

~~SECRET~~

DECLASSIFIED

24

(S) Nine successful rescues were conducted in March. The first of these was on 1 March for Charger 411, a Navy A-7, downed on Route 914.^{69/}

(S) Although the Sandys had been briefed that the SPADS were going to be running the SAR and they would be used as back-up, they found upon arriving on the scene that the SPADS were on ground alert as the back-up.^{70/}

(S) Upon arrival, the Sandys began looking for any possible ground fire. Approximately 30 minutes later, a probable 37mm gun opened up on Sandy 2. NAIL 51, the FAC in the area, saw the gun and marked it, and Sandy 1 rolled in against it. As he pulled off, that gun did not fire, but several other positions now joined the fray, mostly automatic weapons.^{71/}

(S) At about this time, the survivor called to say he thought he heard movement near him. Sandy 1 delegated the gun positions to the NAIL and cleared him to use a flight of Navy A-7s on them.^{72/}

(S) Sandys 1 and 2 began making passes, under the FAcing of the survivor, against the troops he had heard. Several times during their passes, the Sandys dropped ordnance that was requested close enough that CBU fragments peppered the survivor's hiding place.

(S) At this time, all the resources were in the area and plans were made for the pickup. The Jolly Green was vectored in by the downed crewmember and only slight small arms fire was directed at the helicopter. This was silenced by the Sandys and the rescue was made.^{74/}

~~SECRET~~

DECLASSIFIED

Robert LaPointe**To:** Rodd Karp (Volt)**Subject:** RE: Rescues

GAVE HIM MATERIAL AT NO COST

last attachment now sent

-----Original Message-----

From: Rodd Karp (Volt) [mailto:a-rokarp@microsoft.com]**Sent:** Wednesday, July 03, 2002 11:28 AM**To:** Robert LaPointe**Subject:** RE: Rescues

I see.

I was able to obtain his flight training jacket (all the paperwork from introductory flight to finished product, so to speak) this year. It took the military three years to get it to me. ☺
I have his debrief reel-to-reel as well, which is rather interesting.

Robert, I really appreciate all the hard work and effort you have put into your research as it is invaluable to people like me.

These documents are very important to me.

I had just turned seven years old in 1978 when a month later my father took his own life. The only thing I have to remember him by are documents like these, to try to understand why exactly he chose to do what he did. The reel-to-reel debrief is the only way I can remember how he sounded, because I've forgotten.

It's like a puzzle to me, putting pieces together, but most of them don't fit and many are missing. The night he had to spend in the jungle obviously changed him somehow and I'm trying to figure out how and why. A great deal of my life, (23 years of it now) have been spent trying to gather information such as this... for just one person. It's a long, slow road, and it doesn't help that I haven't served, so contacts with people who know about these things is rather painstaking. I don't know what questions to ask, and I don't know where to look. Just by chance I stumbled on you and your site. If I really have to pay money to get a sliver of the real story, then I guess that's a bitter pill I have to take. It would be nice to have the official documents in my possession however, as the events of his rescue are of little interest to anyone but myself.

-----Original Message-----

From: Robert LaPointe [mailto:rlapointe@gci.net]**Sent:** Wednesday, July 03, 2002 11:36 AM**To:** Rodd Karp (Volt)**Subject:** RE: Rescues

These documents are available at the Air Force Historical Research Agency in Montgomery Alabama. I collected approximately 10,000 pages of mission reports during research for my book. This took place over several trips from Alaska to Alabama. You can travel to Maxwell and attempt to locate the files or you can get them from me for a nominal research fee of \$20.00. Most researchers who have collected this type info are charging extremely high fees. I am only attempting to recoup my costs. I would scan the info I have and email it to you.

The SAR mission reports were written by a helicopter pilot based in Thailand. No doubt he thought your dad was in the USMC verses the USN. These types of errors are common in all of the mission reports / paperwork from Vietnam War. The aircrews had poor communications and it was a wonder they got as much of it as correct as they did.

