

39th ARRSq History, Oct - Dec 69

120

~~SECRET~~
Supporting Document 19

30 19 120

DATE: 28 DEC 69

4 January 1970

MISSION NUMBER: 2-3-082-27 DEC 69

AIRCRAFT DESIGNATION: KING 3

LOCATION: 092/80/99

DISTRESSED AIRCRAFT: LOVEBUG 206-2

SAVES: 2 Combat

1. (S) King 3 launched at 272145Z to support air refueling requirements during the recovery of Playboy 16 crewmembers. One portion of the mission assigned King 3 by the Mission Commander, King 1, included interception and possible escort of any forces damaged during the mission, to include Mission Command of any additional forces downed. Egress frequencies were briefed to provide communication separation from the primary mission.

2. (S) The initial refueling included Jolly Green 76 & 37 as receivers. Due to the hostile environment and the desire to cross the minimum number of roads, etc, the emergency join up procedures listed in T.O. 1-1C-1-20 were utilized. The expedited join up this provides is much more desirable than the normal join up procedures and should be adopted for use over hostile territory due to the decreased exposure in the refueling configuration provided tanker and receiver. Subsequent refueling of Jolly Greens 37, 19, and 03 was conducted utilizing this expedited join up procedure. Each receiver pilot was asked his opinion and each agreed the expedited procedure much more desirable.

3. (S) At 0137Z, King 3 departed the scene to refuel at Udorn RTAFB. Udorn was selected in favor of the closer facilities of Nakon Phanom due to the C-130 maintenance available at Udorn. It was believed that the benefits of owned resources turning around the aircraft outweighed the additional flying time enroute. The RTS time was selected to allow King 3 to return to support the entire afternoon refueling requirements.

4. (S) At 0157Z, King 3 was 65 DME from Udorn when Lovebug 206-2 was battle damaged and ejected. King 3 reversed course and, upon direction by King 1, assumed Mission Command of the Lovebug recovery. Nail 45, who was on scene and in visual and voice contact with the survivors was appointed On-Scene Commander. Because recovery forces were immediately available recovery was completed prior to any enemy defenses being organized although the recovery scene was only approximately ten miles south of the primary mission. Jolly Green 37 jettisoned fuel to make the recovery and was refueled enroute to Nakon Phanom. King 3 recovered at Udorn, was turned around and launched at 0435Z.

~~SECRET~~

DECLASSIFIED

GROUP 4

Declassify on: 25 Year Interval

Date of Review: 12/15/84

29-70-006

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

271

128

128

39th ARRSq History, Oct - Dec 69

Supporting Document-22

DATE: 27 DEC 69

30 December 1969

MISSION NUMBER: 2-3-082-27 DEC 69

MISSION DESIGNATION: King 2

LOCATION: 117/96/89 XD 2485 4090

DISTRESSED AIRCRAFT: Playboy 16 (TA-4)

SAVES: None

1. (S) At 0945, King 6 relayed via HF that Batcat 12 reported to Hillsboro that an aircraft was down. The two crewmembers of Playboy 16 had ejected west of the Banana, and were on the ground. Nail 45, OV-10, was in voice contact with both Alpha and Bravo. Alpha was in good condition, but Bravo had a broken leg and was probably in shock. The initial position was 342/70/72.
2. (S) As we proceeded toward the SAR area, Jack was advised to send the November and Tango forces, and Channel 89 backup. Nail 45 was appointed On-Scene Commander by King 2, and quickly determined the location of the survivors. Both chutes were located northwest of a road which crossed a river. The weather was reported as 5000 feet broken variable overcast, and the elevation as 800 feet.
3. (S) Jolly Greens 19 and 37 were given a safe holding point (125/80/89). Sandies 5 and 6, who had escorted the Jollies from November, were told to proceed to the SAR objective. Sandy 5 was appointed On-Scene Commander after being briefed by Nail 45, becoming familiar with the SAR area, and obtaining a visual on the two chutes.
4. (S) The FAC reported numerous AAA sites in the vicinity of the survivors. Both 23 and 37 MM began firing when Sandies 5 & 6 started trolling. Alpha reported a gun 100 meters to the west of his position. Additional implacements were north approximately 200 - 400 meters, and 200 meters west of the river. ZPU was also observed in the area.
5. (S) Sandies 5 and 6, and Firefly 12 and 13 began striking the AAA sites with CBU. Sandy 5 was again advised of the fast mover resources, but decided not to utilize them due to restricted visibility caused by the onset of darkness. The majority of fast movers were then released to Moonbeam.

