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DECLASSIFIED

39th ARRSq History, Jan - Mar 70 SUPPORTING DOCUMENT 10

DATE: 16 MAR 70

20 March 1970

MISSION NUMBER: 1-3-018-16 MAR 70

AIRCRAFT DESIGNATION: KING 4

LOCATION: 280/51/103, 107/97/89

DISTRESSED AIRCRAFT: NAIL 53 (OV-10)

SAVES: 1 Combat

1. (S) The mission was briefed by Squadron Intelligence as a first light effort. Both King 4 and King 3, tanker, attended the briefing. The briefing was thorough, and answered many questions such as border clearance, MIG CAP, etc. Due to the location of the survivor, Iron Hand was requested in the event of a SAM launching. Blue Chip disapproved the request for specific coverage, but informed us that we could utilize the Iron Hand covering Route Pack I in the event of a SAM threat.
2. (C) Upon arriving on scene, Nail 44 was heard attempting voice contact with the survivor. He was having some difficulty bringing Nail 53 up on voice. This problem was most likely caused by the dense jungle canopy and terrain in which the survivor was located. In fact, this communications difficulty persisted throughout the combat aircrew recovery (ACR), with only very few aircraft hearing the survivor. Nail 44 and Nail 51 made their way to the general area through the use of DF and ground vectoring by Nail 53. The FAC's were unable to obtain a visual sighting due to weather, which was reported as scattered to broken with bases at 4000 ft, visibility 1 to 2 miles in haze. The ceiling quickly covered the ridge on which the survivor was located. The elevation for the ACR was reported as 2500 ft to 3500 ft MSL. For most of the morning, the survivor's position was entirely obscured. Nail 44 was asked to obtain the survivor's condition, status of signalling devices, and enemy forces and ground fire. He reported the following: condition "O.K."; that he had two radios and four batteries, MK-13 signal flares, strobe and a mirror; and that he had heard movement during the night but that all was quiet at present.
3. (C) Spad 11 was appointed On-Scene Commander and proceeded to the ACR area 282/45/103. This position was later updated by the FAC to 280/51/103. King 4 briefed on the frequencies to be utilized for this effort and in the event of a second mission. The remaining SARTF was held either south of the Rooster's Tail or west of Quang Tri, depending on where their flight originated. Spad 11 concurred with Nail 44 and 51 that the area was unworkable by strike aircraft due to weather. The fastmovers were released to Hillsboro. Queen was requested to have a flight cycled in every half hour. In the event of non-utilization, Hillsboro was to be informed five minutes prior to their arrival, and the flight released to their primary

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39th ARRSq History, Jan - Mar 70

target. During this weather hold, the FAC's were marking the survivor's location by having Nail 53 inform them when he heard their aircraft over-head. During this period, a 37MM fired to the east of the survivor at an undetermined distance.

4. (S) Sandy 1 replaced Spad 11 as On-Scene Commander after being thoroughly briefed. Spad 11 & 12 and Spad 01 & 02, who had been holding with the DaNang Jollies, all RTS'd. Sandy 2 was shifted to join with Jolly Green's 36 & 35. During this period, Nail 22 replaced Nail 51. Apeman and Smoke flight were both replaced.

5. (C) At 0114Z, the on-scene FAC's and Sandy 1 determined that the weather had lifted enough to attempt a pickup. Sandy 2 and Jolly Green's 36 & 35 were given the following ingress to the area: 270/33/103, then 340° heading for 9 miles, and finally 270° for nine miles to the area. The egress was briefed as the opposite headings and track. Sandy 2 led the Jollies to the area, and all three were talked in by Nail 22 and Sandy 3.

6. (C) Communication difficulty was encountered by Jolly Green 36 and the survivor. Nail 22 had to relay the survivor's transmissions, as he was the only one reading him. Shifting the antenna position of the emergency radio had no bearing on clarity or strength. Due to this relay of instructions on Guard, several attempts were made at the pick-up. Nail 53 finally vectored in Jolly Green 36 to his area and the penetrator was lowered to the ground. Upon egress, Jolly Green 36 received small arms fire.

