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

REPLY TO
ATTN OF: 400 (Captain Carty/2687)

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3 Oct 1969

SUBJECT: Mission Narrative Report 2-3-060-2 Oct 69

to: 3 ARRGp (JSARC)
APO 96307

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp Sup 1, dated 11 July 1968.
2. (S) At approximately 0200L, 2 Oct 69 the crew of Jolly Green 71 (Low) and Jolly Green 70 (High) were alerted to prepare for a "First Light Effort". The SAR Briefing was initially scheduled for 0400L and then was rescheduled for 0330L. The briefing was a normal SAR briefing. I would recommend that for pre-planned SAR efforts, more attention should be devoted to planning safe routes to and returning from the SAR areas. The briefing team should have this information plotted in TACAN coordinates on the SAR maps prior to the briefing. JG 71 and JG 70 were to launch with Sandy 3 and 4 for escort. Sandys 1 and 2 were to launch and locate the survivor. There was some question of launch time. JG 71 and JG 70 were airborne at 0450L with Sandys 3 and 4 starting their take off at approximately the same time. Sandy 3, JG 70 and JG 71 got airborne and were climbing when we heard Sandy 4 tell departure control that he was aborting. Sandy 4 was asked if he wanted the barrier and his reply was a calm "negative". About two or three minutes later, the Pararescueman on JG 70 reported a fire on the runway followed almost immediately by several ordnance explosions. Sandy 1 and 2 informed Sandy 3 and KING that they could not launch because the runway was blocked and stated that they would attempt to get clearance for a take off from the parallel taxiway. JG 71 and JG 70 crossed the fence at 0558L with Sandy 3 for escort. JG 71 and JG 70 established a holding orbit at 0530L at 115/67/89 and waited for the survivor to be contacted. After the orbit was established Sandy 3 and Nail 20 proceeded to the estimated position of the survivor at 110/85/89. At 0600L, Spad 11, 12 and 13 were launched from Channel 77 and estimated to be on station at 0700L. At 0650L, KING 4 reported a possible weak contact with the survivor and estimated the position as 120/65/89. At 0705L, JG 70 reported what appeared to be a chute at 115/61/89. Sandy 3 took a look and the chute was just a flare chute. At 0745L, good voice contact was established with the survivor and his position was determined to be somewhere south of Tchepone on the 120° or 121° radial from Channel 89. At 0803L, Sandy 3 got a definite location of 121/102/89. In the meantime JG 71 and JG 70 had requested AR and KING 1 came down and completed the AR at 0815L.

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JG 71 and JG 70 were cleared into the area and arrived at a position about 4 miles south of the survivor at 0825L. JG 71 descended to 6000 feet and dumped some fuel. JG 70 held at 9500 feet. Both JG 71 and JG 70 stayed over a broken cloud deck that had bases at 3500 feet and tops about 4500 feet. The estimated elevation of the survivor was 2000 feet with an OAT of 21°C. At 0832L, the survivor reported that he heard ground fire as Sandy 3 went by. At 0840L, Sandy 3 and the survivor thought that it was safe for JG 71 to come in for a pick up. JG 71 started in for the pick up and contact was made on Guard Frequency. While descending through 3000 feet the UHF radio started to cycle and contact could not be regained on manual or preset positions. Sandy 3 called on FM and again requested JG 71 to call on Guard. After Sandy 3 was advised that the UHF was inoperative he requested that JG 70 attempt the pick up. At 0845L, JG 70 dumped fuel and started a descent. Sandy 3 had thoughtfully marked a position near the survivor with an unarmed "WP" bomb. At 0850L, JG 70 spotted a chute in the trees and made his approach and in the meantime the survivor was asked to "Pop his smoke". As JG 70 started to hover near the chute (which was then determined to be another flare chute) his crew reported that the orange smoke was coming up through the trees at about 100 feet in the 9 O'Clock position. JG 70 moved over and at 0853L, the Flight Engineer reported that he had the survivor in sight. At 0855L, the survivor was on board the helicopter and egress was made to the west and up into the clouds. JG 71 and JG 70 returned to Channel 89 with Sandy 3 and Spads 11, 12 and 13 for escort. The survivor was in excellent shape. Jg 71 and JG 70 landed at Channel 89 at 0950L to complete the SAR effort. Coordination between the SAR forces was excellent. The survivor reported that he had glided much further than he had though the aircraft would glide. His complete power failure prevented him from accurately determining his bailout position. His location on the ground was in dense jungle growth surrounded by 3500 foot hills on all sides. His location made radio transmission and reception very unlikely unless the aircraft flew directly overhead. The 19 mile difference between the briefed position and the survivor actual position complicated the SAR effort. The survivor had two radios. Again the military services should do away with the white parachute canopy for flares. The flare parachute should be camouflaged or constructed of some material that would disintegrate rapidly after deployment of the chute.

3. (U) The survivor was Lt Penn E. Mallowney, USN, Service Number 68872 and was assigned to CVA-64.