DECLASSIFIED

~~SECRET~~GROUP 1
EXCLUDED FROM AUTOMATIC
DECLASSIFICATION
DATE 12-15-2009

129 129

39th ARRSq History, Oct - Dec 69

Supporting Document 22

6. (S) Due to the darkness and amount of AAA activity the ACR effort was called off, and the forces RTB'd. Sandy 5 contacted Alpha and Bravo and advised them of this. In addition, Alpha stated that he wanted to join-up with Bravo, who was approximately 100 meters from his position. He was given a vector to Bravo, and told to conserve his radios. Both were briefed on first light procedures. Sandy 5 was advised to tell Bravo to utilize his first-aid kit in treating his injury. Both survivors had two radios, but no spare batteries. However, Alpha had only one operational set.

7. (S) Nail 45 and Zorro 12 and 13 were requested by King 2 to remain on-scene to determine the feasibility of striking the area during the night. Nail 45 RTB'd and was replaced by Nail 75, after thoroughly briefing the latter. After much discussion between the FAC, Zorro, and King 2 it was decided that slow movers with "Funnies", napalm, and CBU be recycled every 1 1/2 hours. Nail 75 stated that the moon should be up, and that fast movers would be workable at that time. The latter were requested to be recycled every fifteen minutes. Ordnance requested was Mark 82 with fuse extenders, CBU, and CBU 49. Both slow and fast movers were requested in flights of two. It was felt that strikes in the general vicinity would create a diversion and greatly aid Alpha and Bravo in E and E. The recycling of FACs was requested every 2 plus 30 hours. In addition, the striking of the roads would prevent unfriendlies from moving in on their position. Blue Chip approved this operation. Moonbeam was brought up on SAR uniform and victor, and King 2 RTB'd to Channel 70.

8. (C) Resources:

a. Utilized:

Sandies 1 through 6
Jolly Green 19 and 37
Nail 45 and 75
Wolf 07
Firefly 12 and 13
Zorro 12 and 13

b. Available but not utilized:

Spad 01 and 02
Raven 314 and flight (4)
Manual 44
Champ 403 and flight (2)
Milestone 511
Playboy 11 and 12
King 6

c. SARTF unable to reach area prior to mission suspension:

Jolly Green 68, 71, 03, 76
Tape flight

9. (S) Problem Area: Voice interference was present on SAR victor (123.1). The interference was almost continuous, and made it extremely difficult to read other transmissions. Moonbeam advised that this was from a friendly source and would get it stopped.

DECLASSIFIED

GROUP-4

Downgraded at 3 year intervals.
Declassified at or 12 year interval.

97-70-007

~~UNCLASSIFIED~~

DECLASSIFIED

130

130

39th ARRSq History, Oct - Dec 69

Supporting Document 22

10. (U) Both Moonbeam and Invert were extremely helpful. Their response to radio difficulty experienced by King 2 was quick and professional. Even though the survivors were not rescued on this sortie, these agencies were an invaluable asset.

11. (U) King 2 Crewmembers:

AC/AMC	CPT EPSTEIN
CP	MAJ SIMPSON
N	CPT DILLENBECK
RO	ALC TOOMER
FE	MSG DUNCAN
FE	MSG MARTEL
LM	MSG ROBERTS



HOWARD M. EPSTEIN, Captain, USAF

Aircraft Commander/Airborne Mission Commander

DECLASSIFIED

50 21 126 126

39th ARRSq History, Oct - Dec 69

Supporting Document 21

DATE: 28 DEC 69

31 December 1969

MISSION NUMBER: 2-3-082-27 DEC 69

AIRCRAFT DESIGNATION: KING 2

DISTRESSED AIRCRAFT: PLAYBOY 16 (TA-F4)

