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REPLY TO
ATTN OF: 22nd Bp Op Sq/Major Novak/3666
SUBJECT: SAR Report, Wolf 01 Alpha & Bravo
TO: DCO

PROJECT CORONA HARVEST
14 December 1969
DO NOT DESTROY
No 0221967

CATALOGED

1. (3) A successful rescue was conducted on 3 December 1969 for Wolf 01 Alpha and Bravo. The aircraft, an F-4, went down at approximately 0425Z on 3 December 1969 at WE 6723. This report covers those activities relating to the Sandys during the rescue effort.
2. (3) Wolf 01 was making a strike in the area of Delta 57 when he apparently took a hit causing the failure of both engines. He zoomed toward his prebriefed safe area in the Karst but high winds caused them to drift to the west and the both of them landed in a valley area approximately 3KM in width and 7KM in length running northwest to southeast.
3. (3) At 0440Z Sandy 01, 02, 03, 04, and Jolly Green 19 and 17 were scrambled on the search and rescue mission for Wolf 01 Alpha and Bravo. Sandy 03 and 04 took off at 0458Z and rendezvoused with the Jollys enroute to the orbit point of 085/45 from channel 89. Sandy 01 and 02 were airborne at 0510Z and proceeded directly to the search area.
4. (3) The weather in the search area was clear with 3-4 miles in haze and survivors location was as previously described. A holding point west of the survivors was selected by Sandy 01 and marked west of the karst with an M47 smoke bomb.
5. (3) Nail 29 had arrived over the survivors' area shortly after the ejection and had made several low passes over their location and established contact with both survivors. He had also located one of their parachutes. King gave the initial vectors to the Sandy's and Nail 29 was located very close to the initial vector. The location was approximately WE 5722.
6. (S) Sandy 01 and 02 arrived on the scene and after a briefing by the Nail and making two low orbits locating the survivors' general position, Sandy 01 relieved Nail 29 as the "On the Scene Commander". Nail 29 went to a high orbit in case additional assistance would be required. Sandy 01 made several low passes over the rescue area to determine the precise locations of the survivors. Wolf 01 Alpha had only one radio remaining and after initial contact with Sandy 01 elected to go off the air to conserve his battery. As Sandy 01 had trolled the area for several passes without evidence of ground fire, he decided to bring in Jolly 19 for the rescue attempt.
7. (S) A recommended exit and entry route was selected and Jolly Green 19 proceeded as directed, spotted Wolf 01 Bravo's smoke and completed his successful pick-up at 0556Z. As Wolf 01 Alpha was not in radio contact, Jolly Green 19 was directed to exit the area. At that time Sandy 01 made

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two more passes through the valley location of Wolf 01 Alpha to alert him. Wolf 01 Alpha came back up on UHF guard and called Sandy 01 when he passed directly over him. As the survivor's position was within 150 meters of the previous pickup point, Sandy 01 directed Jolly 19 to enter the same route as had been previously used. However, the Jolly began his entry about 500 meters south of his first entry route from the holding area over the karst. As he came over the karst, small arms and automatic weapons fire was received from a hootch area along the river at the southeast corner of the karst. Jolly Green 19 took 5 hits but as he still had the aircraft under control and had the survivor's smoke in sight, elected to make the rescue. Sandy 02, 03, and 04 began a daisy chain delivery of ordnance against the area of ground fire while Sandy 01 remained with the Jolly for the rescue approximately 1000 meters east of the ground fire. The survivor was rescued at 1302L and Jolly 19 exited the area with Sandy 03 and 04 while Sandy 01 and 02 continued to attack the gun positions. During the recovery, Sandy 03 encountered a rough engine and departed the Jolly's to return to base. Sandy 01 and 02 joined the Jollys and released Sandy 04 to escort Sandy 03 back to home plate while Sandy 01 and 02 returned with the Jollys to channel 89. Jolly Green 19 made an emergency landing due to battle damage. All SAR forces were on the ground at 1350L.

8. (C) The only thing that would have helped expedite this mission would have been for Wolf 01 Alpha to remain on the radio during the rescue of 01 Bravo. The two survivors were close enough together so both pilots could have been picked up the first time Jolly 19 was in the pickup area. As Wolf 01 Alpha broke one of his radios during his landing fall, he was very concerned about protection of his only remaining radio. This concern in this one instance caused the Jolly to suffer unnecessary battle damage.

9. (S) As described in the above paragraph, Jolly 19 was exposed to two pickup attempts because of Wolf 01 Alpha's effort to conserve his radio battery. The life of the URC 64 radio battery is 9 hours figured on 50% receive and 50% transmit usage. The power requirement to receive being only one third the power requirement to transmit. It is recommended that the survivors monitor their survival radio as much as possible (battery condition permitting) so that they will be aware of the latest developments of the progress of the SAR.

10. (C) Nail 29 had the survivors located and in radio contact eliminating the need for extensive searching for the survivors by the Sandys. All the Sandy forces executed their duties with professionalism and the Jolly's, except for the minor entry route deviation, performed flawlessly. All forces properly performed the job in which they had been trained.

11. (S) Sandy 01 - Major Lawrence E. Knox, 1st SOS
Sandy 02 - 1st Lt James E. Bender, 1st SOS
Sandy 03 - Major Thomas E. Dayton, 22nd SOS
Sandy 04 - 1st Lt Edward L. Homan, 22nd SOS
Jolly Green 19 (low) Captain Charles W. Hoilman, 37th ARS
Jolly Green 17 (high) Captain Leonard D. Fialko, Det 1, 40th ARS
Nail 29 Captain Bruce D. Risinger, 23rd TASS

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12. (U) Because of the normal rotation of Lt Col Fredrick A. Beebe, the SAR Coordinator for Wolf 01 Alpha and Bravo, this report is being submitted with Lt Col Albert S. Martin's signature.



