

~~SECRET~~DECLASSIFIED³⁸

(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)

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

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

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[REDACTED]

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FLASH

PT 00271
ZTTCZYU RUMOSRA0701 3360334-CCCC-RUCIEUA

69 DEC 2 3:48

ZNY CCCCC

Z 0 020303Z DEC 69

FM 01 2 3ARR6P UDORN RTAFB THAILAND

TO RUEHHQA/HQ USAF

RUCIEUA/HQ ARRS

INFO RUSQSN/7AF/DO/O/DO/DI/DP/BDRNP/CP/TAN SON NHUT AB RVN

RUCIEUA/HQ MAC

RUMTFJA/USAF MPC/AFPMSC/RANDOLPH AFB TX

RHMSMVA/MACV SAGION RVN

RUHHHQA/CINCPAC/CC/CAMP HM SMITH HAWAII

RUHHABA/CINCPACAF/CC/HICKAM AFB HAWAII

RUHHABA/41ARRWG HICKAM AFB HAWAII

RUSQSN/3ARR6P/3JRC/TAN SON NHUT AB RVN

ZEN/7/13AF/TACC UDORN RTAFB THAILAND

RUEAAA/HQ USAF ALTERNATE CP MAXWELL AFB AL

RUEKC/AFEDC FT RITCHIE MD

RUMOREA/602SOS NAKHON PHANOM RTAFB THAI

RUMOREA/DET 1 40ARRS NAKHON PHANOM RTAFB THAI

BT

C O N F I D E N T I A L JOPREP JIFFY/OL-2, 3ARR6P RESCUE/0867/020200Z
DEC 69, 7AF FOR TACC.

Classified by *21006*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *71 Dec 15*

PAGE 2 RUMOSRA0701 C O N F I D E N T I A L

1. RESCUE OPENING CLOSING REPORT 01 DEC 69.

2. 2-3-076-01 DEC 69

3. FIREFLY 55. A. TACTICAL. B. CLASSIFIED. C. CAMOUFLAGED/546/A1G.

D. USA. E. USAF/602 SOS. F. 1/LT RICHARD D. HORLINS. G. 1 POB. H.

USAF STANDARD 4. 01/1710 NAKHON PHANOM TUOC. 6. 2/HH-3E/DET 1, 40TH ARRS.

7. JG 19/17 LAUNCHED AT 01/1736Z. 8. 172630N 10433E. 9. A. NOT A

FACTOR. B. NOT A FACTOR. C. NOT A FACTOR. 10. OL-2, 3ARR6P, CAPT.

RICHARD D. SMITH. 11. 602 SOS. 12. FIREFLY 54/01/0706Z/172630N 10433E.

13. DET 1, 40TH ARRS/HH-3E/FOREST PENETRATOR/01/1750Z.

14. 1/1/1/1/0/0. 15. TAKEN TO NAKHON PHANOM RTAFB, THAILAND. 16.

2/0.6/DET 1, 40TH ARRS/HH-3E. 17. 0/0/0/0/0/0/0. B.

0/0/0/0/0/0/0. 18. A. CREW MAKING SAVE: AC FIALO, LEONARD D. CAPT.

CP HLAVATY, EDWARD L. MAJ. (37 ARRS) FR DURANT, DARYL I. TS6T.

RS BLOEBAUM, ROY D. SSGT. RS MORROW, CHARLES D. SGT. ALL ASSIGNED

TO DET 1, 40TH ARRS, EXCEPT AS INDICATED. B. PERSONNEL SAVED:

HORLINS, RICHARD D. 1/LT 602 SOS USAF. 19. H. ARRS

CREDITED WITH 1, USAF NON-COMBAT AIRCREW MEMBER SAVE, RS WAS DEPLOYED.