LOCATION: 342/70/72

SAVES: 2 Combat

1. (S) Departed Ch 70 at 0429Z to replace King 1 on Playboy 16 mission. After receiving a briefing from King 1 we assumed Airborne Mission Command at 0500Z. Sandy 5 was On-Scene Commander, he advised that an attempt to pick up the survivors would be made in 30 or 40 minutes. Sandy's 5, 6, 7, & 8 were getting low on fuel and wanted to set up the attempt prior to their bingo time of 0610Z. Sandy 5 requested another set of Sandies be sent out in the event his attempt was unsuccessful. Sandy 5 briefed all aircraft in the area on his plan of attack, making sure all four Sandies knew the survivors exact position, and started working the two flights of Strike aircraft (A-1's) to clear a path for the Jolly Green. Smoke flight (A-1's) and two Tape (CBU-19) flights (A-1's) put their ordinance around the survivor and down the path Sandy 5 had selected for ingress and egress. Sandy 7 and 8 escorted Jolly Green 68 & 71 to the area and Sandy's 5, 6, 7, & 8 formed a daisy chain around Jolly Green 68. There was a slight delay getting Jolly Green 68 into the area due to the poor weather conditions. Sandy 7 & 8 had to lead Jolly Green 68 through several holes in the clouds to get into position to make a run in.

2. (S) While all the above was taking place, Stormy 03 & 02 acted as escorts and shuttled Reddog and Manthis (F-105) flights from above the almost solid over-cast down to the SAR area to work with Nail 49 & 33 on suspected gun positions in close proximity to the survivors.

3. (S) Playboy 16 Alpha & Bravo were instructed to pop a smoke when directed and be ready to mount the penetrator together. Jolly Green 68 made the pick up at 0634Z without further problems. Sandy 6 had to RTB as soon as the pick up was made due to his low fuel state. Sandy 6 took On-Scene Commander until Jolly Green 68 climbed to altitude and headed for Ch 89 then turned Jolly Green's 68 and 71 over to Sandy 7 and 8 and RTB'd with Sandy 5. RTB'd all SAR forces at 0643Z. Jolly Green 68 took the survivors to Ch 89.

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

~~SECRET~~

DECLASSIFIED

39-70-004

SD 20122 122

39th ARRSq History, ~~SECRET~~

Supporting Document 20

DATE: 27 DEC 69

3 January 1970

MISSION NUMBER: 2-3-082-27 DEC 69

AIRCRAFT DESIGNATION: KING 1

LOCATION: 033/86/99

DISTRESSED AIRCRAFT: PLAYBOY 16 & LOVEBUG 206

SAVES: 4 Combat (2 from each aircraft)

1. King 1 departed Ch 79 at 0210G for Ch 89 to attend a briefing at NKP. We were briefed by the normal briefing personnel covering the general situation, latest enemy troop movement into the SAR area, gun positions and what took place during the night. King 1 briefed Sandy & Jolly Green crews on communications procedures. The frequency arrangement was as follows: 259.0 primary, 123.1 primary backup, 306.3 secondary for inflight emergency egressing the area and/or primary frequency for the second effort with 282.8 the primary pick up frequency. King 3 was assigned 306.3 and 137.1 as primary frequencies. King 3 controlling flights egressing the area or to control a second SAR effort. 136.2 was also assigned as primary refuel frequency. Sandy 1, the OSC, then briefed the procedures to be used by strike aircraft and assigned FM frequencies to be used by each element. This was a very extensive and thorough briefing covering holding points, IPs and general plan of action.

2. King 1 departed NKP and arrived on scene 0542G and immediately established communications with Nail 17. The weather was reported as 5/8 coverage, basis 2900 and tops 3300 but closing in, visibility under and above the cloud coverage unlimited. The terrain in the survivor area was 500 ft surrounded by karst area of approximately 3000 ft. Trees in area were 50 ft high. Nail 17 also reported that he had been putting in all strike aircraft in the immediate area of the survivors and was being shot at by 23MM and 37MM and that small arms and more ZPU had recently started firing. King 1 observed much of this gunfire. Nail 17 had established communications with Playboy 16A but was unable to contact 16B. 0547G, Playboy 16A reported a 37MM firing 50 meters north of him and that this firing was 100 meters west of his chute. "A" also stated he was attempting a joinup with "B". In the meantime fastmovers reported into the area and at 0555G Playboy 10 began putting in strikes on several 37MM and "click" north of the survivors using Sidewinder and Streetcar aircraft. This was the first of many daylight fastmover strikes coordinated with Sandy 1 conducted by FACs.

