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128

DATE: 8 Oct 69

13 October 1969

MISSION NUMBER: 2-3-062-08 Oct 69

FLIGHT DESIGNATION: King 2

DISTRESSED AIRCRAFT: Boxer 61 (P4), Nail 37 (OV-10), Nail 78 (C-2)

LOCATION: 117/96/89

SAVES: 5 Combat

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Oct 73

1. (C) At 0651Z, King 2 received a MAYDAY over 243.0 from Boxer 61. At the same time, Nail 78 called a MAYDAY for the same aircraft reporting an ejection from the aircraft. It was determined that Boxer 61B had ejected while Boxer 61A remained with the aircraft in an attempt to recover at Danang. King 2 proceeded to the distress scene requesting the launch of Jolly Greens and Sandies. Nail 78 reported a good chute in sight but no radio contact. A Nail 36, Nail 07 and Nail 12 were also in the area. Nail 78 reported that he was low on fuel as was Nail 12. Nail 36 stated that he had three hours of fuel so he was appointed On-Scene-Commander by King 2.
2. (C) Nail 36 reported heavy air traffic in the area and requested King 2 to clear the area of all other traffic. At 0659Z, radio contact was established with Boxer 61B now landing in the trees reporting that he had a broken leg. Some confusion existed inasmuch as the survivor gave the call sign of 09. At 0659Z, a mid-air collision between Nail 07 and Nail 78 occurred in the vicinity of Boxer 61B. Two crewmen from Nail 07 ejected while Nail 78 attempted to fly to Nakhon Phanom, escorted by Nail 12. The copilot on King 2 followed his progress toward NKP while directing Jolly Green 17 and 37 to Nail 78 should a recovery become necessary. Nail 36 established radio contact with Nail 07A and 07B after their ejection and landing. Both were reported in good condition.
3. (C) By 0700Z, Stormy 04, an F-4 FAC, and Misty 51, an F-100 FAC, were in the area lending their assistance. These two FAC aircraft were alternately cycled on and off tanker to keep one readily available. No enemy action was as yet reported by the three survivors. At 0715Z, Fast Mover support was requested as the SAR area was reported to be a known enemy area. Weather in the SAR area was VFR with a temperature of 30 degrees C and terrain elevation of 1250 feet. The survivors were within 2 kilometers of one another. From 0720Z through 0743Z, several radio contacts were established with the survivors advising them the Jolly Greens were on the way. Additionally, it was determined through TOPHAT, a CAG aircraft, that friendly forces were in a clash somewhere south of the survivors and were attempting to advance to the survivors. The survivors were reporting ground movement 100 meters to the west of their position with sporadic ground fire. A confirmed enemy position was given as XD224425 approximately 300 meters northeast

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DECLASSIFIED ON 31 Oct 73

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of the survivors. Due to friendly forces operating in the area and only sporadic ground fire being reported, Nail 36 did not deem it advisable to put in any strikes at this time.

4. (C) At 0751Z, it was reported that a SALAD flight was being scrambled to assist if needed. The survivors were reporting machine gun fire 100 meters from their position. At 0753Z, Sandy 01 was on scene being appointed On-Scene-Commander. Prior to arrival on scene, the Sandy Flight was updated with on scene information over VHF. Sandy 01 communicated with the survivors establishing procedures for utilization of marker flares for recovery identification. It was decided that Boxer 61B alias 09 be picked up first due to his physical condition. However, due to his use of the 09 call sign, it was difficult to isolate just which aircraft he ejected from. Sandy 01 and flight guided Jolly Greens 79, low bird and 72, high bird, to the positions. The Nail 07 survivors were picked up by Jolly Green 79 who reported he would be unable to pickup the third due to a hoist malfunction. Jolly Green 72 was now to become involved in the recovery of 09, who was difficult to locate and was now calling the forces on his emergency radio. King 2 was the only aircraft who could read 09 and he was becoming delirious. He kept repeating that he was hanging upside down in a tree in his harness with a broken leg and was about to pass out. He was directed to remain in his chute, alternately broadcast a one minute beeper for Sandy 01 to use for hoisting and then to come up voice for further instructions. After two cycles of beeper and voice he was finally located and picked up by Jolly Green 72 at 0832Z. From his last name, it was finally determined that he was the back seater of Boxer 61. The forces were given an NTB to Nakhon Phanom at 0834Z with a heading and escort by King 2.