AIR REFUELING WAS NOT ACCOMPLISHED. NAKHON PHANOM TUOC REPORTED

FIREFLY 55 DEVELOPED ENGINE TROUBLE ELEVEN MINUTES AFTER OFF

AND WAS RETURNING TO NAKHON PHANOM. FIREFLY55 BAILED OUT AT 01/1705Z

PAGE 3 RUMOSRA0701 C O N F I D E N T I A L

AT POSITION 305/7.3/89. FIREFLY 54 ESTABLISHED CONTACT WITH THE

SURVIVOR AND ORBITED THE AREA. JG 19/17 WERE ALERTED AND LAUNCHED AT

01/1736Z. JG 17 MADE CONTACT WITH THE SURVIVOR AT 01/1740Z, AT WHICH

TIME THE SURVIVOR REQUESTED THE RS BE DEPLOYED AS HE ESTIMATED HE

WAS 30 FEET ABOVE THE GROUND, HUNG IN A TREE. AS THE RS WAS DEPLOYING

THE SURVIVOR FELL FROM THE TREE, APPARENTLY STILL IN GOOD CONDITION.

FLASH

**
CONFIDENTIAL
**

~~SECRET~~DECLASSIFIED⁸

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

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DECLASSIFIED

REPLY TO
ATTN OF: 22nd Sp 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 south-east.
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. (3) 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. (3) 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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22505-6A-0068

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

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DECLASSIFIED

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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GROUP-4

Downgraded at 3 year intervals;
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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

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.

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.

(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 were called in and a successful rescue was effected.
113

(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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DECLASSIFIED

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

~~SECRET~~

SUPPORTING DOCUMENT 1

MISSION ON UH1H AT CAMP HOLLOWAY, EYEWITNESS STATEMENT

On 6 December 1969 at 1400 hours Pleiku Tower notified Rescue Operations that an Army UH1H had crashed one-quarter mile south of Pleiku Air Base. Pedro 98 launched at 1405 hours.

After Pedro 98 was airborne radio contact was established with Camp Holloway tower and was advised that the crashed aircraft was in the POL area.

Flying over the area it was observed that Camp Holloway's crash trucks and a number of people were searching around the burning Huey wreckage. Some people were trying to get into the aircraft. Major Gordon maneuvered close to the aircraft, released the FSK and landed to disperse the two firemen and PJ near the aircraft crash. Advancing toward the crash scene Pararescueman Palmer was advised that survivors were alright and being evacuated to 71st Hospital, and that it was feared that one or more persons were still trapped inside. TSgt Sonnenberg realized that not much of an effort had been made to search the crash so he directed the other fireman Sgt Giove, and the PJ in crash entry procedures. They finally determined that no other persons were trapped inside. The 7.62 ammunition and rockets on the Huey were cooking off all around the fireman and PJ.

Det 9, 38ARRSq Hist, Oct - Dec 69

9-9

The crewmembers were:

AC Major Robert C. Gordon

CP Captain Arthur A. May

FF TSgt Norman L. Sonnenberg

FF Sgt Joseph L. Giove

PJ SSgt Larry E. Palmer

SUPPORTING DOCUMENT # 21

THE DISTINGUISHED FLYING CROSS
(SECOND OAK LEAF CLUSTER)

TO

EUGENE L. NARDI

Staff Sergeant Eugene L. Nardi distinguished himself by heroism while participating in aerial flight as a Rescue Specialist on an HH-3E near Quang Tri, Republic of Vietnam, on 6 December 1969. On that date, Sergeant Nardi confidently rendered suppressive fire from vulnerable positions inside the aircraft while the aircraft was attempting a rescue. Sergeant Nardi's quick actions to aid another crewman and his evaluation of hostile groundfire were essential in the aircraft exiting from the hostile environment. The outstanding heroism and selfless devotion to duty displayed by Sergeant Nardi reflect great credit upon himself and the United States Air Force.

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123

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. Nall
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

~~SECRET~~

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39th ARRSq History, Oct - Dec 69

Supporting Document 17

SD17 115

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 CRU-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.

