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FROM: 602 C

1 Dec 69

SUBJECT: SAR Report (Boxer 24 Alpha and Bravo)

TO: 56th Special Operations Wing

1. (S) A successful rescue was conducted on 16 Nov 69 for Boxer 24 Alpha and Bravo. The aircraft, an F-4, went down at 0228Z on 16 Nov 69 at 082/62 off channel 89, WE 772382. This report covers those activities relating to the Sandys during the rescue effort.
2. (S) While pulling off target south of Delta 30, Boxer 24 sustained battle damage from enemy ground fire. The plane became uncontrollable and the pilots ejected successfully. Nail 46 was controlling the strike of Boxer 24 and after the plane went down he made radio contact with Boxer 24 A and pinpointed both the survivors' location. Nail 46 relayed the position, the condition of the survivors, and the general situation prior to the launching of the Sandys.
3. (S) At 0235Z Sandys 1, 2, 3, and 4 were given the command to assume a cockpit alert posture. Enroute to their aircraft the four Sandys were given the command to launch. Sandys 1 and 2 took off at 0251Z and proceeded directly to the general location of the survivors. Sandys 3 and 4 launched at 0255Z and rendezvoused with Jolly Greens 71 and 72, who launched at 0244Z. Sandys 1 and 2 arrived on scene at approximately 0328Z. Sandys 3 and 4 escorted Jolly Greens 71 and 72 and arrived at the holding point of 090/48 (chan 89) at 0310Z. Allied 44, 45, and Allied 46, and 47 (A-1s) launched with CBU 30 at 0323Z and 0324Z respectively and arrived on scene at 0350Z. No delays were encountered in launching the initial Sandy force.
4. (S) The pilots bailed out southwest of Delta 30 in the high karst approximately 4 Km south of route 12 and 1 Km west of route 911. The surrounding karst shielded the survivors from direct ground fire, but they could hear guns continuously fire at overflying aircraft. Enemy defenses consisted of approximately 6 23mm and numerous ZPU gun positions. Weather over the survivors was 3,500 feet scattered to broken and clear to the east of their position.
5. (U) Nail 46 had been controlling the strike of Boxer 24, and established radio contact with Boxer 24A and pinpointed the location of both the survivors. Nail 46 was holding to the west to avoid giving away the survivors' position and to expedite rendezvous with Sandy 1 and 2. He then led Sandy 1 and 2 to the survivors area and described their exact location to the Sandys.

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6. (S) After the ambys arrived on the scene, Nail 46 briefed Sandy low lead on active gun locations and marked an active 23mm in the near vicinity of the survivor. Sandy 1 assumed the on-scene command at this time. He proceeded to survey the area for enemy ground fire reactions and expended ordnance in an effort to locate all ground fire that would affect the rescue of the survivors. Sandy 1 requested fast movers to suppress the nearby active 23mm's and A-1s with CPU 30 to lessen the threat of automatic weapons positions to the east of the survivors' location. Nail 46 controlled the fast movers' strikes against the active 23mm positions to the east. Shortly thereafter Sandy 2 sustained battle damage, jettisoned his ordnance, and WTR'd. Sandy 4 then assumed the position as lead's wingman. Sandy 3 remained with the Jollys in orbit. Upon the arrival of allied 44 and 45 with CPU 30, Sandy 1 marked the threatening gun positions along the road and directed their attacks. He then made low, trolling passes over the survivors to determine if the Jollys could survive a pick-up at this time. Sandy 1 felt that because of the shielding effect of the surrounding karst the environment was permissive enough to permit a rescue attempt.

7. (S) Jolly Green 72 was called in at this time and was escorted by Sandy 3. Enroute to the survivors' area he received automatic weapons fire which Sandy 3 attempted to silence. Jolly 72 was then directed to descend in the area of the high karst which removed him from the threat of the enemy gunners. He was then directed through a small valley in the karst, to the survivors' location. Jolly Green 72 visually acquired the survivors' parachutes and became on-scene commander. Boxer 24B was picked up first. Boxer 24A, with a suspected broken leg, was picked up second at 0415Z. During the pickup allied 46 and 47 expended CPU 30 under the direction of Sandy 1. Jolly Green 72 was shielded from ground fire by the karst surrounding the survivors' location and encountered no problems other than the steep slope of the karst where the survivors were located. Sandy 1 directed Jolly Green 72 to egress west and to remain at low altitude along the small valley in the karst until he was out of range of the gun positions. At this time Sandy 3 sustained battle damage, jettisoned his ordnance, and WTR'd, accompanied by Sandy 4. When clear of enemy gun positions Sandy 1 instructed Jolly Green 72 to climb to the west over the karst and WTR. Sandy 1 escorted Jolly Green 72. Jolly Green 71 rendezvoused with Sandy 3 and 4.

