. After he was pinpointed JOLLY GREEN 69 moved on to recover the injured pilot. This confused the first survivor and he began transmitting beeper and voice on 243.0 apparently assuming the helicopter had not seen him.

8. (U) The last survivor was recovered at 0740Z and JOLLY GREEN 69 climbed to 9000 feet for immediate refueling. JOLLY GREEN 68 and the SANDY flight proceeded to P338 to pick-up the two survivors there. JOLLY GREEN 69 took-on 2000 pounds of fuel, and headed west to join JOLLY GREEN 68 and the SANDYs enroute to Channel 93. All SAR forces were RTB at 0744Z, and KING 4 departed for Channel 83 after refueling JOLLY GREEN 69.

9. (U) Problem Areas:

a. Several problems were corrected with the initial distress call. These were the short period of contact with the aircraft, the lack of adequate positions by radar sites, conflicting reports of the location, lack of beeper, and finally dense jungle and mountain terrain hindered adequate contact with the survivor.

~~CONFIDENTIAL~~

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GROUP 1
Declassified at 2 year intervals
Declassified after 12 years

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DECLASSIFIED

b. The exact number of beepers or emergency transmitters on QUIZ SHOW A3 was not determined. As best we can determine only the pilot and co-pilot talked on a survival radio. They did not use the aircraft call sign plus a letter or number position, i.e, QUIZ SHOW 904A or 904-1 as we were briefed by QUEEN.

c. The extremely excessive amount of traffic on 243.0 during the initial part of the mission was most troublesome. Many of these calls were simple radio checks. Others though, such as TPQ alert, were delivered without monitor of the frequency. Some TPQ alerts were sent out by radar sites that were well aware the SAR effort was in progress.

10. (U) COVEY 570 was outstanding; without his assistance KING 4 would have had a most difficult time locating all survivors. His on-scene-command was excellent. He rapidly assessed the situation, pin-pointed the survivors, and used COVEY 555 to great advantage in maintaining surveillance and assisting in the search. He expeditiously directed HOTEL 62 (H-34 Helicopter) to pick-up two survivors. Finally he led the SANDYS up the valley and pointed out the remaining survivors. His contribution to this mission was a determining factor in the safe recovery of four crewmembers.

11. (U) I believe my own crew deserves a great deal of credit for their work on this mission. I received excellent suggestions and support throughout the mission. The crew was determined in the effort to locate the downed crew, and every method available was used. Only through repeated calls, and some very sharp hearing did KING 4 finally contact the first survivor. Capt. Lionel Bonck, navigator, provided outstanding assistance in plotting positions and narrowing down the most likely position of the survivor. Sgt Joseph M. Roland, radio operator, did an outstanding job of keeping everyone advised of progress and coordinating the SAR effort. He was usually one step ahead of any request I made. Major Russell Fleming, co-pilot, coordinated the H-34 pick-up with Air America. He was shut off from most mission transmissions for sometime, but did an excellent job of coordinating assistance with other agencies. The entire crew exhibited an outstanding spirit and professional attitude. I would be proud to have these men as members of my crew at anytime.

12. (U) The JOLLY GREENS and SANDYS also worked with authority and precision. The AC of JOLLY GREEN 69 did an outstanding job of recovering the two survivors. His excellent flying ability was exhibited during the rendezvous and refueling following the recovery.