5. (U) Forces utilized for the recovery:

<u>FAC</u>	<u>SAR</u>	<u>RESCAP</u>
Nail 36	King 2	Shako (F-4 flight of 2)
Misty 51	Sandies 1, 2, 3, 4	Manual 21 (A-4 flight of 2)
Stormy 04	Jolly Greens 79 & 72	Litter 71 (F-100 flight of 4)
Tophat	Salad 40, 41, 42, 43	Litter 81 (F-100 flight of 4)

6. (C) Nail 78 crashed short of a runway while enroute to NKP. However, Jolly Green 17 picked up both pilots from the scene, returning them to NKP. The King 2 co-pilot performed in an outstanding manner during this mission, managing RESCAP resources for the Nail 07/Boxer 61 portion of the mission while monitoring and assisting in the pickup of the crew of Nail 78. The performance by the King 2 radio operator was also outstanding in that he effectively fulfilled all requirements of this complex mission in an errorless and exemplary manner.

7. (C) Problem Areas:

a. The entire mission had to be conducted on UHF Guard Channel, 243.0. Effective radio contact with the SAR forces could not be maintained on primary SAR frequency, 259.0. This interfered with the King 1 recovery of Boxer 61 Alpha.

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GROUP 1
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Declassified after 12 years.

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b. It is felt that one insignificant question was posed by the Rescue Coordination Center during the mission. With Boxer 61 Bravo suspended upside down in his parachute in the tree with a broken leg stating that he was about to pass out, the rather irrelevant question: "What kind of tree is he hanging in?" was received by the radio operator. In light of the mission at hand, the AMC did not feel that the question was significant enough to ask in this situation.

c. Due to the position of the survivor (Boxer 61B) in relation to the Sandies and Jolly Greens, communications between them were ineffective. The only agency that could effectively communicate with the survivor was King 2. Suggest, that if terrain and hostilities permit, the King aircraft orbit directly over the scene to permit at least one effective means of communication between the survivors and SAR forces.

8. (U) Crewmembers:

AMC Maj Kendall	RO SSgt Barboa
AC Capt Adelran	PE MSgt Smallwood
CP 1Lt Schlichter	PE TSgt Myers
N Maj Begley	LM SSgt Gately

Robert N. Kendall

ROBERT N. KENDALL, Major, USAP
Airborne Mission Commander

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GROUP 24
Downgraded at 2 year interval
Declassified after 12 years

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DATE: 8 Oct 69

14 October 1969

MISSION NUMBER: 1-3-078 8 Oct 69

FLIGHT DESIGNATION: King 6

DISTRESSED AIRCRAFT: Boxer 61

LOCATION: 117/15/77

SAVES: 1 Combat

1. (C) At 0658Z King 6 received a Mayday from Boxer 61. He had taken a shell through the windscreen, and had sustained other unidentified damage, and was trying to reach CH 77. Wingman Boxer 62 escorted 61, who caught fire, to feet wet off CH 77 where he ejected. (See Mission Number M2-3-062-8 Oct 69 for Boxer B)

2. (C) At 0712Z we scrambled Jolly Green 42L and 04, Spads 11 and 12, from CH 77. Boxer 61 ejected at 0617Z, 117/15/77. At 0721Z, King 6 established voice contact with and obtained a tracker bearing to the survivor. He was in his raft, in good shape, but unable to see either the water-borne burning wreckage or land.

3. (C) At 0723Z Jolly Green 04 & 42L arrived, establishing visual contact at 0725Z. Jolly Green 42 lowered his PJ and brought Boxer 61A aboard at 0730Z. Survivor was uninjured and confirmed that Boxer 61B had bailed out west of CH 77.

4. (U) Jolly Green 42 returned to CH 77 and landed at 0742Z while Jolly Green 04 remained and attempted to destroy the raft.

5. (U) No Air Refueling Required.

6. (U) The controller at Panama did outstanding work. On his own initiative he cleared all traffic from the ejection area which was solid IMC down to 700 feet. He simultaneously took all other than SAR forces off the UHF frequency while vectoring us to the area thus insuring uncluttered GCI communications throughout the mission.

7. (U) Crewmembers:

AMC Maj: Richards
AC Lt Quinn
CP Maj Simpson
N Capt Baker

RO SSgt Broome
FE MSgt Kilgore
FE MSgt Bloom
LM TSgt Holmes

Classified by 02/3A RAB
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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

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JAMES A. RICHARDS, Major, USAF
Airborne Mission Commander

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GROUP-4
Downgraded 2 year intervals.
Declassified for 12 years.

