

83

1-400

Mission Narrative Report (2-3-011, 3 Feb 70)

1-400

3rd ARRGp (3JROC)

IN TURN

1. This report is submitted to comply with ARRM 55-2/3rd ARRGp Supplement 1.

2. At approximately 0330Z, the crew of JG 37 was advised of a possible medical evacuation flight for a Thai National of an unknown sex with an unknown problem. Pending confirmation, a doctor and an interpreter were obtained for the flight. At approximately 0410Z, "Jack" ordered JG 37 to launch and proceed to a village located at approximately 193/85/89. The unidentified patient, when located, was to be taken to Ubon RATT for medical assistance. JG 37, with a doctor, a Pararescue Specialist, and an interpreter aboard, launched at 0430Z. The village was located without incident, and the landing was made at 0520Z. The doctor, PJ, interpreter, and a crew member then debarked with a litter and located the patient, who proved to be a Thai female with a foot injury which was not serious, and which had occurred at least 24 - 36 hours before the helicopter's arrival. The patient, on the litter, accompanied by her husband, was then placed aboard the aircraft. The takeoff for Ubon was at 0535Z, landing at Ubon at 0615Z. The helicopter was met by an ambulance which the crew had requested. Takeoff from Ubon for return to KKP was at 0800Z, landing at KKP at 0930Z. The weather enroute was VFR, no other rescue forces were involved, and no problems were encountered.

3. The crew of Jolly Green 37 were:

JG 37

AC Maj Edward B. Robbins
 CP Maj Robert M. Martin III
 FE TSgt Claude C. Franks
 RS TSgt Lehman L. Booher
 DR Capt David T. Upchurch

EDWARD B. ROBBINS, Major, USAF
 Aircraft Commander

Info Copy:
 40th ARRS (400)

FROM: Det 8, 38ARRSq

3 February 1970

SUBJECT: Rescue Narrative Report

TO: 3ARRGp (30)

The following narrative of mission 08-38-002, 3 February 1970, is submitted in accordance with paragraph 4c, 3ARRGp Sup 1 to ARRSM 55-2.

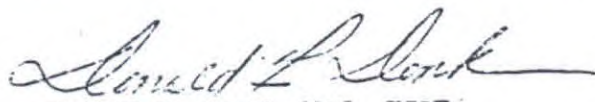
At 0535Z on 3 February 1970, the Joint Defense Operations Center (JDOC) at Cam Ranh Bay Army, RVN, notified Detachment 8, 38ARRSq that a member of a Vietnamese Regional Forces platoon had been bitten by a snake and required immediate med-evac to a hospital. After coordinating with JSARC and refueling Pedro 51, the alert crew launched on the mission at 0545Z. Pedro 51 was flown to the area given by JDOC. Pedro 17, the high bird, was launched at 0550Z. While enroute, Pedro 51's AC advised Cam Ranh Bay tower of his intentions and requested that the 12th USAF Hospital be alerted. Meanwhile, the copilot contacted the platoon, call sign "Uniform 64" on FM radio. The platoon was unable to locate their position by coordinates, but was able to give vectors in reference to landmarks. After Pedro 51 had searched for approximately ten minutes, the white and violet smoke grenades used by the platoon were spotted. The platoon's location was in a small clearing, about 500 feet from the top of a 2400 foot mountain peak, on the lee side of the mountain. Due to the size of the clearing and the proximity of large trees, the AC had to hover out of ground effect above the double canopy jungle. On the first approach, a down draft was encountered and the AC had to go around. The second approach was made with no difficulty. After stable hover, had been established, the PJ was deployed down the hoist on the jungle penetrator. He secured the victim and himself to the penetrator and both were hoisted aboard the helicopter by the Flight Engineer. As soon as the victim was secured inside the helicopter, Pedro 51 was flown to the 12th USAF Hospital at Cam Ranh Bay Air Base, RVN. The victim was released to medical authorities and Pedro 51 returned to the Pedro Pad, terminating the mission at 0615Z. The victim had extreme swelling of the left hand and forearm. This mission constitutes one (1) combat save.

