

DECLASSIFIED

DATE: 7 FEB 70

~~CONFIDENTIAL~~

12 February 1970

15
#6

MISSION NUMBER: 2-3-012-6 FEB 70 (Part 2)

AIRCRAFT DESIGNATION: KING 1

LOCATION: WD985467 (112/79/89)

DISTRESSED AIRCRAFT: MILESTONE 516

SAVES: 2 Combat

DOWNGRADED TO
CONFIDENTIAL ON 7/1/83
EX. ORDER 11652

Classified by DJ 30240
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (U) At 2015Z, 6 Feb 70, King 1 departed Udorn AB for Nakhon Phanom AB to attend a joint SAR forces briefing in support of the Milestone 516 mission. The briefing conducted by the wing staff was very thorough, preparing all forces for the mission at hand. Large scale maps, charts and mosaics were presented and studied to thoroughly familiarize all forces with the situation. FAC, SAR and RESCAP requirements and responsibilities were assigned accordingly. It is believed that, as a result of this briefing, the ensuing mission was prosecuted with an efficiency and effectiveness that is considered as ideal.
2. (C) At 2235Z, 6 Feb 70, King 1 departed Nakhon Phanom for the SAR area with Sandies 1 & 2 and Nail 17. Before actual sunrise, Sandy 1 and Nail 17 were talking to both survivors, updating their physical condition, pinpointing their position and questioning location of enemy activity. Once the survivors were briefed, they were told to hid until such a time as Sandy flew over their heads again. While awaiting first light, SAR forces were positioned adjacent to the scene. Hillsboro was contacted to request RESCAP lineups with special ordnance while GCI (Invert) was briefed on fast mover assignments and tanker requirements.
3. (S) Location of the survivors placed them along a major enemy infiltration route lined with 37MM and 23MM AAA positions and heavy small arms and automatic weapons fire. Nail 17 and Sandy 1 proceeded to troll the area to locate enemy gun positions. Sandy 2 relayed the proceedings to King. While putting in flights of fast movers several gun positions activated, one scoring a hit in the wing of Sandy 2. He proceeded to Nakhon Phanom escorted by Sandy 6 and intercepted by Jolly Green 81 enroute to the area to replace Jolly Green 79. King 3 was on orbit to monitor RTB of all forces, support additional emergencies and provide fuel for the rescue helicopters. Nail 17 utilized three flights of fast movers to neutralize gun positions.
4. (S) By 0056Z, 7 Feb 70, all enemy gun positions were silenced and Nail 17, advised Sandy 1 that he recommended immediate implementation of recovery forces. Sandy 3 replaced Sandy 2 as escort to Sandy 1. Together they briefed the flight of four Beavers, the flight of four Smokes and the primary pickup forces. Entry and exit routes were thoroughly briefed and recovery commands issued.

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Downgraded at 2 year intervals,
Declassified on 12/12/90.
PD-20-0446
39-70-027

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with the deployment of Smoke and Beaver. Jolly Green 17 effected pickup of Alpha at 0148Z and Bravo at 0153Z without receiving ground fire or other enemy harassment. This can be attributed to the outstanding planning, organization and utilization of forces by Sandy 1. All forces were returned to home station while condition of the survivors was determined. Alpha was in satisfactory condition while Bravo suffered from numerous bruises and lacerations.

5. (C) Forces Involved:

FORWARD AIR CONTROLLERS:

Nail 17 / OV-10 / Utilized
Wolf 01 / F-4 / Not Utilized
Stormy 01 / F-4 / Not Utilized

RESCAP:

Bayrom / 2 F-4 / Utilized
Gunfighter 25 & 26 / 2 F-4 / Utilized
Alamo / 4 F-105 / Utilized
Headpin / 3 F-4 / Not Utilized
Bayrom 3 & 4 / 2 F-4 / Not Utilized
Cobra 01 / 2 F-4 / Not Utilized
Boxer 31 / 2 F-4 / Not Utilized
Barfly / 3 F-4 / Not Utilized
Ashcan / 4 F-105 / Not Utilized
Cobra 11 / 2 F-4 / Not Utilized

SAR:

Jolly Green 17L & 81H escorted by Sandies 5 & 6 were primary recovery forces. Jolly Green 79 aborted.