DECLASSIFIED

~~SECRET~~

39-70-005

39th ARRSq History, Oct - Dec 69

Supporting Document 20

3. (C) 0610G, Sandy 1 flight arrived on scene and established communications with Playboy 16A. Sandy 1 was appraised of the latest developments, by King 1, and began putting in strikes using Strike 60 & 61. Sandy 1 reported much 23MM and 37MM fire in area and was assisted by Playboy 16A in pinpointing the guns and ground fire that had become more intense.
4. (S) At 0656G, Jolly Green 37 & 76 were established in orbit, (122/102/89) along with Sandy 3 & 4. Strike aircraft were established in orbit (119/97/89). All aircraft were given altitude separation and holding as briefed at NKP and controlled on primary VHF by King 1. Nearly all fastmovers were controlled on Invert discreet frequency 324.7. Invert 29 and King 1 controlled these airplanes as they were enroute to the area and while in the holding pattern awaiting strike.
5. (C) At 0657G, Playboy 16A and B joined up and "B" was reported to be in good spirits even though injured.
6. (C) Throughout the entire morning, Sandy 1, and later Sandy 5, assisted by Playboy 16A and other FACs put in numerous strikes utilizing both slowmovers and fastmovers. Many USMC, USN aircraft reported in directly to Sandy 1, King pilot, or FACs. These aircraft were carrying "wall-to-wall" soft ordnance, just what Sandy 1 needed because of the ceiling. The weather remained about the same and when the holes in the cloud coverage permitted, Nail, Stormy and Playboy FACs put in many strikes against gun positions north of the survivors that would definitely affect the recovery.
7. (S) 0855G, Lovebug 206-2 (Dash 2) called a Mayday stating he had extensive battle damage and was egressing 210°. Stormy and Lovebug 206-1 escorted -2 out of the area and advised -2 to stay with his plane as long as possible. -2 said he had both engines on fire and would have to eject shortly. 0857G, -2 ejected approximately 092/80/99 and Stormy reported two good chutes. King 1 appointed Stormy 03 On-Scene Commander and assigned frequency 306.3, Jolly Green 37 & 76, Sandy 3 & 4, and several strike A1's were immediately directed to the scene. King 1 remained with Sandy 1 and directed King 3 to proceed to the area to assist in the second SAR effort. Strike airplanes destroyed two guns thereby sterilizing the area for a safe recovery. 0914G, Jolly Green 37 picked up both pilots of Lovebug 206-2.
8. (C) King 4 began refueling Jolly Green aircraft about 1000G in anticipation of a pickup of Playboy 16.
9. (C) Sandy 1 continued to soften the area around Playboy as well as preparing the ingress/egress route, planning for a pickup in about an hour. Sandy 1 requested King 1 to call for all smoke, CBU 19 and strike aircraft at this time. Gunfire increased once again and Sandy 1 continued to strike the area, canceling the pickup attempt at this time.

~~SECRET~~

DECLASSIFIED

39th ARRSq History, Oct - Dec 69

Supporting Document 20

10. (C) Approximately 1010G Sandy 1 began briefing Sandy 5 on the situation and what had been accomplished thus far. 1023G, Sandy 5 assumed OSC and continued the efforts of Sandy 1.
11. (S) At approximately 1120G Sandy 5 felt that the area was sterilized enough to attempt a pick up. King 1 called for smoke aircraft, CBU 19 and all strike A1's to move in for the pick up. Sandy 5 began briefing the Jolly Greens and escorts.
12. (S) King 1 began briefing King 2 at 1145G on the situation, forces in the area, frequencies and events of the morning and of the planned pick up attempt. King 2 relieved King 1 as SMC at 1203G, King 1 RTB Udorn RTAFB.
13. (U) Invaluable assistance was rendered to King 1 throughout the entire morning by Invert 29 (1Lt Saunders) in providing traffic information, vectoring airplanes to the scene and keeping King 1 informed at all times of aircraft scheduled through Invert for use by King 1.
14. (C) PROBLEM AREA:
- (U) King 1 experienced a good deal of radio difficulty.
 - (C) King 1 repeatedly requested fastmover aircraft with soft ordnance but received mostly hard ordnance.
 - (C) 7th AFM 64-1 does not cover a procedure for an inflight emergency secondary frequency to be used when egressing or a secondary pickup frequency (such as channel "D" on emergency radio) in the event a second SAR effort is required.
15. (U) RECOMMENDATION: I recommend further study of Communications Procedures in 7th AFM 64-1.
16. (C) AIRCRAFT USED:
- | | |
|--------------------------------------|----------------------------|
| Jolly Green 37, 76, 19, 68, 03, 71 | Lovebug 204, 206, 210, 212 |
| Sandy 1 thru 8 | Masser |
| Strike 60 thru 72 | Cobra 23, & 24 |
| Tape 40 thru 47 | Golden |
| Playboy FAC and strike aircraft | Boxer 25 |
| Stormy 03 & 04 | Scuba 35 |
| Nail 02, 17, 18, 33, 45, & 49 | Pigment 51 |
| Playboy 10, 11, 12, 17, & 006 | Whisper 1 thru 4 |
| Sidewinder 201, & 402 | Ringneck 208, & 593 |
| Hellborne (Smoke generator aircraft) | Reddog 1 & 2 |
| Hellborne 200 | |
| Street car | |

