

FROM: 37(0)

SUBJECT: MISSION NARRATIVE REPORT (1-3-070)3 Aug 69

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1968.

2. Jolly Greens 03 and 21 were scrambled from DaNang at 1040L 3 Aug 69. The alert was for possible rescue mission of Gunfighter 04 which had crashed at 210/21 NM Channel 77. The Jolly Greens arrived on scene at 1115L. On Scene Commander was Spad 11 and he was assisted by Spad 12, Mike 60 FAC and many army and marine helicopters. The Jollys orbited NW of the scene while Spad 11 determined that there were no survivors. At 1145L a Marine Ch-46, Clam 30, picked up one body. The Jolly Greens were directed to rtb Channel 77 at 1150L and arrived at DaNang at 1225L.

3. Jolly Green Crew Members:

JOLLY GREEN 03

AC	Maj	Anthony F. Argo
CP	Capt	Charles D. Langham
FE	SSgt	James E. Smith
RS	ALC	George P. Hoffman III

JOLLY GREEN 21

AC	Lt	James M. Loomis
CP	Maj	Walter E. Barnes III
FE	SSgt	Wilson E. Cavano
RS	Sgt	Harry C. Chalmers


ANTHONY F. ARGO, Maj, USAF
Aircraft Commander

~~CONFIDENTIAL~~

[REDACTED]

6 AUG 69 SAR

His situation could be likened to that of Lt. Roger Busico, 31st TFW, who ejected at treetop level from an uncontrollable, flaming F-100 in midsummer, 1969. In his words: ^{71/}

...After releasing the ordnance I started to pull out and the aircraft started to come up. Then the stick froze and I couldn't move it back any further. The plane struck a tree on the top of the hill and caught fire. I became disoriented after striking the tree and didn't know if I was upside down or right side up. I did know that I was going to crash and that I had to eject.

...When the canopy separated, the floor of the cockpit turned bright orange. My wingman later told me that the aircraft looked like a large comet out of which I came shooting.

The Lieutenant saw that he was going to land in the trees, and tried to assume the tree-landing position but did not have time before he went through the trees with his parachute still not completely deployed. After striking the base of one of the trees, he sat up to take stock. His survival vest pockets were melted and all his gear except the radios was gone; the radios had been retained only by the zippers. His G-suit legs were gone from the knees down, and his flying suit sleeves were in tatters. One arm was badly burned, and he felt that his face had also been burned in the ejection. In his words: ^{72/}

...I was in shock, but it wasn't so bad that I couldn't handle myself or didn't know what was going on...I drank a can of water and left the rest of the equipment in the kit.

[REDACTED]

Despite faulty radio communications, Lt. Busico made contact with a rescue helicopter by using his day smoke flares and was successfully recovered and flown to the Phan Thiet hospital for treatment of his burns. ^{73/}

In two events, similar in effect but contrasting in details, an RF-4C navigator and an F-105 pilot went through the ejection-downed-recovered experience within a two week period in March-April, 1969. On 20 March, 1st Lt. Ronald D. Stafford, of the 388th TFW, was hit by ground fire on his second attempt at a Bullpup missile launch. Suddenly his aircraft was upside down, and then in a spin. ^{74/}

Lt. Stafford described the situation as follows: ^{75/}

...I continued around one spin in the revolution and made one transmission: "I'm hit; I'm in a spin." I could see the ground coming up at me. I knew I had no control over the aircraft. I proceeded to punch out.

...I ejected with the mask on, the visor down and my head all the way back. There was very little turbulence or windblast. Almost immediately I felt the "butt-snapper" separate, and I was in my chute. All systems worked automatically.

...I could see huts below me and to my left. I counted ten in all. At this time, I think I picked up some automatic weapons fire from the ground. There weren't any tracers but something was whizzing past. I cut the four lines and started experimenting in what direction I could direct the chute.

