

21 February 1970

F-105G 63-8281 354 TFS, 355 TFW, USAF, Takhli
Maj G B Hurst (survived)
Capt C S Bevan (survived)

The USAF lost its second F-105G during a Barrel Roll mission over the Plain of Jars. Maj Hurst and Capt Bevan were taking part in a strike on Pathet Lao troops near the northern edge of the Plain when their aircraft was hit by small arms fire during their third pass. The aircraft caught fire but this subsequently went out as Maj Hurst set course for Thailand. The aircraft stayed airworthy long enough to reach Udorn but the crew had to eject a few miles from the airfield and completed their mission by rescue helicopter. This aircraft had been painted as 'Little Annie Fanny' when serving with the 388th TFW.

40th ARRSQ HIST, JAN-MAR 1970

- 18 Feb 70 A "last light" rescue of an F-4 pilot made by Buff.
- 21 Feb 70 Buff picked up F-105 backseater four miles south of Udorn.
- 25 Feb 70 The 40th ARRSq takes over Det 1 at Nakhon Phanom.
- 26 Feb 70 Operation out of Tango stopped due to proximity of hostile forces.
- 1 Mar 70 First light effort for a Marine A-7 pilot.
Rescued by Buff.
- 5 Mar 70 Pilot of O-1 rescued by Buff east of Channel 89.
- 13 Mar 70 Major General Joseph R. DeLusa, DCS/Comptroller AFIC and party visited the 40th.
- 16 Mar 70 F-105 pilot picked up nine miles south of Udorn.
- 20 Mar 70 A-1 pilot rescued by Buff. Both aircraft participating in two day SAR effort.
- 21 Mar 70 The SAR objective of two day effort, an F-4 pilot picked up. Heavy battle damage to Buff fleet.
- 22 Mar 70 The 37th ARRSq assumes commitment at Nakhon Phanom due to reduced capability of the 40th.

40th ARRSQ HIST, JAN-MAR 1970

The mission of 18 February was the first successful opposed rescue of the quarter. It was unique in that the actual pick up was made after darkness had set in. The survivor was down at 072/68/108.¹⁹ A total of five Buffs were involved in the effort and the elapsed time from initial scramble to pick up was over eight hours.²⁰

A non-combat save was made on 21 February four miles south of Udorn. The two man crew of an F-105 was forced to abandon their aircraft and a Buff departing on a local flight was called upon to back up the local Pedro. Pedro picked up the frontseater and Buff picked up the backseater. The bailout was not the result of battle damage and the pick up could not be credited as a combat save.

The month of March proved to be a very active time for the SAR forces. A total of five rescues were made, several of which were opposed, one heavily.

On 1 March a Marine A-7 pilot bailed out at 087/89/99,²¹ an area of known heavy hostile activity. Two Buffs were launched from Nakhon Phanom on a first light effort. Sandy²² aircraft did an excellent job of sanitizing the area and briefing the Buff pilots on the survivor's position, ingress and egress routes. The Buff encountered ground fire throughout ingress, hover and egress but no hits were taken and the rescue was accomplished. The survivor was in excellent condition and needed no assistance.²³

Another first light effort began on the morning of 5 March. The pilot of an O-1 was down at 110/80/89,²⁴ another area of known