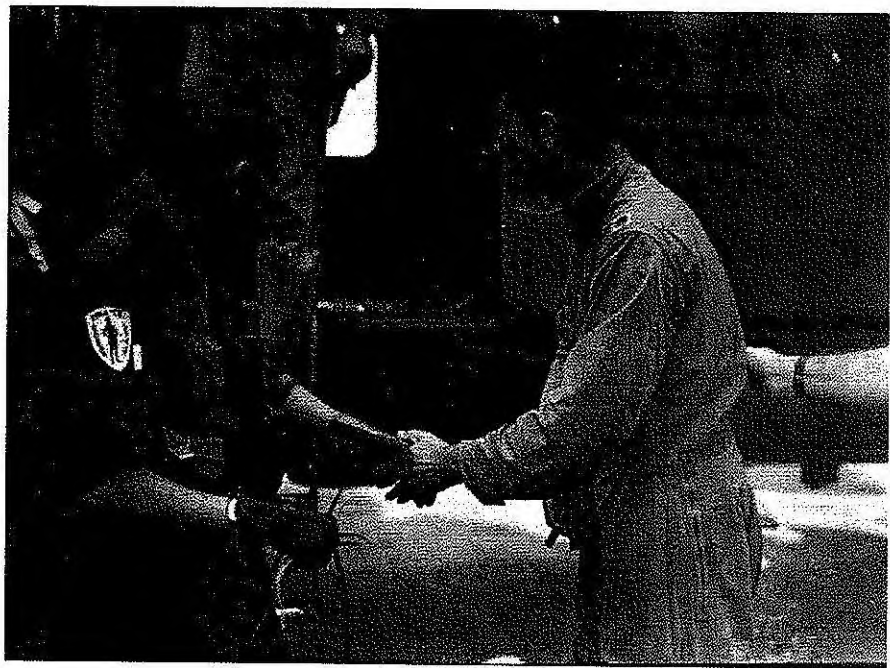
4. Spad 11 and 12 arrived in the area at 0200Z and were briefed on the situation by Covy 297. At 0210Z I assigned on-scene-command to Spad 11. Covy 297 was then assigned another UHF frequency and directed to employ fast-mover strikes against gun emplacements firing approximately four clicks east. Spad 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 - 100 radials of channel 72 at 10 - 15 miles. The following SAR forces would be available for the rescue attempt:

GROUP-4

Downloaded at 2 year intervals
Declassified after 12 years

39-69-181



10Dec69a.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



10Dec69b.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



10Dec69c.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

39th ARRSq History, Oct - Dec 69

DECLASSIFIED¹¹⁶

Supporting Document 17

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 Jollies 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 Jollies. King 4 assumed normal orbit. At approximately 0340Z Jolly Green 35 advised he was going to be short on fuel due to the requirement to penetrate an overcast at Channel 91. He 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 TPO warnings, and numerous calls from ground agencies for aircraft to come up some other frequency. It was virtually impossible to maintain close 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 or 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/relief as required. This would allow other aircraft to have instructions to one another without interference with the pickup attempt. This is included only as an interval.

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MISSION NARRATIVE REPORT

DATE: 18 December 1970

MISSION NUMBER: A-3-070, 18 Dec 70

FLIGHT DESIGNATION: Jolly Green 73/(HH*53)

MISSION OBJECTIVE: Hellix 38

LOCATION: Chu Lai, RVN 15°26'N, 108°45'E

SAVES: None

Classified by A-3 M. P. P.
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 11/16

1. Jolly Green 73 (HH-53) was airborne 10 NM North of Channel 77 at 18/0735Z. Queen notified Jolly Green 77, Alpha Low and Jolly Green 73, Alpha High, that a Hellix 38 was down Feet Wet near Chu Lai. Jolly Green 73 and Jolly Green 77 proceeded directly to the area with Jolly Green 73 arriving first. Approximately 10 NM out Jolly Green 77 advised Jolly Green 73 that he had lost "First Stage" and would return to base. Jolly Green 73 then proceeded directly to the refined location given as 080/2½ off Channel 74 and spotted an Army Huey hovering over the water, as Jolly Green 73 came into the area the huey pulled off and Jolly Green 73 passed over the pilot of Hellix 38 at 18/0800Z and deployed a smoke flare. This flare never ignited and the remainder of the mission was conducted without benefit of smoke flares. Weather was not a factor. Communication was established on FM and UHF Guard with Charger 57 (the Army Huey) after deploying the Dud Smoke Flare. Jolly Green 73 pulled into a slow orbit and deployed #1 pararescue technician on the next pass over the pilot. The pararescue technician made a preliminary examination of the pilot and found him floating face down in the water with a broken right arm. His LPU was inflated, but not snapped in front, and he had his harness on with survivor kit attached. The Bouyancy of the survival kit was considered a factor in the forcing the pilot to float face down. Immediately upon reaching the pilot the pararescue technician began to administer mouth to mouth resuscitation. Jolly Green 73 pulled off into a slow orbit and came into a hover over the pilot and the pararescue man. The hoist was lowered and it took approximately 5 minutes of hovering before the pilot of Hellix 38 and pararescue technician were hoisted aboard Jolly Green 73. Both men were on the hoist. Pick up was made at approximately 18/0810Z. Charger 57 then led Jolly Green 73 to the Chu Lai hospital pad and Jolly Green 73 landed at approximately 18/0815Z. Enroute to the hospital pad the pararescue technicians continued to administer mouth to mouth resuscitation and removed the survival kit from the pilot. The hospital attendants were waiting and immediately took the pilot into the hospital. Jolly Green 73 returned to Channel 77 without further event and landed 18/0850Z. King 26 gave outstanding support and escorted Jolly Green 73 back to Channel 77. Air refueling was not required.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