...I continued working with my parachute risers and slipped toward a ridge above the huts. As I got closer to the trees I put on my mask, lowered my visor, and prepared for a tree landing. I raised my arms and put my face into the crook of my right arm.

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60. (U) Author's observation, JSS, 30 Dec 71-3 Jan 72.
61. (S) 2nd Air Division Evasion and Escape Newsletter, 9 Jun 1965.
62. Ibid.
63. Ibid.
64. Ibid.
65. Ibid.
66. (S/NF) Project CHECO Report, "Search and Rescue in SEA, 1961-66," published 24 Oct 66. (Hereafter cited as "SAR in SEA, 61-66.")
67. (S) Project CHECO Report, "USAF Search and Rescue, Jul 66-Nov 67," published 19 Jan 68. (Hereafter cited as "USAF SAR, 66-67.")
68. Ibid.
69. (S/NF) SAR in SEA, 61-66.
70. (S) PACAF Evasion and Recovery Report No. 305. (Undtd) Recovery effected 12 Jan 70. Recoveree: Capt Lawrence C. Johnson, 374 TAW.
71. (C) PACAF Evasion and Recovery Report No. 290. (Undtd) Recovery effected 6 Aug 69. Recoveree: Lt Roger P. Busico, 31st TFW.
72. Ibid.
73. Ibid.
74. (S) PACAF Evasion and Recovery Report No. 275. (Undtd) Recovery effected 29 Mar 69. Recoveree: Lt Ronald D. Stafford, 388th TFW.
75. Ibid.
76. Ibid.
77. Ibid.
78. (C) PACAF Evasion and Recovery Report No. 278. (Undtd) Recovery effected 12 Apr 69. Recoveree: Captain Charles Mattern, 460 TRW.
79. Ibid.

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CPS-5
CJ

75

440 [Capt Schwank/2687]

10 August 1969

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

3ARRCF [JSARC]
APO 96307

1. [U] This report is submitted in accordance with ARBOM 55-2/
3ARRGFSUP 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 69. The objective was Quiz Show 904, a Navy A-3, with 4 personnel who had bailed out. The area was located 160°/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 38, XD 8044. 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 RTAFB] where the Jolly Greens landed at 0915Z, discharged the four survivors and refueled. The Sandys proceeded from Channel 93 to recover at Channel 89.

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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 IFR 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, B341678

C.F.

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,

RS: Wilson, John E., SSgt,

RS: Caffery, Henry E., A1C,

AP: Surratt, Ronald L., Sgt,

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400-0097

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Jolly Green 68 [High]

AC: Barvell, John L., Capt,

CP: Griffith, Tedd H., Capt,

FE: McLeod, David W., TSgt,

RS: Beasley, Richard G., AIC,

RS: Horka, Douglas L., AIC

SIGNED

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

40TH ARRSQ HIST, JUL-SEP 1969

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



FILE= 8AUG69.JPG

FROM JOHN WILSON

8 AUG 69

RJ
CAFFERY
TERRY

RJ
WILSON
JOHN E

PILOT
SCHWANK, JACK
CAPT

CO-PILOT
KRESLER, CARROLL
CAPT

FE BLAKENEY, THOMAS
SSGT

PHOTO PROVIDED BY WILSON & CAFFERY

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 pararescue-man 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.

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FLASH

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

FLASH

PT 00012

LTTCZYUW RUMOSRA0804 2201353-CCCC--RUCIEUA.

