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440 [Major Moore/2687]

12 August 1969

Mission Narrative Report #2-3-047-9 Aug 1969 [U]

3ARRGP [JSEAR]
APO 96307

1. [U] This report is submitted in accordance with ARRM 55-2/
3ARRGPSUP 1, dated 11 July 1968.

2. [S] Jolly Green crews alerted for first light effort 1915 hours 9 Aug 1969. Weather and intelligence briefing for crews 0330 hours, 10 Aug 69. Clearance to operate within and pass through control areas in direct path from Channel 70 to approximate survivor location received at 0405. Jolly Green 70 [Low Bird] and Jolly Green 72 [High Bird] off at Channel 70, 0439 hours. Jollys across the fence at 0445 on the 353 radial out of Channel 70; enroute altitude 6000 ft. Jollys on orbit 0505 hours on the 353 radial Channel 70/45 DME; unable to proceed further due to darkness and extensive cloud cover in the mountainous terrain. Sandy 1 reported on scene at 0510. Jollys off orbit in on instrument climb through heavy cloud cover at 0550 hours, unable to penetrate beneath cloud cover. Sandy 1 has contact with the survivors at 0552, reports hole in the cloud cover almost directly over the area. 0559 hours, Jollys break out between cloud layers at 9500 ft and Jolly 70 requests temperature, pressure altitude and winds in the pickup area from Sandys. 0600 hours, Sandy provides the Jollys with a pressure altitude of 1500 ft for Bravo and 1800 ft for Alpha; temperature of 22° C; calm winds, and establishes an initial rendezvous fix at the 33 DME on the 225 radial from Channel 113. Jolly 70 reports 0610 ETA at rendezvous fix. 0602 - to continue VFR holding hands, the Jollys were forced to deviate from a direct course to initial rendezvous point by irregular cloud cover and proceed picking their way around the heaviest formation at altitudes varying from 7500 ft to 10500 ft. Rendezvous with Sandy 3 was accomplished with some difficulty at 0620 in a cloud break almost directly over the survivors and an immediate support descent begun. Initial checklist items had been completed prior to rendezvous by Jolly 70, power available and required computed, and maximum aircraft weight for out of ground effect hover computed. High bird briefing, final crew briefing, remaining checklist items, and fuel dump were completed in descent. 1000 lbs of fuel was dumped to provide Jolly 70 with a computed 40 torque power reserve in an out of ground effect hover at the pressure altitude of Bravo. The survivors had properly authenticated just prior to the arrival of the Jollys, so Sandy 3 led Jollys down to low altitude and turned Jolly 70 over to Sandy 1 when in the immediate area of the survivors.

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Sandy 1 marked the approximate location of Bravo and requested him to pop a smoke as Jolly 70 completed a descending 180° turn into his area. The jungle canopy was very dense and the smoke was extremely slow penetrating above it, but was finally spotted by the Jolly 70 pilot just as he passed over the survivor at 500 ft AGL. Jolly 70 began a 180° tactical approach to Bravo's position and was directly over his smoke in a hover at 0527. Bravo was on board the helicopter at 0531 with no ground assistance required and in excellent physical condition. Jolly 72 had continued to orbit the area at a higher altitude searching for Alpha and just as 70 completed the first pickup JG 72 called and precisely marked the location of Alpha approximately one half mile east on the side of a hill. Jolly 70 proceeded directly to Alpha's position, spotting his parachute initially, and then the survivor when he popped smoke slightly uphill from his chute location. Jolly 70 moved into a hover over Alpha at 0534. Alpha was in a small clearing, but surrounded by very high trees necessitating a hover altitude in excess of 200 ft. The second survivor was on board the low Jolly at 0539 with no ground assistance required and also in excellent physical condition. The flight engineer did a superb job in bringing both men up through the foliage and tree canopies without injury, as neither survivor had retained his helmet. Jolly 70 requested a safe departure route out of the area at 0540 and was immediately provided heading and climb information by the Sandys. Both Jollys were clear of the area at 0542 and proceeding direct to Channel 70: arriving at Channel 70 with survivors at 0720. Mission complete.