~~CONFIDENTIAL~~

GROUP 4
Downed crew recovered
Declassified at

DECLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

FLASH

* C O N F I D E N T I A L *

~~CONFIDENTIAL~~

FLASH

PT 00012
ZTTCZYUW RUMOSRA0804 2201353 CCCC--RUCIEUA.
ZNY CCCCC

8 AUG 69 14 30

RUMFSAA-T-COMDR 7 FLEET
RUMFSAA-T-ALL TF 7 FLEET CVA TG COMDRS
RUMFSAA-T-CTG SEVEN ZERO PT TWO PT ONE
RUMFSAA-T-CTG SEVEN SEVEN PT ZERO
RUMFSAA-T-CTE SEVEN SEVEN PT SIX
Z 0 081250Z AUG 69
FM OL 2 3ARRGP UDORN RTAFB THAI
TO RUEFHQA/HQ USAF
RUCIEUA/HQ ARRS SCOTT AFB ILL
INFO RUSVB/7AF /DOTO/DO/DP/DI/BDPMP/CP/ TSN AB RVN
RUCIEUA/HQ MAC
RUWTFJA/USAF MPC /AFPMSC/ RANDOLPH AFB TEX
RHMSMVA/MACV
RUHHBBA/CINCPACAF /CC/ HICKAM AFB HAW
RUHHHQA/CINCPAC /CC/ CAMP HM SMITH HAW
RUKLAAA/TAC /DOCS LR
ZEN/7 13AF /TACC/ UDORN RTAFB THAI
RUHHABA/41ARRWG HICKAM AFB HAW
RUSQNSA/3ARRGP /3JSARC/ TSN AB RVN
RUCEAAA/HQ USAF ALT CP MAXWELL AFB ALA
RUEKC/AFEDC FT RITCHIE MD
RUMLJHA/39ARRS TUY HOA AB RVN
ZEN/40ARRS UDORN RTAFB THAI
RUMBSL/USAIRA VIENTIANE LAOS
RUMBPN/602 SOS NKP RTAFB THAI

CMB

Classified by OL-2 39816
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

OPR	CYS
ARRS	1
INFO	CYS
0	7
MCP	1
	9

PAGE 2 RUMOSRA0804 ~~CONFIDENTIAL~~
RUHHBRA/CINCPACFLT
RUMFSAA/COMDR 7 FLEET
RUMFSAA/ALL TF 7 FLEET CVA TG COMDRS
RUMFSAA/CTG SEVEN ZERO PT TWO PT ONE
RUMFSAA/CTG SEVEN SEVEN PT ZERO
RUMFSAA/CTE SEVEN SEVEN PT SIX
RUMHPPA/VAP 61 DANANG AB RVN
RUMHPPE/OL 1 3ARRGP SON TRA AB RVN
BT

4 COMBAT USN AIRCREW SALES
2 BY ARRS FORCES
2 BY AIR AMERICA FORCES

~~CONFIDENTIAL~~ JOPREP JIFFY/OL-2, 3ARRGP RESCUE/048/080400Z
AUG 69 7AF FOR TACC.

1. RESCUE OPENING/CLOSING REPORT
2. 2-3-046-8 AUG 69
3. QUIZ SHOW 904 A. TACTICAL B. CLASSIFIED C. GREY/UNK/A3 QUIZ
- SHOW 904 D. USA E. USN/VAP 61 F. COMDR BARRY, JAMES L. G. 4 POB
- H. USN STANDARD. 4. INVERT GCI/080400Z 5. SE 6. 2/HH53B/40ARRS; 4/A
- 1/602SOS AT 8/0525Z; 2/HC130P/39ARRS AT 8/0400Z; 1/HC130P/39ARRS AT
- 8/0615Z. 7. JG68/69 LAUNCHED AT 8/0535Z; SANDIES 1,2 LAUNCHED AT 8/
- 0542Z; SANDIES 3,4 LAUNCHED AT 8/0557Z; KING 2 LAUNCHED AT 8/0615Z.
8. 1506N 10634E 9. A&B 1000FEET AGL, BROKEN TO OVERCAST WITH HIGH

15-06N
106-34E

PAGE 3 RUMOSRA0804 ~~CONFIDENTIAL~~
ROKEN CLOUDS WITH GOOD VISIBILITY. 10. OL-2, 3ARRGP, MAJ P. GERBLICK,
MAJ EM WAGNER, TSGT R.A. LINCK, TSGT J.L. JONES, SGT G.R. MEREIDITH.
11. INVERT, VIKING, LION GCI'S, 7ABCCC, AIR AMERICA, 12. COVEY 504/080/
0553Z/1506N 10634E 13. 40ARRS/FOREST PENETRATOR/8/0722Z FOR 'A' AND