ZNY CCCCC

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

RUMTFJA/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

RUSQSA/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

3UMBSL/USAIRA VIENTIANE LAOS

3UMBPN/602 SOS NKP RTAFB THAI

PAGE 2 RUMOSRA0804

RUHHBBA/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

C O N F I D E N T I A L 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; 9/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. ABB 1000FEET AGL, BROKEN TO OVERCAST WITH HIGH

PAGE 3 RUMOSRA0804

BROKEN 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, TABCCC, AIR AMERICA. 12. COVEY 504/080/

0553Z/1506N 10634E 13. 40ARRS/FOREST PENETRATOR/8/0722Z FOR 'A' AND

CONFIDENTIAL

8 Aug 69 1430

OPR	CYS
ARRS 1	
INFO	CYS
0 7	
MCP 1	
	9

ODC/FOI
2
ASSIGNED
Classified by 01235016
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 75

4 COMBAT USN AIRCREW SAVED

2 BY ARRS FORCES

2 BY AIR AMERICA FORCES

15-06N
106-34E

FLASH

00012

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8/0739Z FOR 'B'. 14. 47474747040 15. TAKEN TO UBON RTAFB THAILAND.
16. 2/7.2/40ARRS/HH53B/ 4/15.0/602505/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
IS 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 PS38 BY HOTEL 62 AND LATER TAKEN TO UBON RTAFB BY
JOLLY GREEN 68 WHO HAD THE INJURED PILOT ABOARD. JOLLY GREEN 69 PICK-
ED UP THE LAST SURVIVOR AND TRANSPORTED HIM TO UBON RTAFB. GP-4

BT

#0804

NNNN#

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~~CONFIDENTIAL~~

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: 160/30/72

Saves: 4, combat

Classified by *2 32064*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *12 Dec 75*

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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GR-4
Declassified at *12 Dec 75*

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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 PS38. 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 PS38 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.

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GROUP 4
Declassify at 3 years after release
Declassified on 12-10-18

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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 1
Downgraded and
Declassified at

UNCLASSIFIED

72

470 [Major Moore/2667]

12 August 1969

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

3ARRGP [JSARC]
APO 96307

1. [U] This report is submitted in accordance with ARRSOM 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 0509 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 45 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.

100-3008

GROUP 4

Downgraded at 5 year
intervals; declassified

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 0627. Bravo was on board the helicopter at 0631 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 0634. 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 0639 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 0640 and was immediately provided heading and climb information by the Sandys. Both Jollys were clear of the area at 0642 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: Magsig, Charles N., Captain,

4. [U] The rescue crews were:

[Jolly Green 70 [10-]]

AC: Moore, Jimmy D., Major,

CP: Biebel, William J., Capt,

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

RS: Davison, David M., AIC,

RS: Harris, Robert L., AIC,

AP: Monk, Timothy J., AIC,

100-0098

Jolly Green 72 [SIGN]

AC: Shipman, Clifton A., Lt Col,

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

FE: McDONALD, TRUMAN W., TSgt,

RS: DAVIS, ARTHUR M., ALC,

RS: Sopata, Ronald F., ALC,

AP: Banas, Raymond G., ALC,

SIGNED

JOHN D. MOORE, Major, USAF
Aircraft Commander

40TH ARRSQ HIST, JUL-SEP 1969

44

Crew and survivors from mission on 10 August 1969. Kneeling from left SSgt Maxie L. Hilligoss, FE: A1C David M. Davison, RS; A1C Robert L. Harris, RS; A1C 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.

~~UNCLASSIFIED~~

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 *273 NMP*
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 positions 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.

UNCLASSIFIED

CONFIDENTIAL

39th ARRSq History, Jul - Sep 69

Date: 9 August 1969

S.D. 9

21 August 1969

Mission Number: 2-3-347, 4 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 SANDYS 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 GENEVA 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 SANDYS 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 reach the survivors at all on COMBAT 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.

~~CONFIDENTIAL~~

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39th ARRSq History, Jul - Sep 69

89

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 223/26/113 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 Peiler

c. NM CPT Smith

d. MO SSG Davis

e. PE MSG Mathews

f. PE TSG Dale

g. LM ALC Ralston

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

UNCLASSIFIED

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) Tigor 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, Tigor 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 tookoff 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

000-69-01

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UNCLASSIFIED

valley. There were two villiages 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
Downgraded at 3 year
interval; declassified
after 11 years

~~SECRET~~

000-68-01

UNCLASSIFIED ~~SECRET~~

18

(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 rendezvoused²² with Jolly Greens 70 and 68.