ALBERT S. MARTIN, Lt Col., USAF
Commander

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(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, [REDACTED] 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. Booher
 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

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(U) More information on this rescue can be found in the Rescue Narrative Report, support document 53.

(S) December was another full month for SAR efforts as the wing participated in five rescues. One of these, Boxer 22A and B, was probably the biggest SAR effort ever conducted by USAF for a downed crew member.

(S) On 3 December, a successful rescue was conducted for Wolf 01 Alpha and Bravo. The aircraft, an F-4, went down at approximately 0425Z on that day. ¹¹¹

(S) Wolf 01 was making a strike in the area of Delta 57 when he apparently took a hit causing the failure of both engines. He immediately headed towards his pre-briefed safe area in the karst but high winds caused them to drift to the west and both crewmembers landed in a valley area. ¹¹²

(S) The area was safe in that when the Sandys and Nail made low passes no ground fire was observed and neither crewmember reported any hostile movement. Jolly Greens ¹¹³ were called in and a successful rescue was effected.

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 54.

(S) A SAR effort was conducted on 5, 6, and 7 December for Boxer 22 Alpha and Bravo. Boxer 22, an F-4 based at

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of the month. The ground team had immediate and fierce contact with hostile forces and required quick action in the way of air support. Lt Colonel Richard E. Michaud and 1st Lt Randall L. Bertrand were diverted to the scene and expended their ordnance within 50 meters of the friendly forces. Following their bombing passes they strafed the area even closer with their 20mm guns and finally managed to drive the hostile forces into retreat. Due to their actions, the helicopters were able to enter the area and proceed with the rescue operation.

Later in the month 1st Lt George C. Harvey and 1st Lt Joel T. Morrison were scrambled for another emergency exfiltrate in which the friendly ground team was met and attacked by a company sized force of hostile troops. With only a minimum ceiling to operate under they struck within twenty meters of the team. The contact was so close that the friendly team reported hearing the enemy shouting in retreat as the A-1s made pass after pass. After over two hours in the target area the Hobos had cleared the way for Army helicopters which made a completely unopposed pickup. The relentless dedication and achievement of the Hobo squadron under such difficult circumstances is certainly commendable. Numerous lives were saved by the competent actions of the squadron pilots which is an immeasurable reward in itself.

Undoubtedly this month was one of the most exciting and rewarding in terms of search and rescue activities. On 3 December, Major Lawrence E. Knox and 1st Lt James E. Bender were scrambled for the rescue of a downed F-4 crew. After ascertaining that the area was benign, the Jolly Green helicopter was brought in and a successful pickup made on one pilot.

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After finally locating the remaining survivor the helicopter picked up groundfire, but it was immediately suppressed by Major Knox and Lt Bender. Shortly thereafter the second successful pickup was effected.

On Dec 5th commenced one of the most dramatic and prolonged rescue attempts to be recorded in the history of the Southeast Asian conflict. Every squadron pilot participated in this most hazardous SAR which was strewn over a three day period.

The much publicized rescue of 1st Lt Woodrew Bergeren Jr. took place in one of the most heavily defended and inaccessible locations in the entire Steel Tiger area. Many damaged A-1s and Jolly Green helicopters stand as evidence to that fact alone. After spending 51 hours on the ground and having anxiously witnessed sixteen attempts at a rescue, Lt Bergeren was finally picked up on the third day. Hobo pilots flew on every conceivable sortie from Sandy and direct strikes in the immediate location of the survivor to laying a smoke screen or CBU in the area. The precision and fortitude displayed by the participating pilots played a decisive role in the daily safety of the survivor and in the ultimate successful conclusion of the entire episode.

With but a two-week interlude, the Hobos were again engaged in a SAR, this time for the two survivors of a Marine A-4. One pilot was severely injured and a prompt pickup was paramount. Working in one of the heavier defended locations the A-1 pilots cleared the terrain of numerous gun positions and eliminated most of the groundfire around the survivors. With squadron pilots flying in both the Sandy position and on strike sorties, a successful rescue was performed with minimal battle damage to

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SUPPORTING DOCUMENT # 24

THE AIR MEDAL
(FIRST OAK LEAF CLUSTER)

TO

JON K. HOBERG

Staff Sergeant Jon K. Hoberg distinguished himself by meritorious achievement while participating in aerial flight as the Pararescue Specialist of an HH-3E rescue helicopter, in connection with military operations against an opposing armed force in Southeast Asia on 3 December 1969. On that date, Sergeant Hoberg, penetrated an extremely hostile area to effect the rescue of two downed Air Force pilots. Even after his aircraft had sustained severe battle damage, he persisted tenaciously with complete disregard for his personal safety, until both pilots had been safely hoisted from the midst of the surrounding hostile troops. The professional skill and airmanship displayed by Sergeant Hoberg reflect great credit upon himself and the United States Air Force.

SUPPORTING DOCUMENT #14

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS

TO

CHARLES W. HOILMAN JR.

Captain Charles W. Hoilman Jr. distinguished himself by heroism while participating in aerial flight as the Aircraft Commander of an HH-3E rescue helicopter in Southeast Asia on 3 December 1969. On that date, Captain Hoilman penetrated an extremely hostile area to effect the rescue of two downed Air Force pilots. Even after his aircraft had sustained severe battle damage, he persisted tenaciously, and with complete disregard for his personal safety, until both pilots had been safely hoisted from the midst of the surrounding hostile troops. The outstanding heroism and selfless devotion to duty displayed by Captain Hoilman reflect great credit upon himself and the United States Air Force.