2. Two (2) Sorties / 2.3 hours / HH-53C / 37th ARRS.
3. One (1) Pararescue Technician deployed.
4. N/A.
5.
 - a. Two (2) Pararescue Technicians.
 - b. Forest penetrator with floatation collar.
 - c. One (1) pronounced DOA at Chu Lai Hospital.
 - d. Pilot had compound fracture of right arm and lacerations about the face.
 - e. Mouth to mouth resuscitation.
 - f. Chu Lai Hospital.
 - g. DOA.
6. Jolly Green Crews:

Jolly Green 73

AC - Major Harry S. Copperthite Jr.
CP - Major Frank J. Pehr
FE - SSgt Jerry L. Burchfield
RS - MSgt Gordon C. Bailey
RS - SSgt Henry C. Kirk III

Jolly Green 77

AC - Capt Edward D. Harrow Jr.
CP - Capt John N. Komich
FE - SSgt William Johnson
RS - A1C Steven C. Rhody
RS - SSgt John C. Ratliff


HARRY S. COPPERTHITE JR., Major, USAF
Aircraft Commander Jolly Green 73

~~CONFIDENTIAL~~

18 December 1970

OV-10A 68-3821 20 TASS, 504 TASG, USAF, Da Nang

Maj James Pattee Allenberg (KIA)

A Bronco suffered an accidental engine failure during an FAC mission and crashed off the coast near Da Nang killing the pilot.

DECLASSIFIED

DATE: 21 DEC 69

23 December 1969

MISSION NUMBER: 02-03-080-21 DEC 69

AIRCRAFT DESIGNATION: KING 2

LOCATION: 159/07/89

DISTRESSED AIRCRAFT: FIREFLY 11 (A-1)

SAVES: 1 Non-Combat

1. (C) At 1023Z King 2 received a Mayday from Firefly 10. Firefly 10 called the Mayday for Firefly 11 giving their position as 155/19/89. Firefly 11 had smoke in the cockpit and flames from the engine area. Firefly 11's intentions were to proceed to Ch 89 for an emergency landing. Firefly 10 was escorting Firefly 11. Jolly Green's 17 and 19, and Sandy's 5 and 6 were diverted from November Orbit towards Ch 89. At 1028Z Firefly 11 reported he was unable to maintain altitude and couldn't make Ch 89. Firefly 11 bailed out and landed at 159/07/89. Firefly 10 observed the bail-out and had survivor in sight on the ground. Firefly 10 directed the Jolly Green's and Sandy's to the area. Firefly 10 reported the aircraft crashed at 152/07/89. Jolly Green 17 made the pickup of Firefly 11 at 1042Z. Firefly 11's condition was reported excellent and was taken to Ch 89. All forces RTB'd to Ch 89.

2. (U) Air Refueling Requirements: None

3. (U) Problem Areas: None

4. (U) King 2 Crewmembers:

AMC MAJ MAZACHEK
AC CPT CAMPBELL
CP CPT COUGHAN
N MAJ BEGLEY
EM TSG WOTTEN

FE MSG MINK
FE MSG SMALLWOOD
RO TSG RUSSELL
RO SSG POTTS
RO SGT SCHRIVER

Dale B. Mazachek

DALE B. MAZACHEK, Major, USAF
Airborne Mission Commander

Classified by *023ARRGP*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75*

~~CONFIDENTIAL~~

GROUP-4
Downgraded at 3 year intervals.
Declassified after 12 years.