Jolly Green 36L & 76H escorted by Sandies 4 & 9 were secondary due to refueling requirements at the time of recovery. Sandy 3 moved to assist Sandy 1 when Sandy 2 was hit by a 37MM shell.

Sandy 1, On-Scene-Commander, assisted by Sandy 2 & 3

Beaver 40 - 43 / 4 A-1 / Utilized
Smoke 20 - 23 / 4 A-1 / Utilized
King 1 / HC-130P / Airborne Mission Commander
King 3 / HC-130P / Tanker

6. (U) No problem areas were encountered while executing this mission. The storybook success of this mission can be attributed to the excellent pre-planning, effective organization of forces, and sincere devotion by all forces involved to the task before them. Milestone 516 Alpha and Bravo aided greatly in their own recovery by remaining composed and doing what they were told when the time came. Their coolness while under duress is certainly noteworthy and highly commendable.

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DATE: 6 FEB 70

12 FEBRUARY 1970

MISSION NUMBER: 2-3-012-6 FEB 70 (Part 1)

AIRCRAFT DESIGNATION: KING 2

LOCATION: WD802860

DISTRESSED AIRCRAFT: MILESTONE 516

SAVES: 2 Combat

DOWNGRADED TO
CONFIDENTIAL ON 9 APR 71
IAW EX. ORDER 11652

1. (S) At 1115Z King 2 received a report that a Gunfighter aircraft was down. We contacted Gunfighter 17, who said Milestone 516 was down and Raven 43 had contact with the survivors on "DELTA" frequency. Their position was 116/81/89, WD802860. Milestone 516 Alpha was in good shape, but Bravo had a badly cut knee.
2. (S) Nail 43 and Nail 47 recommended to survivors that they move for 20 - 30 minutes on a heading of 160 degrees and find a hiding place. Both Nail 43 & 47 were nearing Bingo fuel, so we contacted Moonbeam for another FAC. Nail 31 started into the area, however Blue Chip directed that he return to his area and there would be no one to replace Nail 43 & 47.
3. (S) At 1210Z we had Nail 43 contact Milestone 516 Alpha & Bravo to bed them down for the night. Both survivors were instructed to come back up on their radios at 2300Z and contact King 1, Sandys, & Jolly Greens on "DELTA" frequency. Nail 43 gave the following information on the area: 6 to 8 23MM and 3 to 5 57MM in the area. The best way to get to the survivors was to go three miles South of the area into the high hills; then take up a heading of 350 degrees to survivors. We called Moonbeam and asked them to monitor "DELTA" frequency. Bat Cat 49 called and said that he would be monitoring "DELTA" frequency and his replacement Bat Cat 33, would also monitor "DELTA" frequency.
4. (U) King 2 Crewmembers:

AMC/AC CPT CAMPBELL
CP CPT WILSON
N MAJ STOFFEL
RO SGT SCHRIVER

FE MSG GRIFFIN
FE TSG MITCHELL
LM MSG ROBERTSON

Von A. Campbell
VON A. CAMPBELL, Captain, USAF
Aircraft Commander/Airborne Mission Commander

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 81 Dec 78

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DECLASSIFIED

GROUP-4
Declassified at 3 year intervals.
Declassified on 12 years.

NO 70-0445
39-70-026

Need 70
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DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF: 1-40D

~~CONFIDENTIAL~~

9 Feb 70

SUBJECT: Mission Narrative Report (2-3-012, 6 Feb 70)

TO: 1-40C
3rd ARRGp (3JRCG)
IN TURN
CONFIDENTIAL ON 11/13/73
IAW EX ORDER 11652

Classified by 02 3ARRGp
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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (U) This report is submitted to comply with ARRSM 55-2/3rd ARRGp Supplement 1.