~~CONFIDENTIAL~~

FLASH

~~UNCLASSIFIED~~

NF

~~CONFIDENTIAL~~

00012

8/0739Z FOR 'B'. 14. 4/4/4/470/0 15. TAKEN TO UBON RTAFB THAILAND. 16. 2/7.2/40ARRS/HH53B; 4/15.0/602SOS/A1; 3/10.0/39ARRS/HC130P. 17. A. 0/0/0/0/UNKNOWN/0/0/1 B. 0/0/0/0/UNKNOWN/0/0/3 18. A. CREW MAKING SAVES: AC HARVELL, JOHN L. CAPT, CP GRIFFITH, TEDD N. CAPT, FE MCLEOD, DAVID V. TSGT, RS BEASLEY, RICHARD G. A1C, RS HORKA, DOUG LAS L. A1C, PHOTOGRAPHER SURRATT, RONALD L. SGT. ALL ASSIGNED TO 40 ARRS EXCEPT 2 RS'S ASSIGNED TO DET-1, 40ARRS AND PHOTOGRAPHER ASSIGNED TO DET-9, 601PHOTO FLT. (JG68). AC SCHWANK, JOCK C.H. CAPT, CP KESSLER, CARROLL N. CAPT, FE BLAKENEY, THOMAS D. SSGT, RS CAFFERY, TERRY D. A1C, RS WILSON, JOHN E. SSGT. ALL ASSIGNED TO 40ARRS. B. PERSONNEL SAVED: AC COMDR BARRY, JAMES L VAP 61 DET-Y, CP LT JG ONERTON, CHRIS TOPHER, VAP 61 DET-Y, WHITE, JOHN D. VAP 61 DET-Y, CIV BROCK, ED UNIT UNKNOWN. 19. A. 20NM RADIUS OF 1506N 10634E B. 4 SURVIVORS LOCATED. H. 4 USN COMBAT AIRCREW SAVES. ARRS CREDITED WITH 2 COMBAT AIRCREW SAVES. RS WAS DEPLOYED. 1 AIR REFUELING ACCOMPLISHED. INVERT GCI REPORTED QUIZ SHOW 904 WAS AT 158/12/72 AND HEADING 090 DEGREES TOWARD

PAGE 4 RUMOSRA0804 ~~CONFIDENTIAL~~

DANANG AB. RVN. HIS TRANSPONDER WAS SET ON EMERGENCY AND THE PILOT SAID HE WAS EXPERIENCING FLAMEOUTS AND WAS PREPARING TO BAIL OUT. KING 4 AND QUEEN RCC COORDINATED AN ELECTRONIC SEARCH FOR QUIZ SHOW 904 AND QUEEN REPORTED THE LAST POSITION FORWARDED BY QUIZ SHOW 904 WAS 260/70/77. KING 4 CONTINUED HIS SEARCH AND AT 0518Z MADE BEEPER AND VOICE CONTACT WITH THE PILOT WHO HAD BAILED OUT ALONG WITH HIS CREW. HE WAS 1/2 MILES EAST OF A RIVER. HE WAS SUSPENDED IN A TREE AND INJURED AND THE CREW WAS NOT TOGETHER. JOLLY GREENS AND SANDIES WERE LAUNCHED FROM NAKHON PHANOM RTAFB. COVEY 504 MADE VISUAL SIGHTINGS ON ALL 4 SURVIVORS. HOTEL 62 (H-34-AIR AMERICA) MADE THE PICKUP OF QUIZ SHOW 3 AND 4 AND SANDIES VICTORED THE JOLLY GREENS TO PICKUP QUIZ SHOW 1 AND 2. QUIZ SHOW 1 HAD A BROKEN LEG AND WAS BLEEDING AND REQUIRED THE ASSISTANCE OF A RESCUE SPECIALIST. SURVIVORS 2,3&4 WERE IN GOOD CONDITION. ONE AIR REFUELING WAS NECESSARY. SURVIVORS 3 & 4 WERE TAKEN TO RS38 BY HOTEL 62 AND LATER TAKEN TO UBON RTAFB BY JOLLY GREEN 68 WHO HAD THE INJURED PILOT ABOARD. JOLLY GREEN 69 PICKED UP THE LAST SURVIVOR AND TRANSPORTED HIM TO UBON RTAFB. GP-4

BT

#0804

NNNN#

~~UNCLASSIFIED~~~~CONFIDENTIAL~~

FLASH

FROM: 20th TASS OL-201

SUBJECT: SAR Statement

16 Sep 1969

TO: RUHJPAA/VAP 61
NAS AGANA, GUAM

Attached is the SAR Statement covering our part in the SAR effort for your A-3, call sign "Quiz Show 904", on 8 August 1969.