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NAIL 07

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File

Op - 1
9-50

440 [Major Crupper/2687]

11 October 1969

Mission Narrative Report #2-3-062-8 Oct 1969

3ARRGP [JSARC]
APO 96307

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

2. [S] On 8 October 1969 at 1355 while eating lunch at NKP Officers Club, JG 79 and 72 were scrambled. Both JG 79 and 72 were airborne at 1407L from NKP enroute to site. Notification prior to takeoff indicated that the Bravo man for an F-4, Boxer 61, was downed at 340°/66/72. Shortly after takeoff King 2 advised us that Nail 07 was also down in the same area following a mid-air collision. Sandy 3 and 4 joined up with JG 79 and 72 at 120°/25/89. Estimate time of arrival for Jolly Greens in the SAR area was 1500 hours. Enroute altitude was varied from 8,500' to 10,000' to the SAR area. The route structure was crossed at the recommended crossing point 109/82/89. Generally the route to the area was direct. JG 79, 72 and Sandy 3 and 4 arrived in the area at 1455L. Sandy 1 and 2 were in the area and had 2 survivors located and had trolled for ground fire. Sandy one had taken a hit and had put ordinance in the area. The two survivors were believed to be Nail 07 and Boxer 61 [who was using the call sign Box 09]. At that time it was not known that three survivors were on the ground. Sandy 3 took a look at the area and JG 79 was directed to the ridge line where the survivors were located. While JG 72 remained in a high orbit, JG 79 made a high rate of descent and pickup the smoke from the wreckage along the western side of a ridge running North and South. As we pulled into the area Sandy 1 directed us to the survivor. Initially we were unable to locate the survivor and repeatedly asked the survivor for radio directions with no response. Sandy 1 directed JG 79 to make a 180° hovering turn and move approximately 50 yards on a 100° heading from the hover position. Still no survivor in sight. At this time the survivor popped a smoke which was exactly off our tail position. Another 180° hover turn was made and JG 79 moved directly to the survivor. He was located in heavy wooded area and the hoist had to be threaded to him, the flight engineer laid the penetrator right next to him. In spite of the broken leg he was able to get on board the penetrator. JG 79 was in a hover at 1514L and the survivor was on board at 1518L.

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GROUP 4

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intervals; declassified
after 10 years

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The second survivor then popped a smoke and was spotted at our 5 o'clock position about 30 yards. JG 79 immediately hovered over to the pick up point. The survivor was in good shape and had moved to a large rock. The hover was established and hoist started down. With the hoist almost within reach of the survivor JG 79 started taking ground fire. The hover was immediately lowered into the tree tops and Sandy's notified. The exact location of the ground fire was not known. The hover was maintained and the survivor got aboard the penetrator. The flight engineer was unable to raise the hoist electrically and had to go to emergency manual over ride. It was later determined that a round had damaged the hoist. No further ground fire was taken, primarily because of Sandys laying down ordinance in a daisy chain around us. The second survivor, Nail 07, was on board at 1920L and JG 79 departed on a PJ heading. Just prior to getting Nail 07 on board it was determined that three survivors were on the ground. As JG 79 pulled up to altitude Sandy 1 was pin pointing the position of Boxer 61. Because of the hoist malfunction the third pickup was turned over to JG 72. JG 72 was directed to descend to 5000' by Sandy 1 at 1525L during attempt to locate Boxer 61B. Boxer 61B advised he had utilized all of his smoke signals and was suspended upside down in a tree with a broken leg, about to pass out. JG 72 immediately was cleared and began descent while Sandy located approximate position of survivor. Boxer 61B's position was approximately 1.5 KMs north of Nail 07 positions at the west base of ridge line running North - South. 1 KM out Sandy 1 started giving JG 72 heading vectors. Boxer 61B kept repeating he was upside down and about to pass out, over the radio. As JG 72 approached the ridge from the West we were told to go left about 50 yards. JG 72 turned to North - West as Boxer said "Your going way from me, turn toward me". Sandy 1 advised him to give the Jolly a direction, and he said to turn right. JG 72 turned back in toward the ridge and then saw an orange chute panel beneath an over hanging tree about 50 yards to my right. We hovered over to it and turned to Northly heading into the wind. The PJ was advised he would have to go down and was lowered on the hoist. The trees were about 170 ft high. As the PJ started down Sandy 1 advised JG 72 was taking ground fire from our one through three o'clock along the ridge, and proceeded to lay down anti-personnel ordinance about 100 yards to our right. I attempted to turn in hover to bring my #3 gun to effective position but, due to wind estimated at 20 to 30 kts and no heading hold, the Northerly hover heading, parallel to the ridge was maintained. JG 72 was over the survivor and the PJ out the door at 1530, and on the ground at 1531. Sporadic small arms fire could be seen coming from the trees on the ridge line but due to Sandys' continuous and effective laying of ordinance through-out the entire time JG 72 was in hover the ground fire was for the most part in effective. Shortly after JG 72 established a hover over Boxer 61B, he passed out.