Pedro 51's Crew:

AC DINEEN, PETER F./CAPT/D8,38ARRS
CP HANSEN, JAY W./CAPT/D8,38ARRS
FE SEIBERT, THOMAS W./SSGT/D8,38ARRS
PJ MUSNICKI, KENNETH J./SGT/D8,38ARRS

Pedro 17's Crew:

AC DONK, DONALD F./MAJ/D8,38ARRS
CP MCAFEE, JAMES L./CAPT/D8,38ARRS
FE CLEM, WILLIAM J.C./SGT/D8,38ARRS
PJ WHITE, THOMAS M./TSGT/D8,38ARRS
FF CUNNINGHAM, LARRY E./SSGT/D8,38ARRS


DONALD F. DONK, MAJ, USAF
Commander

Need
7 copies
1 File

DATE: 7 FEB 70

12 February 1970

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 APR 83
EX. ORDER 11652

15
Classified by DJ 30000
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 recoverys commenced at 0110Z

Downgraded at 2 year intervals.
Declassified at 12 years.
20-70-0446
39-70-027

~~CONFIDENTIAL~~

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.

DATE: 6 FEB 70

~~CONFIDENTIAL~~

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 13
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

Classified by 293ARDEP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON B) 293ARDEP 78

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

40-10-0445
39-70-036

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



REPLY TO
ATTN OF: 1-40D

9 Feb 70

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

TO: 1-40C

3rd ARRGp (3JRC)
IN TURN

CONFIDENTIAL
JAW EX ORDER 11552

Classified by 02 34444
SUBJECT TO GENERAL DECLASSIFICATION
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 ARRSN 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

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 42 YEARS

AD-70-0409
CONTROL # 1-40D-70-7

~~CONFIDENTIAL~~

* 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

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

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

Info copy:
40th ARRS

~~CONFIDENTIAL~~

AD-70-0409
~~CONTROL 1 400-70-2~~

~~SECRET~~

(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

~~SECRET~~

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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 SAR 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/

~~SECRET~~

~~SECRET~~

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) Xieng 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 In Gia and Ban Hari.

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.

~~SECRET~~

42m
54/DZ
②

07/081571

CONFIDENTIAL

0 FEB 7 6:45

00863

RUMOREA/DET 1 40ARRS NKP RTAFB THAI

[illegible]

DECLASSIFIED ON 31 Dec 78

BT

DOWNGRADED TO
CONFIDENTIAL ON 9 APR 73
IAW EX. ORDER 11652

PENETRATOR/ALPHA AT 070148Z; BRAVO AT 070153Z. 14. 2/2/2/0/0

CONFIDENTIAL

FLASH

F H

PT 00218

00863

CONFIDENTIAL

2/2

15. TAKEN TO NAKHON PHANOM RTAFB, THAILAND 16. 278.8/39ARRS/HC-130P
3/8.3/40ARRS/HH-53 2/8.2/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., LTCOMDR, USSS RANGER, USN. 'BRAVO': FRASER, DONALD
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
F-4ES WERE ON SCENE AT FIRST LIGHT. AT 06/2312Z SANDY 1 HAD 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

PAGE 4 RHMUABA0371 ~~SECRET~~

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

BT

#0371

NNNN#

CONFIDENTIAL

FLASH

FROM: Det 6, 38ARRS/Capt Dunlap/2205

SUBJ: Mission Narrative Report (Mission 6-38-001-16 Feb 70)

TO: Det 6, 38ARRS(C)
38ARRS (38C)
3ARRGP (3JSARC)