Unfortunately, this statement has been delayed due to a misfiling by our operations personnel. As Captain Lee has been transferred to 7th Air Force in Saigon, this error went unnoticed for some time.

Once again, I would like to express how impressed I was with the performance of "Quiz Show 904" on the ground.

Carl F. Knabe II

CARL F. KNABE II, 1st Lt, USAF
Forward Air Controller

SAR
STATEMENT

9 August 69

On 8 August 1969 Captain John E. Lee with First Lieutenant Carl F. Knabe II in the rear seat took off on Mission 1192 from channel 107 in an OV-10, tail number 678 at 1250 local.

Shortly after arriving in his area of operation, Captain Lee received a request from Hillsboro at approximately 1310 to assist in a SAR effort for four downed Navy crewmen, call sign "Quiz Show 904". Hillsboro stated that a "Misty 41" had had "Quiz Show 904" come up on beeper, that "King 04" was enroute to the scene, and that the "Misty" had to leave as he was approaching bingo fuel. As Captain Lee and Lieutenant Knabe neared the location of the downed crewmen, the "Misty" marked the general area from which the beeper originated with a white phosphorous rocket in hope that the downed crewmen would see it and thus establish their exact position. Although none of the downed crewmen indicated that they had observed the mark, it was instrumental in enabling Captain Lee and Lieutenant Knabe to proceed to the area.

After arriving in the general area, Captain Lee attempted to initiate contact with the downed crew. The downed crew maintained excellent crew discipline. Following established SAR procedures, the pilot of the downed aircraft was the individual who came up on guard, despite a broken leg. Unfortunately, the pilot had landed in the trees in a deep valley which limited radio contact to those times when the searching aircraft was opposite the end of the valley.

While attempting to contact the downed crewmen Captain Lee was vectoring "King 04" into the exact location. After several attempts to take UHF homing vectors off the downed crewman's radio, were frustrated by terrain blanking, the downed pilot stated that he had popped a day smoke. After several minutes of search, Lieutenant Knabe spotted the smoke rising from the bottom of a steep valley. Captain Lee flew the aircraft down over the smoke and succeeded in establishing definite radio contact with the downed pilot, relaying to "King 04" that the pilot was on the ground safely, but had a broken leg. The pilot's parachute was just barely visible. When the OV-10 rose above the sides of the valley, after flying low over the pilot to pinpoint his exact location, the downed co-pilot came up on the beeper. He had waited until his pilot had been located, and showed excellent presence of mind by using his call sign as "Quiz Show 904B". The OV-10 crew then took UHF bearings on this new beeper. Flying over two ridges, Captain Lee spotted the co-pilot's chute lodged in dense trees in the side of the second ridge. Proceeding on the line of the two chutes the OV-10 pilots spotted a third crew member had landed safely, spread his parachute out plainly on the ground, and was signaling vigorously with his marking panel. The OV-10 was unable to establish radio contact with this man. After assuring this third crew member visually that he had been spotted, the OV-10 crew continued on the line established by the three found chutes.

Shortly Lieutenant Knabe saw a fourth parachute in the trees on the side of a clearing on a small ridge. Although unable to establish visual or radio contact with the fourth crew member, it was noted that the risers were empty and it was assumed that he had landed safely.

At this point "Covey 555" arrived on the scene with "Covey 538" in his rear seat and rendered all support possible in covering the situation until the SAR forces arrived. Prior to the arrival of the SAR forces, an allied helicopter (not SAR qualified) arrived on the scene and supported by an associated light observation plane, was utilized to extract the downed crew members number three and four. The helicopter landed in unprepared clearings and the crew members walked to the aircraft. Unable to extract the remaining two crew members due to their location in high trees, this helicopter then departed for a friendly base.

