

39th ARRSq History, Oct - Dec 69

DECLASSIFIED 115

SD17

115

Supporting Document 17

DATE: 10 Dec 69

13 December 1969

MISSION NUMBER: 01-3-088-10 Dec 69

AIRCRAFT DESIGNATION: KING 4

LOCATION: 090/22/72

DISTRESSED AIRCRAFT: LITTER 15 (F-100)

SAVES: 1 Combat

1. At 0114Z King 4 received a Mayday call, on guard, from Covy 297 that Litter 15 (F-100) had been hit and the pilot had ejected. Covy 297 (FAC) had been working Litter 15 on a strike and observed the bailout, reporting good chute and beeper. Immediately thereafter, voice contact was established with Litter 15. Position was reported as 090/22/72 (IC 025 246).
2. King 4 immediately requested Queen Launch SAR forces, and advised Covy 297 to assume on-scene-command. Litter 21 and 16 were in the area and were directed to hold high for possible suppression of enemy fire. The area was reported as extremely hostile with numerous 23mm, ZPU, and 37mm gun emplacements in the vicinity. Slow movers with CBU 19/30 and CBU-22 were requested since numerous enemy troops were known to be in the area. The weather was clear with unlimited visibility, temperature 15° C, and ground elevation approximately 2200 - 2300 ft MSL.
3. After Litter 15 landed, he immediately moved away from his parachute, apparently into a heavily canopied area. Covy 297 attempted to pin-point his position, however voice contact was lost, possibly because of the heavy canopy. Litter 15 was able to receive and acknowledge instructions with his beeper. No strikes were possible in the immediate vicinity of the survivor due to the inability to establish his exact location.
4. Spad 11 and 12 arrived in the area at 0200Z and were briefed on the situation by Covy 297. At 0210Z I assigned on-scene-command to Spad 11. Covy 297 was then assigned another UHF frequency and directed to employ fast-mover strikes against gun emplacements firing approximately four clicks east. Spad 11 continued to direct the survivor into a more open area. Voice contact was finally established and visual contact made with the survivor at 0225Z. He reported no movement or ground fire in his immediate area.
5. SAR forces began assembling at 0230Z and were instructed to hold in a clear area between the 080 - 090 radials of channel 72 at 10 - 15 miles. The following SAR forces would be available for the rescue attempt:

GROUP-4

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Jolly Greens

35L - 22H (primary recovery)
07 - 42
68 - 77

Spads

11 - 12 (11 OSC)
13 - 14
01 - 02

Sandies

01 - 02
03 - 04

6. (U) At 0245Z Spad 11 began briefing his forces on the plan of action. An immediate pickup attempt was planned since the immediate area around the survivor was apparently permissive. The Spads were to lay smoke and then assume a daisy chain with the Sandies as Jolly 35 moved in for the pick up.

7. (U) All forces started moving in at 0300Z and the pick up was completed like "clock work" at 0305Z. No ground fire was reported. The forces egressed on the same track they entered the pickup area on, and were cleared to RTB. All Jollys were checked for fuel state and air refueling requirements. All stated they had sufficient to return to home base. King 1, who was standing by for A/R requirements, was released back to normal orbit. All FACs and fast movers were released to their controlling agencies.

8. (U) Jolly Green 35 with the survivor proceeded to Channel 91 escorted by all Spads and other 37th ARRSq Jollys. King 4 assumed normal orbit. At approximately 0350Z Jolly Green 35 advised he was going to be short on fuel due to the requirement to penetrate an overcast at Channel 91. We rendezvoused with Jolly Green 35 over Channel 91 at 9000 ft - off loading 1500 lbs of fuel.

9. (U) Problem Areas:

a. (U) The SAR mission was continually hampered by other agencies jamming guard frequency (243.0 MHz). This included MIG calls, SAM calls, numerous extended artillery and IPQ warnings, and numerous calls from ground agencies for aircraft to come up some other frequency. It was virtually impossible to maintain direct contact with the survivor on the ground.

b. (U) Spad 11 had all SAR forces switched to guard frequency for the pickup. At least two instances occurred where transmissions from the aircraft in the daisy chain blocked out vital instructions from the survivor to Jolly Green 35. I strongly recommend that guard be used only by the pickup Jolly Green and his escort/forces as required. This would allow other aircraft to leave instructions to one another without interfering with the pickup attempt. This is included only as intervals.

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SUPPORTING DOCUMENT #1

MISSION NARRATIVE 1-3-88 10 Dec 69

(S) At 0123Z on 10 December 1969, Jolly Green 35 (Bravo Low) and Jolly Green 22 (Bravo High) were preparing to launch on a local training mission, when word was received that Litter 15 was downed at the 090 degree radial, 22 miles from Channel 72. At 0125Z Jolly Green 35 and Jolly Green 22 were airborne enroute to the recovery area. At 0225Z Jolly Green 35 and Jolly 22 were at a holding point of 080 degrees for 16 miles from Channel 72. At 0248Z Jolly Green 35 was cleared by Spad 11 to a low orbit point approximately two miles from the survivor. At 0255Z, after having the area prepared for the recovery attempt, Spad 11 cleared Jolly Green 35 into the area of the survivor. At 0303Z, Jolly Green 35 had the survivor on board and was being vectored out of the area by the Spad aircraft. At 0450Z, Jolly Green 35 and Jolly Green 22 landed safely at Channel 77 and the survivor was released to the Flight Surgeon. The recovery of the survivor in such a relatively short time was due to the outstanding coordination of the effort by the On Scene Commander, Spad 11. The effective use of the resources available to him rendered the enemy anti-aircraft artillery completely ineffective against the recovery helicopter. Although heavy enemy fire was encountered by Spad 11 and fast moving aircraft, virtually no enemy fire was encountered by Jolly Green 35 during any part of the recovery attempt.

(U) The survivor was Major Ronald E. Boyle, USAF, [REDACTED], 355 TFS, Tuy Hoa AB, RVN.

(U) Crews involved:

JOLLY GREEN 35

AC	Lt(JG)	Robert T. Ritchie (USCG)
CP	Major	John H. Winter
FE	SSgt	James E. Smith
RS	Sgt	Paul D. Brown

JOLLY GREEN 22

AC	Capt Robert A. Reichert
CP	Capt Joseph M. Mall
FE	TSgt Frank Gaydos Jr.
RS	Sgt Gary T. Osborne

(U) This mission narrative was not available for the history report of last quarter.

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GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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10Dec69d.jpg
Maj Ronald Boyle

Jolly Green 35 Crew AC-LT(JG) Robert Ritchie, CP-Maj John Winter, FE-SSgt James Smith, RS-Sgt Paul Brown rescued Maj Ronald Boyle after he bailed out of his F-100 feet dry.

10 Dec 69



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