Major Robbins

22 Dec 69

Mission Narrative Report (2-3-080, 21 Dec 69)

1-400
 3rd ARRGp: (3JRCG)
 IN TURN

1. (U) This report is submitted in accordance with ARRM 55-2/3rd ARRGp Supplement 1.
2. (C) Jolly Greens 17 and 19 were on the 135 radical 40 DME, Channel 89, returning from November Orbita. At 1724L, Firefly 10 declared an emergency because of an engine malfunction. Jolly Greens 17 and 19 immediately turned toward his position, reported as 155 radical, 27 DME, Channel 89. At 1725L, Firefly 10 ejected, landing uninjured at the 155 radical, 7 DME, Channel 89. Weather in the area was VFR, the terrain forested, the environment non-hostile. Firefly 11, Sandies 5 and 6, and a Mail aircraft were in the area, and vectored JG 17 in for a routine pick-up. JG 17 arrived over the survivor at 1735L and effected his recovery without incident. The survivor was in excellent condition, and the area permissive. The pararescueman was deployed to recover the survivors rescue equipment. JG 17, accompanied by JG 19, departed the area at 1740L and landed at Channel 89 at 1750L.
3. (C) The survivor was: MAJOR BOHAN, ROBERT L., 602 SOS, Nakhon Phanom RTAFB, Thailand.
4. (U) The crews of the Jolly Greens were:

JG 17:

JG 19:

AC Major Edward B. Robbins
 CP Capt Joseph R. Brown
 FE ALG David J. Bond
 RS MSgt Paul L. Jenkins
 Gunner Sgt Richard G. Massey

Lt Colonel Joe Lyle Jr.
 Major Robert M. Martin
 SSgt Thayer D. Pope
 SSgt Harold R. Bracken

SIGNED

EDWARD B. ROBBINS, Major, USAF
 Aircraft Commander

Classified by 2132
 SUBJECT TO GENERAL DECLASSIFICATION

Classified by 2132
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY-DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 21 Dec 75

INTERVALS

CONTROL # 1-40 D 69-56

atcl 6

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, Mail 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 SW, 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 Sgt Harold R. Bracken

* TDY from 37th ARRS at Da Nang

+ TDY from 11th ARRS at Udorn

DECLASSIFIED

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S.D. 5C

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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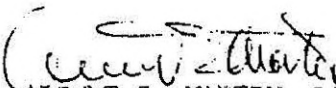
DECLASSIFIED

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 battle damage 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

SOAATA
RONALD AIC

LARRY
COLBERT

JACK
HARTMAN
"MAGNET"
ASS "

21 DEC 69

BULLWITPID.JPL

COLBERT WIA ARM SIMILAR TO
WOLF 06, NOT THIS SARE
WOLF 06

DECLASSIFIED

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OPS-7

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 76H 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.

400-69-0052

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years~~SECRET~~

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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, 14 TRSq

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

4. (U) Jolly Green 76 Crewmembers:

AC: Captain Gary F. Sanderson,

CP: Captain Edward J. Sichterman,

FE: SSgt Jack L. Hartman,

RS: Sgt Ronald F. Sopata,

RS: Sgt Charles L. Colbert,

AP: Sgt Ronald L. Surratt,

Jolly Green 71 Crewmembers:

AC: Captain Jerald A. Brown,

CP: Major John H. Gill Jr.,

FE: TSgt David V. McLeod,

RS: Sgt Arthur M. Davis,

RS: Sgt Douglas W. Crowder,

SIGNED

GARY F. SANDERSON, Captain, USAF
Aircraft Commander

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DECLASSIFIED

261

39th ARRSq History, Oct - Dec 69

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~~SECRET~~
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.

7-69-162

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GROUP 4

Downgraded at 3 year intervals.

Declassified at or 12 years

~~CONFIDENTIAL~~

Supporting Document 18

5. (S) 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 127 and PFG
Jolly Green 68/77
King 6/7
Hobo 34/35
Tape 40/41
Red Dog flight
Mathis flight

B. (S) 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. (S) 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. (S) 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 BOWERS
AC	MAJ FLEMING	FE	TSG GILBERT
CP	MAJ RIGGERT	LM	TSG SWANEY
H	CPT BIRD	RO	A1C CONLON

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

GROUP-4

Downgraded at 3 year intervals
Declassified after 12 years

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

(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
129
battle damaged F-4.