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The PJ stated later that Boxer 61B was suspended by his left ankle, wedged in the crotch between tree limb and trunk, upside down with his head approximately 2 feet off the ground. His right knee appeared to be broken. The PJ attached a line from chute risers to survivor to prevent him from falling then manually broke the trapping limb from the tree. Then carried him back to and held him on the forest penetrator as we raised them both back up and on board the chopper at 1543. Sandy 1 was asked for heading out; he gave us a Westerly heading and we cleared the area at 1546. JG 72 had survivor on board at 1543L and was clearing the area and climbing. JG 79 remained in high orbit and both JG 79 and 72 and Sandy's departed the area on 295° heading for HCP. After join up the Sandys escorted JG 79 and 72 back to HCP. Enroute battle damage and survivors conditions were passed to King 2. JG 79 had fuel leak in right auxiliary tank and numerous bullet holes. After JG 72 retracted landing gear during climb out, the unsafe gear warning horn came on and could not be reset. An attempt to pull circuit breaker was made but head broke off. So to ease communications strain landing gear was re-lowered. The PJ treating survivor stated he was going into deep shock from extreme pain of injuries. To ease aircraft vibrations and reduce his pain, and we attempted to retract the gear, but the gear would not come up. Suspecting battle damage, JG 72 left the gear down and advised the lead Jolly Green that JG 72 would need to hover and have gear pins installed before landing. The PJs administered an IV to the survivor enroute. After gear pins were inserted by ground crew at Ch 89, JG 72 landed and the survivor evacuated by ambulance at 1630. JG 79 landed and transferred the two survivors to the ambulance at 1620. Post flight inspection revealed our only hit was a small arms round that was stopped by a metal flare box, placed on the aft ramp, right side. Post flight damage assessment revealed that JG 79 had taken eleven hits of small arms caliber. Exact locations and description submitted on battle damage report. During debrief JG 72 indicated that ground fire was observed being directed at JG 79 all during the pickup of the first survivor, however, no hits were taken during the first pickup.

3. [U] The survivors rescued by JG 79 were:

Mail 07 [OVIQ] Pilot 23 TASS, James Swisher, 1/Lt, USAF

Mail 07 Bravo [Photographer backseater] Robert Michell, USAF

[U] The survivor rescued by JG 72 was:

Box 61 Bravo [F-4 Back seater], 12TFW, David L. Stevenson, Capt, USAF

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4. [U] The rescue crews were:

JOLLY GREEN 72 [LOW]

AC: CRUPPER, JERRY A., Major,

CP: MATHER, ALAN, Lt Colonel,

FE: HODGES, ARON P., SSgt,

RS: HUNT, JAMES A., SSgt,

RS: BEASLEY, RICHARD G., Sgt,

AP: WHITTER, JEFFERY L., ALC,

JOLLY GREEN 72 [HIGH]

AC: REEDER, DAN L., Capt,

CP: THOMPSON, DONALD Y., Capt,

FE: LOHRENGEL, DAVID C., SSgt,

RS: WILLIS, EDWARD M., MSgt,

RS: SCHICKER, BRENTON D., Sgt,

Jerry A. Crupper
JERRY A. CRUPPER, Major USAF

Aircraft Commander

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Sandy Coordinator

27 OCT 1969

SAR Effort Report (Nail 07A and B, Boxer 61B) (U)

56SOWg (DOO)