1. This report is submitted IAW ARRSM 55-2/3ARRGP Sup 1, 11 Jul 68.
2. While flying a training flight at 0735Z, 16 Feb 70, Pedro 97 monitored a call on guard that Whiteman 51, an Army LOH, had crashed one mile north of Bien Hoa. Pedro 97 flew under the Bien Hoa final approach course and proceeded to the area. While enroute, Whiteman 51, piloted by WO1 Hannell of the HHC 1st Bde, 1st CAV Div, Tay Ninh RVN, stated that the ship was totaled and that there were no injuries. Pedro 97 located the aircraft about 1 mile north of Bien Hoa at 1059N 10649E. Pedro 97 landed beside the damaged LOH and deployed the PJ to offer assistance and confirmed that there were no injuries.
3. Pedro 97 was the first helicopter to arrive at the scene and found the four occupants besides the aircraft. Enroute time was 3 - 4 minutes, and Army LOHs and Cobras arrived within about 3 minutes of Pedro's landing.
4. Two Army enlisted crewmembers were loaded and flown to Castle Tower Army Tower on the N.E. corner of Bien Hoa AB, to contact their home Brigade about recovering the aircraft. The pilot and one other remained on the ground with two other Army LOHs that had landed. The mission was terminated at 0800Z.
5. No difficulties were encountered and no survival equipment was required other than the helicopter. Due to the insecure area in which the helicopter was located, ARRS was credited with two combat aircrew saves. Pedro 97 flew one sortie of 0.4 duration.
6. Crewmembers were (AC) Capt Richard S. Dunlap, (CP) Capt Edward L. Coleman, (RS) Sgt Roy T. Vogel.

Richard S. Dunlap

RICHARD S. DUNLAP, Capt, USAF
Aircraft Commander

att 116

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CHAPTER III

OPERATIONS

<u>MISSIONS</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>TOTAL</u>
Local Base Rescue Sorties	56	50	87	193
Local Base Rescue Hours	12.9	10.0	15.8	38.7
Aircrew Recovery Sorties	0	1	3	4
Aircrew Recovery Hours	0	.4	2.3	2.7
Personnel Rescued	0	2	0	2
Combat Losses	0	0	0	0
No. Numbered Missions	0	1	1	2

Mission 6-38-001- 16 Feb 70

While flying a training flight at 0735Z, 16 Feb 70, Pedro 97 monitored a call on guard that Whiteman 51, an Army LOH, had crashed one mile north of Bien Hoa. Pedro 97 flew under the Bien Hoa final approach course and proceeded to the area. While enroute, Whiteman 51 piloted by MO1 Hannell of the HHC 1st Bde, 1st CAV Div, Tay Ninh RVN, stated that the ship was totaled and that there were no injuries. Pedro 97 located the aircraft about 1 mile north of Bien Hoa at 1059N 10649E. Pedro 97 landed beside the damaged LOH and deployed the PJ to offer assistance and confirmed that there were no injuries. Two army enlisted crewmembers were loaded and flown to Castle Army Tower on the N.E. corner of Bien Hoa AB to contact their home Brigade about recovering the aircraft. The Pilot and one other remained on the ground with two other Army LOHs that had landed. The mission

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)

TO: 3 ARRGp (JRCG)
APO 96307

DOWNGRADED TO
CONFIDENTIAL ON 9 APR 73
IAW EX. ORDER 11652

Classified by 40 ADP-10
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

40-70-0024 AD-70-0524
GROUP 4
Downgraded at 3 year
intervals, declassified
after 12 years

[REDACTED]

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, Lt Colonel, USAF
Aircraft Commander, Jolly Green 81

Classification (cancelled) (changed to UNCLASS).
effective on 6 JUN 75, under the authority of
CSAF/X0052 by M. JAVIS
MSG 10/856 Apr 75

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 52

Classified by *D. J. Barr*
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

CONFIDENTIAL

Downgraded at 3 year intervals,
Declassified after 12 years.

AD-70-0556
39, 70-029

CONFIDENTIAL

[REDACTED]

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.

CONFIDENTIAL



AD-70-0556
39-76-029

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
HOOFER	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,
SAR Forces
KING 1, 2, 3
SANDIES 01 - 08
BEAVER 20 - 23
SMOKE 40 - 43
JOLLY GREENS 68, 70, 77, 79, 81, 83

Classified by *02 32216*
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 *6 JUN 15*, under the authority of
13440082 by *M. J. V. S.*
MSG 101856 APR 25

Edward M. Ladou
AD-70-0556
397-70-029

~~SECRET~~

380

84

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. He was able to transmit by beeper. We obtained an authentication on that could be answered by beeper.

~~SECRET~~

GROUP-4
Excluded from automatic downgrading and declassification
Declassify at 3 year interval
or after 12 years.

39th ARRSq History, Jan - Mar 70

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.

GROUP 4
Declassified at 8 year intervals.
Declassified after 18 years.