(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 observed²³ during the SAR.

(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 indication²⁴ that there were two survivors on the ground.

(S) Sandy 1 then led the Jolly Greens in and the pickup was²⁵ made.

(S) Another successful rescue was conducted on 10 August for Tiger 02A and B. The aircraft, an F-4, went down at 1746L²⁶ 9 August at 1839N 10236E.

~~SECRET~~

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UNCLASSIFIED

19

(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 mountaineous 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

~~SECRET~~

UNCLASSIFIED

IMMEDIATE

* C O ~~CONFIDENTIAL~~ *

. f 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
#2802

NNNN#

UNCLASSIFIED

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: 400 [Major Lehman/2687]

18 August 1969

SUBJECT: Mission Narrative Report #2-3-048-15 Aug 69 [U]

TO: 3ARRGP [JSARC]
APO96307

1. [U] This report is submitted in accordance with ARRSM 55-2/3ARRGPSUP 1, dated 11 July 1968.
2. [C] Jolly Green 72 and 70 were on 15 minute alert at Nakhon Phanom RTAFB And were ordered to scramble by "JACK" at 0655Z. Both HH-53s departed at 0705Z and on climb out I was informed that XWPDC was down on the 030 radial, 32nm off Ch 72. JG 72 navigated to the site at 10000 ft using TACAN and avoiding route structures. Weather at launch was good and weather in route was broken clouds with scattered thundershowers which were circumnavigated. Weather in the target area was 12000 ft over cast with rain showers and some stratus on the sides of the hills. KING 6 coordinated all activities with Sandy 1 and 2 proceeding to the scene and Sandy 3 and 4 escorting JG 72 and 70. Radio discipline was acceptable. JG 72 and 70 arrived on the scene at 0836Z and Sandy lead was on scene commander. JG 72 was cleared in for a close look at 0838Z and JG 70 held at altitude in a known safe area. There had been no beeper or voice since immediately after the crash. Location of site was as given and was in a small valley surrounded on three sides by jungle hills. Tree heights were about 100 feet to 125 feet. Elevation of site was 4000 feet. Fuel was dumped to allow hovering out of ground effect during the approach. At 0844Z, JG 72 hovered over the downed aircraft and deployed pararescue specialist [PJ] Sgt Gerwert to check for survivors. Hover was maintained for 9 minutes while the ground area was searched. The aircraft was still burning and the cockpit area was completely burned. The PJ reported he could see the remains of one body. Communications with the PJ was maintained on UHF guard. The PJ was recovered at 0859Z and then redeployed at 0903Z over the parachute about 100 yards away from the crash. The PJ was recovered at 0907Z after confirming that the parachute was a cargo type and had a bundle of rice on the ground below it. At 0909Z "JOKER" terminated the SAR efforts and all forces were returned to base.

Classified by 40 ARRSQ
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

GROUP
Downgraded at 3 year
intervals, declassified
after 12 years

~~CONFIDENTIAL~~

UNCLASSIFIED

~~CONFIDENTIAL~~

JG 72 required air refueling on the return leg and the mission terminated at 1025Z with the landing of JG 72 and 70 at Nakhon Phanom RTAFB. No enemy action was encountered on any portion of the mission.

3. [C] There were no survivors.
4. [U] The rescue crews were:

JOLLY GREEN 72 [LOW]

AC: Lehman, William B., Major,
CP: Beamer, Roger G., Major,
FE: Blakeney, Thomas D., SSgt,
RS: Gerwert, James B., Sgt, 1
RS: McDonald, Gregory J., ALC,
AP: Gimbert, Ronald G., Sgt,

JOLLY GREEN 70 [HIGH]

AC: Crupper, Jerry A., Major,
CP: Moore, Jimmy D., Major, 1
FE: Lebeau, Stephen L., SSgt,
RS: Nash, James E., ALC,
RS: Werber, William A. Jr., ALC,

