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DET 1, 40th ARRS 4/69

Jolly Green 37 (Low)

AC Capt Leonard D. Fialko
CP Capt Joseph M. Nail
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. Nail*
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 SFG, 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

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S.D. 58

FROM: 602nd SOS (C)

11 Jan 70

SUBJECT: SAR Coordinator Report, Nail 37, 31 December 1969

TO: DCO

1. A successful search and rescue was conducted on 31 December 1969, for Nail 37. The aircraft, an OV-10, had been shot down by 37MM fire at 1200L, at 096/56/89. The sole pilot successfully ejected and landed in very tall, thick jungle. He was approximately one kilometer west of the route structure, altitude approximately 600', and the weather was clear with more than 10 miles visibility.
2. Sandy 1 and 2 launched at 1230L and proceeded directly to the scene. Sandy 3 and 4 launched at 1235L and escorted Jolly Green 37 and 71 to the holding point at 100/50/89.
3. Nail 38 and 45 were on the scene directing fast mover strikes on AAA guns when Sandy 1 and 2 arrived, and Nail 38 was attempting to pin point the survivor. Sandy 1 assumed on scene command and the nails went into a high orbit, standing by if needed later.
4. Blue Chip had initially asked for 4 Pepper aircraft, and at 12:45 they asked for 4 more. At 12:54 they also asked for 4 aircraft loaded with CBU-22. At 13:18 they asked for 4 more CB-22 aircraft, and at 13:38 they wanted us to generate 4 Sandys but action was held in abeyance because the pick up attempt had been initiated.
5. Sandy 1 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 1 made rocket and 20MM strikes on the enemy and briefed the SAR forces for an immediate pick up. While the Nails FACed fast movers on the AAA guns, the Sandys laid down a smoke screen and escorted Jolly Green 37 into a successful pick up, and an uneventful egress. The pick up was completed at 13:41, and Blue Chip released all SAR crews and aircraft at 13:43. The Sandys, Jollies, Nails and survivor RTB'd to channel 89.
6. Sorties Participating in the SAR: Sandy 1, Captain Crowder, Sandy 2, Captain Hanna, Sandy 3, Major Whinery, Sandy 4, Lieutenant Wylie, Jolly Green 37, Captain Shabert, Jolly Green 71 Captain Bright, Nail 38, Nail 45. Aircraft Generated but not Launched: Pepper 8, Smoke 8. Fragged Sorties Cancelled: Z 12/13, FF 10/13, FF 40/41, H 50/51, H 60/61.

WILFRED V. GABEL, Lt Colonel, USAF
Commander

PROJECT CORONA HARVEST

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11. Sandy 1 and 5 reported that Ring 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 Holder, 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 Hann, 75 Captain Partenglan, Jolly Green 68 Captain Bright, 37 Captain Ficalco, 76 Captain Sanderson, 19 Captain Shobert, 03 Lt JG Sitchio, 71 Major Kessler, 4 more aircraft generated but not launched. 17 A-1 sorties (34 aircraft) were cancelled to support the SAR.

WILFRED V. GABEL, Lt Colonel, USAF
Commander

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The weather in the SAR area was 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 BBU-27, MIA-4, and CBU-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 TASS 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 MCP, 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 26, 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 coordinated strike/pick up effort. Picking up of both survivors was effected at 13:38, with no damage to the helicopter, Jolly Green 68.

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See attached letter D 57

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FROM: 602nd SOS (C)

28 JAN 1970

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

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 SOS. 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 them.

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.

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(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

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the AAA guns, the Sandys laid down a smoke screen and escorted Jolly Green 37 into a successful pickup and an uneventful egress.
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(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 58.

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Enemy Defenses:

BARREL ROLL:

(S) Through the last quarter of 1969, 56th Special Operations Wing sorties to the BARREL ROLL were almost exclusively flown in support of Major General Vang Pao's offensive operation, "ABOUT FACE". This period saw extensive enemy resupply and reinforcement of his battered forces on the fringes of the Plaine des Jarres (PDJ). The friendly forces continued to gain ground during October and November, but by December despite heavy air interdiction of their supply lines, the NVA and Pathet Lao forces appeared to have successfully replaced their losses and had taken the initiative from Vang Pao's forces. However, by the end of the year the enemy had not launched a major counteroffensive.

(C) The wing participated in the interdiction of enemy resupply routes and trails from NVN into the contested areas. However, the A-1s were most effectively utilized in the role

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