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261

39th ARRSq History, Oct - Dec 69

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Supporting Document 18

DATE: 21 DEC 69

23 December 1969

MISSION NUMBER: 2-3-079-21 DEC 69

MISSION DESIGNATION: KING 1

LOCATION: 060/58/108

DISTRESSED AIRCRAFT: BULLWHIP 12

NUMBER OF SAVES: 2 Combat

A. Summary

1. (S) At 0442Z King 1 heard a short beeper and Mayday call from Bullwhip 12 Bravo. Ethan gave Bullwhip's last position as 056/51/108. King 1 went to the area and contacted Larado 02 who was talking to Bravo and had his chute in sight. Enroute we requested the Tango and Backup Jolly Greens and four Sandies be launched. Bravo reported movement in his vicinity. Larado gave the position as 19 29N 103 47E and revised it to 1928N 10349E. This position was from Larado's inertial system because he was too low for Tacan lock.

2. (S) Firefly 24/25, Kingfish flight, and Raven 48 arrived on scene at 0455. Raven 48, on scene commander, gained radio contact with Alpha at 0509 and directed the Fireflies and Larado against suspected ground activity in the area. The positions determined by Raven 48 were UG723700 (elevation 950 feet) for Alpha and UG722708 (800 feet) for Bravo. The Kingfish flight was held high, as was other fastmover flights, because the 1000 foot ceiling made the region unworkable.

3. (S) Air America helicopters 12F and PFC reported in as available to help. They were in contact with Customer 82 (UG724697) who was concerned about the attacks endangering his friendly forces but offered to send a ground team for a rescue attempt. Raven 48 conferred with Customer 82, determined his location was no factor and could not use his forces because of the terrain. 12F and PGF were not used because of the potential hostile fire and their need to land to effect the pickup.

4. (S) The SAR forces were assembled at 0600. Firefly 24 and Raven 48 briefed Sandy 1 who assumed on scene command at 0619. At 0633 Sandy 1 led Sandy 2 and Jolly Green 71/76 through the overcast. Jolly Green 76 picked up Alpha at 0646 and Bravo at 0650. No hostile fire was reported during this part of the effort.

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Downgraded at 2 year intervals.
Declassified at or 12 years

Supporting Document 18

5. (C) The SARTF

a. Forces used	Arrived	Departed	Comments
Larado 02	0442Z	0625Z	first on scene, refueled twice
Firefly 24	0455	0625	
Firefly 25	0455	0600	took possible ground fire
Raven 48	0455	0655	OSC 0511 to 0619
Jolly Green 71/76L	0540	0655	JG 76 made pickups
Sandy 1,2,3,4	0600	0655	Sandy 1 OSC 0619 to 0655
King 2	0605	0655	refueled JG 68/71/77 after mission
Orange Anchor			refueled Larado 02 twice, Kingfish once
Ethan			
Cricket			

b. Forces available but not used

Kingfish flight
Air America helicopters 12F and PFG
Jolly Green 68/77
King 6/7
Hobo 34/35
Tape 40/41
Red Dog flight
Mathis flight

B. (C) Air Refueling requirements: The Orange Anchor on extension refueled Larado 02 twice and Kingfish flight once. King 2 refueled JG 68/71/77 after the mission was completed so they could fulfill other commitments.

C. Problem areas

1. (C) Ground FAGs were using VHF 123.1 while SAR was in progress. This cluttered up the frequency and made it difficult to work with the SAR forces prior to switching to guard.

2. (C) The location of friendly ground teams was not known accurately. Apparently friendly forces were close in the area even though both the survivors and SAR forces reported ground fire in the early part of the mission.

D. (U) King 1 Crewmembers

AMC	MAJ DAVIS	FE	MSG HOWERS
AC	MAJ FLEMING	FE	TSG GALLAGHER
CP	MAJ RIGGERT	LM	TSG SWANEY
H	CPT RIED	RO	A1C CONLON

CHARLES T. DAVIS JR., Major, USAF
Airborne Mission Commander

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400 (Capt Sanderson/2687)

22 December 1969

Mission Narrative Report #2-3-079-21 Dec 69 (U)

3 ARRGp (JRCC)
APO 96307

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1, dtd 11 Jul 68.