2. (S) At 1107Z, 6 Feb 70, while returning from November Orbit, JG 17 and 36 were notified that Milestone 516 was down with 2 survivors at 110/80/89. Since it was dark at that time, no rescue effort could be attempted until morning. A first light effort was organized, with a briefing for all of the participating SAR forces held at 2030Z, 6 Feb 70. Three HH-53's were dispatched from Udorn to be paired with three HH-3E's from NKP. The pairings were: JG 36 (Low) and JG 76 (High), Primary rescue helicopters; JG 17 (Low) and JG 79 (High), Secondary; and JG 09 and 81 in reserve. JG 36 and 76 launched at 2230Z, JG 17 and 79 launched at 2245Z. Both launches were on schedule and were without incident. Both pairs of Jolly Greens proceeded to a holding point located on the west side of the route structure, 120/60-70/89. After approximately 10 minutes of flight, JG 79 experienced a mechanical malfunction, and returned to base. JG 17 proceeded on to the holding area, later to be joined by JG 81. JG 36 and 76 arrived in the holding area at approximately 2310Z, and JG 17 arrived 15 minutes later. All Jolly Greens and their escorting A-1 aircraft orbited in the holding area while strike aircraft established contact with the survivors, and neutralized the area. The survivors, who were within 100 meters of each other, were located at 112/79/89, in a flat, forested valley, just south of a road which connected two nearby villages. No ground fire was reported in the initial stages of the SAR effort. After several passes however, the strike aircraft began to receive heavy ground and antiaircraft fire. Sandy 2, an A-1E, received severe damage at 2350Z from either a .37 or .23 MM antiaircraft gun, and was escorted home by JG 81, who was then enroute from Channel 89 to join JG 17. After escorting Sandy 2 to Channel 89, JG 81 rejoined JG 17 at the holding area. At 0145Z, JG 17 and 81 became primary while JG 36 and 76 refueled with King 3. At 0110Z, JG 17 and 81 were directed to proceed to a holding area, 114/85/89, to the east of the route structure in preparation for a rescue attempt. After crossing the route structure, at 0120Z, JG 17 and 81 descended to terrain level, holding just above the ground as the strike aircraft

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GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 42 YEARS

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CONTROL # 1-40D-70-7

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continued to neutralize the area. At approximately 0140Z, when no further ground fire was reported, smoke and "beaver" was laid around the survivors, and JG 17, with JG 81 holding over the karst, began the run in for the pickup, being vectored in by Sandy 5, and in later stages, by the survivors themselves. Because of the smoke and "beaver", visibility in the immediate area of the survivors was about zero-zero, necessitating a very slow, cautious hover taxi in the immediate area of the survivors. Finally spotting 516 Alpha, at 0144Z, the hoist penetrator was lowered into the trees, and the survivor, who did not use the hoist penetrator safety strap, was brought aboard at 0146Z. His condition was excellent. JG 17 then hover taxied through the smoke toward 516 B, receiving vectors from him, arriving over him at 0149Z. Again the hoist penetrator was lowered, and the survivor was brought aboard. His condition was more serious, having multiple injuries which required first aid from the pararescue man. JG 17 then exited the area, returning to the karst holding area, joined JG 81, and climbed over the karst before crossing the route structure en-route back to Channel 89. JG 17 and 81 landed at 0245Z, and JG 36 and 76, who had returned to the original holding area after completing refueling, landed at 0240Z. The weather throughout the SAR effort was VFR, communications, coordination, and radio discipline throughout was excellent.

3. (C) The survivors were:

MILESTONE 516A - Lt Cdr Evan P. Reese, USN, 600516, USS Ranger - CVA-61.

MILESTONE 516B - Lt Jg Donald R. Fraser, USN, 717571, USS Ranger - CVA-61.

4. (U) The crews of the Jolly Greens were:

JG#17(L)

AC Major Edward B. Robbins
CP Captain Royce W. Terrell
FE Sgt Ronnie L. Painter
RS TSgt Lehman L. Booher
RS Sgt Charles D. Morrow

Edward B. Robbins
EDWARD B. ROBBINS, Major, USAF
Aircraft Commander

JG#81(H)

AC Captain Gary F. Sanderson
CP Captain Michael V. Kinsinger
FE MSgt Maurice F. Tasker
RS Sgt Randall S. Carmichael
RS Sgt Anthony J. McFarr

Info copy:
40th ARRS

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vicinity of Delta 82 when it was hit by AAA weapons, suspected
^{62/}
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.^{63/}

(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.^{64/}

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

(U) The only other S.R effort for the month was for Banyan 03B, an F-4, which went down as a result of an AAA direct hit.^{66/}

(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.^{67/}

(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.^{68/}

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

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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 23.43 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 Mail 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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(U) The final rescue effort for January was conducted the following day for Seabird 2A/B, who had ejected near the North Vietnam border.^{56/}

