

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

EX.ORDER 11652

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 0140Z.

Downgraded at 2 year intervals.
Declassified at 12 years.
PD-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.

~~CONFIDENTIAL~~

ND-70-0446
39-70-627

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 73
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 02 3A00f
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 8) Dec 78

~~CONFIDENTIAL~~

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

APR 70 - 2475
39-70-026

need 7006

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)

CONFIDENTIAL
TO: 1-40C
3rd ARRGp (3JRCG)
IN TURN
EX ORDER 11552

Classified by 02 3ARRGp
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

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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 enroute 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

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

~~SECRET~~

22

(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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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
^{63/}
hit the ground.

(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
^{64/}
strikes.

(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 033, 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
^{68/}
made.

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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) 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 Iu Gia and Ban Mari.

Mar

1

(S) Search and Rescue effort for Charger 411 was successful.

5

(U) Search and Rescue effort for Firefly 32 was successful.

10

(S) Search and Rescue effort for Firefly 23.4/3 was successful.

14

(S) Maj. Donald B. Fincher, 602nd Special Operations Squadron, declared KIA.

15

(S) Search and Rescue effort for Garfish 501 was successful.

16

(S) Search and Rescue effort for Nail 53 was successful.

20-21

(U) Search and Rescue effort for Wolf 06 Alpha was successful - effort for Wolf 06 Bravo was unsuccessful.

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2/2

15. TAKEN TO NAKHON PHANOM RTAFB, THAILAND 16. 278.8/39ARRS/HC-130P
376.3/40ARRS/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
FORCES 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#

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FLASH

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



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

19 February 1970

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

DOWNGRADED TO
~~CONFIDENTIAL~~ ON 9/13/13
IAW EX. ORDER 11652

TO: 3 ARRGp (JRCG)
APO 96307

Classified by 40 ADP/100
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 ARRSN 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 of ordnance and were replaced by others to regroup and try again to pickup Banyan 03B. At 1020Z, JG 81 low and JG 83 were holding at 058/68/108 for a second try. At 1100Z, JG 81 was hovering over the smoke flare of the survivor who could not be visually located when a very large explosion went off directly beneath the aircraft. A PJ reported on intercom a mortar round went off beneath the aircraft and assuming the survivor must be dead JG 81 departed the scene at 1106Z. The survivor responded properly when asked to come up beeper and JG 81 returned and assumed a hovering search at 1112Z. By now it was quite dark and nearly impossible to visually search. At 1120Z the survivor is aboard JG 81 and returned to Ch 70 at 1305Z. JG 81 and 83 both required and accomplished a night A/R with King 7 enroute. The survivor, with exception of flash fire burns on the face received prior to ejection, was in excellent physical condition. No radio or visual contact was ever established with Banyan 03A. In reference to the large explosion beneath JG 81, a Sandy pilot stated one of his rockets, part of the ordnance

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GROUP 4
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intervals, declassified
after 12 years


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:

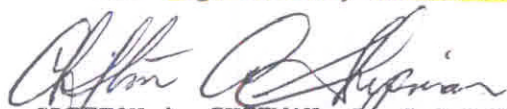
AC: Lt Col Shipman, Clifton A.

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 UNCLAS)
effective on 6 JUN 15, under the authority of
CSA/X0052, by M. MARIS
NSG 10/856 Apr 15

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 *DJ [illegible]*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 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

[Signature]
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AD-70-0556
39-70-029

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

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

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

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

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

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

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

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

13. (C) Problem Areas:

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

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

14. (C) Forces Utilized:

Strike Aircraft flights

BISON	VESPA
HOOVER	DUSTER 01
HANNA	DUSTER 03
BUCKET	DALLAS
TORRERO	MANTIS
COSMIC 03	METRIC
COSMIC 01	RACON
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 75*, under the authority of
CSA/XC052, by *M. Davis*
MSG 101856 APR 25

GROUP 1
Declassified and approved for release
AD-70-0556
3970-029

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 bump 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.