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

(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
131
taken to Channel 70.

(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
132
from Da Nang.

(S) Playboy 16 had been conducting visual reconnais-

DET 1, 40th ARRS 4/69

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DECLASSIFIED

(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. 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 01C3292 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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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

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195

440 (Capt Sanderson/2637)

30 December 1969

Mission Narrative Report #2-3-082-27 Dec 69 (U)

3 ARRGp (JRCC)
APO 963071. (U) This report is submitted ~~YAW APPEND 55~~ 2/3 ARRGp Sup 1.

2. (S) At approximately 1800L, 27 Dec 69, the "high" crew scheduled for November primary alert was notified of a "first light effort" planned for 28 Dec 69. The SAR objective was Playboy 16 Alpha and Bravo, who were down in the vicinity of 117/98/89. SAR forces had had radio contact with both survivors. Alpha indicated he was in good condition; Bravo had a broken leg and was unable to move. Aircraft were assigned at 2100L, and Jolly Green 76 (Low) and Jolly Green 68 (High) departed Ch 70 for Ch 89 at 2135L/27 Dec 69, arriving at 2245L. Crews attended a combined Weather/Intelligence/Operations briefing at 0330L/28 Dec, where frequency assignments, holding areas and plan of action was outlined to all SAR forces. JG 37L and JG 76H were assigned as the primary recovery aircraft, with JG 19L and JG 68H as backup. The primary crews were launched at 0515L. Backup crews were notified to launch at 0815L to provide cover for an imminent recovery attempt. JG 19 and JG 68 were airborne at 0830L, and proceeded direct to the holding area. Enroute to the holding area, the primary SAR forces were diverted to effect the recovery of "Lovebug", a strike aircraft which had been hit over the SAR area. JG 37 completed the pickup of both Lovebug Alpha and Bravo at 0920L, and returned to Ch 89. JG 76 then became "low" with JG 68 as "high". JG 19 and JG 68 arrived at the prebriefed holding area (122/102/89) at 1000L, and JG 68 joined with JG 76. At 1035L, King 01 advised of a possible delay for any recovery attempt, and suggested refueling. JG 76 flight joined with King 04 at 1055, and completed A/R of both aircraft at 1115L. JG 76 was notified at 1115 that JG 76 only would return to Ch 89, and that JG 71 would arrive at 1215 to take over for JG 76. At 1130L, JG 76 flight arrived back in the holding area, and JG 76 then departed for Ch 89 as directed. There was some confusion at this point as to which aircraft would be the primary recovery, with JG's 68, 71, 03 and 19 in the area. King 01 finally determined that JG 68 would be "low" with JG 71 "high". JG 68 and JG 71 completed rendezvous in the holding area at 1215L. From 1215 until 1300, JG 68 flight continued to hold while Sandy directed strikes on hostile gun positions. At 1300L, Sandy 05, OSC, briefed the ingress and egress routes and his plan of action, and directed JG 68 flight to a holding position closer to the SAR area. At 1315, Sandy flight and JG 68 flight changed to guard frequency, and JG 68 began ingress into the area as directed by Sandy 07. After descent through the overcast, ingress from the west of the SAR area was accomplished at treetop level over

