

~~SECRET~~
DECLASSIFIED

DECLASSIFIED

153

440 (Capt Carty/2687)

15 November 1969

Mission Narrative Report Number 2-3-068-11 Nov 69

3 ARROp (JSARC)
APO 96307

1. (U) This report is submitted in accordance with ARBSM 55-2/3 ARROp Sup 1, dated 11 July 1968.

2. (S) The crews of Jolly Green 79 and Jolly Green 69 were alerted at approximately 0300L, on 12 November 1969, to prepare for a first light effort to rescue Zorro 65 who was down in the Barrel Roll section of Laos. We were given a briefing at 0430L at TWOC. Jolly Green 79 and 69 launched at 0510L and crossed the fence at 0530L. Since firing range number two was close to our planned route, we obtained clearance for the range and fired our guns enroute. At approximately 0615L we entered an orbit near Lima Site 2 as briefed by Sandy 07 who had been designated as on-scene-commander. At 0620L, Sandy 07 established voice contact with the survivor and determined that the survivor was not injured and that he had two flares and one workable radio with a spare battery. The area of the survivor was completely obscured by a surface to 1,000 feet layer of ground fog and stratus cloud. At 0625L, Sandy 07 briefed the survivor that we would pick him up as soon as weather permitted and said to check in on radio again at 0645L. At 0630L, Sandy 07 requested that Sandy 09 move the Jolly Greens to a new orbit area closer to the survivor. The Jolly Greens climbed up from 8500 feet to 10,000 feet to obtain more protection against small arms fire (the local terrain was 3000 feet to 4000 feet) and to conserve fuel. Sandy 07 kept checking in with the survivor approximately every half hour while trying to pin-point the position of the survivor who was determined to be under the fog. Sandy 07 made several attempts to get under the clouds and the Jolly Greens offered to attempt to dissipate the fog with rotor wash if an accurate fix could be obtained on the survivor. Jolly Green 79 advised King 1 that an A/R would be necessary at 0900L if the weather hadn't broken before then. At 0830L, the weather was still bad so Jolly Green 79 and 69 left the orbit and completed an A/R with King. Jolly Green 79 and 69 returned to orbit at 0900L. At 0910L, the survivor reported ground fire near him that was apparently aimed at the Sandys. The radio checks continued but due to the fog it was impossible to pin-point the position of the survivor. At 1045L, the fog had started to break up and the survivor was asked to fire a pin-gun flare; however, his pin-gun didn't work. Sandy 15 was on the scene at this time, orbiting and hoping to see the pin-gun flare. At 1048L, the Sandy flight of 07, 08, 09 and 10 had to RTB because of low fuel. Sandy 07 had done a particularly outstanding job as on-scene-commander and we were sorry to see him leave.

~~SECRET~~

DECLASSIFIED

440-60-0015
GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

DECLASSIFIED ~~SECRET~~

Sandy 15 took over as on-scene-commander at 1048L with Sandys 16, 17 and 18 on scene. The weather was breaking up and clear over the survivor at approximately 1050L. The survivor was asked to use his mirror as the Sandy aircraft flew by. At 1054, Jolly Green 69 reported mirror flashes coming from the trees near a clearing on a hill where the survivor was thought to be located. The Sandy 15 aircraft was having radio difficulty. At 1105L, King 1 asked the Sandy aircraft to speed up the effort. Raven 45 was on scene and wanted to FAC in some more fast movers and also volunteered to troll at 10 feet for ground fire. Since Sandy 15 had radio difficulty, Sandy 16 was asked to assume command. No more ground fire had been reported and King, Raven 45, and the Sandys thought it was safe to attempt a pickup. Jolly Green 79 left orbit at 1112L to attempt a pickup. Jolly Green descended, crossed the road and made an approach to the area where the survivor was thought to be. The survivor was asked to pop a smoke while the helicopter was on the approach. He popped a smoke but it was not visible to the SAR forces. The survivor reported that he could hear the helicopter and asked for the helicopter to move north. At this time, approximately 1118L, the co-pilot and pilot of Jolly Green 79 observed a machine gun located in their 12 o'clock position level and approximately 50 yards away. The machine gun was firing point blank at the helicopter. Jolly Green 79 made a quick left turn down the hill and exited the area without incurring any apparent damage. At 1120L, Jolly Green 79 resumed an orbit at 7000 feet and gave the Sandys directions to hit the gun. One of the Sandy aircraft apparently scored a direct hit on the gun. At 1128L, no ground fire was reported and Jolly Green 79 decided to attempt a pickup using a different route that was north and should afford better cover in case there were more hostile forces in the area. Jolly Green 79 made a rapid descent and while approximately 1/2 mile from the estimated position of the survivor started receiving ground fire from a machine gun and some small arms. This time the aircraft was in a position to return the fire and the number one and three mini-guns scored. The helicopter continued low and asked the survivor to pop his last smoke. The smoke was not visible to the helicopter crew and the survivor's parachute was never seen. The survivor was asked to listen for the helicopter and to vector the helicopter to his position. The survivor vectored the helicopter by listening to the sound until the helicopter got directly overhead in a low hover. The flight engineer had difficulty in locating the survivor because of the dense jungle growth. At 1137L, the survivor was on board the helicopter. Jolly Green 79 exited the area in a northerly direction using the power advantage of the EH-53C to get up and over the hill and out of the area quickly. Jolly Green 79 returned to Channel 70 with a Sandy escort as far as the fence and landed at 1250L to complete the SAR effort. Post flight damage assessment revealed that Jolly Green 79 had taken four hits of machine gun and small arms caliber. Exact locations and description submitted on battle damage report. Use of gas would not have been beneficial on this mission because of the terrain and the 1/4 to 1/2 mile distances between the gun positions and the survivor.