7. (C) The pick-up of Nail 53 was started approximately one half hour prior to the bingo time of Sandy 1. It was not known if the weather would remain up to allow a change of On-Scene Commander from Sandy 1 to Sandy 5, who had been directed to the ACR area. Sandy 5 was orbiting overhead, above the clouds, in order to allow an orderly change if the first pick-up attempt should fail. The recovery was finally completed one half hour past the bingo time of Sandy 1, who previously stated he would have no problem returning to Nakhon Phanom. This calculated risk was taken because of the fickleness of the weather, which was not forecast to improve for 24 to 36 hours.

8. (S) AIR REFUELING: King 3, who had attended the mission briefing at Tuy Hoa, performed six aerial refueling operations. Two rendezvouses (Jolly Green's 36, 35, 07, and 27) were accomplished east of the ACR area 270/20/103, and the third (Jolly Green's 83 and 76) was accomplished west of the effort, near the Rooster's Tail. King 3 recovered at Udorn AB after completing the last refueling. King 7 was launched from Tuy Hoa, and arrived on-scene one hour prior to the next scheduled refueling. King 7 refueled Jolly Green's 35 and 36 after the pick-up was completed. The operation was accomplished south of the Rooster's Tail, on a course towards Nakhon Phanom.

SECRET

GROUP-4

Downed 1st at 3 year intervals.

DECLASSIFIED Jan - Mar 70

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9. (U) PROBLEMS: When the pick-up attempt was to be made, Sandy 2 briefed the Jellies to switch to frequency 259.0. All SAR forces had been informed previously that the working UHF would be 364.2, the eastern SAR frequency. We were unable to correct this mistake, and had to switch the forces already on 364.2 to the other frequency. This problem is ever present with a mixed forces. If possible, the SARTF should have both 259.0 and 364.2 preset in the UHF sets, to preclude this incident from arising.

10. (U) All the Nail FACs on-scene (22, 44, & 51) performed in an outstanding manner. They made the rescue easier for all concerned. In addition, Sandy 1 is to be commended for his excellent performance. He never failed to brief King when conditions permitted. King 3's timely refueling of six Jolly Green's, all wanting fuel at approximately the same time, was thorough, professional and greatly appreciated.

11. (S) RESOURCES:

JOLLY GREENS:

36L 35H (P)
07L 27H (B)
83L 76H

A-1 AIRCRAFT:

Spads 01 - 04, 11, & 12
Sandies 1 - 8
Apeman 40 - 47
Smoke 20 - 27

KING:

3 (6 refuelings)
7 (2 refuelings)

FAC's

Nail 22, 44, & 51
Stormy 01 (not utilized)

FASTMOVERS:

Gunfighter 11 & 12 (not utilized)
Gallup flight (not utilized)
Gunfighter 51 & 52 (MIG CAP)

12. (U) King & Crewmembers:

AMG CPT EPSTEIN
AG LTJ STEGALL
GP CPT HOWE
N CPT WRIGHT

RO TSG RUSSELL
FE MSG SMALLWOOD
FE TSG BUTLER
LM SSG HERRING

HOWARD M. EPSTEIN, Captain, USAF
Airborne Mission Commander

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DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 9637



REPLY TO
ATTN OF: 37 (0)

18 March 1970

SUBJECT: Mission Narrative Report (1-3-018) 16 Mar 70

TO: 37C

3 ARRGp (JRCC)

DOWNGRADED TO
CONFIDENTIAL ON 11/18/83
EX. ORDER 11652

Classified by 021 3A064
(U) SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 11/18/83

1. (U) This report is submitted IAW ARRSN 55-2/3ARRGp Sup 1, dated 15 June 1968.