DECLASSIFIED

GROUP-4

Excluded from automatic downgrading and declassification

39-70-006

DECLASSIFIED

~~SECRET~~

see attached letter S.D. 57

DECLASSIFIED

FROM: 602nd SOS (C)

SUBJECT: SAR for Playboy 16 A/B, 27, 28 December 1969.

TO: DCO

PROJECT CORONA HARVEST

1. A successful SAR was conducted on 27 and 28 December 1969 for Playboy Alpha and Bravo. The aircraft, a Marine F-4 from Danang, went down at approximately 1600L at UTM XD 285-406.

No. 0221970

CATALOGUED

2. Playboy 16 was conducting visual reconnaissance of a road network when his aircraft suffered battle damage in the flight controls at a very low altitude, necessitating an immediate bailout. 16 Bravo suffered severe dislocation of a knee during egress and was unable to use the leg throughout the survival and rescue. The rescue area was in a very heavily defended valley dominated by high karst on two sides. An undetermined number of large caliber guns were located on the karst.

3. Sandy 5 and 6 were airborne on the November orbit when King notified them to proceed to 120/85/89 to await verification of the downed aircraft. Upon reaching the scene, the SAR force was directed to proceed with a rescue effort. Sandy 5 and 6 arrived on scene at 16:20L and assumed on scene command from Nail 17. The Jolly Greens were holding 10 miles to the south. Weather in the rescue area was 3500' overcast, with a visibility of at least 7 miles.

4. It was determined that both survivors were safe but had not been able to join up. There was small arms fire in the area but none seemed to be directed at the survivors. Sandy 5 trolled for large A A gun fire but none was received until CBU-14 was dropped in a random fashion. When aircraft navigation lights were turned on, more 37MM guns fired. Because of imminent darkness, Sandy 5 decided that no rescue could be attempted, the survivors were told to prepare themselves for an overnight stay, and ordnance was placed on identifiable gun positions.

5. During the night several meetings were held to discuss coordination of resources, tactics, and availability/utilization of resources from organizations other than the 56th SOW. Calls to/from Jack and Blue Chip resulted in an overall rescue plan and schedule, (see attachment 1). Additionally, we were informed that Air Force jet fighter organizations did not have any BLU weapons available, but the Marines did have some, and it was available if we wanted to use it.

6. Nail 17 launched at 04:30L, 28 December, contacted the survivors and learned that both were still safe. Sandy 1 assumed on scene command at 06:10L and directed 16A to 16B. Sandy 1 and 2 trolled for and struck at guns for 4 hours and 15 minutes, greatly assisted by the survivors calling out compass headings of gun firings. Sandys 3 and 4 had launched at 05:31 to escort Jolly Greens 37/76 to the scene, and Strike 62/63 launched at 05:33.

~~SECRET~~

DECLASSIFIED

DCO 70-010

~~SECRET~~

DECLASSIFIED

The weather in the SAR area ran 2900 - 3300, 5/8 coverage, with good visibility.

7. At 05:18 we had directed the upload of 4 more strike aircraft, but since we did not have any BLU 23's, the strike load was changed from wall to wall napalm to BLU-27, MIA-4, and CPU-14. Strike 60/61 launched at 05:45, and Blue Chip directed that we not launch any more aircraft even though jet special advance could not be employed because of the SAR scene weather. At 06:50 Sandy 1 began facing jets with conventional ordnance on guns and at 07:31 Jack called for 4 more strike aircraft ASAP. Since we had anticipated this need, strike 64, 65, 66, and 67 were able to launch at 07:57. At 08:12 Blue Chip asked us to load 4 more strike aircraft, and at 08:31 they directed the launch of Smoke 20, 21, 22, 13 and Tape 40 through 47. At 09:24 we launched Sandys 5, 6, 7, and 8 to replace the on scene crew. At 08:38 we asked for 4 more strike aircraft (total of 16), and at 08:40, 23 TASC was asked to keep 2 Nails on scene to help FAC jets on guns. At 08:45 Blue Chip asked us to generate 8 more Tape aircraft.