2. (S) JG 76L and JG 71H were notified to launch from ground alert at LS 98 at 0442Z, 21 Dec 69. JG 76 flight was airborne at 0455Z. King 1 advised JG 76 flight to proceed directly to 060/37/108 for holding and briefed the approximate location of the SAR objective, Bullwhip 12 A & B. Approximately 20 nm from the holding area, a solid overcast cloud layer was encountered, with tops at 6500 MSL. No attempt was made to fly below the cloud deck due to hostile gun positions and 6000' mountains throughout the area. JG 76 flight proceeded on top of the overcast. TACAN reception, was lost shortly thereafter, on both Ch 108 and Ch 113. Navigation was impossible due to the overcast, and holding was accomplished at an estimated location. From 0530Z until 0625Z, JG 76 flight held, waiting for the Sandy aircraft to arrive. During this time, Raven 48 was in contact with the survivors, and pinpointed their position. At 0625Z, Sandy 01 flight arrived on scene. Raven 48 led Sandy 01 to the survivors' position, explained their condition, and turned over OSC. Sandy 01 marked the ingress route with smoke, explained the survivors' position in reference to the smoke, and briefed his plan of action. At 0635Z, Sandy 01 directed JG 76 to depart holding and proceed to a small hole in the overcast to begin ingress into the SAR area. Sandy 01 orbited over the hole in the overcast until JG 76 arrived, and then led the way through the hole. Immediately upon descent below the clouds, Sandy 01 vectored JG 76 to the first smoke marker. A series of three smoke markers had been placed at each ingress turning point, marking a route which afforded the greatest terrain masking from suspected enemy locations and possible ground fire. JG 76 was vectored over this route to the knoll where Bullwhip 12A was located. As JG 76 approached the knoll Alpha was directed to ignite his smoke, but it was not visible. While approaching a hover, JG 76 asked Alpha for directions to his exact location and Sandy 01 advised him to ignite flare. A combination of Alpha's direction and the night flare enabled the hoist operator to locate him, and recovery through the 120' trees was accomplished with no difficulty. Sandy 01 and Raven 48 then vectored JG 76 to Bravo's position, approximately 3/4 mile away. Bravo ignited his smoke as instructed by Sandy 01. The smoke had drifted considerably when JG 76 approached his position, and he was not immediately visible through the tall "elephant grass" and heavy undergrowth. Bravo was asked to direct the helicopter over him several times, but failed to do so for about one minute.

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after 12 years

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Finally he transmitted that he was behind the helicopter, and simultaneously the tail gunner sighted him and directed the pilot to his position. During the hoist operation, the tail gunner began firing the #3 minigun to suppress automatic weapons fire behind the helicopter. Due to the ground fire, egress was initiated as soon as Bravo was on the hoist and clear of obstacles. Bravo's recovery was complete at 0653Z. Sandy 01 vectored JG 76 out of the area and back up through the overcast. Return to base was uneventful, and JG 76 landed at Ch 70 at 0800Z.

3. (U) The survivors were: Bullwhip 12 Alpha and Bravo

Alpha: Capt Charles P. Sloan, [REDACTED] 14 TRSq

Bravo: 1/Lt Albert L. Guise, [REDACTED], 14 TRSq

4. (U) Jolly Green 76 Crewmembers:

AC: Captain Gary F. Sanderson, [REDACTED]

CP: Captain Edward J. Sichterman, [REDACTED]

FE: SSgt Jack L. Hartman, [REDACTED]

RS: Sgt Ronald F. Sopata, [REDACTED]

RS: Sgt Charles L. Colbert, [REDACTED]

AP: Sgt Ronald L. Surratt, [REDACTED]

Jolly Green 71 Crewmembers:

AC: Captain Jerald A. Brown, [REDACTED]

CP: Major John H. Gill Jr., [REDACTED]

FE: TSgt David V. McLeod, [REDACTED]

RS: Sgt Arthur M. Davis, [REDACTED]

RS: Sgt Douglas W. Crowder, [REDACTED]

SIGNED

GARY F. SANDERSON, Captain, USAF
Aircraft Commander

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400-69-0052

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S.D. 50



REPLY TO
ATTN OF: 56 Special Operations Wing
SUBJECT: SAR Report (Bullwhip 12A and 12B) (U)

TO: 3AARG (3C)

