

~~CONFIDENTIAL~~

DATE: 18 FEB 70

21 February 1970

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

AIRCRAFT DESIGNATION: KING 6

LOCATION: 072/72/108

ENTERED AIRCRAFT: BANTEN 03 (F-4)

DAY: 1. Combat

1. (S) King 6 had just completed refueling Jolly Green 33 & 34 off India Orbit and was returning to orbit 060/20-70/72 when we were diverted by Queen to aid in refueling the Jellies participating in the 8 dayen 03 SAM effort. We arrived at Channel 108 at 0900 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 66, 81, and 83. King 6 directed Jolly Green 66 & 81 to proceed out the 040/45/108 to safely avoid hostilities around Lima Lima and then go direct to hold at 050/60/108. After passing 040/45/108, Jolly Green 66 & 81 had difficulty in fixing their position, so King 6 went to the position of the Jellies and escorted them to 050/60/108. Jolly Green 83 meantime was proceeding to the area unescorted. King 6 was then advised by King 2 to withdraw the SAM forces back to 020/47/108 to hold until 1020Z at which time they would be joined by Duck Flight, Beaver Flight, Jolly Green 83 and the Landies, and then attempt a rescue. King 6 stayed on orbit relaying information to the Jellies 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 Refueling: None

3. (C) Problem Area: Navigational Aids - Good visibility 10000 feet out difficulties as experienced by the Jellies.

4. (U) King 6 Groundcrew:

AC/ANG	MAJ SMITH	FE	MSG WINTERSON
GP	MAJ MCFARLANE	FE	TED WINTERSON
E	CPT BROWN	LS	AJC KALSTON
RO	AJC DONLOW		

Charles J. Smith
CHARLES J. SMITH, JR., Major, USAF
Director/Commander/Airborne Mission Commander

~~CONFIDENTIAL~~

Regraded UNCLASSIFIED by
Authority of Executive
Order 12958 on 2-16-00.

UNCLASSIFIED

1741

1. (S) At 0300Z King 1 received a call from Tiger 01 on guard frequency that Barney 03 had been hit and was down. He had one good strike; position 072/48/108. He directed Tiger 01 to SAE 259.0 and immediately appointed him On-Scene Commander. He advised the good strike was Barney 032 and that they had taken the hit in the cockpit and ~~the tail section was gone.~~ At 0306Z, Tiger 01 had voice contact with Barney 032 - he was in good shape and moving slowly away from his strike. SAE forces and fast mover strikes were requested at this time. The survivor was last north of the stage 3 structure in the fishes mouth (W0003554).
2. (S) As King 1 moved north, Laredo 07 joined Tiger 01 in the SAE area and, since Tiger 01 was low on fuel, Laredo 07 took On-Scene Command as Tiger 01 cycled to a tanker. He alternated Tiger 01 and Laredo 07 over the scene as they refueled for fuel. They began pushing in fast mover strikes against firing post positions along the route structure.
3. (S) The SAE Forces were enroute to the scene and were comprised of - Sandline 01 -04 and Jelly Greens 68, 70, 77, 79. Initial rendezvous and holding point was given at 030/47/108. 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 SAE forces were routed 040/44/108, then down east to cross north of Ben Can, and then hold at 038/48/108.
4. (S) At 0425Z Sandy 01 assumed On-Scene-Command and had contact with Barney 032. Fast mover strikes were being put in against active 3708, 2308, and CPU 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°. Jellys 68 & 70 advised they would be extremely critical at the reported terrain elevation. Jellys 68 & 70 requested to land tanks and to delay in sterilizing pickup area. They were advised by Jack to hold airborne.
5. (S) Hooks and Beaver flights were dispatched from Channel 89 at 0500Z, estimating the SAE area at approx 0415Z. He decided to refuse 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 - 45/108. Upon refueling, Jelly Green 79 developed a fuel leak in his prob-

UNCLASSIFIED

~~CONFIDENTIAL~~

and advised he would return. Jolly Green 79 was instructed to move to and maintain Jolly Green 79. At 0715Z, Jolly Green 79 arrived in the Jolly Green holding area in Channel 70. This position was approximately 40 minutes from the 100 area. At 0845Z, Jolly Green 77 advised of a hydraulic malfunction and was RTR'd to Tango. He requested more "C" model Jollys. At this time, Jolly Green 79 declared an emergency due to loss of fuel and left the area.