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:

AC/AMC	MAJ SMITH	FE	MSG HENDERSON
CP	MAJ MCFARLAND	FE	TSG MITCHELL
N	CPT WRIGHT	LM	A1C RALSTON
RO	A1C CONLON		

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

SECRET

Dec 2014
 Declassify at 3 year intervals
 Declassify at 100 years

~~SECRET~~

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 SAR 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 presumed 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/

~~SECRET~~

~~SECRET~~

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 MIA. |
| 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) | Xieng 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 Ia 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 MIA. |
| 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. |

~~SECRET~~

FLASH

PT 00633

ZTISZYUW RHMUABA0699 0491517

ZNY SS355

Z 0 181448Z FEB 70

FM OL-2 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/CSAF/AFXTZB

RUCIEHA/HQ ARPS SCOTT AFB ILL

RUHHABA/41ARRWG/PROCP/HICKAM AFB HAW

RUSQSA/3ARRGP/JRCC/TSN AB RVN

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB AL

RUCIEHA/MAC/MPC/MACODA/

RUSQSA/AF/DOJ/DO/JF/GI/BDPMP/TACC/

RUKLAAA/TAC/DOSLR/LANGLEY AFB VA

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RUHHHQA/CINCPAC/CC/CAMP HM SMITH HAW

RUEOGDA/ARDC/ABERDEEN PROVING GROUND MD

RUEKC/AFEOC/FT RITCHIE MD

RHMSMAV/MACV SIGON RVN

RUHHABA/CINCPACAF/CC/HICKAM AFB HAW

RUMUJHA/39ARRS TUY HOA AB RVN

ZEN/7713AF TACC UDORN RTAFB THAI

ZEN/40ARRS UDORN RTAFB THAI

RUMOREA56SOW NAKHON PHANOM RTAFB THAI

PAGE 2 RHMUABA0699

RUMORUA/8TFW UBON RTAFB THAI

RUMOUVA/AIRA VIENTIANE LAOS

BT

UNPREP 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/8TFW] 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/HCI30P/

39ARRS AT 180310Z. 1/HCI30P/39ARRS AT 180305Z. 1/HH53/40ARRS AT 180537Z.

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

2/A1/56SOW AT 0900Z 2/HCI30P/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/HCI30P; 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. C. PERSONNEL SAVED: DONALD Y. CAPT, STEW. USAF. 19. H.

DOWNGRADED TO
CONFIDENTIAL ON
LAW EX. ORDER 11652

Classified by 023M44
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE (A) EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
CENTENARIES
DECLASSIFIED ON 31 Dec 18
DATE 18 FEB 1970

Actn	Info	ROUTING	Intl	File
		ARDC		
		AROPR		
		AROPP		
		AROPS		
		AROPB		
		AROCB		
		AROPB		

OPR	CYS
DDC	8
INFO	CYS
MEP	1
FIRES	1
	10

FB

FLASH

PT 00633

*

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 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

PAGE 4 RHUABA0699

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

PAGE 5 RHUABA0699

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
H0699
NNNNZ

Cmd Post

NOTE JG79 IS @ L.S. 98

Follow up

mk



40th ARS& HLT, 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.A. Willis (PJ),
Sgt L.G. Crawford (PE).

FILE

18 FEB 70

~~CONFIDENTIAL~~

REPLY TO
ATTN OF: 38-7C

20 February 1970

SUBJECT: Mission Narrative 7-38-003-18 Feb 70Z (U)

TO: JSARC

1. Pedro 93 was scrambled at 0302L 19 Feb 70 by DaNang primary crash net, for a G-119 gunship callsign FREON, tail number 533156. Aircraft was on GCA final from tactical night mission and apparently lost one engine and crashed $\frac{1}{2}$ mile off runway. Site was just short of perimeter mine field and in shallow marsh water (4 - 6 feet in depth). Pedro arrived approximately 3 minutes after crash, and landed at site; minor fires on impact, one fire still in right engine area. Eight survivors located on dry land, two unaccounted for. Sergeants Ball, Smith, James, and Ramseur waded into oil/gas filled water to search for survivors. Pedro hovered over wreckage to provide light and confine fire possibility from fuel in water. Both survivors located near tail of aircraft, 50 feet from land and taken back to safety. All survivors suffering from shock and minor injuries. Two most seriously injured flown to hospital, and others ground transported. Pedro returned to alert pad at 0335L. All four sergeants are being recommended for their bravery and calm prosecution of mission.