8. (U) The chief difficulty encountered during the SAR effort was the intense enemy ground fire. Due to the large number of hardened gun sites in the area total suppression of ground fire would have been very difficult and costly. Fortunately the natural shielding effect of the karst could be used to bring in Jolly Green 72 while the Sandys kept the guns occupied. The coordination of all aircraft involved was outstanding. At some time during the ejection/landing sequence Boxer 24A lost his 2 M-13 flares and his left glove. He retained the rest of his survival equipment and had no difficulty in using it. Boxer 24B lost his gun, his knife and sustained damage to the right side of his survival vest. He had a working radio on

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the ground. The pilots felt that the velcro tape fastening on the flare pockets had come open during the ejection sequence, causing the loss of the flares. They feel the pocket should be tacked down or a more positive fastener be used. Ejector 24's holster was not the standard web belt and leather holster, it was a cowboy-type western holster with only one hold down strap.

9. (S) Recommend that, if available, aircraft armed with CSU 19/30 be launched with the initial SAR effort as there was a slight delay in getting this ordinance to the scene. These aircraft have as much fuel as the strike aircraft and can hold away from the rescue scene until needed.

10. (U) Special mention should be made of the response of Mail 46 in this SAR effort. His prompt identification of the survivors' position, his knowledge of the general area and enemy gun positions, and his superb coordination of the fast cover strikes had immense value in the success of the SAR.

11. (U) The A-1 SAR Forces were:

Candy 01	Major Richard D. Novak
Candy 02	1st Lt George A. Briscoe
Candy 03	1st Lt James C. Coombs
Candy 04	1st Lt Donl F. Frisbie
Allied 44	1st Lt Larry R. Remnelly
Allied 45	Major Robert L. Rohan
Allied 46	Major Albert W. Pryor
Allied 47	1st Lt Daniel M. Sculliffe

Amphib. Label

WILLIAM F. BARTLE, Lt Colonel, USAF
Commander, 402nd Sq
SAR Coordinator

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440 (Capt Reader/2687)

19 November 1969

Mission Narrative Report #2-3-069-16 Nov 69

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) The crews of JG 72L and 71L were alerted at 0930L, 16 Nov 69, that Boxer 24 was down at 085/80/89, both pilots up on radio. Alpha reported broken leg, Bravo was in good shape. We were placed on cockpit alert at that time. At 0935, we were given orders to launch, and at 0940 were airborne and enroute. Nail 46 reported sighting of both parachutes and contact with survivors at 0950. Sandys 1 through 4 were airborne about 0955. Nail 46 reported the position of the chutes as 085/58/89. King 1, using STADAB, initially gave us bearings to a holding fix of 090/40/89, then corrected to 085/50/89. King 1 also gave JG 72 and 71 a thorough briefing on the mission. JG 72 and 71 rendezvoused with Sandys 3 and 4 enroute and arrived in the holding area at about 1010. JG 17L and 09H were launched as backup immediately after JG 72 and 71, and arrived in the holding area about 15 minutes behind us. We passed on a bingo fuel report of about 1+45 at 1020, computed hover power/weight estimates. We would have to dump our auxiliary tanks empty, and go in for the pickup with just main tanks full. King 1 called King 4 to stand by for the AR. King 3 was also launched from Ch 70 as AR backup. At 1025, Raven 46, also working in the SAR area, reported a 23 MM north of the survivors. Sandys 1 and 2 also found some 23 and 37 MM sites about 1 to 2 km east at the edge of the karst. Ordnance was laid down to soften the triple A sites and about 1030 Allied flight was requested to bring in the CBU-19. At 1039, Sandy 2 was hit by AAA in left wing, declared May Day and jettisoned his Willie Pete on the edge of the karst, southwest of survivors. He was able to maintain control and departed the area for Ch 89. Sandy 4 went down and replaced him at 1044. At 1045, Sandy 1 called us to move our orbit in closer. Our position at that time had been about 10 miles southwest of the survivors. Survivors' coordinates were approximately WE7537, located in a karst approximately 2 miles southwest of Ban Phanop.