7/3/2002

DECLASSIFIED

~~CONFIDENTIAL~~

4 MARCH 1970

DATE: 1 MAR 70

MISSION NUMBER: 1-3-012-1 MAR 70

AIRCRAFT DESIGNATION: KING 7

LOCATION: 350/57/72

DISTRESSED AIRCRAFT: CHARGER 411 (A-7)

SAVES: 1 Combat

CLASSIFICATION CANCELLED

Or Changed to ConfBy Authority of 905By Ja (Date) 9 Jul 74

1. (C) King 7 was alerted at 2100Z for a first light mission for Charger 411, A-7 aircraft, and became airborne at 2130Z. While proceeding to the SAR area, King 7 received briefing and SAR forces lineup from Queen. Queen reported Sandies 1 - 4 and Jolly Green 80 & 81 were about to be launched at Ch 89.

2. (S) At approx 2200Z, King 7 contacted Moonbeam to find out who was working with the survivor, FAC's who were inbound to area, etc. Blindbat 08 was in contact with survivor and briefed King 7 on condition of survivor and weather. King 7 arrived on scene at 2235Z and Blindbat 08 was released to RTB. Nail 51 arrived on scene at 2250, was briefed by King 7 and assumed On-Scene-Command. Nail 51 was assisted by Nail 55 in pin-pointing the exact location of the survivor. Sandy 1 & 2 arrived on scene at 2315Z, briefed by Nail 51 and Sandy 1 assumed On-Scene-Command. Light ground fire was reported and Sandies 1 & 2 laid some ordinance while Stormy 01 and Playboy 90, fast mover FAC's trolled the area. A 37MM fired to the north of the survivor and Nail 51 put in a strike on the position using Charger 410 flight. After strike was completed, Sandy 1 thought area was secure enough to start the pick up. At 0110Z, Sandies 3 & 4 escorted Jolly Green 80 & 81 to pickup area. At 0125Z, CBU 19 and smoke was expended and Jolly Green 81 moved to pickup point. Pick up was made at 0132Z and SAR forces exited the area. Some ground fire was reported during pickup and during exit, but was suppressed by the Sandies. Survivor was reported in good condition and no medical attention was needed. All Forces were RTB'd at 0145Z.

3. (U) COMMENTS:

a. (U) The coordination between Lion (GCI), Hillsboro and King 7 utilizing a discrete frequency for control of strike aircraft worked very well and the Lion and Hillsboro controllers should be commended for an outstanding effort.

b. (U) Sandy 1 did an outstanding job of controlling the SAR forces and executing the mission even though the weather conditions and visibility were marginal.

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

~~CONFIDENTIAL~~

AD 70-0630 34-70-033

~~CONFIDENTIAL~~

4 MARCH 1970

DATE: 1 MAR 70

MISSION NUMBER: 1-3-012-1 MAR 70

AIRCRAFT DESIGNATION: KING 7

LOCATION: 350/57/72

DISTRESSED AIRCRAFT: CHARGER 411 (A-7)

SAVES: 1 Combat

CLASSIFICATION CANCELLED

Or Changed to Conf

By Authority of 4205

By Ja (Date) 9 Jul 74

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2. (S) At approx 2200Z, King 7 contacted Moonbeam to find out who was working with the survivor, FAC's who were inbound to area, etc. Blindbat 08 was in contact with survivor and briefed King 7 on condition of survivor and weather. King 7 arrived on scene at 2235Z and Blindbat 08 was released to RTB. Nail 51 arrived on scene at 2250, was briefed by King 7 and assumed On-Scene-Command. Nail 51 was assisted by Nail 55 in pin-pointing the exact location of the survivor. Sandy 1 & 2 arrived on scene at 2315Z, briefed by Nail 51 and Sandy 1 assumed On-Scene-Command. Light ground fire was reported and Sandies 1 & 2 laid some ordinance while Stormy 01 and Playboy 90, fast mover FAC's trolled the area. A 37MM fired to the north of the survivor and Nail 51 put in a strike on the position using Charger 410 flight. After strike was completed, Sandy 1 thought area was secure enough to start the pick up. At 0110Z, Sandies 3 & 4 escorted Jolly Green 80 & 81 to pickup area. At 0125Z, CBU 19 and smoke was expended and Jolly Green 81 moved to pick up point. Pick up was made at 0132Z and SAR forces exited the area. Some ground fire was reported during pickup and during exit, but was suppressed by the Sandies. Survivor was reported in good condition and no medical attention was needed. All Forces were RTB'd at 0145Z.