2. The crew of Pedro 93 was:

Aircraft Commander	Capt Walter E. Hogan
Copilot	Capt Roger E. Hill
Flight Engineer	TSgt Gordon L. Ball
Pararescueman	TSgt Donald G. Smith
Firefighter	SSgt Reginald Ramseur
Firefighter	SSgt Cecil H. James

3. This report is submitted in accordance with 3ARRGP/SUP 1 to ARRSM 55-2.

ORIGINAL SIGNED
WALTER E. HOGAN, Capt, USAF
Aircraft Commander

Classified by 07 38ARRSC
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

at 18

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 5 year
intervals; declassified
after 22 years

the downed airmen. As the first survivor was raised aboard the helicopter, a Jolly Green arrived at the scene and recovered the other pilot. Both crewmen were taken to the Naval Support Activity Hospital for treatment of minor injuries. The crew of Pedro 91 was:

Capt	David A. Voigt	AC
Maj	John A. Tyson	CP
Sgt	Randy L. Luke	FE
SSgt	Luther E. Davis	PJ

3. Mission # 7-38-003, 19 February 1970. At 0305L, the crew of Pedro 91 was scrambled for a C-119 gunship that had crashed while on final approach to runway 17 at DaNang. The wreckage was sighted in a pond just short of the perimeter mine field. The Pedro crew, except for the pilots, entered the water, which was 4 - 6 feet deep, to look for two missing crew members. While the helicopter hovered over the wreckage to provide light and prevent the spread of fire from the right engine to the fuel floating on the water. The water and rotor wash extinguished the fire and the missing crew members were located near the tail of the aircraft and led to safety on the shore. Two survivors required immediate medical care and were airlifted to the base medical facility. The following crew members assisted in the rescue:

Capt	Walter E. Hogan	AC
Capt	Roger E. Hill	CP

Crew member listing continued for mission # 7-38-003:

TSgt	Gordon L. Ball	FE
TSgt	Donald G. Smith	PJ
SSgt	Reginald Ramseur	FF
SSgt	Cecil H. James	FF

4. Mission # 7-38-007, 16 March 1970. At 1130L, DaNang tower scrambled Pedro 91 for a USN EC-121 that had crashed into an F-4 revetment at the southeast corner of the field. The flight engineer, both firemen, and the pararescueman were deployed at the scene and Pedro landed on the baseball field adjacent to the crash site. The fireman assisted the base fire department in trying to control the fuel and ordnance fed fire. The flight engineer and pararescueman assisted in medevacing five survivors, in three flights, to the 366th Air Force Dispensary. Later, these five, plus three more survivors were medevaced from the 22d Casualty Staging Flight helipad to NSA hospital. The crew of Pedro 91 was:

Capt	James A. Tassie	AC
Capt	Roger E. Hill	CP
SSgt	Joseph L. Coburn	FE
SSgt	Reginald Ramseur	FF
Sgt	Carroll H. Bledsoe	FF
SSgt	Jules C. Smith	PJ

In addition, TSgt Gordon L. Ball, a flight engineer assigned to Detachment 7, who was off duty at the time, was instrumental in organizing the rescue effort on the ground. He directed Pedro