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We moved about 5 miles closer, and maintained our altitude about 10,000 ft. The CB4-19 was placed on the northeastern edge of the karst. Our gas masks were on and we started in at 1055. We asked for a heading and King 1 gave us 345°. Sandy 1 advised that the correct heading was 060°. As it developed, the heading from King 1 would have taken us directly over the karst range which would probably have been a safer area for descent, but since I felt Sandy's would have better working knowledge of the safe and hazardous ingress areas, we followed Sandy 3 down when control was passed from Sandy 1. At about 1056, Yoyo 61 said he had taken hits and was RTS'ing to Ch 89. Sandy 1 had advised previously that site elevation was about 1200 ft, we estimated temperature to be 26°C. We again advised King 1 that we would possibly require A/R at completion of pickup. About half way down, passing through about 6500 ft, we began taking ground fire from small arms, ZPU and automatic weapons, 23 and 37 MM. It was coming from both sides and in front of us. The bursts from 23 and 37 MM were in such close proximity I thought we had been hit twice, because of the concussion. Sandy 3 told us to head into the karst toward the Willie Pete and drop below the karst rim, he then broke up and left to attempt to get around and suppress the ground fire. The #1 Pararescueman said that one bright orange fire ball burst less than 100 ft from our left side. We were returning fire with all three mini-guns which seemed to be effective, at one time with #1 gun holding a high speed burst of about 5 seconds into the mouth of a cave from which we'd observed troops and received ground fire, and from which we received no more. I jinked constantly as we headed for the karst, at one time pulling into a tight autorotative spiral of 360°, to disillusion and throw off the aim of the ground fire. I dropped the nose, pulled out of the turn at maximum air speed, and raced into the cover of the karst, leaving the ground fire behind. We almost immediately spotted the two parachutes within 50 to 75 ft of each other, high up on the face of the northwest wall of a canyon about 300 yards wide, 1 mile long, boxed on both ends, in the middle of the karst. Staying below the rim of the karst, we made one approach, ran out of power available, went around one time and approached lower and closer the second time. The location of the survivors' perches were such that in both cases they were unable to move around and were in danger of falling or being blown off the face of the karst into the canyon. We were over the Bravo survivor at 1105, and lowered the penetrator.

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Hovering as close to the wall as we were, our rotor wash kept blowing the penetrator away from the survivor, requiring the hoist operator to place it right in the survivor's hands. Bravo man was on the penetrator and coming up at 1107, and on board at 1109. The hoist operator then directed us to move back, down and in closer for the pickup of Alpha. Hovering approximately 150 ft above Alpha, we were over him and had hoist going down at 1111. He was on the penetrator at 1113 and on board at 1115. The PJ's said Alpha appeared to have a broken or twisted knee and Bravo had burns apparently second degree of face and forearm. King 1 gave us an egress heading and we immediately departed, staying low and directly over the center of the karst until Sandy and King 1 said we were in a safe area to climb. As we started out of the canyon, we heard Sandy 3 call May Day. He's taken a hit and had an intermittent chip detector light. He was able to maintain control and recovered at Ch 89. As we were picking up air speed low over the karst and beginning our climb at about 1120, the main gear box chip light came on. I had suspected some unknown battle damage so passed info on to King 1. We pulled and reset circuit breaker, the light went out but would return on about 30 seconds after reset. After about six circuit breaker resets the light remained out. There being no friendly location within 60 miles, we RTB'd to Ch 89, landing at 1140. Post flight inspection revealed negative hits or battle damage.

3. (U) The survivors rescued by JG 72 were:

Boxer 24 Alpha, (F-4 Pilot) Major Larry L. Davis, USAF, 557th TFSq

Boxer 24 Bravo, (F-4 Pilot) Captain Auvern A. Ernst, USAF, 557th TFSq

4. (U) The rescue crews were:

JOLLY GREEN 72 (LOW)

AC: Reader, Dan L., Captain,

CP: Weeks, Martin W. Jr., Captain,

FE: McDonald, Truman W., TSgt,

RS: Moran, Jack D., TSgt,

RS: Harris, Robert L. Ssgt,

AP: Whitted, Jeffery L., A1C,

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~~SECRET~~JOLLY GREEN TL [HIGH]

AC: Sanderson, Gary F., Capt,

CP: Langley, John W., Capt,

FE: Hartman, Jack L., SSgt,

RS: Crowder, Douglas W., Sgt,

RS: Snyder, Donald R., TSgt,

SIGNED

DAN L. REEDER, Capt, USAF
Aircraft Commander

(S) King 07 provided Cobra and Boxer flights (two F-4s each) to accomplish this. With Nail 27's assistance these two flights struck the target and ignited four secondary¹⁰⁴ explosions and one fire.