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b. (U) Sandy 1 did an outstanding job of controlling the SAR forces and executing the mission even though the weather conditions and visibility were marginal.

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

~~CONFIDENTIAL~~

Downgraded at two year intervals.

AD-70-6630 34-70-033

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



REPLY TO
ATTN OF: 400 (Capt Cody/2687)

2 March 1970

SUBJECT: Mission Narrative Report #1-3-012-1 Mar 70

TO: 3 ARRGp (JRCC)
APO 96307

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

(Date) 9 Jul 74

1. (U) This report submitted IAW ARRSM 55-2/3 ARRGp Sup 1.
2. (S) Jolly Green 81 and 80 launched out of Channel 89 at 0645L on 1 March 1970 on a SAR mission that was in progress for Charger 411 a Marine A-7 pilot that had abandoned his crippled aircraft at approximately 0330L, 1 March 1970. The survivor's position was given as 087/89/99; putting the survivor at the base of karsted hills by route 234 approximately 8 miles south by southeast of Tchepone. Enroute weather was heavy haze and multiple cloud layers with tops at 10500 MSL. Weather at the survivors position was the same with variable cloud bases of 3000 to 4500 MSL. High karsted ridges and peaks were enshrouded with haze and cloud layers. King 7 was on-scene-commander and Sandy 1 and 2 were already working the area. 37mm guns were located and active north and south of the survivor's position. Enemy troops were located in the karsted hills by the survivor's position and troops were moving in the valley that covered the planned approach to the survivor. The weather precluded fast movers from getting in and it left only the Sandy A-1's to provide cover in the area. Jolly Green 81 and 80 arrived at the initial holding pattern of 092/65/99 at 0730L, accompanied by Sandy 3 and 4. The SAR was delayed waiting for the Sandy CBU-19 flight. Queen had the CBU-19 flight in the November Orbit, escorting Jolly Green 82 and 70. This was an unnecessary delay as the backup Jolly's were orbiting in an area where they fly daily unescorted. At 0805L the mission began to make significant progress. CBU-19 flight was in the SAR area and Sandy Lead called to bring the Jolly's down. Getting the forces through the weather and gathered for a coordinated effort was now the key to success. Our TACAN had long since broken lock and it was an uncertainty where we would eventually break out under the weather. At 0805L Jolly Green 81 started a descent, heading due east. Jolly Green 80 (high) was left above the weather at 11000 MSL to orbit in the last assigned holding area. We finally broke out under the cloud bases at 4000 feet our position was 5 miles east of the large river that runs south of Tchepone and east of route 9. We then maneuvered out over the river bed and waited for the Sandys to join us. At 0825L we started our run in for the survivor. We began to pickup sporadic small arms fire and noticed puffs of what appeared to be 23mm fire off our right as we followed the karsted ridges approximately 200 feet above tree tops.

AD-70-0621
40-70-0029

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

~~CONFIDENTIAL~~
~~SECRET~~

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

~~SECRET~~
~~CONFIDENTIAL~~

At 0829L the Sandys started laying smoke and CBU-19. At 0830L we were on our final heading on the run in. At approximately 2 miles from the survivor I had the men give short bursts with the mini-guns and to continue right on firing as we rolled into a hover over the survivor. This tactic proved significant in initially suppressing small arms fire. The 37mm guns to the north and south were firing but they appeared wild with no apparent pattern. Small arms firing around us but the PJ's did an excellent job of keeping the enemy fire suppressed. It was 0835L when we pulled into a hover over the survivor. The rotor wash had begun to stir up the smoke and gas and the flight engineer had a little trouble getting a visual on the survivor. Communications were excellent and we had a good coordinated crew effort going for us. Sandy's called for us to "pull out" that we were taking heavy ground fire. The aircraft was hovering well and we hadn't taken a single hit. We held our hover and at 0837L had the survivor aboard. We egressed under fire the same route we'd come in and once free of the big guns began an IFR climb through the weather and returned to Channel 89. Survivor was in excellent condition and required no assistance.