3. [C] The survivors were:

Tiger 02 Alpha: Lang, Paul M. Captain,

Tiger 02 Bravo: Massig, Charles N., Captain,

4. [U] The rescue crews were:

[Jolly Green 70 [10.]]

AC: Moore, Jimmy D., Major,

CP: Bisbel, William J., Capt.

FE: Hilligoss, Maxie L. Jr., SSGT.

RS: Davison, David W., A1C,

RS: Harris, Robert L., A1C,

AP: Monk, Timothy J., A1C,

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Jolly Green 73 [REDACTED]

AC: Shipman, Clifton A., Lt Col,

CP: Bright, Edward G. D., Capt,

FE: McDONALD, THOMAS W., TSgt,

RS: DAVIS, ARTHUR W., ALC,

RS: Sopata, Ronald F., ALC,

AP: Banas, Raymond G., ALC,

SIGNED

JIMMY D. MOORE, Major, USAF
Aircraft Commander

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Date: 10 August 1969

11 August 1969

Mission Number: 2-3-047, 9 Aug 69

Flight Designation: KING 7

Distressed Aircraft: TIGER 02 (F-4)

Location: 224/27/Ch 113

Saves: 2 Combat

Classified by 02 3 WNF
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

1. (U) KING 7 departed Ch 83 at 1937Z, 9 Aug 69, for the first light recovery of TIGER 02, an F-4 with 2 POB. The crew bailed out after fuel exhaustion in the vicinity of 220/30/113. The bailout occurred late in the afternoon, and though contact was made, weather and darkness prevented recovery that day. The survivors were informed to sit tight for the night, and to expect recovery the next day.
2. (U) KING 7 arrived in the area at 2151Z. NAIL 10 (OV-10-FAC) had been in the area some time, and had talked to both survivors at 2129Z. He informed them of the SAR forces inbound and determined that both were in good condition. SANDYS 1, 2, 3 and 4 arrived on-scene and JOLLY GREENS 70(low) and 71 took up orbit southwest of the site until daylight. NAIL 10 was on-scene-commander and reported layers of clouds down to the surface, 7/8 coverage, but there appeared to be enough broken areas to allow a recovery attempt. SANDY 1 waited until adequate light was available to descend into the area.
3. (U) The on-scene-command changed to SANDY 1 at 2217Z. At 2241Z SANDY 1 descended to lower altitude and found the weather adequate for a recovery attempt. Bases were about 4,000 feet with clouds in the tops of the hills. The survivors were in an open valley in which the aircraft could operate. SANDY 1 contacted TIGER 02 ALPHA and BRAVO, visually located them, and called for SANDYS 3 and 4 to escort the JOLLY GREENS into the area. SANDY 1 trolled for ground fire, expended rockets in the area at 2305Z and could not attract ground fire. JOLLY GREEN 70 was called in for the recovery. The position of the survivors was fixed at 224/27/113.
4. (U) JOLLY GREEN 70 located TIGER 02 BRAVO first in the dense jungle, lowered the penetrator and brought him aboard. The JOLLY GREEN then located TIGER 02 ALPHA approximately one kilometer away from BRAVO. BRAVO was hoisted aboard at 2339Z. The JOLLY GREENS and the SANDYS departed on a heading of 180 degrees.
5. (U) Other forces deployed for this mission, but not used, were TIGER 01, HOBO 14/15, and RAVEN 21. CRICKET coordinated communications with TIGER 01 for refueling. The JOLLY GREENS were escorted to the fence, all forces were RTB at 2341Z and KING 7 departed for Channel 83. Air refueling was not required.

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39th ARRSq History, Jul - Sep 69