William B. Lehman
WILLIAM B. LEHMAN, Major, USAF
Aircraft Commander

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

UNCLASSIFIED

102

92

Date: 15 August 1969 S.D. 11 19 August 1969

Mission Number: 3-048, 15 Aug 69

Flight Designation: KING 6

Distressed Aircraft: SAPA DELTA CHARLIE (Porter)

Location: 030/32/72 - XC 885730

Saves: None

1. (C) At 0637Z, a MAYDAY call was received from NAIL 20 who observed PDC (Porter) crash into a mountainside. PDC, with one American and two Thais aboard, were showing an unidentified parachute to NAIL 20 when it stalled out and crashed. KING 6, on HOTEL orbit at this time, was diverted by GUNN to proceed to the objective area. At this point, no SAR forces had been launched based on NAIL 20's report of PDC's severe impact and immediate burning and also on the pending arrival of two civilian-operated helicopters, H54 and 96.
2. (C) At 0701Z, a weak beeper and MAYDAY call was heard by SPUD 05 and 06 who were on the scene with NAIL 20. KING 6 requested the launch of HNL-53's and SANDY from Ch-89 because of high terrain involved. JASAC concurred and assigned the mission to JACK for ACC coverage.
3. (C) SANDY 1 and 2 arrived at 0805Z and SANDY 1 was appointed On-Scene-Commander. SANDY 3-4 escorted JC 72-70 into the area at 0820Z and JC 72 put a PJ down at 0834. The PJ could find no signs of life at the wreckage and nothing significant near the unidentified parachute except a poncho filled with rice. JOWER RTB'd the forces at 0908Z. KING 6 refuelled JC 72 enroute to Ch-89 and then returned to NAIL 20.
4. (C) The 0701Z beeper and MAYDAY were possibly associated with a PDC. This operation was HNL-56 was diverted at about 0701Z on a search for a downed aircraft. HNL-56 was a C-130 but associated with HNL-54, 55, and 96. HNL-56's survival radio frequency was 119.1 MHz. He also reported a small friendly ground party was several kilometers away and that they would be proceeding to the area as fast as the rough terrain would permit.
5. (U) Resources: SANDY 1 - 4, SPUD 05 & 06, JOLLY GREEN 70 & 72, HOTEL 54, 96 (HISXLY), NAIL 20 & 36 and JC-70 (photo recce). Available in the area but not used: one WING flight, one FORBIO flight, COVEY 286 and two COBRAS.
6. (U) SANDY 1 did an excellent job of coordinating in an area constricted by terrain and rain showers.

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70

4/0 [Major Lehman/2687]

18 August 1969

Mission Narrative Report #2-3-048-15 Aug 69 [U]

3ARRGP [JSARC]
APO96307

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

2. [C] Jolly Green 72 and 70 were on 15 minute alert at Hakhon Phanom RTAFB And were ordered to scramble by "JACK" at 0655Z. Both HH-53s departed at 0705Z and on climb out I was informed that XMPDC was down on the 030 radial, 32nm off Ch 72. JG 72 navigated to the site at 10000 ft using TACAN and avoiding route structures. Weather at launch was good and weather in route was broken clouds with scattered thundershowers which were circumnavigated. Weather in the target area was 12000 ft over cast with rain showers and some stratus on the sides of the hills. KING 6 coordinated all activities with Sandy 1 and 2 proceeding to the scene and Sandy 3 and 4 escorting JG 72 and 70. Radio discipline was acceptable. JG 72 and 70 arrived on the scene at 0836Z and Sandy lead was on scene commander. JG 72 was cleared in for a close look at 0838Z and JG 70 hold at altitude in a known safe area. There had been no beeper or voice since immediately after the crash. Location of site was as given and was in a small valley surrounded on three sides by jungle hills. Tree heights were about 100 feet to 125 feet. Elevation of site was 4000 feet. Fuel was dumped to allow hovering out of ground effect during the approach. At 0844Z, JG 72 hovered over the downed aircraft and deployed pararescue specialist [PJ] Sgt Cervort to check for survivors. Hover was maintained for 9 minutes while the ground area was searched. The aircraft was still burning and the cockpit area was completely burned. The PJ reported he could see the remains of one body. Communications with the PJ was maintained on IFF guard. The PJ was recovered at 0859Z and then redeployed at 0903Z over the parachute about 100 yards away from the crash. The PJ was recovered at 0907Z after confirming that the parachute was a cargo type and had a bundle of rice on the ground below it. At 0909Z "JOKER" terminated the SAR efforts and all forces were returned to base.