4. (U) The rescue crews were:

Jolly Green 70 (H)

AC Capt. Donald L. Carty,
CP Capt. Edward G. D. Bright,
FE SSgt. Aron P. Hodges,
RS MSgt. Edward M. Willis,
RS SSgt. James A. Hunt,

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Jolly Green 71 (L)

AC Capt. Gary L. Nelsen,
CP Capt. John H. Hartman,
FE TSgt. Leo R. Bringman,
RS A1C David M. Davison,
RS A1C Brenton D. Schicker,
AP Sgt Lawrence R. Brown,

Donald L. Carty

DONALD L. CARTY, Captain, USAF
Aircraft Commander

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56 Special Operations Wing

SAR Report (War Ace 300)

3 AMDS (30)

1. (S) A successful rescue was conducted on 2 October for U.S.N. War Ace 300. The aircraft, an A-7, went down during the night. After rescue, the pilot reported that he had abandoned the aircraft because of a sudden loss of oil pressure and immediate engine seizure. The failure of the ram air turbine removed any possibility of an emergency position report prior to ejection. During the night, "Mornbeam", the A2000, approximated the pilots position as 110°/85 Channel 82 based on radio contact with the pilot. This report covers the activities of the Sandy's during the rescue effort.

2. (U) At 0800 on the 2nd of October, the Sandy force was alerted for a first light effort with an 0330 TUOC briefing. Sandy 01, 02, 03, and 04 were scheduled for takeoff as flights of two at 0450 and 0500 respectively. Due to congestion in the arming area, Sandy 03 and 04 had to takeoff before Sandy 01 and 02 could be armed. After Sandy 03 became airborne, Sandy 04 aborted his takeoff and left the runway. This accident closed the runway and resulted in fatal injuries to the pilot. It also prevented the takeoff of Sandy 01 and 02. After learning of the situation, King requested three aircraft from Panama. Spade 11, 12, and 13 were scrambled. Meanwhile, Sandial relayed instructions from Joker for Jolly Green 70 and 71 to hold in a safe area, and for Sandy 03 to initiate the effort alone. Sandy 03 arrived in the briefed area at 0549 hours. Mail 20 was the only other HRP based aircraft actually involved in the rescue effort. Samlast 40, 41, 42, and 43; and Sandy 01, 02, 05, and 06 were launched but did not reach the scene before pickup.

3. (S) The briefed terrain was predominately flat with some rolling hills and some karst. The area was one kilometer northeast of point Delta on the main route structure. Defenses were briefed as automatic weapons and possible 37MM antiaircraft guns. The weather was a high broken condition with good visibility. The survivor's actual location was on a ridge line running East to West four kilometers southwest of Tehepono. This position was 52NM SSE of the briefed area. The actual terrain was predominantly high rolling hills covered by jungle foliage. The actual weather was 2,000' broken. Actual defenses included automatic weapons, and both 23MM and 37MM anti-aircraft positions.

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4. (3) Arriving in the pre-briefed area, Sandy 03 found Mail 20 directing a Stormy aircraft in low afterburner passes in an area ten miles west from the survivor's briefed position. King had authorized the action to get the survivor up on the radio. After some discussion, King confirmed the pre-briefed coordinates as the correct position as passed by AFSSC.

5. (3) Mail 20 remained in the vicinity until the survivor's rescue. He assisted in both the electronic and visual search. After an exhaustive search of the immediate area of Delta and Delta 79, Sandy 03 began to make an ever increasing circle. Concluding that the survivor's radio had failed, Sandy 03 alternated between high altitude electronic search and low altitude visual search over all the ridges. He completed several enlarging circuits covering the area from Delta 18 in the north to Delta 73 in the west and to Delta 77 in the south. Just after a call on guard for War Ace 300 to come up with either voice or beeper, King reported that his special equipment in the rear of the aircraft had picked up a signal. He heard nothing on the radio. There was approximately 0745 to 0800, 2 to 2 1/2 hours after initiating the search. By this time, the Sneds had arrived. They held south at the 120°/75 Channel 89. They initiated an electronic search from the holding pattern. At this time, King was the only aircraft receiving the survivor's radio. His plots were indefinite. They ranged from 120°/65 to 120°/85 from Channel 89. Since these plots were in the vicinity of the Sned's holding point, they checked the new plots. Since Sandy 03 had previously been in this area and received no response, he continued to the south-southeast. While skirting the west side of Tokonono, Sandy 03 heard the survivor for the first time. War Ace 300 told King that he heard an aircraft engine to his east. At this time, all the A-1's turned west. The survivor then reported an aircraft overhead. Sandy 03 jazzed his throttles and War Ace 300 identified Sandy 03 as being over his position. Sandy 03 gave King and the Sneds his position, 121°/101 Channel 89. Because of dense trees, Sandy 03 could not see the survivor. Since his UHF/3F had failed, Sandy 03 made several low passes to pinpoint the survivor's position by engine sound. At this point, King appointed Sandy 03 as the "on-scene commander". Sned 11 joined as Sandy 03's Wingman. Sandy 03 had Sned 12 and 13 hold high to the west of the survivor's position. The survivor was in good physical condition. He had two radios, three flares, a mirror, and pen gun flares. He reported no movement or noise in his area. As Sandy 03 started a series of low, slow passes around the survivor's position, the survivor reported ground fire to the south of his position. Sandy 03 and Sned 11 struck several times up and down the ridge and valley to the south of the survivor. On subsequent passes, the survivor reported no further ground fire. Sandy 03 then placed an unarmored M-47 smoke bomb 100 meters north of the survivor. This provided a persistent mark of the survivor's position for the helicopter run-in.

