

DECLASSIFIED

**DEPARTMENT OF THE AIR FORCE**  
**40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)**  
**APO SAN FRANCISCO 96237**



REPLY TO  
 ATTN OF: 400 (Lt Col Shipman/2687)

19 February 1970

SUBJECT: Mission Narrative Report #2-3-013-18 Feb 70 (U)

**DOWNGRADED TO**  
**CONFIDENTIAL ON 9 JUL 73**  
**IAW EX. ORDER 11552**

TO: 3 ARRGp (JRCG)  
 APO 96307

Classified by 40 ARRGp  
 SUBJECT TO GENERAL DECLASSIFICATION  
 SCHEDULE OF EXECUTIVE ORDER 11652  
 AUTOMATICALLY DOWNGRADED AT TWO  
 YEAR INTERVALS.  
 DECLASSIFIED ON 31 Dec 78

1. (U) This report submitted IAW ARRSM 55-2/3 ARRGp Sup 1.
2. (S) JG 77 and 79 were scrambled by Jack at 0315Z, 18 Feb 70 from Ch 70, with JG 68 and 70 from Ch 89 at 0323Z, to attempt rescue of survivor of Banyan 03 down at 072/68/108. At 0544Z, JG 77 experienced a utility hydraulic pump failure and returned to Ch 108. JG 81 departed Ch 70 at 0550Z to replace JG 77. Due to pressure altitude and temp at the survivor's position only the HH-53C models, JG 79 and 81 could produce sufficient power to hover and provide cover for one another, therefore JG 79 was designated low and JG 81 high for the pickup attempt. After A/R, JG 79 and 81 proceeded to the holding point short of the survivor's position. Weather was 8000' scattered to broken, visibility at least 3 miles, winds light. At 0732Z, JG 79 proceeded to the survivor's position for the pickup after the Sandy force had sanitized the area, put in CBU-19 and screened the area with smoke from numerous large caliber guns to the south and southeast of the survivor's position. Due to heavy ground fire received from directly beneath while hovering and inability to locate the survivor, JG 79 departed the scene at 0737Z and was escorted by JG 81 to Ch 108 for a precautionary landing. JG 81 assumed low position for next pickup attempt, A/R with King 2 at 0830Z and awaited the arrival of JG 83 which departed Ch 70 at 0832Z. During the next hour and one half numerous SAR aircraft departed the area due to low fuel or lack ordnance and were replaced by others to regroup and try again to pickup Banyan 03B. At 1020Z, JG 81 low and JG 83 were holding at 058/68/108 for a second try. At 1100Z, JG 81 was hovering over the smoke flare of the survivor who could not be visually located when a very large explosion went off directly beneath the aircraft. A PJ reported on intercom a mortar round went off beneath the aircraft and assuming the survivor must be dead JG 81 departed the scene at 1106Z. The survivor responded properly when asked to come up beeper and JG 81 returned and assumed a hovering search at 1112Z. By now it was quite dark and nearly impossible to visually search. At 1120Z the survivor is aboard JG 81 and returned to Ch 70 at 1305Z. JG 81 and 83 both required and accomplished a night A/R with King 7 enroute. The survivor, with exception of flash fire burns on the face received prior to ejection, was in excellent physical condition. No radio or visual contact was ever established with Banyan 03A. In reference to the large explosion beneath JG 81, a Sandy pilot stated one of his rockets, part of the ordnance

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40-70-0024 40-70-0524

GROUP 4

Downgraded at 3 year  
 intervals, declassified  
 after 12 years

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being constantly delivered around JG 81 to suppress ground fire skipped and exploded under the chopper.

3. (U) The survivor was: Bayan 03B, Capt Robert S. Dotson, 8th TFWg.

4. (U) The crew of Jolly Green 81 was:

AC: Lt Col Shipman, Clifton A.

CP: Capt Thompson, Donald Y.

FE: Sgt Crawford, Inus G.

PJ: MSgt Willis, Edward M.

PJ: Sgt Brooks, Steven D.