6. (S) At 0620Z Raven 41 was replaced by Mail 21 as FAC. Mail 21 continued the strikes against the gun positions. Sandy 01 began briefing Snake and Beaver flights due to an unauthorized pickup attempt in approximately 30 minutes. He remained with Jack last King 2 was escorting Jolly Green 41 into the area and Jolly Green 41 was to provide high cover for Jolly Green 77 on the pickup. Jolly Green 41 was unable to refuel due to rough air and diverted to Tango. Jolly Green 41 joined Jolly Green 77 at 0715Z and Sandy 01 began briefing all BSR forces on the pickup.

7. (S) Snake and Beaver were deployed as Jolly Green 77 approached the area. At 0735Z Jolly Green 77 was over the area, but could not locate the survivor. Jolly Green 77 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 BSR forces searched 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 5980 ft pressure altitude and 40% O₂. 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, Snake flight and Beaver 20 & 21 arrived 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 RTR'd at that time.

9. (S) 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 RTR'd escorted by Sandy 06. Sandy 07 assumed On-Scene-Command at 0825Z. Mail 21 was replaced by Mail 30 as on scene FAC. Additional Sandies, Snake, and Beaver were requested at 0830Z.

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 pump 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.

~~CONFIDENTIAL~~

UNCLASSIFIED

~~CONFIDENTIAL~~

12. (C) Air Refueling - King 3 refueled Jolly Green 77, 78, 79. Jolly Green 88 was unable to hookup due to turbulence and landed 10 mi. for fuel. King 2 refueled Jolly Green 81 (twice) and Jolly Green 77. Jolly Green 70 was unable to hook up and landed 10 mi. for fuel. King 7 refueled Jolly Green 89, 91, 93.

13. (C) Fueling Areas:

a. (C) When 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 other primary to have them come back up on frequency.

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

14. (C) Forces Utilized:

Various Aircraft Flights		FAC's
KING 1	THU 1	TABAN 07, 01, 05
KING 2	DUYER 03	THU 01, 03
KING 3	DUYER 05	LAVER 01
KING 4	DALLAS	Walt 28, 30
KING 5	SAVING	
KING 6	KING 1	
KING 7	KING 2	
KING 8	KING 3	
KING 9	KING 4	
KING 10	KING 5	
KING 11	KING 6	
KING 12	KING 7	
KING 13	KING 8	
KING 14	KING 9	
KING 15	KING 10	
KING 16	KING 11	
KING 17	KING 12	
KING 18	KING 13	
KING 19	KING 14	
KING 20	KING 15	
KING 21	KING 16	
KING 22	KING 17	
KING 23	KING 18	
KING 24	KING 19	
KING 25	KING 20	
KING 26	KING 21	
KING 27	KING 22	
KING 28	KING 23	
KING 29	KING 24	
KING 30	KING 25	
KING 31	KING 26	
KING 32	KING 27	
KING 33	KING 28	
KING 34	KING 29	
KING 35	KING 30	
KING 36	KING 31	
KING 37	KING 32	
KING 38	KING 33	
KING 39	KING 34	
KING 40	KING 35	
KING 41	KING 36	
KING 42	KING 37	
KING 43	KING 38	
KING 44	KING 39	
KING 45	KING 40	
KING 46	KING 41	
KING 47	KING 42	
KING 48	KING 43	
KING 49	KING 44	
KING 50	KING 45	
KING 51	KING 46	
KING 52	KING 47	
KING 53	KING 48	
KING 54	KING 49	
KING 55	KING 50	
KING 56	KING 51	
KING 57	KING 52	
KING 58	KING 53	
KING 59	KING 54	
KING 60	KING 55	
KING 61	KING 56	
KING 62	KING 57	
KING 63	KING 58	
KING 64	KING 59	
KING 65	KING 60	
KING 66	KING 61	
KING 67	KING 62	
KING 68	KING 63	
KING 69	KING 64	
KING 70	KING 65	
KING 71	KING 66	
KING 72	KING 67	
KING 73	KING 68	
KING 74	KING 69	
KING 75	KING 70	
KING 76	KING 71	
KING 77	KING 72	
KING 78	KING 73	
KING 79	KING 74	
KING 80	KING 75	
KING 81	KING 76	
KING 82	KING 77	
KING 83	KING 78	
KING 84	KING 79	
KING 85	KING 80	
KING 86	KING 81	
KING 87	KING 82	
KING 88	KING 83	
KING 89	KING 84	
KING 90	KING 85	
KING 91	KING 86	
KING 92	KING 87	
KING 93	KING 88	
KING 94	KING 89	
KING 95	KING 90	
KING 96	KING 91	
KING 97	KING 92	
KING 98	KING 93	
KING 99	KING 94	
KING 100	KING 95	