3. (U) The survivor was: Charger 411 - Lt Raleigh E. Karp, USMC

4. (U) The crew of Jolly Green 81 was:

AC: Captain Cody, John C.

CP: Major Bleier, Robert W.

FE: Sgt Crawford, Inus G.

PJ: TSgt Wellington, Lawrence (Det 8, 38 ARRSq)

PJ: Sgt Riddick, Johnny L. (Det 6, 38 ARRSq)



JOHN C. CODY, Captain, USAF
Aircraft Commander, Jolly Green 81

~~CONFIDENTIAL~~

~~SECRET~~

AD-20-0631

40-70-0029

DATE: 1 MAR 70

4 MARCH 1970

MISSION NUMBER: 1-3-012-1 MAR 70

AIRCRAFT DESIGNATION: KING 7

LOCATION: 350/57/72

DISTRESSED AIRCRAFT: CHARGER 411 (A-7)

SAVES: 1 Combat

1. (C) King 7 was alerted at 2100Z for a first light mission for Charger 411, A-7 aircraft, and became airborne at 2130Z. While proceeding to the SAR area, King 7 received briefing and SAR forces lineup from Queen. Queen reported Sandies 1 - 4 and Jolly Green 80 & 81 were about to be launched at Ch 89.

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GROUP-1

Downgraded at 8 year intervals.
Declassified after 20 years.

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 Phu 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-√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 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

Oth ARCSO HIST, JAN-MAR 1970

Crew of Buff on pick up on 1 March 70. Standing
from left: Sgt Wickley (AP), Capt J.C. Cody (AC),
TSgt L. Wellington (PJ), Major R.W. Bleier (CP),
Lt R.E. Karp USMC (Survivor), Sgt J.L. Riddick (PJ).
Kneeling: Sgt L.G. Crawford (FE).

FILE

1 MAR 70



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



REPLY TO
ATTN OF: 400 (Capt Cody/2687)

2 March 1970

SUBJECT: Mission Narrative Report #1-3-012-1 Mar 70

to: 3 ARRGp (JRCC)
APO 96307

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

(Date)

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AD-70-0631
40-70-0029

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

~~CONFIDENTIAL~~

~~SECRET~~

GROUP 4

Downgraded 3 year
interval, declassified
after 12 years

DECLASSIFIED

DECLASSIFIED

~~SECRET~~
~~CONFIDENTIAL~~

At 0829L the Sandys started laying smoke and CBU-19. At 0830L we were on our final heading on the run in. At approximately 2 miles from the survivor I had the men give short bursts with the mini-guns and to continue right on firing as we rolled into a hover over the survivor. This tactic proved significant in initially suppressing small arms fire. The 37mm guns to the north and south were firing but they appeared wild with no apparent pattern. Small arms firing around us but the PJ's did an excellent job of keeping the enemy fire suppressed. It was 0835L when we pulled into a hover over the survivor. The rotor wash had begun to stir up the smoke and gas and the flight engineer had a little trouble getting a visual on the survivor. Communications were excellent and we had a good coordinated crew effort going for us. Sandy's called for us to "pull out" that we were taking heavy ground fire. The aircraft was hovering well and we hadn't taken a single hit. We held our hover and at 0837L had the survivor aboard. We egressed under fire the same route we'd come in and once free of the big guns began an IFR climb through the weather and returned to Channel 89. Survivor was in excellent condition and required no assistance.

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PJ: TSgt Wellington, Lawrence (Det 8, 38 ARRSq)

PJ: Sgt Riddick, Johnny L. (Det 6, 38 ARRSq)