2. (S) Jolly Green 36, Jolly Green 35, Spads 11, 12, 03, and 04, were launched from Channel 77 at 0450L, 16 Mar 70, for Nail 53, a downed OV-10. Jolly Green 36 and 35, and Spads 03 and 04 proceeded to holding point 270/20/103, which was approximately 30 miles east of the survivors location, 280/52/103. The original plan was to hold Jolly Green 36 and 35 in this area until first light and attempt the pick-up after Spads had pin-pointed the survivor. Once in the SAR area, Spads 11 and 12 were in radio contact with the survivor, but were unable to get below the low overcast to pin-point the survivor. All SAR forces were kept in orbit to await a break in the weather. At approximately 0615L, Jolly Green 27 and 07 joined the SAR forces. At 0730L, Jolly Green 36 and 35 were refueled by King 03. At approximately 0800L, Spad 11 and 12 were forced to RTB due to fuel. They were replaced by Sandy 01, 02, 03, and 04. At approximately 0815L, Spads 03 and 04 were forced to RTB, and Sandy 02 assumed the Jolly Green escort. At approximately 0930L, the on-scene FAC, Nail 42, advised that the weather in the SAR area was lifting, and that he and Sandy 01, 03, and 04 would mark the IP and approximate position of the survivor with WP. At 0945L, Sandy 02 was directed to escort Jolly Green 36 and 35 to a holding area at 280/30/103. Sandy 01 and Nail 42 briefed on the approximate location of the survivor. Ingress to the survivor was started at 1000L. The survivor was reported to be on the SW slope of a valley, but his actual altitude was unknown. On the first pass down the valley, radio contact was established with the survivor but he could not hear Jolly Green 36. On the second pass down the valley, the survivor could hear Jolly Green 36, but could not see him because of the jungle canopy. Jolly Green 36 then went into a high hover and directed Nail 42 to again pin-point the survivor by tipping his wings over Nail 53's location. Nail 53 was directed to vector Jolly Green 36 by use of his lensatic compass. It was soon apparent that the survivor was at a higher elevation than Jolly Green 36. Once Jolly Green 36 approached Nail 53's altitude, he could readily hear Jolly Green 36's rotors and was able to vector the aircraft to his position. Nail 53 was approximately 2500 feet pressure altitude, on a very steep ridge line. He advised Jolly Green 36 that the aircraft was over his position, and to drop the penetrator. Two hundred and ten feet of cable was

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

Control # 90-37-00024

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required to reach the survivors ground level. The survivor was not seen until lifted through the second canopy. The estimated time of pick-up was 1020L. Sandy 01 recommended egress to the west and landing at channel 89. All forces climbed out to VFR Conditions on Top, and landed at channel 89, refueling with King 07 enroute. The survivor was in good condition and was released by the Flight Surgeon at channel 89 after a routine check-up.

3. (U) The survivor: Captain David J. Erickson
OL 1, 23 TASS, Ubon RTAFB, Thailand

4. (U) Jolly Green Crews:

JOLLY GREEN 36:

AC Lt(JG) Robert Ritchie (USCG)
CP Captain Charles C. Adams
FE ALC David J. Bond
RS SSgt Curtis W. Phythian
RS Sgt Edward K. Rendle

JOLLY GREEN 35:

AC Captain Joseph M. Nall
CP Captain Leonard A. Seagren
FE TSgt Claude C. Franks
RS SSgt Jon K. Hoberg

5. (C) Recommendations:

a. Recommend that all crew members be periodically re-briefed on the importance of using the lensatic compass to vector rescue helicopter. It is suggested that these briefings be incorporated with quarterly E & E briefings.

b. Recommend that a UHF Antenna be installed on the bottom of HH-3E aircraft. On this mission, 90% of the UHF transmissions between the rescuing helicopter and the survivor had to be relayed through aircraft in orbit.