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Date: 9 August 1969

S.D. 9

11 August 1969

Mission Number: 2-3-CA7, 9 Aug 69

Flight Designation: KING 2

Distressed Aircraft: TIGER 02

Location: (C) 223-28-113

Saves: 2 Combat

1. (C) At 1048Z we received a call that TIGER 02 had flamed out as he was joining up with ORANGE ANCHOR 62. He had bailed out immediately. The ORANGE ANCHOR fixed the position of the bailout as 240-250/30/113. ORANGE 62 talked to both ALPHA and BRAVO as they were descending in their chutes. Both survivors were okay.
2. (C) JOLLY GREENS 76 and 79 and SANDY 3 and 4 were holding south of TANGO due to weather. I directed them to the scene and they estimated 15 minutes enroute.
3. (U) ORANGE 62 advised that the weather in the area was overcast with several thunderstorms and heavy rainshowers.
4. (C) We contacted GEN-VA who reported only very light enemy activity in the area.
5. (U) At 1142Z we made contact with the BRAVO survivor. He reported his position as south of a road and north of a stream, and a rice paddy to the north east. He also said that ALPHA was 3/4 of a mile to the west on the side of a hill.
6. (U) At 1123Z SANDY 3 and 4 arrived and SANDY 3 was appointed on-scene-commander. SANDY 4 was directed to stay above the clouds while SANDY 3 let down through a hole. The ALPHA man reported that he heard the sound of the SANDY. SANDY 3 was unable to read the survivors at all on CHARD so KING did all the talking to the survivors. We tried to vector the SANDY to the ALPHA man by the sound of the engine, however this was not successful due to the sound echoing off the hills. At 1131Z the JOLLY GREENS were in the area. SANDY 4 who was higher could hear the survivors on the radio and he wanted to make a DF run on them. SANDY 3 rejected this because he felt that he was close to finding them. The weather was very bad and SANDY 3 had great difficulty maintaining VFR.
7. (U) It was rapidly getting dark and the weather was deteriorating. BLUE CHIP directed RTB for all forces at 1156Z. All forces were RTB at 1200Z. I told the survivors to take cover for the night and to come up on the radio when they heard the aircraft just before dawn. They each had two radios and an extra battery.

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39th ARRSq History, Jul - Sep 69

8. (U) KING 2 remained on-scene and attempted a tracker run on the survivors. It was not successful. Then we tried a TF run. We were able to fix the position as 223/28/113 and this position correlates with the description of the terrain given by the survivors. KING 2 RTB at 1225Z.

9. (U) KING 2 crewmembers :

- a. AC CPT Shine
- b. CP MAJ Peller
- c. NM CPT Smith
- d. AO COG Davis
- e. FE MSG Mathews
- f. FE TSG Dale
- g. LM ALC Halston

RICHARD W. SHINE, Captain, USAF
Aircraft Commander, KING 2

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56 Special Operations Wing

SAR Report (Tigor 02A and B)

3 AARG (3C)

1.(S) A successful rescue was conducted on 10 August 1969 for Tiger 02A and B. The aircraft, an F-4, went down at 1746L 9 August at 1839N 10236E. This report covers those activities relating to the Sandys during the rescue effort.

2.(S) Tiger 02 declared an emergency at approximately 1730 hrs. He stated that he had fuel transfer problems and 1000lbs of usable fuel remaining. Orange 62, a KC-135 tanker and Sandy 3 and 4 flew to intercept. However, Tiger 02 flamed out before hookup could be accomplished. Orange 62 covered the bailout and established voice contact with both pilots. When Sandy 3 and 4 arrived on scene Orange 62 directed them to a break in the overcast and Sandy 3 and 4 descended to VFR conditions. The cloud deck was so low that all of the mountain tops extended into the overcast. Radio contact could not be established because of the mountainous terrain and King relayed all transmissions between Sandy 3 and the survivors. Sandy 3 flew through numerous valleys and ravines searching for Tiger 02. Many times, upon reaching a deadend, he would have to make a climbing 180° turn into IFR conditions. Tiger 02 tried to give directional information based on engine noise but this proved to be unsuccessful because of the circuitous route and backtracking forced upon Sandy 3 by the terrain and cloud cover. Sandy 3 and 4 persisted in the effort until forced to delay the SAR until next morning. Sandy 3 and 4 returned to base and a first light effort was scheduled for the next morning.

3.(C) On 10 August Sandy 1 and 2 took off at 0400L proceeded to the area of the survivors and went into orbit to await daylight. Sandy 3 and 4 took off at 0410 and flew to a prebriefed rendezvous with Jolly Green 70 and 72. Nail 17 was in the area on weather reconnaissance and briefed Sandy 1 and 2 on weather conditions upon their arrival.