IMMEDIATE

PT 00186
OTTCZYUW RUMJBA0114 0750900-CCGC--RUCIEUA.
ZNY CCCCC

O 160955Z MAR 70

FM DET 7 38ARRS DANANG AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUCIEUA/HQ ARRS/AROC/SCOTT AFB ILL

RUHHABA/41ARRWG/PROCP/HICKAM AFB HAWAII

RUSQNA/3ARRGP/JRCC/TAN SON NHUT AB RVN

INFO RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

RUCIEUA/MAC/MCP/MAOCDA

RUSQNA/7AF/DO/DP/DI/BOPMP/TACC/CC/TSN AB RVN

RUKLAAA/TAC/DCOSLR/LANGLEY AFB VA

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS

RUHHHQA/CINCPAC/CC

RHMSMVA/MACV/SAIGON RVN

RUEOGDA/ARDC/ABERDEEN PROVING GROUND MD

RUEKC/AFE0C/FT RITCHIE MD

RUHJPHA/CTF SEVEN SEVEN

RUHJSPA/COMDR SEVEN

RUHHBRA/CINCPACFLEET/HONOLULU HAWAII

RUADMSA/VQ 1/NAS ATSUGI JAPAN

ARUADMSA/COMFAIRWESTPAC/NAS ATSUGI JAPAN

PAGE 2 RUMJBA0114 ~~CONFIDENTIAL~~

ZEN366TFW/C/DANANG AB RVN

RUHJPMMA/CTG SEVEN SEVEN ZERO

BT

~~CONFIDENTIAL~~ JOPREP JIFFY RESCUE, DET 7, 38ARRS/MAR 70

SUBJECT: RESCUE INFORMATION REPORT (U)

1. RESCUE OPENING/CLOSING REPORT 16 MAR 70

2. 7-38-006-16 MAR 70

3. A. MED EVAC 8 SEVERELY INJURED NAVY PERSONNEL

B. THRU H. (S/E)

4. CONTROL TOWER 0328Z 16 MAR 70

5. S/E

6. 1/HH-43F/DET 7, 38ARRS/0328Z/16 MAR 70

7. LAUNCHED PEDRO 91 AT 0330Z 16 MAR 70

8. DANANG AB, RVN

9. W/V 360/20 PLUS 25/NOT A FACTOR.

10. DET 7, 38ARRS/CAPT TASSIE

11. UNK

12. DET 7, 38ARRS/0333Z/DANANG AB RVN

13. DET 7, 38ARRS, LITTER LOADED 8 SURVIVORS 0335Z THRU 0427Z

14. 31/19/19/9/12/10 (FIGURES ESTIMATED)

PAGE 4 RUMJBA0114 ~~CONFIDENTIAL~~

15. NAVAL SUPPORT ACTIVITY HOSPITAL, MARBLE MOUNTAIN MAF, RVN

16. 1/1.4, DET 7, 38ARRS/HH-43F

17. UNK/0/0/0/UNK/UNK/UNK/UNK

18. A. PILOT- CAPT JAMES A. TASSIE/DET 7, 38ARRS (MAC)

COPILOT-CAPT ROGER E. HILL/DET 7, 38ARRS (MAC)

FLT ENG-SSGT JOSEPH L. COBURN/DET 7, 38ARRS (MAC)

FIRMAN-SSGT REGINALD RAMSEUR/366CES (PACAF)

IMMEDIATE

IMMEDIATE

~~CONFIDENTIAL~~

* C O N F I D E N T I A L *

PT 00186

FIRMAN-SGT CARROL H. BLEDSOE/366CES (PACAF)

PJ-SSGT JULES C. SMITH/37ARRS (MAC)

B. LT. D.T. YOUNG (USN)

AE2 DEAN A. MERRILL

LT. JG. V. E. WATKINS

AER2 D. W. HOLDER

AEAN C. M. BINGHAM

E5 H. E. SHANNON

E5 S. E. WESTACOTT

E5 G.T. DENTON

19. DANANG CONTROL TOWER SCRAMBLED PEDRO 91. A USN EC-121 CRASHED INTO F4 REVELMENT AREA ON SE CORNER OF DANANG AB. CAUSE OF CRASH IS UNKNOWN AT THIS TIME. FLT ENG, 2 FIREMEN, AND PJ ALL DEPLOYED.

PAGE 4 RUMLJBA0114 C O N F I D E N T I A L

AT THE SCENE AFTER PEDRO LANDED IN ADJACENT OPEN FIELD. FIREMEN IMMEDIATELY JOINED BASE FIRE DEPARTMENT IN FIGHTING THE EXTREMELY LARGE FIRE. FIRE RAGED OUT OF CONTROL FOR APPROXIMATELY ONE HOUR DUE TO FUEL, OIL, AND EXPLODING ORDINANCE. FLIGHT ENGINEER AND PJ ASSISTED SURVIVORS. PEDRO 91 EVACUATED 5 (CRITICAL) SURVIVORS FROM SCENE TO 22ND CAS. STAGING FLT. FOR IMMEDIATE MEDICAL ATTENTION, AFTER WHICH THE SAME 5 AND 3 ADDITIONAL SURVIVORS WERE EVACUATED TO NSA HOSPITAL AT MARBLE MTN. MAF. ALL EVACUATIONS WERE CRITICAL. 8 NON-COMBAT SAVES ARE CREDITED. GP-4