ROBERT RITCHIE, Lt (JG), USCG
Aircraft Commander, Jolly Green 36

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DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)



REPLY TO
ATTN OF: 37 (O)

SUBJECT: Mission Narrative Report (1-3-018) 16 Mar 70

TO: 37C

3 ARRGp (JRCC)

CONFIDENTIAL ON 16 Mar 70
EX. ORDER 11652

18 March 1970

Classified by DA 1 340268
(U) SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 20 Dec 78

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intervals; declassified
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Control #70-37-00024

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OL 1, 23 TASS, Ubon RTAFB, Thailand

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JOLLY GREEN 36:

AC Lt(JG) Robert Ritchie (USCG)

CP Captain Charles C. Adams

FE ALC David J. Bond

RS SSgt Curtis W. Phythian

RS Sgt Edward K. Rendle

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ROBERT RITCHIE, Lt (JG), USCG
Aircraft Commander, Jolly Green 36

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SUPPORTING DOCUMENT #7

MISSION NARRATIVE 1-3-18 16 Mar 70

(S) Jolly Green 36, Jolly Green 35, Spads 11, 12, 03, and 04, were launched from Channel 77 at 0450L, 16 March 1970, for Nail 53, a downed OV-10. Jolly Green 36 and 35, and Spads 03 and 04 proceeded to holding point 270 degrees for 20 miles from Channel 103, which was approximately 30 miles east of the survivors location, 280 degrees for 52 miles from Channel 103. The original plan was to hold Jolly Green 36 and 35 in this area until first light and attempt the pick-up after Spads had pin-pointed the survivor. Once in the SAR area, Spads 11 and 12 were in radio contact with the survivor, but were unable to get below the low overcast to pinpoint the survivor. All SAR forces were kept in orbit to await a break in the weather. At approximately 0615L, Jolly Green 27 and 07 joined the SAR forces. At 0730L, Jolly Green 36 and 35 were refueled by King 03. At approximately 0800L, Spad 11 and 12 were forced to RTB due to fuel. They were replaced by Sandy 01, 02, 03, and 04. At approximately 0815L, Spads 03 and 04 were forced to RTB, and Sandy 02 assumed the Jolly Green escort. At approximately 0930L, the on-scene FAC, Nail 42, advised that the weather in the SAR area was lifting, and that he and Sandy 01, 03, and 04 would mark the IP and approximate position of the survivor with IP. At 0945L, Sandy 02 was directed to escort Jolly Green 36 and 35 to a holding area at 280 degrees for 30 miles from Channel 103. Sandy 01 and Nail 42 briefed on the approximate location of the survivor. Ingress to the survivor was started at 1000L. The survivor was reported to be on the southwest slope of a valley, but his actual altitude was unknown. On the first pass down the valley, radio contact was established with the survivor but he could not hear Jolly Green 36. On the second pass down the valley, the survivor could hear Jolly Green 36, but could not see him because of the jungle canopy. Jolly Green 36 then went into a high hover and directed Nail 42 to again pinpoint the survivor by tipping his wings over Nail 53's location. Nail 53 was directed to vector Jolly Green 36 by use of his compass. It was soon apparent that the survivor was at a higher elevation than Jolly Green 36. Once Jolly Green 36 approached Nail 53's altitude, he could readily hear Jolly Green 36's rotors and was able to vector the aircraft to his position. Nail 53 was approximately 2500 feet pressure altitude, on a very steep ridge line. He advised Jolly Green 36 that the aircraft was over his position, and to drop the penetrator. Two hundred and ten feet of cable was required to reach the survivors ground level. The survivor was not seen until lifted through the second canopy. The estimated time of pick-up was 1020L. Sandy 01 recommended egress to the west and landing at Channel 89. All forces climbed out to VFR conditions on top, and landed at Channel 89, refueling with King 07 enroute. The survivor was in good condition and was released by the Flight Surgeon at Channel 89 after a routine check-up.

(U) The survivor was Captain David J. Erickson, OL 1, 23 TASS, Ubon

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

DECLASSIFIED

RTAFB, Thailand.