4.(S) When Sandy 1 determined that the light was strong enough he descended through the only break in the overcast, established radio contact with the survivors and located them with a minimum of effort. Sandy 1 called Sandy 2 down to join him and commenced to reconnoiter the area and troll for ground fire. The survivors were located in a small ravine which was covered with heavy secondary growth and scattered clumps of tall trees. A road ran down the west side of the ravine and curved around to the east where the ravine opened into a large cultivated

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

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valley. There were two villages located along the north-south portion of the road within 3/4 of a mile of the survivors. Tiger 02A was located about 300' up the mountain on the east side of the ravine in an area of secondary growth and Tiger 02B was in a clump of trees in the ravine.

5.(S) Within a very short time it was apparent that the effort would be unopposed and Sandy 3 and 4 were instructed to bring in the Jolly Greens. When Jolly Green 70 arrived, the survivors marked their positions with flares and the rescue was completed at 0640L.

6.(C) The only difficulties encountered on this effort were the result of weather and terrain.

7.(U) The Sandy forces who participated in the effort were:

9 Aug 69	Sandy 03	- Major Thomas C. Hipps
"	04	- Lt James G. George
10 Aug 69	Sandy 01	- Major Thomas C. Hipps
"	02	- Lt James G. George
"	03	- Major Walter R. Davis
"	04	- Lt James E. Bender

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

GROUP 4
Declassified at 3 year
interval; unclassified
after 18 years

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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 0245²¹ briefing for a first light effort. At this briefing, intelligence reported that contact had been established with Jury 413A.

(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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(S) During the SAR, the cloud deck was so low that all of the mountain tops extended into the overcast. Radio contact could not be established because of the mountainous terrain and King relayed all transmissions between Sandy 3 and the survivors. Sandy 3 and 4 persisted in the effort until forced to delay the SAR until
27
next morning.

(S) There were two villages located along the north-south portion of the road within 3/4 of a mile from the survivors. Tiger 02A was located about 300 feet up the mountain on the east side of the ravine in an area of secondary growth and Tiger 02B was in a
28
clump of trees in the ravine.

(S) Within a very short time it was apparent that the effort would be unopposed and Sandy 3 and 4 escorted the Jolly Greens in
29
for the pickup.

(S) The final SAR of the quarter was conducted on 4 September for Tiao Pha Khoa. The aircraft, a T-28, was reported overdue at 1125L and was subsequently located by Raven 44 at TG 958 616. This
30
location is in the northern Plain Des Jarres.

(S) Prior to the arrival of the SAR force, Raven 44 had determined the approximate location of the survivor and was in the area
31
on the only AW position sighted and reported it silenced.

(S) While Jolly Green 79 decided to make the pickup, he reported taking ground fire. Jolly Green 79 then decided to become high rescue and directed Jolly Green 72 to make the pickup. Sandy 1

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IMMEDIATE

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

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T 00114

OTTCZYUW RUMOSRA2802 2220538-CCCC--RUCIEUA.

ZNY CCCCC

O P 100435Z AUG 69

FM OL 2 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/HQ USAF

RUCIEUA/HQ ARRS SCOTT AFB ILL

INFO RUSQNSA/7AF/DOTO/DO/DP/DI/BDPMP/CP/TSN AB RVN

RUCIEUA/HQ MAC

RUWTFJA/USAF MPC/AFPMSC/RANDOLPH AFB TEX

RHMSMVA/MACV SAIGON RVN

RUHHABA/CINCPACAF/CC/

RUHHHQA/CINCPAC/CC

RUKLAAA/TAC/DOCS LR/

ZEN/7/13AR TACC UDORN RTAFB THAI

RUHHABA/41ARRWG HICKAM AFB HAWAII

RUSQNSA/3ARRGP/3JSARC/TSN AB RVN

RUCEAAA/HQ UAF ALTERNATE CP MAXWELL AFB AL

RUEKC/AFEDC FT RITHIE MD

RUMLJHA/39ARRS TUY HOA AB RVN

ZEN/40ARRS UDORN RTAFB THAI

RHMKORA/388TFW KORAT RTAFB THAI

RUMBPN/602DOS NKP RTAFB THAI

Classified by OL 2 3ARRGP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75 A