~~See Page 15~~~~SECRET~~

DECLASSIFIED

3. (U) The survivor rescued by Jolly Green 79 was: Zorro 65
Captain George H. Porter, Pilot, 56th SOWg.

4. (U) The rescue crews were:

Jolly Green 79 (Low)

AC: Carty, Donald L., Captain,
CP: Schaneberg, LeRoy C., Captain,
FE: DeMattos, Carlos W., TSgt,
RS: Ohman, Rodney D., MSgt,
RS: McDonald, Gregory J., Sgt,

AP: Banas, Raymond G., AIC,

Jolly Green 69 (High)

AC: Catlin, Frank S., Lt Colonel,
CP: Baskett, Richard M., Captain,
FE: Bringman, Leo R., TSgt,
RS: Willis, Edward M., MSgt,
RS: Crowder, Douglas W., Sgt,

SIGNED

DONALD L. CARTY, Captain, USAF
Aircraft Commander

~~FOR OFFICIAL USE ONLY~~

400-69-0015

DECLASSIFIED

~~SECRET~~

DECLASSIFIED ~~SECRET~~

CATALOGED

Sandy Coordinator

SAR Effort Report (Zorro 65) (U)

PROJECT CORONA HARVEST

DO NOT DESTROY

No. 0 221799

56 SpOpWg (DCO)

1. (S) On 12 November 1969 a successful SAR was conducted for Zorro 65, a USAF A-1E. The survivor was located at UTM coordinates UG 679 674. The aircraft went down at 0250 hours on the morning of the 12th.
2. (S) Zorro 65 stated that he could not advance the throttle above approximately 22" of manifold pressure without severe backfiring and he was unable to maintain altitude. He elected to leave the aircraft at approximately 7000 feet MSL. Cause of the extraction was engine failure. Terrain in the area of the extraction ranges from 2500 to 5000 feet.
3. (S) The original Sandy forces were alerted at approximately 0330L and assembled at TUOC for initial briefing at 0400 hrs. Sandys 07 through 10 launched at 0500 hrs and arrived on the scene at 0600 hrs. Sandy 07 took on scene command at that time but was unable to locate the survivors exact position due to low stratus clouds and ground fog. Sandy 07 was able to narrow the survivor's position down to a small area by making passes over the area and directing the survivor to call out his position from the sound of his engine. The survivor reported that he was in good physical condition and he had two flares, two radios (however, the URC-64 was not working), one spare battery for each radio, penguin flares and a mirror. The survivor said that he was located on the southern side of a steep hill. He had moved a short distance from his chute and was in thick jungle. Sandy 07 made several attempts to penetrate the ceiling but was unable to do so. While waiting for the weather to clear, Sandy 07 set up orbits for Sandys 44, 45, 46, and 47 to the south and Sandys 09 and 10, and Jolly Greens 79 (low) and 69 to the east. Sandy 07 directed Raven 47 to put in diversionary strikes to the south. Sandy 08 began putting in strikes to the east. Sandy 07 set up a radio check with the survivor at 15 and 45 minutes past the hour. At one time the survivor reported that he thought he had heard three rifle shots to the south of his position. Sandy 07 made two rocket passes, firing rockets through the clouds west of the survivor. The survivor then reported all was quiet. The weather began clearing at approximately 1020 hrs and Sandy 07 resumed searching the area at low altitude. He asked the survivor to fire a penguin flare but the survivor reported he could not get the penguin to work.
4. (S) At 1010 hrs the second element of Sandy aircraft arrived on scene and took up orbits south of the survivors position at 1030 hrs. Sandy 07 called in Sandy 15 and briefed him on the survivors approximate position.