(U) Crews involved:

JOLLY GREEN 36

AC	Lt(JG)	Robert Ritchie (USCG)
CP	Capt	Charles C. Adams
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JOLLY GREEN 35

AC	Capt	Joseph M. Nall
CP	Capt	Leonard A. Seagren
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DATE: 24 MAR 70
DECLASSIFIED

20 March 1970

MISSION NUMBER: 1-3-018-16 MAR 70

AIRCRAFT DESIGNATION: KING 4

LOCATION: 280/51/103, 107/97/89

DISTRESSED AIRCRAFT: NAIL 53 (OV-10)

SAVES: 1 Combat

DOWNGRADED TO

CONFIDENTIAL ON 11/1/70

EX. ORDER 11-52

Classified by DAI 30-22th
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (S) The mission was briefed by Squadron Intelligence as a first light effort. Both King 4 and King 3, tanker, attended the briefing. The briefing was thorough, and answered many questions such as border clearance, MIG CAP, etc. Due to the location of the survivor, Iron Hand was requested in the event of a SAM launching. Blue Chip disapproved the request for specific coverage, but informed us that we could utilize the Iron Hand covering Route Pack I in the event of a SAM threat.
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3 (6 refuelings)
7 (2 refuelings)

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Gunfighter 11 & 12 (not utilized)
Gallup flight (not utilized)
Gunfighter 51 & 52 (MIG CAP)

12. (U) King 4 Crewmembers:

AMC CPT EPSTEIN
AC LTC STEGALL
CP CPT HOWE
N CPT WRIGHT

RO TSG RUSSELL
FE MSG SMALLWOOD
FE TSG BUTLER
LM SSG HERRING


HOWARD M. EPSTEIN, Captain, USAF
Airborne Mission Commander

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39-70-041

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16. 4/11.9/HC-130/39ARRS; 6/27.9/HH3-E/37ARRS; 4/11.7/HH-53/
40ARRS; 6/19.8/A-1E/OL-AA 56SOS; 26/77.5/A-1E/ 56 SOS
17. 0/0/0/0/0/0/0
18. A. PILOT RITCHIE, R.T. LT/JG USCG 37ARRS
COPILOT ADAMS, C.C. CAPT 37ARRS
F.E. BOND, D.J. A1C 37ARRS
P.J. THIAN, C.W. SSGT 37ARRS
P.J. RENDEL, E.K. SGT 37ARRS
B. ERICKSON, DAVID J. 23 TASS
19. A. 16-57N 106-17E 100 PER CENT
B. S/E
H. ONE COMBAT ARRS USAF AIRCREW SAVE/ 8 AIR REFUELINGS/
HOSTILE ACTION/ 1 CREW MEMBER/ NO PJ DEPLOYMENT.

39 4 11.9
37 6 27.9 2
40 4 11.4 3
14 51.2

PAGE 4 RUMJBB 0090 CONFIDENTIAL

AT 15/1050Z 15 MAR 70, A DISTRESS CALL WAS RECEIVED FROM
COVEY 253 THAT NAIL 53, OV-10, WAS DOWN APPROXIMATELY 45
MILES WEST OF QUANG TRI. THERE WAS NO VOICE
OR BEEPER BUT KING 6 PROCEEDED TO THE SCENE AND JOLLY GREEN
76 AND 83 WERE DIVERTED FROM THEIR ORBIT POSITION ESCORTED
BY SANDY 5 AND 6. THE SANDY AIRCRAFT REPORTED FIRE AND
WRECKAGE AS DARKNESS HAMPERED FURTHER SEARCH. WITH NEGATIVE
ELECTRONIC CONTACT, THE SAR FORCES WERE RTB WILE BLINDBAT 13
ORBITED THE AREA THROUGHOUT THE NIGHT. A FIRST LIGHT WAS THEN
ORGANIZED WITH AN ETD OF 15/2100Z. APPROXIMATELY 15/1500Z, NAIL 53
ACKNOWLEDGED A BEEPER REQUEST BY BLINDBAT 13 AND IT WAS POSITIVELY
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26 77.5
32 97.3