8. At 08:57, Lovebug, one of the jet strike aircraft, was hit by ground fire, and the crew ejected at 092/80/89, UTM XD 1620, and at 09:11 Jack asked us to generate another set of Sandy aircraft. Also, at 09:17, Blue Chip directed the launch of 4 strike aircraft and the generation of 4 additional ones, (we were already doing that). The Lovebug crew was picked up, in good condition, by JG 37, with Nail 45 was on scene commander.

9. Tape 40, 41, 42, 43 launched at 09:07, and 44, 45, 47 at 09:20. Tape 46 ground aborted with a fuel boost pump problem, but launched at 09:29. Meanwhile Sandy 5, 6, 7 and 8 had launched at 09:24. Hellborne 202, loaded with smoke, landed at HCP, to be on alert for use as necessary. At one time a hostile ground party attempted to reach the survivors, but 20MM fire by Sandy 1 and 2 either killed them or drove them away. Strike 68 through 71 launched at 10:05 and Jolly Green 19, 76, and 68 arrived on scene. Sandy 5 assumed on scene command at 10:15. He and the Nails continued to strike the guns with A-1 and jet ordnance. At 11:43 Blue Chip directed the launch of Hellborne 202 and Smoke 20 through 23. Strike 72, 73, 74, and 75 launched at 11:53, Smoke 20, 21, 22, 13, at 12:11, and Sandys 9, 10, 11, 12, at 12:46.

10. Sandy 5 decided that it would be impossible to kill all the antiaircraft gunners in the area so he meticulously planned and organized the application of the strike, Smoke and Tape aircraft devised an ingress and egress route for the pick up Jolly Green to make best protective use of terrain features, and initiated a well co-ordinated strike/pick up effort. Picking up of both survivors was effected at 13:38, with no damage to the helicopter, Jolly Green 68.

DECLASSIFIED

~~SECRET~~

200 70 - 010

DECLASSIFIED

DECLASSIFIED
SECRET

11. Sandy 1 and 5 reported that King 1 was the best ABCCC SAR controller he had ever worked with. This was because of the outstanding radio discipline and coordination that he effected. Playboy 16A and B were instrumental in helping to find many of the guns that were struck. Also, their calmness and directions assisted greatly in making the pick up almost a routine maneuver.

12. Forces launched 27 December 1969, Sandy 5 Major Bohan, Sandy 6 Captain Keeling, Jolly Green 19, Jolly Green 37, Nail 17 Captain Wallace, FireFly 12/13, Zorro 12/13. Generated but not launched: Sandy 7, 8, 9, 10, 4 Tape aircraft, JG 03. Cancelled for SAR: Hobo 50, 51, 62, 63, Zorro 26, 27, 40, 41, 42, 43, FireFly 32, 33, 34, 35, 40, 41. Forces launched 28 December 1969, Sandy 1 Major Bohan, 2 Captain Keeling, 3 Captain Kolder, 4 Lt Howard, 5 Major Monk, 6 Lt Frisbie, 7 Lt Nordhaus, 8, LtCol Lowman, 9 Major Dayton 10 Lt Crowder, 11 Major Downs, 12 Lt Bertrand, Tape 40 Major Whinery, 41 Lt Matthews, 42 Lt Drury, 43 Captain Kreeger, 44 Col Ransom, 45 Lt Driscoll, 46 Captain Monroe, 47 Lt Dannelly, eight more aircraft generated, Smoke 20 LtCol Miller, 21 Lt Balstad, 22 Major Knox, 23 Major Leonhardt, Nail 17 Captain Wallace, 45 Captain Pounds, 19, Strike 60 Lt Wylie, 61 Captain Priestad, 62 Major Hudgens, 63 Lt Williams, 64 Lt Harvey, 65 Captain Townsend, 66 Major Williams, 67 Major Solley, 68 Captain Hudson, 69 Col Crosby, 70 Lt Kantend, 71 Lt Brown, 72 Major Marzano, 73 Lt Coleman, 74 Lt Mann, 75 Captain Partenglan, Jolly Green 68 Captain Bright, 37 Captain Fioalko, 76 Captain Sanderson, 19 Captain Shobert, 03 Lt JG Sitchie, 71 Major Kessler, 4 more aircraft generated but not launched. 17 A-1 sorties (34 aircraft) were cancelled to support the SAR.