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

DECLASSIFIED

DCO-65-214

~~SECRET~~

DECLASSIFIED

Sandy 07 and 08 then made ordnance passes along the road to the south of the survivor and turned over on scene command to Sandy 15.

5. (S) At 1047 hrs Sandy 15 started a low level search. On several passes the survivor thought he heard Sandy 15 overhead. Sandy 15 asked the survivor to try his signal mirror. At this point Jolly 69 reported that he had seen the signal and described the location to Sandy 15. Sandy 15 then made several passes over the area and again the survivor said he thought the aircraft was overhead. During this time Sandy 15 was experiencing difficulties with his communications and it was decided that Sandy 17 would take over for the pickup attempt. Sandy 15 and 16 began making rocket and CBU passes around the area of the survivor then Sandy 15 handed over on scene command to Sandy 17.

6. (S) Sandy 17 entered the area and made several low passes. No ground fire was observed and it was decided that it would be best to attempt an immediate pickup before enemy forces had a chance to move into the area. Sandy 17 called for Jolly 79 to enter the area from the east and directed Sandy 16 to escort him in. Sandy 17 vectored Jolly 79 to the spot where Jolly 69 had spotted what was believed to be the mirror of the survivor and asked the survivor to pop a flare. No smoke was observed coming from the area and the survivor was not at that location. The survivor said he could hear the helicopter and thought it was still a little east of his position. Jolly 79 continued on a westerly heading along the ridge line in a slow search. About 30 meters from the original point there was a small gully. As Jolly 79 approached the gully, Sandy 17 saw what appeared to be a pen gun flare rise approximately 75 feet out of the gully then arc over and burn out. He asked the survivor if he had fired a flare but received no reply. About 30 seconds later Jolly 79 called out that he was receiving ground fire and was breaking out. As Sandy 17 began an attack on the position, the survivor said he had Sandy in sight and that he was off his left wing. After a second attack on the position, Sandy 17 began a tight orbit to pinpoint the survivors exact position. The area was quiet again and Sandy 17 decided to make another attempt for the pickup. Sandy 17 considered the use of CBU-19/30 in the area but decided not to employ it due to the fact that the wind was blowing from the enemy positions towards the survivor, the survivor was in thick foliage and was having difficulties with his flares so the only way to make pickup was by voice contact, and the ridge lines in the area gave some shielding from the enemy positions. Jolly 79 and Sandy 16 and 18 were again called in. However, Sandy 18 was also experiencing some radio difficulties so Sandy 17 told him to hold high. As Jolly 79 started his approach, Sandy 17 made a CBU-14 run across the enemy positions and directed Sandy 16 to join him in a "daisy chain" around the helicopter, expending ordnance around the area. Sandy 17 vectored the helicopter to within 15 meters of the survivor at which time the survivor began giving final corrections. Jolly Green 79 took over and made pickup and was preparing to egress the area when Sandy 17 picked up ground fire from the south and directed Jolly Green 79 to break north before turning east. Sandy 17 covered Jolly 79's exit and called Sandy 15 and 16 on the enemy positions. Sandy 18 joined with

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years.

~~SECRET~~
DECLASSIFIED

DCO-69-214

DECLASSIFIED ~~SECRET~~

Sandy 17 in escorting the helicopters out of the area.

7. (S) Due to the number of problems encountered on this effort there are several recommendations to be made:

a. Because of the problem with the URC-64 radio it is suggested that Wing Life Support make a closer inspection of all radios before issuing them to aircrew members.

b. The survivor encountered two problems while attempting to use his flares:

(1) While attempting to ignite his MK 13 flares, the survivor broke the ring off before the flare was opened causing him to be forced to pry the seals off with a knife.

(2) The survivor attempted to fire a penguin flare but experienced a dud. The remainder of the penguin flares were good. Due to these failures it is recommended that aircrews be given some update training in the use of these devices.

c. Finally, one of the greatest aids in locating the position of the survivor is to have him give directions from engine sound. In many cases these impressions of directions can be greatly distorted by mountainous terrain. It should be reemphasized that if a crewmember is down in close proximity to several hills, echoes from the slopes can be very misleading and a greater effort is required to insure that these echoes do not lead to erroneous identification of position.