PAGE 5 RUMJBB 0090 CONFIDENTIAL

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PT 00202

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GP-4

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Alpha said the top of the bluff and the same chopper then touched down briefly on the top of the bluff and in less than ten seconds was off again with Alpha aboard.^{83/}

(S) A successful rescue was conducted on 16 March for NAIL 53, an OV-10, who went down after apparently receiving an anti-aircraft hit from an AAA position located close to the DMZ.^{84/}

(S) The rescue was effected with very little difficulty except for weather. The enemy gun positions did not pose any major threat.^{85/}

(U) An unsuccessful rescue for Wolf 06 Bravo and an successful rescue was effected for Wolf 06A on 20-21 March. The aircraft, an F-4, went down on 19 March after being hit just south of Delta 30. The aircraft went directly in and both pilots ejected safely.^{86/}

(U) Bravo was physically all right while Alpha was initially reported to be seriously burned and to have one or two broken legs. (After the pickup it was determined that he was burned somewhat but was suffering from no other injury other than shock.)^{87/}

(U) The survivors were located in a karst valley of the main transportation route of the Ho Chi Minh Trail. This is regarded as one of the most heavily defended segments of the entire system. Bravo was located just a few yards east of the river, out in the valley, while Alpha had sought cover in one of the caves of a karst also east of river.^{88/}

(U) While looking for Alpha, both Sandy 01 and 02 received 23/37mm hits. After locating Alpha, they proceeded to find Bravo

~~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 038 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 Lin Gia and Ban Mari.

Mar

1	(S)	Search and Rescue effort for Charger 411 was successful.
5	(U)	Search and Rescue effort for Firefly 32 was successful.
10	(S)	Search and Rescue effort for Firefly 23.4/3 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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16. 4/11.9/HC-130/39ARRS; 6/27.9/HH3-E/37ARRS; 4/11.7/HH-53/
40ARRS; 6/19.8/A-1E/OL-AA 56SOS; 26/77.5/A-1E/ 56 SOS
17. 0/0/0/0/0/0/0
18. A. PILOT RITCHIE, R.T. LT/JG USCG 37ARRS
COPILOT ADAMS, C.C. CAPT 37ARRS
F.E. BOND, D.J. A1C 37ARRS
P.J. THIAN, C.W. SSGT 37ARRS
P.J. RENDEL, E.K. SGT 37ARRS
B. ERICKSON, DAVID J. 23 TASS
19. A. 16-57N 106-17E 100 PER CENT
B. S/E
H. ONE COMBAT ARRS USAF AIRCREW SAVE/ 8 AIR REFUELINGS/
HOSTILE ACTION/ 1 CREW MEMBER/ NO PJ DEPLOYMENT.

39 4 11.9
37 6 27.9 2
40 4 11.4 3
14 51.2

PAGE 4 RUMJBB 0090 ~~CONFIDENTIAL~~
AT 15/1050Z 15 MAR 70, A DISTRESS CALL WAS RECEIVED FROM
COVEY 253 THAT NAIL 53, OV-10, WAS DOWN APPROXIMATELY 45
MILES WEST OF QUANG TRI. THERE WAS NO VOICE
OR BEEPER BUT KING 6 PROCEEDED TO THE SCENE AND JOLLY GREEN
76 AND 83 WERE DIVERTED FROM THEIR ORBIT POSITION ESCORTED
BY SANDY 5 AND 6. THE SANDY AIRCRAFT REPORTED FIRE AND
WRECKAGE AS DARKNESS HAMPERED FURTHER SEARCH. WITH NEGATIVE
ELECTRONIC CONTACT, THE SAR FORCES WERE RTB WILE BLINDBAT 13
ORBITED THE AREA THROUGHOUT THE NIGHT. A FIRST LIGHT WAS THEN
ORGANIZED WITH AN ETD OF 15/2100Z. APPROXIMATELY 15/1500Z, NAIL 53
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3/3

M/K / 5/5

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