OPR	CYS
ARRS	1
INFO	CYS
0	7
MCP	1

PAGE 2 RUMOSRA2802 ~~C O N F I D E N T I A L~~

RUMBSL/USAIRA VIENTIANE LAOS

BT

~~C O N F I D E N T I A L~~ JOPREP JIFFY/OL-2, 3ARRGP RES/051/09/1048Z AUG 69

1. RESCUE CLOSING REPORT 09 AUGUST 1969.
2. OL-2, 3ARRGP, MSN NUMBER 2-3-047-09 AUG 69.
9. B. 10-60 OVERCAST, WINDS CALM, TEM 22DEG C.
10. OL-2, 3ARRGP, CAPT RICHARD D. SMITH AND SSGT ROBERT D. MASTERS.
12. NAIL10/09/2130/ 1850N 10233E
13. 40ARRS/HH-53/FOREST PENETRATOR/ALFA 09/2332/BRAVO 09/2340
14. 2/2/2/2/0/0/
15. TAKEN TO UDORN RTAFB, THAILAND
16. 2/5.6/40ARRS/HH-53/6/20.0/60250S/A1H: 1/6.3/39ARRS/HC1305
17. 0/0/0/0/NOT AVAILABLE/0/0/0
0/0/0/0/NOT AVAILABLE/0/UNK/0
18. A. CREW MAKING SAVE:
AC MORE, JIMMY D. MAJOR
CP BIEBEL, WILLIAM J. CAPTAIN
FM HILLIGOSS, MAXIE L. JR. SSGT
RS DAVISON, DAVID M. A1C
RS HARRIS, ROBERT L. A1C
AP MONK, TIMOTHY J. A1C

2-3-047
Opening rpt in DAS Folder

PAGE 3 RUMOSRA2802 ~~C O N F I D E N T I A L~~

B. PERSONNEL SAVED:

A. LANG, PAUL A. CAPTAIN 34TFS

B. MAGSIG, CHARLES W. CAPTAIN 469TFW

19. A. 5. MILE RADIUS OF 1850N 10233E, 100PCT EFFECTIVE

B. TWO POD LOCATED

H. ARRS CREDITED WITH 2, USAF COMBAT AIRCREW MEMBER SAVES.

RS WAS NOT DEPLOYED, NO AIR REFUELING ACCOMPLISHED. ALL SAR FORCES
WERE ALERTED TO ARRIVE ON SCENE AT SPECIFIED TIMES FOR FIRST LIGHT

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* C O ~~CONFIDENTIAL~~ *

IMMEDIATE

. 00114

2/2
EFFORT AT 2220Z. NAIL 10 ARRIVED ON SCENE AT 2125Z AND REESTABLISHED RADIO CONTACT WITH ALFA MAN AT 2135Z AND BRAVO MAN AT 2138X. SANDY 1 ASSUMED ON SCENE COMMANDER AT 2216X. JG72/70 ARRIVED AT ORBIT POSITION, 353/45-50/CH113, AT 2140Z AND SAR FORCES HELD AT THIS TIME AWAITING FIRST LIGHT. AT 2251Z SANDY 1 REPORTED A CLEAR PASSAGE THROUGH A VALLEY AND REQUESTED JG'S TO MOVE IN AFTER TROLLING FOR GROUND FIRE. NEGATIVE GROUND FIRE REPORTED. JG 70 WAS IN HOVER OVER BRAVO MAN AT 2327Z AND SURVIVOR WAS ON BOARD AT 2332Z. JG70 WAS IN POSITION OVER ALFA MAN AT 2336Z AND SURVIVOR ON BOARD AT 2340Z. BOTH SURVIVORS WERE IN GOOD CONDITION. ALL SAR FORCES WERE RTB'D AT 2342Z. GP-4

BT
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40TH ARRSQ HIST, JUL-SEP 1969

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Crew and survivors from mission on 10 August 1969. Kneeling from left SSgt Maxie L. Hilligoss, FE; ALC David M. Davison, RS; ALC Robert L. Harris, RS; ALC Timothy J. Monk, AP; Standing left to right: Captain Lang front seat survivor; Captain William Biebel, CP; Major Jimmy D. Moore, AC; and Captain Magsig, rear seat survivor.

FIVE

10 AUG 69



FILE 10AUK69