1. (S) Bullwhip 12A and 12B bailed out of a battle damaged F-4 at approximately 1100L on 21 December 1969. TACAN position was 058/57/108 and UTM coordinates were UG 723700 for Alpha and UG 720710 for Bravo.
2. (C) Sandies 01/02/03/04 were scrambled immediately with Sandy 03/04 becoming airborne at 1200L and Sandy 01/02 at 1205L.
3. (C) The two survivors were located in heavy foliage in a valley running east and west, bounded to the south and north by high terrain and karst. The Nam Mat River was 1000m to the north and route 7 was about 1000m to the south. Both were aligned E-W in the SAR area. The survivors elevation was 1800' MSL with the karst separating the SAR area from Route 7 towering to 4083' MSL. The weather was broken to overcast with bases at 4000' MSL, tops at 5500' MSL. Fortunately, there was a break in the overcast 2 miles to the northwest of the survivors that the SAR forces could safely let down through.
4. (S) Firefly 24 and 25 were diverted by ABCCC to locate and cover the downed crewmembers and consequently were the first A-1 aircraft on the scene. Raven 48, who was also in the immediate area, was diverted to aid in the rescue. Upon arrival, Firefly 24 assumed on-scene command and both he and the Raven established radio contact with Alpha and Bravo. Both survivors were in satisfactory physical condition and were hiding about 30 yards from their respective chutes. While Sandies 01/02/03/04 were enroute to the rescue area, King 01 briefed on the general situation. Meanwhile, Jolly Green Flight 76/71 had launched from Channel 70 and were proceeding to the rendezvous area of 050/45/108 to join up with Sandies 03/04. Raven 48, Firefly 24/25, and Laredo Flight proceeded to deliver protective ordnance around the survivors, who said they heard people moving around. When Sandies 01/02 arrived in the area, they received a specific briefing from Raven 48. Firefly 25 climbed through the hole in the overcast, joined up with Sandy 01, and escorted him back down to point out the survivor's exact location. Sandy 02 remained on top, as well as Sandy 03/04, who had now joined up with Jolly Green 76/71. Sandy 01 located both survivors and dropped several smoke bombs to aid in directing the Jolly Green in for the pickup. Sandy 01 assumed the on-scene command and returned on top to brief the SAR forces on specific tactics. Sandy 01/02 and Jolly Green 76, initiated

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the pickup run while Sandy 03/04 and Jolly Green 71 held northwest of the rescue area beneath the overcast. Sandy 01 GCA'd Jolly Green 76 to Bullwhip 12 Alpha and he was rescued at 0630G. Turning north. Jolly Green 76 proceeded to Bullwhip 12 Bravo and rescued him at 0651G. The entire SAR force then departed the area climbing back up through the hole in the overcast. Sandy 01/02 returned to Channel 89 and Sandy 03/04 escorted Jolly Green 76/71, with the two survivors on board, to Channel 70; then returned to Channel 89.

5. (U) There were no confusion factors involved in this SAR effort, the professional direction was provided by Sandy 01 to all participating elements. Firefly 25 received battledamage from small arms fire.

6. (U) 56th Special Operations Wing forces participating in this effort were as follows:

Sandy 01 - Major Lawrence E. Knox
Sandy 02 - 1Lt Stanley V. Hair
Sandy 03 - Capt Robert W. Crowder
Sandy 04 - Major Robert L. Hoffman
Firefly 24 - Lt Col Wilfred V. Gabel
Firefly 25 - Lt Thomas O. Coleman


ALBERT S. MARTIN, Lt Col, USAF
SAR Coordinator



SUMMERS

SOPRATA
RONALD AIC

LARRY
COLBERT

JACK
HARTMAN
"MANNET"
ASS

21 DEC 69

BULLWIT IPJ, JPL



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condition considering he spent some 51 hours in an extremely
active E&E situation. Boxer 22A was missing in action. 128

(U) Complete details for this SAR effort can be found in the 22nd Special Operations Squadron historical report, Appendix V, Tab G; and the Rescue Narrative Report, support document 55.

(S) Another successful rescue effort was conducted on 21 December for Bullwhip 12A and B who had bailed out of a
battle damaged F-4. 129

(S) The two survivors were located in heavy foliage in a valley running east and west, bounded to the south and
north by high terrain and karst. 130

(S) The Sandys and Jolly Greens were launched immediately and effected this rescue in a minimum of time. Both survivors were picked up in good physical condition and were
taken to Channel 70. 131

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 56.

(S) On 27 and 28 December, the Sandy forces were called into action for Playboy 16 Alpha and Bravo, a Marine F-4
from Da Nang. 132

(S) Playboy 16 had been conducting visual reconnais-

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