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

~~CONFIDENTIAL~~

UNCLASSIFIED ~~CONFIDENTIAL~~

71

JG 72 required air refueling on the return leg and the mission terminated at 1925Z with the landing of JG 72 and 70 at Nakhon Phanom RTAFB. No enemy action was encountered on any portion of the mission.

3. [C] There were no survivors.

4. [U] The rescue crews were:

JOLLY GREEN 72 [LOW]

AC: Lehman, William B., Major,

CP: Beamer, Roger G., Major,

FE: Blakeney, Thomas D., SSgt,

RS: Gervert, James R., Sgt,

RS: McDonald, Gregory J., AIC,

AP: Ginhert, Ronald G., Sgt,

JOLLY GREEN 70 [HIGH]

AC: Crupper, Jerry A., Major,

CP: Moore, Jimmy D., Major,

FE: Lebeau, Stephen L., SSgt,

RS: Nash, James E., AIC,

RS: Werber, William A. Jr., AIC,

SIGNED

WILLIAM B. LEHMAN, Major, USAF
Aircraft Commander

~~CONFIDENTIAL~~

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Mission 6-38-007-11 Jul 69 Cont'd

the hoisting operations. When four persons had been recovered by Dustoff 16, Pedro 95 was asked to recover the last survivor. The approach was made over the survivor, located in 100 feet jungle. He did not secure himself to the forest penetrator with the strap until reminded to do so, using the loud hailer. Once he was on board the helicopter, he reported no more survivors and Pedro 95 departed for the 93rd Field Hospital where he was turned over to medical personnel at 1355Z. Pedro 95 returned to Bien Hoa AB, RVN and terminated the mission at 1405Z (2205L). Det 6 was credited with one aircrew combat save.

Crewmembers:

Pedro 95

Aircraft Commander	Capt Walter D. Murphy
Copilot	Capt Paul L. Lantz
Flight Engineer	SSgt Gary D. McGrew
Rescue Specialist	SSgt Joseph M. Duffy

Mission 6-38-008-18 Aug 69

While on an intercept, Pedro 97 was notified by Bien Hoa Tower at 0532Z of an OH-6 helicopter which had autorotated into a rice paddy approximately one mile west of Bien Hoa Air Base. Kenny 18 and an O-2 FAC were circling the scene and could not establish radio contact. The FSK was deposited at the alert pad and Pedro 97 arrived in the area at 0535Z. An attempt was made to contact the pilot using UHF radio

Mission 6-38-008-18 Aug 69 Cont'd

but was not successful. The public address was used to talk to the pilot, but he had no way to talk to the rescue helicopter. The hoist was prepared for a pickup after the pilot indicated a desire to be picked up. Once inside the helicopter, the pilot indicated that he desired to be taken to Bien Hoa Air Base to contact his unit to arrange the recovery of his aircraft. Two persons were left in the aircraft as a guard and the pilot was transported to Bien Hoa Air Base. The mission was terminated at 0550Z. The mission was required only because the U.S. Army pilot involved could not contact a FAC by radio. Had he been carrying a survival radio, all coordination could have been effected without his leaving his aircraft. Due to the unsecure area in which the helicopter was located, ARRS was credited with one combat aircrew saved. Pedro 97 flew one sortie of 0.3 duration.