*Clifton A. Shipman*

CLIFTON A. SHIPMAN, Lt Colonel, USAF  
Aircraft Commander, Jolly Green 81

Classification (cancelled) (changed to UNCLAS),  
effective on 6 JUN 75, under the authority of  
CSA/X0052, by M. JAVIS  
NSG 10/856 AF-75

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~~40-70-0024~~

AD-70-0524

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DECLASSIFIED

DATE: 18 FEB 70

MISSION NUMBER: 2-3-013-18 FEB 70 (Part 1)

AIRCRAFT DESIGNATION: KING 1

LOCATION: 072/72/108

DISTRESSED AIRCRAFT: BANYAN 03 (F-4)

SAVES: 1 Combat

24 February 1970

DOWNGRADED TO  
CONFIDENTIAL  
EX. ORDER 11 52Classified by *D. J. Perry*  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS.  
DECLASSIFIED ON *11 Dec 78*

1. (S) At 0300Z King 1 received a call from Tiger 01 on guard frequency that **Banyan 03** had been hit and was down. He had one good chute; position 072/68/108. We directed Tiger 01 to SAR UHF 259.0 and immediately appointed him On-Scene Commander. He advised the good chute was Banyan 03B and that they had taken the hit in the cockpit and 03A had not gotten out. At 0306Z, Tiger 01 had voice contact with Banyan 03B — he was in good shape and moving uphill away from his chute. SAR forces and fast mover strike forces were requested at this time. The survivor was just north of the route 7 structure in the fishes mouth (VGC08554).
2. (C) As King 1 moved north, Larado 07 joined Tiger 01 in the SAR area and, since Tiger 01 was low on fuel, Larado 07 took On-Scene Command as Tiger 01 cycled to a tanker. We alternated Tiger 01 and Larado 07 over the scene as they recycled for fuel. They began putting in fast mover strikes against firing gun positions along the route structure.
3. (S) The SAR Forces were enroute to the scene and were comprised of — Sandies 01 -04 and Jolly Greens 68, 70, 77, 79. Initial rendezvous and holding point was given at 080/47/108. After discussion with the enroute forces, it was decided to move the holding area north to avoid having to cross the high threat route structure on the pick-up track. The SAR forces were routed 040/44/108, then due east to cross north of Ban Ban, and then hold at 058/68/108.
4. (S) At 0425Z Sandy 01 assumed On-Scene-Command and had contact with Banyan 03B. Fast mover strikes were being put in against active 37MM, 23MM, and ZPU positions. At 0434Z Raven 41 was on scene and took over FAC responsibility. The weather in the area was good — few scattered clouds and approx 6 mi visibility. Sandy 02 reported terrain elevation at 4800 ft and temperature +15°C. Jollies 68 & 70 advised they would be extremely critical at the reported terrain elevation. Jollies 68 & 70 requested to land Tango due to delay in sterilizing pickup area. They were advised by Jack to hold airborne.
5. (S) Smoke and Beaver flights were airborne from Channel 89 at 0508Z, estimating the SAR area at approx 0615Z. We decided to refuel the helicopters due to the extended period prior to a pickup attempt. King 3 was directed to accomplish the refueling on a track 030/0 - 40/108. Upon refueling, Jolly Green 79 developed a fuel leak in his probe

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Declassified after 2 years.AD-70-0556  
39-70-029

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and advised he would RTB. Jolly Green 68 was instructed to move up and replace Jolly Green 79. At 0530Z, Blue Chip advised to move Jolly Green holding area to 020/47/108. This position was approximately 40 minutes from the SAR area. At 0543Z, Jolly Green 77 advised of a hydraulic malfunction and was RTB to Tango. We requested more "C" model Jollies. At this time, Jolly Green 79 advised he was still in the area and had corrected his problem.

6. (S) At 0620Z Raven 41 was replaced by Nail 24 as FAC. Nail 24 continued the strikes against the gun positions. Sandy 01 began briefing Smoke and Beaver flights for an anticipated pickup attempt in approximately 30 minutes. We received word from Jack that King 2 was escorting Jolly Green 81 into the area and Jolly Green 81 was to provide high cover for Jolly Green 79 on the pickup. Jolly Green 68 was unable to refuel due to rough air and diverted to Tango. Jolly Green 81 joined Jolly Green 79 at 0715Z and Sandy 01 began briefing all SAR forces on the pickup.

7. (S) Smoke and Beaver were deployed as Jolly Green 79 approached the area. At 0735Z Jolly Green 79 was over the area, but could not locate the survivor. Jolly Green 79 was taking ground fire and received damage in his fuel tanks and hydraulic system. At 0739Z he pulled out of the area.