15. (U) KING 1 Crewmembers:

AC/ACC	LT COL LADOU	PR MSG DOMINANT
CP	CPT BAUMANN	RO TAC RUMBLE
M	CPT BIRD	LM MSG CHAPMAN
FE	MSG BLOOM	

HOWARD M. LADOU, Lt Col, USAF
Aircraft Commander/Airborne Mission Commander

~~CONFIDENTIAL~~

UNCLASSIFIED

BEST COPY AVAILABLE

~~CONFIDENTIAL~~

39th ARMSq History, Jan - Mar 70

DATE: 18 FEB 70

24 February 1970

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

AIRCRAFT DESIGNATION: KING 2

LOCATION: 072/72/106

DESIGNATED AIRCRAFT: BANYAN 03 (F-4)

STATUS: 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 0805Z 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 little 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 69 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 running very low on fuel and he was afraid that he couldn't make it to Ch 98. At 0815Z Jolly Green 79 declared an emergency and King 2 departed orbit to give Jolly Green 79 fuel and escort him to Ch 98. At 0823Z Jolly Green 79 was taking on fuel. He was very close to the tanks before the fuel started to drain out of the bullet holes in the tanks. We kept him hooked up until he was within 8 miles of Ch 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 B-53 "C" model aircraft on scene. The terrain was 3500' pressure altitude and the temperature was 20°C, and the B-53 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 gave us a hit on Ch 89. He RTB'd to Ch 89. Sandy 8 was appointed as On-Scene-Commander at this time.

6. (C) The survivor's receiver was not working on voice. However his receiver was operable and he was able to transmit by beeper. We obtained an authentic answer that would be answered by beeper.

~~CONFIDENTIAL~~

SAR 101

UNCLASSIFIED
DATE 10/1/01 BY 10101

~~CONFIDENTIAL~~

39th ABW History, Jan - Mar 70

7. (S) 0945H we were ordered to move all slow mover forces to 030/47/100. 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 pin pointed. 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 0910Z. 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 1121H 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 IS 70 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)	KING 1 & 2 (Not Used)
SMOKE 44, 45, 46, 47 (Smoke)	KING 3 & 4
SANDY 5, 6, 7, 8, 9, 10, 11, 12	SHASTY 1 & 2
JOLLY GREEN 81, 83, 68	NOT USED
LAREDO 05 (FAC)	KILLER 1 & 2 (Not Used)
MAIL 30 (FAC)	KILLER 3 & 4
PAPA RED (MIO CAP)	ROCKY
MANTIS (SAM Suppression)	TOMPO 1 & 2 (Not Used)
METRIC	TOMPO 3 & 4
RACCOON	PACKER (Not Used)

13. (C) 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.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

10th AMB, Mission 79, Jan - Feb 79

9. (U) Cricket was unable to provide any F4C replacement for Mail 30 or Laredo 03. However they did provide an Orange Tanker for Laredo to cycle on. Cricket did an excellent job of providing fast mover resources.

14. (U) Air Refueling Accomplished:

King 2 - Jolly Green 81 (twice) and Jolly Green 79

King 3 - 2 Jolly Greens (call sign unknown)

King 7 - Jolly Green 68, 81, & 83

15. (U) Crew Members on King 2:

AC/AMC	CPT SHINE	FE	MSG ROBERTS
CP	CPT HOWE	FE	MSG HOLMAN
N	LTC REECE	LM	SSG GATLEY
RO	MSG MORRIS		

Richard W. Shine
RICHARD W. SHINE, Captain, USAF
Aircraft Commander/Airborne Mission Commander

UNCLASSIFIED

~~CONFIDENTIAL~~