8. (U) The Sandy forces involved were:

Sandy 07	Capt Jackson L. Hudson
08	Lt Col Wallace E. Lowman
09	1/Lt James G. George
10	Lt Col Richard E. Michaud
15	Maj Lawrence E. Knox
16	1/Lt Dane A. Morvant
17	1/Lt Stanley V. Hair
18	1/Lt Michael D. Jahann
44	Maj Homer T. Bay
45	1/Lt John S. Howard
46	Capt Richard C. Walter
47	1/Lt Lary R. Dannelly
52	Capt Franklin B. Monroe
53	2/Lt Thomas O. Coleman
54	Maj Albert B. Price
55	Maj Edward G. Solley

FREDRICK A. BEEBE, Lt Colonel, USAF
Sandy Coordinator

~~SECRET~~
DECLASSIFIED

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

DCO-69-214

in the area and excellent HLZ next to the survivors it was decided that a landing by Jolly Green 17 and pickup would be attempted as soon as they arrived on scene.⁸⁷

(S) Jolly Green 17 and 19 arrived in the general area at 1155 hours escorted by Sandy 03 and 04. At 1200 hours a Royal Laotian Air Force H-34 helicopter was sighted approaching the area. Sandy 01 and Raven 55 were unsuccessful in attempts to contact the helicopter. The H-34 (tail #807) landed next to the survivors and picked them up without difficulty. Sandys 01 and 02 escorted the H-34 to Pakxe Airport then returned to Channel 89.⁸⁸

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 49.

(S) Two successful rescues were made on 12 November. The first was for Zorro 65, an A-1E. The aircraft went down at 0250 hours on the morning of the 12th.⁸⁹

(S) Zorro 65 stated that he could not advance the throttle above approximately 22 inches of manifold pressure without severe backfiring and he was unable to maintain altitude. He elected to leave the aircraft at approximately 7,000 feet MSL. Cause of the extraction was engine failure.

DECLASSIFIED ~~SECRET~~

46

Terrain in the area of extraction ranged from 2,500 to ⁹⁰ 5,000 feet.

(S) Due to low stratus clouds and ground fog, Sandy 07 had to narrow the survivor's position down by making low passes over the area and having the survivor call out ⁹¹ his position from the sound of the engine.

(S) The survivor reported that he was in good physical condition and was located on the south side of a steep hill. He had moved a short distance from his chute and was in thick jungle. At one time the survivor reported that he thought he heard three rifle shots to the south of his position. Sandy 07 made two rocket passes, firing rockets though the clouds west of the survivor. The survivor then ⁹² reported all quiet.

(S) The weather began clearing at 1020 hours and Sandy 07 resumed searching the area at low altitude. He asked the survivor to fire a penguin flare but the survivor reported he could not get the penguin to work. At 1030 hours ⁹³ Sandy 07 turned over on scene command to Sandy 15.

(S) At 1047 hours Sandy 15 started a low level search. On several passes the survivor thought he heard the A-1 overhead. Sandy asked the survivor to try his signal mirror.

~~SECRET~~

DECLASSIFIED

At this point, Jolly Green 69 reported he saw the signal and described the location to Sandy. During this time Sandy 12 was experiencing difficulties with his communications and it was decided that Sandy 17 would take over for the pickup attempt.⁹⁴

(S) Sandy 17 entered the area and made several low passes. No ground fire was observed and it was decided that it would be best to attempt an immediate pickup before enemy forces had a chance to move into the area. Sandy 17 vectored Jolly Green 79 to the spot where Jolly Green 69 had spotted what was believed to be the mirror of the survivor and asked the survivor to pop a flare.⁹⁵

(S) No smoke was observed coming from the area and the survivor was not at that location. The survivor said he could hear the helicopter and thought it was a little east of his position. Jolly 79 continued on a westerly heading along the ridge line in a slow search. About 30 seconds later Jolly 79 called out that he was receiving ground fire and was breaking out. As Sandy 17 attacked the position, the survivor said he had Sandy in sight and that he was off his left wing.⁹⁶

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
~~SECRET~~

48

(S) Sandy 17 vectored the helicopter to within 15 meters of the survivor at which time the survivor gave final corrections. Jolly Green 79 took over and made the pickup.⁹⁷

(U) More specific details of this SAR effort can be found in the Rescue Narrative Report, support document 50.

(S) The second SAR effort on 12 November was for Night Owl 07A and B, an F-4 aircraft which went down after taking a disabling hit. Nail 27 established the survivor's approximate position.⁹⁸

(C) The terrain was flat with karst to the north and east and a river just south of the survivors. The survivors were in a grove of trees approximately 500 meters south of Route 1281 and 1,500 meters west of Route 23. They were about 75 meters apart. The crews were briefed on ZPU positions to the north and northeast, 23mm positions to the northeast and east, and at least one active 37mm position to the southeast. The defenses encountered were exactly as briefed with possibly more hand-held AW and small arms than was anticipated.⁹⁹

(S) Upon arrival, Sandy 01 established voice contact with 07A, asked him an authentication question and received the proper reply. Sandy 01 attempted to have 07A vector him.

~~SECRET~~

DECLASSIFIED