8. (S) As the SAR forces egressed the area we requested another "C" model Jolly. The "B" models did not have sufficient performance capability to hover at the high terrain elevation which was now reported at 5580 ft pressure altitude and +20°C. Jack advised that no "C" models were available. I advised all Jollies to withdraw toward Channel 108. Beavers 22 and 23 escorted the Jollies as Sandies 3 & 4, Smoke flight and Beaver 20 & 21 RTB'd with Bingo fuel. Sandy 01 briefed Sandy 05 on the mission and turned On-Scene-Command over to Sandy 05 at 0800Z. Sandy 01 and 02 RTB'd at that time.

9. (C) King 1 was approaching minimum fuel and turned Airborne Mission Command over to King 2 at 0800Z. Shortly after Sandy 05 assumed On-Scene-Command he took a hit and RTB'd escorted by Sandy 06. Sandy 07 assumed On-Scene-Command at 0821Z. Nail 24 was replaced by Nail 30 as on scene FAC. Additional Sandies, Smoke, and Beaver were requested at 0839Z.

10. (S) Jolly Green 79 declared an emergency due to loss of his fuel transfer system and King 2, being closer to Jolly Green 79's area descended for emergency refueling. King 1 again assumed Airborne Mission Command. At 0850Z Sandy 07 reported a sump warning light and he departed the area, leaving Sandy 08 as On-Scene-Commander.

11. (C) At 0859Z King 1 again passed Airborne Mission Command to King 2 and departed for Channel 70.

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Downgraded and  
Declassified at or 12 years

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12. (C) Air Refueling - King 3 refueled Jolly Greens 77, 79, 70. Jolly Green 68 was unable to hookup due to turbulence and landed LS 98 for fuel. King 2 refueled Jolly Green 81 (twice) and Jolly Green 79. Jolly Green 70 was unable to hook up and landed LS 98 for fuel. King 7 refueled Jolly Green 68, 81, 83.

13. (C) Problem Areas:

a. (C) Ethan was unable to provide a discrete frequency for radar control of SAR forces. We were provided their backup frequency for communications, however it was not monitored continuously and we had to switch to Ethan primary to have them come back up on frequency.

b. (C) The terrain elevation was too high for the HH-53B helicopters. This left us with excessive delays due to the lack of sufficient back up capability for the HH-53C's that aborted for mechanical problems or battle damage.

14. (C) Forces Utilized:

Strike Aircraft flights

|           |           |
|-----------|-----------|
| BISON     | VESPA     |
| HOOVER    | DUSTER 01 |
| HANNA     | DUSTER 03 |
| BUCKET    | DALLAS    |
| TORRERO   | MANTIS    |
| COSMIC 03 | METRIC    |
| COSMIC 01 | RACCOON   |
| GARLIC    | KINKY     |

FAC's

LARADO 07, 01, 05  
 TIGER 01, 03  
 RAVEN 41  
 Nail 24, 30  
 SAR Forces  
 KING 1, 2, 3  
 SANDIES 01 - 08  
 BEAVER 20 - 23  
 SMOKE 40 - 43  
 JOLLY GREENS 68, 70, 77, 79, 81, 83

DECLASSIFIED BY *02 322 D67*  
 SUBJECT TO GENERAL DECLASSIFICATION  
 SCHEDULE OF EXECUTIVE ORDER 11652  
 AUTOMATICALLY DOWNGRADED AT TWO  
 YEAR INTERVALS.  
 DECLASSIFIED ON *61 Dec-78*

15. (U) KING 1 Crewmembers:

|        |              |    |             |
|--------|--------------|----|-------------|
| AC/AMC | LT COL LADOU | FE | MSG BOSMANS |
| CP     | CPT BAUMANN  | RO | TSG RUSSELL |
| N      | CPT BURD     | LM | SSG CREPEAU |
| FE     | MSG BLOOM    |    |             |

*Edward M. Ladou*  
 EDWARD M. LADOU, Lt Col, USAF

Aircraft Commander/Airborne Mission Commander

Classification (cancelled) (changed to *UNCLASS*)  
 effective on *16 JUN 83*, under the authority of  
*CSM/V0082* by *M. J. 15*  
*MSG 10/856 APR 25*