(U) Upon arriving at the scene, Sandy 01 vectored to Bravo's chute by Seabird 1 and immediately began trying to raise the survivor on voice. However, the only signal received was a steady beeper.^{57/}

(U) According to Seabird 1, Alpha had landed near the main road in the area. Sandy 01 observed much truck traffic on the road and saw two trucks stopped near the presumed position of Alpha. However, at no time did he see the chute or hear the beeper from Alpha.^{58/}

(U) After about an hour of searching, Sandy 01 saw Bravo's chute moving. Upon closer inspection he was fired upon by 20-30 uniformed individuals.^{59/}

(U) About this same time, Sandy 02 was given instructions by SEABIRD 1 to use evasive maneuvers; thus avoiding a hit by a SAM. The Sandys jettisoned all ordnance and left the scene.^{60/}

(U) During the trip back to NKP, Jolly Green 71 was hit by an air-to-air missile fired by a MIG and was destroyed. The Sandys followed the aircraft down but saw no survivors. KING 02 then issued instructions for all SAR aircraft to return to base.^{61/}

(S) Only two rescue efforts were conducted during February. The first was on 6 and 7 February for Milestone 516. The aircraft, an A-6, from the Carrier USS Ranger was striking targets in the

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2/2

15. TAKEN TO NAKHON PHANOM RTAFB, THAILAND 16. 278.8/39ARRS/HC-130P
378.3/40ARRS/HH-53; 278.2/DET 1; 40ARRS/HH-3

PAGE 3 RHMUABA0371 ~~SECRET~~

15/50.6/56SOW/A-1 17. A. 0/0/0/0/NOT AVAILABLE/0/0/3.
B. 0/0/0/0/NOT AVAILABLE/0/0/0 18. A. CREW MAKING SAVE: AC ROBBINS,
EDWARD B., MAJ. FE: PAINTER, RONNIE L., SGT. RS: BOOHER, LEHMAN L.,
TSgt. RS: MORROW, CHARLES D., SGT. ALL ASSIGNED TO DET 1 40ARRS.
CP: TERELL, ROYCE W., CAPT, 37ARRS. B. PERSONNEL SAVED: 'ALPHA':
REESE, EVAN P., LTCDR, USSS RANGER, USN. 'BRAVO': FRASER, ONALD
R., LT(JG), USS RANGER, USN. 19. A. 10NM OF 1653N 10556E
C. SURVIVORS LOCATED. H. ARRS CREDITED WITH 2 USN COMBAT AIRCREW
MEMBER SAVES. RS WAS NOT DEPLOYED. TWO AIR REFUELING WERE ACCOMPLISHED.
AT 06/111Z, KING 1 ADVISED THAT MILESTONE 516 WAS DOWNED AT POSITION
116/81/89. NAIL 43 HAD INITIALLY REPORTED THE EJECTION TO KING
AND ALSO THAT HE HAD BEEPER AND VOICE CONTACT WIT BOTH SURVIVORS.
DUE TO APPROACHING DARKNESS, THE SURVIVORS WERE TOLD TO DIG IN FOR
THE NIGHT AND TO PLAN ON A FIRST LIGHT PICKUP. CONTACT WAS
MAINTAINED WITH THE SURVIVORS THROUGHOUT THE NIGHT AND THE SAR
FES WERE ON SCENE AT FIRST LIGHT. AT 06/2312Z SANDY 11 HAND CONTACT
WITH THE SURVIVORS AND BRIEFED THEM ON THE PLANNED ACTIVITIES.
STRIKE AIRCRAFT WERE CALLED IN TO SUPPRESS ENEMY GUNS AND AT
07/0126Z, SANDY 1 FELT IT WAS SAFE TO ATTEMPT A PICKUP. SMOKE WAS
PUT ON THE AREA AND MG 17/81 BEGAN THEIR APPROACH. JG 17 HAD THE ALPHA

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MA ON BOARD AT 07/0148Z AND BRAVO AT 07/0153Z. ALL SAR FORCES WERE
RB'D AND THE MISSION WAS CLOSED AT 07/0245Z WHEN JG 17 LANDED AT
NAKHON PHANOM RTAFB, THAILAND. SEE ATTCH 6, AFM 55-11, FOR
FORMT OF THIS REPORT. GP-4

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FLASH