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6. (S) At about 0845 hours, Sandy 03 called Jolly Green 71 in from his holding position, 10 miles southwest. Jolly Green 71 experienced a VHF guard channel failure. Sandy 03 called for Jolly Green 70. Since a cloud bank obscured the survivor's position, some difficulties were experienced. Sandy 03 gave Jolly Green 70 a "GIP" to the survivor's position. He provided terrain shielding to avoid exposure to ground fire from the south. When the Jolly Green was one-half mile out, Sandy 03 had the survivor pop his day smoke flare. As the Jolly approached the survivor's position, he stopped momentarily at the survivor's perch. This was about 100 yards from the survivor's position. As he moved forward, Jolly Green 70 sighted the survivor's smoke drifting out of the tree tops. Sandy 03 passed on-scene command to Jolly Green 70. Although the smoke had drifted somewhat in coming up through the trees, War Joe 200 reported the helicopter overhead. He was instructed to use the right end of his flare. Jolly Green 70 was in the hover for about two minutes and egressed the area to the west. This provided terrain shielding for the helicopter as it accelerated to off's beach. Sandy 03 and the Spads had formed a duty chain and had provided cover for the helicopter during run-in, pickup, and egress. All aircraft were safely enroute to NAF at 0900 hours.

7 (S) As noted above, this rescue was not effected until 0845 hours when hostiles were already moving into the jungle area. This effort was delayed by 2 1/2 hours due to an indefinite fix of the survivor's position. Many of the advantages of a first light effort were lost. To preclude similar problems on future night bailouts, we recommend that an aircraft with direction finding capability be diverted or launched to pinpoint the survivor's location during the hours of darkness.

8. (U) The Sandy forces were:

Sandy 01	Major Bay	22033
Sandy 02	1Lt Holman	22033
Sandy 03	Major Monk	602303
Sandy 04	1Lt Moore	602303
Sandy 05	Major Alfred	1303
Sandy 06	Major Knox	1303
Sandast 40	1Lt Castagno	1303
Sandast 41	1Lt Harvey	1303
Sandast 42	Major Martin	1303
Sandast 43	1Lt Townsend	1303

DANIEL E. TRIPP, Colonel, USMC
Asst Deputy Commander for Operations
Sandy Coordinator

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the area was one kilometer northeast of point Delta on the main route structure. However, the survivor's actual location was on a ridge line running east to west four kilometers southwest of Tchepone or 52NM SSE of the briefed area. The actual terrain was predominately high rolling hills covered by jungle foliage.⁵⁵

(S) War Ace 300 was finally picked up by Jolly Green 70 at 0845 hours. This was a delay of 2½ hours due to an indefinite fix on the survivor's location. In order that time could be saved in a SAR effort, it was suggested that an aircraft with direction finding capability be diverted or launched to pinpoint the survivor's location during the hours of darkness.⁵⁶

(S) Further details of the SAR effort for War Ace 300 can be found in the Rescue Narrative Report which is included as supporting document 44.

(S/NF) Another successful rescue was conducted for Knife 61 and 62 on 6 October. The aircraft, two CH-3 helicopters, went down at 1115 hours at Muong Phine, a short takeoff and landing (STOL) airstrip located at XD094233.⁵⁷

(S) At 1200 hours, Sandy 01, 02, 03, and 04 were ordered on cockpit alert. The Sandys were airborne and

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SAR Efforts:

(S) During this reporting period the 56th Special Operations Wing participated in 14 search and rescue efforts. Several of these could well have been the largest efforts every made by the Air Force to rescue down crew members.

(S) The first SAR effort of the quarter took place on 2 October as wing Sandy forces and Jolly Greens accomplished a successful rescue for U.S.N. War Ace 300, an A-7,⁵³ that went down during the night.

(S) At 2 a.m. on 2 October, the Wing Sandy force was alerted for a first light effort. Due to congestion in the arming area, Sandy 03 and 04 had to takeoff before Sandy 01 and 02 could be armed. After Sandy 03 became airborne, Sandy 04 aborted his takeoff, left the runway, and his aircraft exploded. This accident closed the runway and resulted in fatal injuries to the pilot, 1st Lt. Donald R. Moore, 602nd Special Operations Squadron. The accident⁵⁴ also prevented Sandy 01 and 02 from launching.

(S) The crews were briefed that the terrain was predominately flat with some rolling hills and karst, and that

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