WILFRED V. CAPEL, Lt Colonel, USAF
Commander

DECLASSIFIED

~~SECRET~~

57

sance of a road network when his aircraft suffered battle damage in the flight controls at a very low altitude, necessitating an immediate bailout. Bravo suffered severe dislocation of a knee during egress and was unable to use the leg throughout the survival and rescue. The rescue area was in a very heavily defended valley dominated by high karst on two sides.

133

(S) After arriving on the scene, it was determined that both survivors were safe but had not been able to join up. There was small arms fire in the area but none seemed to be directed at the survivors. Sandy 05 trolled for large AAA gun fire but none was received until CBU-14 was dropped in a random fashion. When aircraft navigation lights were turned on, more 37mm guns fired. Because of imminent darkness, Sandy 05 decided that no rescue could be attempted, the survivors were told to prepare themselves for an overnight stay, and ordnance was placed on identifiable gun positions.

134

(S) During the following day, a hostile ground party attempted to reach the survivors, but 20mm fire by Sandy 01 and 02 either killed them or drove them away.

135

~~SECRET~~

DECLASSIFIED

(S) Sandy 05 decided that it would be impossible to kill all the anti-aircraft gunners in the area so he meticulously planned and organized the application of the strike; Smoke and Tape aircraft devised an ingress and egress route for the pickup so that Jolly Green could make the best protective use of terrain features, and initiated a well coordinated strike/pick up effort. Pickup of both survivors was effected at 1338 hours¹³⁶, with no damage to the helicopter, Jolly Green 68.

(U) Full details of this rescue effort can be found in the Rescue Narrative Report, support document 57.

(S) A successful search and rescue effort was conducted on 31 December for Nail 37. The aircraft, an OV-10, had been shot down by 37mm fire. The sole pilot successfully ejected and landed in very tall, thick jungle approximately one kilometer west of the route structure.¹³⁷

(S) Upon arrival Sandy 01 trolled the area for ground fire and precisely located the survivor. The survivor reported small arms ground fire at the Sandy aircraft, and enemy troops close to his position. Sandy 01 made rocket and 20mm strikes on the enemy and briefed the SAR forces for an immediate pickup. While the Nails FACed fast movers on

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

~~SECRET~~

DECLASSIFIED 38

(C) Just after dark on the 2nd of Dec, Jolly Green crews were notified at their quarters that Firefly 55 was down seven miles northwest of the base. Jolly Green 17 and 19 launched and located the survivor, 1Lt Richard D. Chollins, [REDACTED], 602nd SOS. The survivor was suspended in a tree, but was able to lower himself to the ground with his tree lowering device. He was hoisted aboard Jolly Green 17 without further incident.

Jolly Green 17 (Low)

AC Capt Leonard D. Fialko
 CP Maj Edward L. Hlavaty*
 FE TSgt Daryl I. Durant
 RS Sgt Charles D. Morrow
 RS SSgt Roy D. Bloebaum

Jolly Green 19 (High)

AC Capt Charles D. Hoilman*
 CP Capt John J. Livengood+
 FE SSgt Robert E. Hunt
 RS SSgt Jon K. Hoberg*

(S) (Gp 3) Wolf 04 bailed out 45 miles due east of our base in eastern Laos on 3 Dec. Jolly Green 19 and 17 were scrambled for the rescue effort. After the survivors were located and the area determined secure enough for a rescue attempt, Jolly Green 19 dropped his tip tanks and proceeded in for the pick up attempt. He was able to pick up the first Wolf 04 pilot, Major Bradford L. Sharp, [REDACTED] 497 TFW, but lost the location of the Wolf 04 second pilot, 1Lt John C. Mangles, 570-26-6319, 497 TFW, and departed the immediate area until he could be located again. He was located quickly and Jolly Green 19 again came into the area to pick up the second pilot. Jolly Green 19 received hostile ground fire on the way to the survivor, but was able to proceed on in to the survivor and did not receive ground fire while in the hover. He made the pick up and departed the area to return to base.