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GROUP 4  
 AD-70-0556  
 397 70-029

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39th ARRSq History, Jan - Mar 70 SUPPORTING DOCUMENT 7

DATE: 18 FEB 70

24 February 1970

MISSION NUMBER: 2-3-013-18 FEB 70 (Part 2)

AIRCRAFT DESIGNATION: KING 2

LOCATION: 072/72/108

DISTRESSED AIRCRAFT: BANYAN 03 (F-4)

SAVES: 1 Combat

1. (C) King 2 was notified during our Intel Briefing that Banyan 03 was down. We received a briefing from Banyan 01 who was a member of the flight. After take off we proceeded to the area. King 1 was the Airborne Mission Commander and King 3 was the tanker. We were dispatched to escort Jolly Green 81 from the fence to the holding area. At 0605Z we joined Jolly Green 81 and escorted him to the scene. We topped his fuel tanks off on the way.
2. (C) King 2 assumed Airborne Mission Command at 0800Z. Just prior to that time a pick-up attempt had been made. Jolly Green 79 had taken battle damage and was proceeding to Ch 70. Sandy 5 who was the On-Scene-Commander took a hit at 0807Z. He was escorted back to Ch 89 by Sandy 6. We appointed Sandy 7 as On-Scene-Commander at 0810Z.
3. (S) Also at 0810Z Jolly Green 79 stated that he was getting very low on fuel and he was afraid that he couldn't make it into LS 98. At 0815Z Jolly Green 79 declared an emergency and King 2 departed orbit to give Jolly Green 79 fuel and escort him to LS 98. At 0823Z Jolly Green 79 was taking on fuel. He only took 1400 lbs before the fuel started to drain out of the bullet holes in his tanks. We kept him hooked up until he was within 8 miles of LS 98. After we dropped him off we topped off Jolly Green 81 so he would be able to make a pick up attempt.
4. (S) At 0859Z we took over again as Airborne Mission Commander from King 1. At this point there was only one HH 53 "C" model aircraft on scene. The terrain was 5500' pressure altitude and the temperature was 20°C. and the HH 53B did not have enough power to hover. Jolly Green 81 wanted a high bird "C" model for protection before he would make a pick up attempt.
5. (C) Sandy 7 got a pump light at 0850Z. He RTB'd to Ch 89. Sandy 8 was appointed as On-Scene-Commander at this time.
6. (C) The survivor's transmitter was not working on voice. However his receiver was operational and he was able to transmit by beeper. We obtained an authentication on that could be answered by beeper.

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Downgraded at 8 year interval  
Declassified after 12 years.

39th ARRSq History, Jan - Mar 70

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7. (S) 0945Z we were ordered to move all slow mover forces to 020/47/108. We complied with this order but requested that Sandy 8 stay on scene because he was the only one who could communicate with the survivor and he did not have the exact location pinpointed. As it was rapidly getting dark we needed to pinpoint the survivor's location if there was to be a pick-up attempt that day.

8. (C) Sandy 9 & 10 arrived on scene about 0940Z. Sandy 8 was not Sandy lead qualified so Sandy 9 was appointed On-Scene-Commander at 1025Z after he had been briefed by Sandy 8.

9. (S) At 1043Z all the slow mover forces were moved to a position one mile north of the survivor. These forces included Smoke 44, 45, 46, 47; Beaver 24, 26, 27 (CBU-19); Sandy 11 & 12 and Jolly Green 81, 83, & 68.

10. (S) At 1105 Sandy started moving his forces in. At 1109Z while Jolly Green 81 was in a hover a rocket exploded right below him. He pulled off, but moved back in at 1114Z. At 1121Z they had the survivor on board and were moving out of the area. There was considerable ground fire during the withdrawal. Beaver 27 took a hit but all other SAR forces escaped. Jolly Green 81, 83, & 68 were refueled in the vicinity of LS 98 by King 7 because they did not have enough fuel to safely return to Ch 70. King 7 reported ground fire during his air refueling.

11. (C) Nail 30 and Laredo 05 worked fast mover flights in the area all afternoon. They both did an outstanding job of softening up the area for a pick-up attempt. Laredo 05 had to refuel three times, each time returning to a very hostile area. Without his help the SAR effort would have been delayed.