BT

#0114

NNNN#

IMMEDIATE

* C O N F I D E N T I A L *

IMMEDIATE

PT 00746

OFTCZYUW RUMJBD0604 051155Z-CCCC--RUEIEUA,

DE RUMJBA 00229 0511520

ZNY CCCCC

0 201500Z FEB 70

FM DET 7 38ARRS DANANG AB RVN

TO RUEFHQA/CSAF/AFCP/AFXOPFH

RHHABA/41ARRWG/PROCP/HICKAM AFB HAWAII

RUEIEUA/ARRS/AROC/SCOTT AFB ILLINOIS

RUSQSN/3ARRGP/JSARC/TAN SON NHUT AB RVN

INFO RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

RUEIEUA/MAC/MCP/MADCOA/SCOTT AFB ILLINOIS

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

RUKLAAA/TAC/DCOS/LANGLEY AFB VA

RUNTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS

RHMSMVA/MACV/SAIGON RVN

RUEOGDA/ARDC/ABERDEEN PROVING GROUND/MD

RUEKC/AFEOC/FT RITCHIE/MD

ZEN/366CMBTSPTGP/DCEF/DANANG AB RVN

ZEN/COMDR 366TFW

BT

~~C O N F I D E N T I A L~~ JOPREP JIFFY RESCUE, DET 7, 38ARRS/FEB 70

SUBJECT: RESCUE INFORMATION REPORT (U)

1. RESCUE OPENING/CLOSING REPORT 20 FEB 70

PAGE 2 RUMJBA 0229 ~~C O N F I D E N T I A L~~

2. 7-38-004-20 FEB 70

3. A. MEDEVAC ONE INJURED USAF SGT B. THUR H. S/E

4. QUEEN/MAJ PHILLIP HUBACHER 1210Z 20 FEB 70

5. S/E

6. 1/HH43F/DET 7, 38ARRS/1215Z/20 FEB 70

7. LAUNCHED PEDRO 93 AT 1215Z FEB 70

8. DANANG AB, RVN

9. NOT A FACTOR

10. DET 7, 38ARRS/CAPT VOIGHT

11. UNK

12. DET 7, 38ARRS/22ND CASUALTY STAGING UNIT/DANANG AB RVN/1220 FEB 70

13. LITTER LOADED/1 SURVIVOR/2020L FEB 70

14. 1/1/1/1/0/0

15. TAKEN TO NAVAL SUPPORT ACTIVITIES HOSPITAL

16. 1/0.5/DET 7, 38ARRS/HH43F

17. 0/0/0/UNK/UNK/UNK

18. A. PILOT-CAPT DAVID A. VOIGHT

COPILOT-MAJ LORAN M. NICHOLS

FLT ENG-SSGT JOSEPH COBURN

Classified by 0736ARRS
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 11 Aug 16

PAGE THREE RUMJBA0229 ~~C O N F I D E N T I A L~~

PJ-SGT GARY T. OSBORNE

18. B. SGT PAUL J. DOWLING/FR136-40-7222/366CESFD

19. ONE USAF NON COMBAT SAVE. SCRAMBLED BY QUEEN FOR MEDEVAC
FROM 22ND CASUALTY STAGING UNIT TO NAVAL SUPPORT ACTIVITY HOSPITAL

IMMEDIATE

CONFIDENTIAL

~~CONFIDENTIAL~~

IMMEDIATE

PT 00746

~~* C O N F I D E N T I A L *~~

5 MILES EAST OF DANANG AB. ONE SURVIVOR LITTER LOAD WAS PICKED UP WITH MEDICAL ATTENDANT AND DELIVERED TO NSA. RETURNED TO ALERT PAD AND TERMINATED MISSION AT 1245Z 20 FEB 70.

GP-4
BT
#0229

NNNN#

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 AERSQ 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 AERSq 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 AFLC 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 AERSq 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 SAK 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. The 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