1. (S) A successful rescue was conducted on 8 October 1969 for Nail 07A and B plus Boxer 61B. Nail 07, an OV-10, went down at 0653Z at UTM coordinates XD219416. Boxer 61B bailed out at approximately 0645Z at UTM coordinates XD215422. This report covers those activities relating to the "Sandys" during the rescue effort.
2. (S) Boxer 61B bailed out after experiencing battle damage to his aircraft. Nail 07 experienced a mid-air collision with Nail 78 while searching for Boxer 61B. Boxer 61A flew his damaged aircraft to Da Nang where he abandoned it over the Gulf of Tonkin. Nail 78 subsequently crash landed at Savannakhet.
3. (S) The Sandy force was alerted for scramble at 0702Z by "Jolly Green" operations. Sandy 01, 02, 03, and 04 were airborne at 0715Z. They arrived in the rescue area at 0754Z and relieved Nail 36 who had located the survivors. Jolly Green 79 and 72 were both used for the pickups.
4. (S) The survivors were located on the side of a ridge line two miles east of Route 09 and three miles south of Delta 11. The surrounding area was heavily forested with occasional small clearings. There were no large guns in the immediate area; however, small arms were experienced during the pickup. Weather was three thousand scattered, visibility unlimited, and not considered a factor in this rescue. Two companies of enemy troops were reported to be moving into the rescue area from Route 09.
5. (S) "King" initially received word of Boxer 61B's bailout and directed Nail 07 to the rescue area to search while the Sandys were enroute. Nail 07 located the survivors and was orbiting their position when he collided with Nail 78 who was also looking for the survivors. Nail 36 then arrived on scene and located the downed aircrews and remained on scene until arrival of the Sandys.
6. (S) During the taxi for takeoff, King briefed the Sandy force that Boxer 61B and Nail 07 were down on the 117° radial at 97 miles from Channel 89. Sandy 01 and 02 proceeded to that position while 03 and 04 rendezvoused with Jolly Green 79 and 72 for escort duty. Sandy 01 received a briefing from Nail 36 who pointed out the two locations of

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the downed aircrews. Nail 36 then withdrew from the area. Boxer 61B was injured and Sandy 01 elected to try for an immediate pickup as 61B reported he was upside down in a tree and about to pass out. Sandy 01 made several low passes over the area. No ground fire was observed or reported by the survivors. Boxer 61B was told to pop a smoke flare. One was observed and Jolly Green 79 went in for the pickup. At this point Sandy 01 reported he had lost all hydraulic pressure but was remaining as on scene commander.

7. (S) Sandy 03 vectored Jolly Green 79 to the flare smoke and one survivor was picked up. Sandy 01 then requested Nail 07 to pop a smoke flare. One was observed 50 meters behind the hovering helicopter which went in for the second pickup. Both survivors were then on board at 0820Z and the force began to RTB. At this point Nail 36 said, "There are three of them!" This was the first indication given to the rescue force of a combat photographer in the rear seat of Nail 07's aircraft. Both survivors were questioned and the Sandys discovered that Nail 07A and B were rescued but the injured Boxer 61B was still hanging upside down in a tree somewhere in the same area. Weak voice contact was established with 61B. He was out of flares now because of using them earlier when the rescue force was picking up the Nails. His smoke was not observed because he was too far from the immediate rescue area. Boxer 61B was able to tell Sandy 01 when he was over his position and Sandy 03 immediately began vectoring Jolly Green 72 into the survivors area where visual contact was established. Jolly Green 72 lowered a P.J. who recovered 61B from the tree where he had finally passed out. At 0839Z the force egressed to the northwest and climbed above cloud cover for the return route. Throughout both rescues, the Sandys formed a "daisy chain" and expended ordnance to suppress the small arms fire. Additional ordnance was expended ahead of the Jolly Greens along their egress route.

8. (S) The major problem encountered was the misinformation concerning the number of survivors. This situation caused much confusion concerning who was popping flares and resulted in 61B being left upside down in a tree with two broken legs for 19 minutes longer than was necessary. This could have been fatal to 61B as voice contact was the only way he was located and he passed out while the P.J. was on the way down for the pickup. Nail 07B did not have a radio and popped a flare as soon as he saw 07A going up the penetrator which was exactly when Sandy 01 asked 61B to pop a flare.

9. (S) It is recommended that the standard operating procedure be reiterated whereby the controlling agency contacts the unit responsible for the flying activities of the downed aircraft to determine the number and call signs of the personnel on board.

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10. (S) The efforts and skill of Sandy 01 are particularly noteworthy in-as-much as he remained on scene directing operations and expending his ordnance after receiving battle damage and losing all hydraulic pressure. Much of this flying was at high speed and required both hands to control the ailerons which were then un-boosted. Time was of the essence of this rescue because it was a densely populated hostile area where two companies of troops were reported concentrating. Sandy 01's decision to attempt an immediate pickup was commendable and justified. Sandy 03's performance was also noteworthy because he took over and vectored Jolly Green 72 in for the second pickup when it became apparent that Sandy 01 was not receiving communications from 61B.

11. (U) The Sandys participating in this rescue were:

- 01 Major Thomas E. Dayton
- 02 1/Lt Edward L. Homan
- 03 Major Robert L. Bohan
- 04 Captain Russell L. Keeling

DAHYIE E. TRIPP, Colonel, USAF
Sandy Coordinator