#### 12. (S) Forces Utilized:

|                                 |                          |
|---------------------------------|--------------------------|
| BEAVER 24, 26, 27 (CBU 19)      | KINKY 1 & 2 (Not Used)   |
| SMOKE 44, 45, 46, 47 (Smoke)    | KINKY 3 & 4              |
| SANDY 5, 6, 7, 8, 9, 10, 11, 12 | GREASY 1 & 2             |
| JOLLY GREEN 81, 83, 68          | HOT BOX                  |
| LAREDO 05 (FAC)                 | KILLER 1 & 2 (Not Used)  |
| NAIL 30 (FAC)                   | KILLER 3 & 4             |
| PAPA RED (MIG CAP)              | ROOKIE                   |
| MANTIS (SAM Suppression)        | TORPEDO 1 & 2 (Not Used) |
| METRIC                          | TORPEDO 3 & 4            |
| RACCOON                         | PACKER (Not Used)        |

#### 13. (S) Problem Areas:

a. (S) Ethan was unable to provide any radar support or control our fast movers. We had to take over this vital function ourselves.

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39th ARRSq History, Jan - Mar 70 SUPPORTING DOCUMENT 8

DATE: 18 FEB 70

24 February 1970

MISSION NUMBER: 2-3-013-18 FEB 70 (Part 3)

AIRCRAFT DESIGNATION: KING 6

LOCATION: 072/72/108

DISTRESSED AIRCRAFT: BANYAN 03 (F-4)

SAVES: 1 Combat

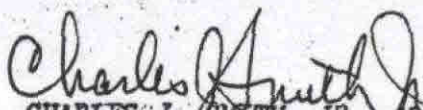
1. (S) King 6 had just completed refueling Jolly Green 33 & 04 off India Orbit and was returning to orbit 080/20-70/72 when we were diverted by Queen to aid in refueling the Jollies participating in the B anyan 03 SAR effort. We arrived at Channel 108 at 0900Z and immediately set up an orbit of 020/15-40/108. King 2 turned over to King 6 the duty of directing and controlling Jolly Green 68, 81, and 83. King 6 directed Jolly Green 68 & 81 to proceed out the 040/45/108 to safely avoid hostilities around Lima Lima and then go direct to hold at 058/68/108. After passing 040/45/108, Jolly Green 68 & 81 had difficulty in fixing their position, so King 6 went to the position of the Jollies and escorted them to 058/68/108. Jolly Green 83 meantime was proceeding to the area unescorted. King 6 was then advised by King 2 to withdraw the SAR forces back to 020/47/108 to hold until 1020Z at which time they would be joined by Smoke Flight, Beaver Flight, Jolly Green 83 and the Sandies, and then attempt a rescue. King 6 stayed on orbit relaying information to the Jollies and ready to assist in refueling until we were relieved by King 7. King 6 departed orbit at 1100Z and returned to Ch 83.

2. (U) Air Refuelings: None

3. (C) Problem Area: Navigational Aids - Specifically TACAN read-out difficulties as experienced by the Jollies.

4. (U) King 6 Crewmembers:

|       |               |    |               |
|-------|---------------|----|---------------|
| G/AMC | MAJ SMITH     | FE | MSG HENDERSON |
| CP    | MAJ MCFARLAND | FE | TSG MITCHELL  |
| N     | CPT WRIGHT    | LM | AIC RALSTON   |
| RO    | AIC CONLON    |    |               |



CHARLES J. SMITH, JR., Major, USAF

Aircraft Commander/Airborne Mission Commander

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100-254  
Diverted at 3 year intervals  
Declassified at 100-254

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vicinity of Delta 82 when it was hit by AAA weapons, suspected  
<sup>62/</sup>  
37mm.