JOHN C. CODY, Captain, USAF
Aircraft Commander, Jolly Green 81

DECLASSIFIED

~~CONFIDENTIAL~~

~~SECRET~~

AD-20-0631

~~40-70-0029~~

IMMEDIATE

SUSPECTED DUPLICATE

PT 00619

12. CHARGER 415 (WINGMAN) 28/2030Z/ 16-35N 106-20E
13. DET 1, 40 ARRS/HH-53/JUNGLE PENETRATOR/01/0136Z
14. 1/1/1
15. TAKEN TO NAKON PHANOM AB, THAILAND
16. 2/5.8/HH-53/DET 1 40ARRS; 4/11.5/HH-53/40 ARRS; 1/5.8/HC-130/39 ARRS;
9/26.1/A-1E/56 SOW; 2/7.2/A-1E/OL-AA 56 SOW; 2/7.4/HH-3/37 ARRS;
NOT AVAILABLE FOR FAC OR FAST MOVER ACFT.
17. 0/0/0/0/NOT AVAILABLE/0/1/0
18. A. P. CODY, J.C., CAPT, DET 1, 40 ARRS
P. BLEIER, R.W., MAJ, DET 1, 40 ARRS
FE. CROWFORD, I.G., SGT, DET 1, 40 ARRS
PJ. WELLINTON, L., TSGT, DET 1, 40 ARRS
PJ. RIDDICK, J.L., SGT, DET 1, 40 ARRS
B. S/E
H. USN-AMERICAN, 1 COMBAT ARRS SAVE, AIRCREWMEMBER

PAGE 4 RUMJBB0004 C O N F I D E N T I A L

AT 2030Z ON 28 FEB 70, OL-1 RCC WAS INFORMED THE TACC THAT CHARGER 411 WAS DOWN AT A POSITION APPROXIMATELY 80 MILES WEST OF DANANG. HIS WINGMAN CHARGER 415 AND BATCAT 21 WERE IN CONTACT ON GUARD AND THAT THE PILOT WAS NOT INJURED. HE WAS TOLD TO HIDE AND PREPARE FOR A PICKUP AT DAWN. THE JRCC WAS NOTIFIED AND KING 7 WAS LAUNCHED WHILE BATCAT 21 REMAINED IN THE AREA. A RESCUE TASK FORCE WAS FORMULATED UTILIZING RESOURCES FROM THE 40TH ARRS, DET 1 40 ARRS, AND 37 ARRS. FAC AIRCRAFT WERE LAUNCHED AND NAIL 51 ASSUMED THE RESPONSIBILITY OF ON-SCENE-COMMANDER. AT 2305 JG 70 AND 82 WERE LAUNCHED FROM UDORN WHILE A FLIGHT OF FOUR SANDY'S AND TWO HH-53 PREPARED FOR LAUNCH FROM NKP. THE SANDY FLIGHT TOOK OFF AT 2252Z FOLLOWED BY JG 80 AND 81. SANDY 1 AND 2 PROCEEDED DIRECTLY TO THE SCENE TO TAKE OVER AS ON-SCENE-COMMANDER WHILE SANDY 3 AND 4 ESCORTED JG 80 AND 81. ALSO JG 21 AND 33 WERE LAUNCHED FROM DANANG ACCOMPANIED BY SPADS 11 AND 12. JG 83 AND 84 WERE ALSO LAUNCHED TO HOLD OVER NKP AS BACK UP. AS SANDY 1 SURVEYED THE AREA, HE REPORTED SMALL ARMS FIRE SOUTH AND A 37MM NORTH. FAST MOVERS WERE CALLED IN, PLAYBOY 90 594.6 15, AND CHARGER 410 TO TRY AND KNOCK OUT THE

PAGE 5 RUMJBB0004 C O N F I D E N T I A L

37MM WHILE SANDY 1 AND 2 SANATIZED TO THE SOUTH. SANDY 40 AND 41 AND 43 WERE ALSO LAUNCHED TO ASSIST. SANDY 1 REPORTED TAKING A HIT, BUT IT WAS MINOR. WITH THE AREA SANATIZED, JG 81 LOW AND JG 80 HIGH WENT IN TO MAKE THE PICKUP. AT THIS TIME THERE WERE TWO JOY GREENS HOLDING TO THE SOUTH, TWO TO THE WEST AND TWO OVER NKP. THERE WAS REPORTED LIGHT SMALL ARMS FIRE DURING THIS PERIOD. AT 0136Z A SUCCESSFUL JUNGLE PENETRATOR PICK-UP WAS ACCOMPLISHED WITH THE SURVIVOR IN EXCELLENT CONDITION. ALL FORCES WERE THE RETURNED TO BASE.

GP-4.

BT.

#0004.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 15 YEARS.
DOO DTR 5430.70

IMMEDIATE

SUSPECTED DUPLICATE