GROUP-4

Declassified at 3 year interval
Declassified 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.

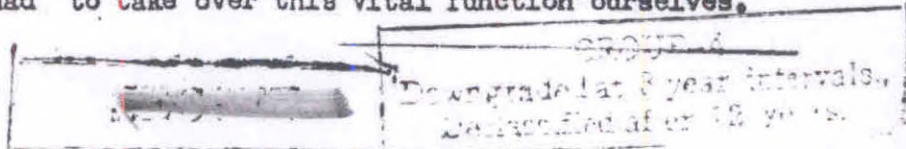
11. (C) Nail 30 and Laredo 05 worked fast mover flights in the area all afternoon. They both did an outstanding job of softening up the area for a pick-up attempt. Laredo 05 had to refuel three times, each time returning to a very hostile area. Without his help the SAR effort would have been delayed.

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.



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	AIC RALSTON
RO	AIC CONLON		

Charles J. Smith, Jr.
CHARLES J. SMITH, JR., Major, USAF

Aircraft Commander/Airborne Mission Commander

100-1014
Downed at 3 year intervals.
Destruction of 100-1014

~~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 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 Lu Gia and Ban Hani.
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~~

FLASH

PT 00653

ZTTSZYUW RHMUABA0699 0491517

ZNY SSSSS

Z 0 181448Z FEB 70

FM OL-2 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/CSAF/AEXOTZB

RUCIEHA/HQ ARPS SCOTT AFB ILL

RUMHABA/41ARRGP/PROCP/HICKAM AFB HAW

RUSQNSA/3ARRGP/JRCC/TSN AB RVN

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

RUCIEHA/MAC/MPC/MACODA/

RUSQNSA/7AF/DOT/DOT/DI/BOPMP/TACC/

RUKLAAA/TAC/DOSLR/LANGLEY AFB VA

RUMTEJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RUHHHQA/CINCPAC/CC/CAMP HM SMITH HAW

RUEGDA/ARDC/ABERDEEN PROVING GROUND MD

RUEKCA/AFEDC/ET RITCHIE MD

RUMSIVA/MACV SIGON RVN

RUMHABA/CINCPACAF/CC/HICKAM AFB HAW

RUMLUHA/39ARRS TUY HOA AB RVN

ZEN/7713AF TACC UDORN RTAFB THAI

ZEN/40ARRS UDORN RTAFB THAI

RUMOREA56SOW NAKHON PHANOM RTAFB THAI

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RUMORUA/BTEW UBON RTAFB THAI

RUMOUVA/AIRA VIENTIANE LAOS

BT

000000 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/BTEW] F. MAJ. THOMAS E. GILLEN G. 2 POB H. USAF STAND-

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

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

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

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

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

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

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

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

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

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

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

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

120 M N.E. VIENTIANE, LAOS.

PAGE 3 RHMUABA0699

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

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

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

40ARRS. D. PERSONNEL SAVED: DOTSON, ROBE, CAPT. BTEW, USAF. 19. H.

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 7 WHEN TIGER 1 HAD TO REFUEL. DURING THE MISSION UNTIL SANDY 1 ARRIVED THESE TWO F4 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 RHMUABA0699

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 RHMUABA0699

GROUND UNDER JG81 ABORTED THE ATTEMPT, BUT ON THE SECOND TRY THE PICKUP 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
#0699

NNNNZ

mlk

Cmd Post

NOTE JG79 IS @ L.S. 98

Follow up



40th ARCS, HIST, JAN-MAR 1970

Crew of Buff on pick up on 18 February 1970.
Standing from left: Lt Col C.A. Shipman (AC),
Capt R.S. Dotson (Survivor), Capt D.Y. Thompson
(CP). Kneeling from left: MSgt E.M. Willis (PJ),
Sgt L.G. Crawford (PE).

FILE

18 FEB 70