(S) NAIL 43 was working their strike and had observed the complete sequence of events. The FAC observed the two chutes, Alpha and Bravo had landed within 100 meters of each other and the A-6 crashed and burned 100 meters beyond the survivors. Both survivors came up on their emergency radios shortly after they hit the ground.<sup>63/</sup>

(S) While trying to locate the survivors exact position, Sandy 02 took a direct hit and returned to base. Alpha stated he could hear the guns and gave Sandy 01 the approximately direction and distance. The NAIL FAC then located the guns and put in strikes.<sup>64/</sup>

(S) After silencing the gun positions, the Jolly Greens moved in for the pickup which was accomplished without any difficulties.<sup>65/</sup>

(U) The only other SAR effort for the month was for Banyan 03B, an F-4, which went down as a result of an AAA direct hit.<sup>66/</sup>

(U) Banyan 03 went down on the east part of Route 7. Banyan 03B came up on voice soon afterward, but Alpha was never heard from and presumably went in with the aircraft.<sup>67/</sup>

(U) After locating Banyan 03B's exact position, heavy ground fire was encountered and strikes were called in to suppress it. Following this, the Jolly Greens were called in and the pickup was made.<sup>68/</sup>

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DECLASSIFIED

56 SOW  
Jan - Mar 70  
K-WG-56-HI

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xvi

FEB

|       |     |                                                                                                        |
|-------|-----|--------------------------------------------------------------------------------------------------------|
| 1     | (U) | 56th Combat Support Group CBPO became servicing CBPO for 1987th Communications Squadron.               |
| 3     | (S) | CH-3 lost to ground fire on exfiltration mission - crew recovered.                                     |
| 6-7   | (S) | Search and Rescue effort for Milestone 516 was successful.                                             |
| 11    | (S) | Lt. Col. William L. Kieffer Jr, 1st Special Operations Squadron, declared KIA.                         |
| 16    | (C) | Detachment 9, 38th Air Rescue Squadron (PEDRO) arrived from Pleiku.                                    |
| 18    | (U) | Search and Rescue for Banyan 03B was successful.                                                       |
| 18    | (U) | New officer modular barracks opened for occupancy.                                                     |
| 21    | (C) | Kieng Khoung field captured by enemy forces.                                                           |
| 28    | (U) | Civic Action Center inactivated.                                                                       |
| -     | (C) | Night restrictions placed on A-1 and C-123 aircraft for operations in Lin Gia and Ban Mari.            |
| Mar   |     |                                                                                                        |
| 1     | (S) | Search and Rescue effort for Charger 411 was successful.                                               |
| 5     | (U) | Search and Rescue effort for Firefly 32 was successful.                                                |
| 10    | (S) | Search and Rescue effort for Firefly 23.4/3 was successful.                                            |
| 14    | (S) | Maj. Donald B. Fincher, 602nd Special Operations Squadron, declared KIA.                               |
| 15    | (S) | Search and Rescue effort for Garfish 501 was successful.                                               |
| 16    | (S) | Search and Rescue effort for Nail 53 was successful.                                                   |
| 20-21 | (U) | Search and Rescue effort for Wolf 06 Alpha was successful - effort for Wolf 06 Bravo was unsuccessful. |

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FLASH

PT 00633

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ZNY SS3SS

Z 0 141448Z FEB 70

FM OL-2 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/CSAF/AFXTZB

RUCIEHA/HQ ARPS SCOTT AFB ILL

RUHAGB/41ARRWG/PROCP/HICKAM AFB HAW

RUSQSA/3ARRGP/JRCC/TSN AB RVN

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

RUCIEHA/MAC/MPC/MACODA/

RUSQSA/7AF/DJT/DO/JF/DI/BOPMP/TACC/CC/TSN AB RVN

RUKLAAA/TAC/DOSLR/LANGLEY AFB VA

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RUHHHGA/CINCPAC/CC/CAMP HM SMITH HAW

RUEGGDA/ARDC/ABERDEEN PROVING GROUND MD

RUEKCA/AFEDC/FT RITCHIE MD

RHMSMVA/MACV SIGON RVN

RUHHHGA/CINCPACAF/CC/HICKAM AFB HAW

RUHLJHA/39ARRS TUY HOA AB RVN

ZEN/7713AF TACC UDORN RTAFB THAI

ZEN/40ARRS UDORN RTAFB THAI

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DOWNGRADED TO

CONFIDENTIAL ONLY

IAW EX. ORDER 11652

CLASSIFIED BY 023444

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE A EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON 31 Dec 78

DATE 18 FEB 1970

MD Actn Info ROUTING Intl File

ARDC FOL

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PAGE 2 RHMUABA0699

RUMORUA/BTFW UBON RTAFB THAI

RUMOUVA/AIRA VIENTIANE LAOS

BT

JURREP JIFFY/OL-2, 3ARRGP RESCUE/019/180305Z FEB 1970.