GROUP 4

Downgraded at 5 year
intervals; declassified
after 12 years~~SECRET~~

a 10 mile route consisting of several valleys separated by high karst ridges. During the entire egress, JG 68 was under continuous escort and direction of Sandy aircraft. The Sandy aircraft flew a "daisy chain" around the helicopter, marking the route with smoke rockets, and vectoring JG 68 over a circuitous route which afforded the greatest terrain masking from hostile gun emplacements. Entering the river valley where the survivors were located, JG 68 was vectored over a two mile path where anti-personnel CBU and "Tape" had just been delivered. The path led straight to the survivor's position, and stopped about 200 yards from their location. Sandy 05 directed Playboy 16 Alpha to ignite his smoke as JG 68 approached the area, and advised JG 68 to slow down. At 1330L, JG 68 spotted the survivor's smoke approximately 50 yards out, and stopped directly over their position in a 100 foot hover. The high hover was necessary because of one large tree within 20 feet of the survivors. Alpha had been previously advised to put Bravo on the penetrator, and then to strap himself on so they could come up together. The engineer lowered the penetrator to Alpha, and then gave him enough slack so he could take it to where Bravo was laying directly beneath the tree. Alpha had some difficulty securing Bravo to the penetrator because of Bravo's broken leg. When both were on the hoist and clear of the ground, JG 68 began a hovering turn to the egress heading while the engineer brought them up. During the hoist recovery, the Sandy aircraft were in a continuous "daisy chain" around JG 68, strafing and dropping CBU ordnance. At 1335L, as the survivors came up to the door of the helicopter, JG 68 began egress. The #1 and #3 miniguns became active at this time to suppress ground fire. They had not been used in the hover so the engineer's hoist instructions would be audible. When advised that the survivors were on board, and that JG 68 was coming out, Sandy 05 was immediately ready with egress instructions, and initiated the "daisy chain" for escort out of the area. Egress at low altitude was over the same route as ingress, and was under continuous escort and directions of Sandy aircraft. The Sandy aircraft also expended their remaining ordnance in front of JG 68 to suppress any possible ground fire. After reaching a reasonably safe area, Sandy 06 advised JG 68 to climb up through the overcast. JG 68 broke through the overcast at 1345L, and proceeded direct to Ch 89 with JG 71 and Sandy aircraft as escort. During the return trip, the PJ's applied a temporary splint to Playboy 16 Bravo's leg and began IV fluid injection. JG 68 landed at Ch 89 at 1430L. Subsequent inspection of the aircraft revealed only minor battle damage to the left sponson of the helicopter.

3. (U) Problem Areas: On fast approach into final at an estimated 125 knots, the ramp door fell on the ramp mini-gun making this gun non-proficient and limiting the PJ's field of vision until the plane came to a hover and the door could be stowed. There was a re-occurrence of this incident as the plane left the pickup area. Also the ramp gun malfunctioned just before the plane came into a hover.

4. (U) The survivors were: Major Lewis, USMC, 1st MAFg

Lt Phillips, USMC, 1st MAFg

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5. (U) The Jolly Green 68 crewmembers were:

AC: Capt Gary F. Sanderson,

CP: Capt Michael V. Kinsinger,

FE: MSgt Maurice F. Tasker,

RS: SSgt John J. Eldridge,

RS: Sgt Ronald F. Sopata,

SIGNED

GARY F. SANDERSON, Captain, USAF
Aircraft Commander, Jolly Green 68

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

(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
129
battle damaged F-4.

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

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

(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
132
from Da Nang.

(S) Playboy 16 had been conducting visual reconnais-

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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

(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 hours, with no damage to the helicopter,¹³⁶ 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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see attached letter S.D. 57
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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

CATALOGED

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.

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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 HLU 23's, the strike load was changed from wall to wall napalm to HLU-27, HIA-4, and CEU-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, strikes 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 TAGE 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 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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11. Sandy 1 and 5 reported that King 1 was the best ABOCC 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 Kraeger, 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 Friedland, 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 Partengian, Jolly Green 68 Captain Bright, 37 Captain Ficalco, 76 Captain Sanderson, 19 Captain Shobert, 03 Lt JG Stiche, 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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39th AFRSg 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. 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. 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. 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.

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GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

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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. 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. 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. 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. 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. 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.

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39th AARRSq History, Oct. - Dec. 69.

129

129

Supporting Document 22

6. 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. 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 1½ 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. 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. 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.

GROUP-4

Downgraded at 3 year intervals.

Declassified at 12 years.

99-70-00

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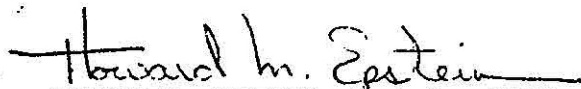
39th ARRSq History, Oct - Dec 69

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 DILLENBÖCK
RO ALC TOOMER
FE MSG DUNCAN
FE MSG MARTEL
LM MSG ROBERTS



HOWARD M. EPSTEIN, Captain, USAF

Aircraft Commander/Airborne Mission Commander

DECLASSIFIED

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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, Jollys, 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

DO NOT DESTROY

No. 0 221971

CALCULATED

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DCO - 70 - 011

(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

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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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 SS, 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

[REDACTED]
[REDACTED]

(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