While awaiting the SAR forces, the OV-10 containing Captain Lee and Lieutenant Knabe orbited the downed pilot with the injured leg while "Covey 555" orbited the remaining crew member, the co-pilot. Upon arrival of the SAR forces, "Sany 01" assumed the position of "on scene commander" from Captain Lee. The OV-10 piloted by Captain Lee and Lieutenant Knabe then indicated to the SAR forces the position of the two remaining crew members who were successfully extracted by "Jolly Green 69". Captain Lee's and Lieutenant Knabe's OV-10 then returned to their base. The weather during this operation was 500-800 feet. AGL overcast with higher overcast layers above. Negative ground-fire was observed.

Coolness and professionalism was displayed by all who Captain Lee and Lieutenant Knabe observed participating in this successful SAR. This is especially true of "Misty 41", whose timely actions located the general area of the downed crewmen, the allied helicopter crew who displayed great skill in setting down in uncertain terrain; and "Jolly Green 69", who successfully extracted two crewmen from the trees. Perhaps to be most highly commended should be the crew of "Quiz Show 904". They remained calm under extreme pressure and, in the case of the pilot, extremely painful injuries. They materially aided their own rescue by maintaining, crew discipline and following SAR instructions promptly and accurately.

JOHN E. LEE, Capt, USAF
Forward Air Controller/20TASS OL-201

CARL F. KNABE, 1st/Lt, USAF
Forward Air Controller/20TASS OL-201

Rescue crew from the 9 August mission. From left: Sgt Surratt, AP; A1C Terry E. Caffery, RS; SSgt Thomas D. Blakenev, FE; SSgt John W. Wilson, RS; Captain Carroll N. Kessler, CP; Captain Jock C. H. Schwank, AC.



FILE 9AUG69

CAFFERY'S COPY

8 AUG 69

PJ
CAFFARY
TERRY

PJ
WILSON
JOHN E

PILOT
SCHWANK, JOCK
CAPT

CO-PILOT
KEESLER, CARROLL
CAPT

FE BLAKENEY, THOMAS
SSGT

PHOTO PROVIDED BY WILSON & CAFFARY



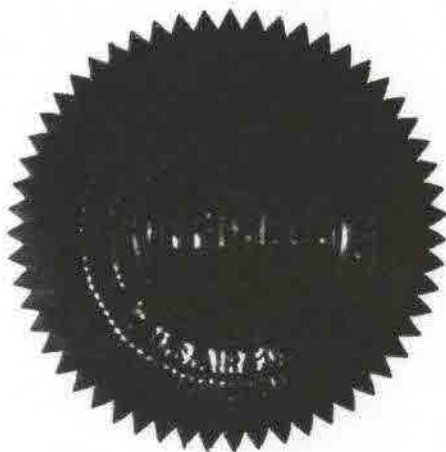
CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(FIFTH OAK LEAF CLUSTER)

TO

TERRY E. CAFFERY

Airman First Class Terry E. Caffery distinguished himself by extraordinary achievement while participating in aerial flight as an HH-53 Pararescue Air Rescue Specialist in Southeast Asia on 8 August 1969. On that date, Airman Caffery participated in the successful rescue of two American airmen who had been forced to bail out over hostile territory. While his fellow pararescueman recovered one of the survivors who had been injured, Airman Caffery made medical preparations inside the helicopter which greatly expedited treatment of the survivor and made possible the rendering of immediate aid. The professional competence, aerial skill and devotion to duty displayed by Airman Caffery reflect great credit upon himself and the United States Air Force.



CITATION TO ACCOMPANY THE AWARD OF

THE AIR FORCE COMENDATION MEDAL

TO

HOWARD J. HOLLOWAY

Staff Sergeant Howard J. Holloway distinguished himself by outstanding achievement near An Khe, Republic of Vietnam on 8 August 1969. On that date, Sergeant Holloway was a member of a maintenance team that entered a known hostile area to prepare a downed HH-43F for air transport back to home base. Within the short period of one hour and twenty minutes this maintenance team had performed all necessary work, including removal of all four rotor blades, entirely without the aid of maintenance stands that normally are a necessity, thus substantially decreasing the amount of time required to retrieve a valuable aircraft from hostile territory. The distinctive accomplishment of Sergeant Holloway reflects credit upon himself and the United States Air Force.