1. RESCUE OPENING/CLOSING REPORT 18 FEB 1970

2. 2-3-013-18 FEB 70

3. BANYAN 3 A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/667526/F4 D.

USA E. [USAF/BTFW] F. MAJ. THOMAS E. GILLEN G. 2 POB H. USAF STAND-

ARD. 4. KING 1. 180305Z 5. SE 6. 4/HH53/40ARRS 4/A1/56SOW 1/HC130P/

39ARRS AT 180310Z. 1/HC130P/39ARRS AT 180305Z. 1/HH53/40ARRS AT 180537Z.

1/HH53/40ARRS AT 180600Z. 4/A1/56SOW AT 180600X. 2/A1/56SOW AT 180800Z.

2/A1/56SOW AT 0900Z 2/HC130P/39ARRS AT 180800Z. 7. JG 77/79 LAUNCHED

AT 180320Z. JG68/70 LAUNCHED AT 180325Z. KING 1 DIVERTED AT 180305Z.

KING 3 LAUNCHED AT 180339Z. SANDIES 1,2 LAUNCHED AT 180317Z. SANDIES

3,4 LAUNCHED AT 180334Z. 8. 1929N 10404E 9. A,B,C NOT A FACTOR 10.

OL-2, 3ARRGP, LTCOL STEPHENS, D.L., MAJ R.O. MULIAN, CAPT C.A. ANDERSON,

TSGT R.A. LINCK, SSGT A.L. MIMBS. 11. 7ABCCC, 23TASS 12. TIGER 1,18/

0309Z/1929N 10404E 13. 40ARRS/HH53C/FOREST PENETRATOR/181121Z. 14. 2/1/

1/1/1/0. 15. TAKEN TO UDORN RTAFB, THAILAND. 16. 6/35.9/40ARRS/HH53;

5/30.0/39ARRS/HC130P; 27/107.0/56SOW/A1. 17. A, 0/0/0/0/NOT AVAIL/0/0/1

120 M N.E VIENTIANE, LAOS.

PAGE 3 RHMUABA0699

0/0/0/0/NOT AVAIL/0/0/0 18. A. CREW MAKING SAVE, AC SHIPMAN,

CLIFTON A. LCOL, CP THOMPSON, DONALD Y. CAPT, FRED CRANFORD, INUS G. SGT,

RS BROOKS, STEPHEN D. SGT, RS WILLIS, SGT ALL ASSIGNED TO

40ARRS. B. PERSONNEL SAVED: DONALD Y. CAPT, STEW. USAF, 19. H.

DECLASSIFIED

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FLASH

PT 00633

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01082

ARRS CREDITED WITH ONE USAF COMBAT AIRCREW MEMBER SAVE. RS WAS NOT DEPLOYED. 8 AIR REFUELINGS ACCOMPLISHED. TIGER 01 REPORTED TO KING 1 THAT BANYAN 3 HAD TAKEN A HIT AND BANYAN 3 BRAVO HAD EJECTED AT 180305Z. AT 0309Z TIGER 1 HAD VOICE CONTACT WITH THE SURVIVOR. LATER AT 0352Z A SECOND CHUTE WAS SIGHTED, BUT THERE WAS NO CONTACT WITH BANYAN 3 ALFA AT ANY TIME DURING THIS MISSION OR ANY OTHER EVIDENCE HE HAD EJECTED SUCCESSFULLY. JG 70/79 AND SANDIES 1 THRU 4 WERE DIRECTED TO LAUNCH AT 0310Z. AS A BACKUP JG 68/36 WERE DIRECTED TO LAUNCH AT 0312Z. JG77 CAME IN COMMISSION AND LAUNCHED FROM UDORN IN PLACE OF JG 36 AT 0324Z ALONG WITH JG79. JG 68/70 LAUNCHED FROM NKP AT 0325Z. SANDY 1,2 LAUNCHED AT 0317Z. SANDY 3,4 LAUNCHED AT 0334Z. KING 1 HAD DIVERTED AT 0309Z AND ASSUMED AIRBORNE MISSION COMMANDER. HE MADE TIGER 1 ON SCENE COMMANDER AT THAT TIME AND TURNED IT OVER TO LAREDO 7 WHEN TIGER 1 HAD TO REFUEL. DURING THE MISSION UNTIL SANDY 1 ARRIVED THESE TWO FAC'S ALTERNATED AS ON SCENE COMMANDER. THE AREA WAS HEAVILY DEFENDED WITH 37MM GUNS. SANDY 1 TOOK OVER ON SCENE COMMANDER AT 0427Z. KING 3 LAUNCHED FOR