Crewmembers:

Pedro 97

Aircraft Commander	Capt Walter D. Murphy
Copilot	Capt Paul L. Lantz
Fire Fighter	SSgt John A. Hudson
Fire Fighter	Sgt Edward S. Bevans

File
Ops - ?
JF.

490 [Major Smith/2667]

22 August 1969

Mission Narrative Report 72-3-050-21 Aug 69 [U]

3ARRGP [JSARG]
 APO 96307

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

2. [U] Jolly Greens 77 and 76 were on 15 minute alert at Nakhon Phanom RTAFB and were ordered to scramble by "JACK" at 0720Z when Hope 32 had declared that he had lost his engine and would be unable to make Nakhon Phanom RTAFB. Both MH-53s were running and ready to go at 0725Z when word was received to hold and not launch. At 0730Z, both Jolly Greens were launched and a vector of 238 degrees for 33 miles off channel 39 was the position of Hope 32. Immediately after getting airborne and enroute to the SAR area, radio contact with Hope 32 was established. He was on departure control frequency of Nakhon Phanom and was receiving instructions on procedures to follow after engine failure. I made radio contact with 32 and asked for a 5 Sec hold down for a DF CHECK. I then heard Hope 32 say he was going to land at an airfield, I believe to be called, Camp Cloudy, and that was his final transmission. We arrived in the SAR area at approximately 0747Z and began searching for Hope 32. We made repeated passes over Camp Cloudy but Hope 32 was not to be seen. Jolly Green 77 and 76 then split in order to cover a wider area of search for Hope 32. KING 01 was also in the area searching along with the Jolly Greens. At approximately 0755Z, Jolly Green 77 spotted the burning wreckage of Hope 32 one quarter mile north of the runway at Camp Cloudy. An immediate landing was made by JG 77 and two PJs were dispatched to the wreckage. A few minutes later, the PJs on the ground contacted JG 77 and advised that the pilot of Hope 32 was in the crash and had been killed. KING was advised of the situation and further instructions were requested. After 5 minutes, KING told JG 77 to recover the body of Hope 32. The PJs had taken a body bag to the crash site and had started to recover the pilot when instructions were received to hold because a Doctor and team were on their way from Ch 89. For a report on the immediate crash area, the attached statement by Sgt McFerr is submitted. After SHIFT 03 arrived with the Doctor, JG 77 and 76 along with KING 1 terminated the mission. The weather enroute and in the vicinity of Hope 32 was 3000 scattered with 10 plus on visibility.

Crew coordination and GAB communication were excellent.

3. [U] There were no survivors.

4. [U] The Rescue Crews were:

JOLLY GREEN 77 [LCM]

IP: Smith, R. E., Major,

FP: Moore, J. D., Major,

FE: Bailey, R. E., SSgt,

ES: McFarr, A. J., Sgt,

RS: Davis, A. M., ALC,

JOLLY GREEN 76 [HIGH]

AC: Ruddle, L. D., Capt,

CP: Cody, J. C., Capt,

FE: Brington, L. D. TSgt,

ES: Carmichael, R. S. ALC,

RS: Sully, R. J. Jr., ALC,

SIGNED

ROBERT E. SMITH, Major, USAF
Aircraft Commander

STATEMENT

Jolly Green 77 was scrambled from HAF because of engine failure on Hope 32. Upon arriving at the crash site we found the aircraft [Hope 32] still burning along with the remains of the pilot. The pilot was laying against a tree with his parachute still on. He had 3rd degree burns over 90% of his body and showed no visible signs of life. We notified the Aircraft Commander of Jolly Green 77 and requested for a remains bag. When the body bag was received we placed the deceased into it and was relieved by the Army team who secured the area and waited for the Doctor. The Pararescuemen [PJ's] were: Sgt Anthony J. McFarr and A1C Arthur M. Davis.

SIGNED

ANTHONY J. MCFARR, Sgt, USAF
Pararescueman