(S) Jolly Green was then led into the area and effected the pickup.

(U) Further details of this rescue can be found in the Rescue Narrative Report, support document 51.

(S) A successful rescue was conducted for Boxer 24A and B on 16 November. The F-4 went down at 0228Z on 16 November after sustaining battle damage from enemy ground¹⁰⁵ fire.

(S) The plane became uncontrollable and the pilots ejected successfully. Nail 46 was controlling the strike of Boxer 24 and after the plane went down he made radio contact with Boxer 24A and pinpointed the survivor's location. Nail 46 relayed the position, the condition of the survivors, and the general situation prior to the launch-¹⁰⁶ing of the Sandys.

(S) The pilots had bailed out southwest of Delta 30 in the high karst approximately four kilometers south of Route 12 and one kilometer west of Route 911. The surrounding

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karst shielded the survivors from direct ground fire, but they could hear guns continuously firing at overflying aircraft. Enemy defenses consisted of approximately six 107 23mm and numerous ZPU gun positions.

(S) After passes were made to silence guns and small arms fire, Jolly Green 72 was called in. Enroute to the survivors' area he received automatic weapons fire which Sandy 03 struck and attempted to silence. Jolly 72 was then directed to descend in the area of the high karst which removed him from the threat of enemy gunners. He was then directed through a small valley in the karst and to the survivors' position. Jolly 72 effected the pickup 108 of both survivors without mishap.

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 52.

(S) The final SAR effort for November was conducted 109 on 22 November for Milestone 513.

(S) One of the survivors was located in a field, and the other was south of a road and a river. Large open areas for the Jolly Greens to land were sighted near each 110 survivor. Pickup was effected without any difficulties.

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40TH ARRSQ HBT, OCT-DEC 1969

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Crew of mission on 16 Nov 1969. Kneeling from left Sgt Robert L. Harris, TSgt Jack D. Moran, and A1C Jeffery L. Whitted. Standing from left Capt Martin W. Weeks Jr., TSgt Truman W. McDonald, and Capt Dan L. Reeder.



FILE 16NOV69

Robert LaPointe

From: "John A. Reeder"
To: "Robert LaPointe" <rlapointe@gci.net>
Sent: Thursday, March 08, 2001 12:42 PM
Subject: Re: PJ Book

I was able to get some info from my dad. I had to cut my call short due to my work. But he's doing some more research to see what he has.

Here's what I DID find out:

Mission on 4/6/69:

He believes the SAR Name was Dipper 02. The crew was in a downed F-100. He believes it was the first rescue performed in the 53C (prior rescues were in the 53B). The plane was shotdown on the 5th and the rescue was a first-light effort on Easter Sunday. The co-pilot was Capt. James O'Pry (instead of O'Pay).

Mission on 1/26/70:

He believes it was his last mission. The FAC in Nail 35 was unable to land due to a/c damage. He flew to a point near Nakhon Phanom and punched out. The co-pilot was Donald Y. Thompson.

Mission on 11/16/69:

He believes this was also in a 53C. The co-pilot (listed as Martin W. Weeks) went by his middle name, "Wade". The F-4 crew ejected over the karst in a box canyon. One ended up suspended from his parachute in a tree over a deep ravine. The other was stuck on a ledge also over the ravine. The FE maneuvered Dad to within a few feet of the cliff wall; lowered the penetrator to its full length (I think he said 240 feet); and then swung it like a pendulum until the pilot snagged it. He said the PJs were unable to get out of the a/c on this one for some reason. (He indicated heavy fire, but I didn't ascertain whether it was above or below him.)

He's doing some more checking. I'll be in touch with him later this week. (He lives in Utah.) Let me know if there are other specifics you're seeking. I'm sure he'd be pleased to respond directly if you want to cut the middleman -- me. Otherwise, it's a great way for me to learn about my dad's experiences.

Thanks again!

John