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REFUELING AT 0339Z. JG 81 AT 0550Z TO REPLACE JG77 WHO HAD TO RETURN WITH MAINTENANCE PROBLEMS. BETWEEN 0340Z AND THE TIME OF THE PICKUP A CONSTANT STREAM OF F4'S AND F105'S WORKED THE SAR AREA. FOUR SMOKE AND FOUR BEAVER A1'S LAUNCHED BETWEEN 0505Z AND 0510Z. RAVEN 41 ACTED AS FAC FOR THE FAST MOVERS FROM 0510Z TO 0630Z WHEN HE WAS REPLACED BY NAIL 24 WHO WAS IN-TURN REPLACED BY NAIL 30 AT 0630Z. LAREDO AND TIGER FAC'S CONTINUED TO ALTERNATE IN AREA AS WELL. BY 0714Z ALL SAR FORCES WERE ASSEMBLED. THE AREA HIT HARD BY ORDNANCE AND SANDY 1 LED IN JG79 FOR A PICKUP ATTEMPT AT 0738Z. JG79 TOOK GROUND FIRE FROM THE VICINITY OF THE SURVIVOR AND PULLED OUT WITH HOLES IN THE AUX FUEL TANKS AND ONE HYDRAULIC SYSTEM INOPERATIVE. HE LANDED SAFELY AT LS98 AT 0835Z AFTER EMERGENCY AR WITH KING 2 WHO HAD LAUNCHED AT 0520Z. JG 83 LAUNCHED TO REPLACE JG79 AT 0832Z AND JG 81 ASSUMED LOW POSITION. HH53B'S WERE UNABLE TO HOVER AT THE ELEVATION OF THE SURVIVOR SO ONLY HH53C'S COULD BE USED. KING 1 RTB'D AT 0835Z AND KING 2 ASSUMED AMC. AFTER WORKING THE AREA OVER AGAIN ANOTHER ATTEMPT AT A PICKUP WAS READIED AT 1045Z. ALL THE ORIGINAL SANDY, SMOKE AND BEAVER A1'S HAD RTB'D BY THIS TIME AND HAD BEEN REPLACED WITH SANDY 9 THRU 12, 4 SMOKES AND 3 BEAVERS. JG 81 WAS LED IN BY SANDY 9 AT 1108Z WITH BEAVERS AND SMOKES LAYING DOWN A SCREEN AND SANDIES IN A DAISY CHAIN. ON THE FIRST ATTEMPT AN EXPLOSION ON THE

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GROUND UNDER JG81 ABORTED THE ATTEMPT, BUT ON THE SECOND TRY THE PICK-UP WAS SUCCESSFUL AT 1121Z, 6 MINUTES AFTER OFFICIAL SUNSET. KING 6 WHO HAD BEEN DIVERTED AND KING 7 WHO HAD TAKEN OFF FROM TUY HOA EARLIER ACTED AS TANKERS AS THE FORCES HEADED FOR HOME. JG 70/68 HAD REMAINED IN SAR AREA IN THE EVENT ANOTHER DOWNED AIRCRAFT. THE CREW OF JG79 RETURNED TO CH70 WITH JG70. THE SURVIVOR WAS IN GOOD CONDITION. ALL FORCES INVOLVED DID AN OUTSTANDING JOB IN A VERY HOSTILE ENVIRONMENT.

P-4

BT

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Cmd Post

NOTE JG79 IS @ L.S. 98

Follow up

DECLASSIFIED



40th ARRSQ HIST, JAN-MAR 1970

Crew of Buff on pick up on 18 February 1970.

Standing from left: Lt Col C.A. Shipman (AC),  
Capt R.S. Dotson (Survivor), Capt D.Y. Thompson  
(CP). Kneeling from left: MSgt E.M. Willis (PJ),  
Sgt L.G. Crawford (FE).

FILE = 12 FEB 70