Jolly Green 19 (Low)

AC Capt Charles W. Hoilman*
 CP Maj John J. Livengood+
 FE SSgt Robert E. Hunt
 RS TSgt Lehman L. Bocher
 RS SSgt Jon K. Hoberg*

Jolly Green 17 (High)

AC Capt Leonard D. Fialko
 CP Maj Edward L. Hlavaty*
 FE TSgt Daryl I. Durant
 RS SSgt Roy D. Bloebaum

(S) (Gp 3) Playboy 16 bailed out in the late afternoon on the 27th of Dec., in a heavily defended area in south central Laos. There was insufficient time to effect a rescue on that day, therefore a first light effort was organized for the next day. An HH-3E, Jolly Green 37 was paired as low aircraft with an HH-53, Jolly Green 76 as high on the first launch. In the process of putting in strikes to silence the big antiaircraft guns, Lovebug 206 was hit by antiaircraft and forced to eject about 10 miles from the area of Playboy 16. Jolly Green 37 and 76 were in the area at this time and Jolly Green 37 immediately went down and picked up both Lovebug pilots, 1Lt E.M. Franger, USMC 0103292 and 1Lt Douglas K. McLellan, USMC, 015367, without further incident. After considerable ordnance had been put in by Sandys and strike aircraft, the HH-53, Jolly Green 68, from the 40th ARRS at Udorn was able to go in and pick up both Playboy pilots.

* TDY from the 37th ARRS at Da Nang RVN + TDY from the 40th ARRS at Udorn

LOVE BUG
SAR

DECLASSIFIED

~~SECRET~~~~FOR OFFICIAL USE ONLY~~

DECLASSIFIED

~~SECRET~~

10

39

DET 1, 40th ARRS 4/69

Jolly Green 37 (Low)

AC Capt Leonard D. Fialko
 CP Capt Joseph M. Nall
 FE TSgt Daryl I. Durant
 RS MSgt Paul L. Jenkins
 RS Sgt Ricky L. Fleming

Jolly Green 76 (High)

AC Capt Edward D.G. Bright +
 CP Capt Richard M. Baskett +
 FE SSgt Stephen L. Lebeau +
 RS Sgt Robert L. Harris +
 RS Sgt Steven D. Brooks +

(S) (Gp 3) On the final day of the year, 31 Dec, Nail 37 was reported down in central Laos. Jolly Green 37 and 71 were scrambled and proceeded to the area. Sandy One checked out the area and located the survivor, Captain Ronald R. Russell, [REDACTED], 23 TASS. The decision was made to make an immediate pick up and Jolly Green 37 was directed into the general area. Jolly Green 37 had some difficulty in locating the survivor due to dense foliage and poor radio contact with the survivor. While attempting to locate the survivor, Jolly Green 37 received one lone round of ground fire which hit the aircraft. The survivor was soon located and hoisted aboard Jolly Green 37 without further incident.

Jolly Green 37 (Low)

AC Capt Edwin L. Shobert Jr. *
 CP Capt Joseph M. Nall*
 FE SSgt Jimmie D. Rash*
 RS MSgt Paul L. Jenkins
 RS SSgt Roy D. Bloebaum

Jolly Green 71 (High)

AC Capt Edward D.G. Bright +
 CP Capt James R. Blewitt +
 FE Sgt James E. Corcoran +
 RS MSgt Ronald R. Jeczala +
 RS SSgt James A. Hunt +

Non Combat Rescue

(C) Shortly after takeoff on 21 Dec, Firefly 11, an A-1H, experienced engine malfunction and attempted to return for landing, but was unable to make it all the way back to the airfield. He bailed out at low altitude 7 miles southeast of the base. Jolly Green 17 and 19 were just about to return to base from a precautionary orbit when they heard the call that Firefly 11 had abandoned his aircraft. The Firefly 11 pilot, Maj Robert L. Bohan, [REDACTED], 602nd SOS, landed uninjured in non-hostile territory and was picked up without further incident by Jolly Green 17 on his way back from the precautionary orbit. As this aircraft was not lost due to combat, it was not credited as a combat save.

Jolly Green 17 (Low)

AC Maj Edward B. Robbins
 CP Capt Joseph R. Brown +
 FE ALC David J. Bond
 RS MSgt Paul L. Jenkins
 RS Sgt Richard G. Beasley

Jolly Green 19 (High)

AC Lt Col Joe Lyle Jr.
 CP Maj Robert M. Martin +
 FE SSgt Thayer D. Pope
 RS SSgt Harold R. Bracken

* TDY from 37th ARRS at Da Nang

+ TDY from 40th ARRS at Udorn

DECLASSIFIED

~~FOR OFFICIAL USE ONLY~~