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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

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though the same painstaking and dangerous process. With both located, the process of definitely locating the active guns was ^{89/} begun.

(U) After the guns were located, the NALLs were directed to FAC the fast movers on them. The Sandys then began looking for the best ingress and egress routes for the helicopters. ^{90/}

(U) By this time it was getting late and there was a question whether there would be enough time for the rescue. Bravo made the decision to come out on the sandbar near his area to be more easily seen. The attempt was executed but it was unsuccessful. ^{91/} because of the smoke and misunderstood directions.

(U) The Jolly Greens pulled out and soon thereafter, Bravo was picked up by the enemy as far as could be determined by the Sandys on the scene. ^{92/}

(U) During this attempt, Lieutenant Townsend was hit by a 37mm and was just able to guide his stricken aircraft over a high plateau to the north before he extracted. He was unhurt and was ^{93/} quickly picked up by the Jollys.

(U) The following morning, Sandy 01 directed the destruction of guns that had been located on the last light effort of the previous day. After the gun positions were neutralized an attempt was organized using smoke CBU-30 and CBU-14 to support the Sandys and Jolly Greens. ^{94/}

(U) Again the Jolly Green failed to respond to the directions

of Sandy 01 and the survivor, this resulted in the Jolly Green passing within 15-20 meters of the survivor's smoke and diving beyond the screening smoke/CBU-30. In this environment, the Jolly Green exposed himself to a 12.7mm position and took several hits. The hits, coupled with a wounded crewmember, forced the Jolly Green to withdraw.^{25/}

(U) Sandy 05 then took over on-scene command. He chose to use a different ingress heading in an attempt to preclude the Jolly Green from getting confused or lost again. He selected a straight run-in, 90 degrees to Alpha's karst, all the while laying smoke, CBU-30 and napalm along the route. Although the heavy ground fire might have precluded such a method previously, it was now under control enough that the cover provided on the run allowed the Jolly Green to make the ingress, pickup and egress the same route. A PJ was lowered to help Alpha who then negotiated the penetrator with little difficulty.^{26/}

(U) Two other successful SAR efforts were conducted during March of this quarter. The first was for Misty 50A/B on 19 March and the other was for Nail 37 on 21 March. Rescue narratives were not available on these SAR efforts at the end of the quarter. They therefore will be covered in the next quarter's history.

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S T A T E M E N T

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I was Wolf 03A on 20 March 1970 and was holding high over the position of two downed pilots to serve as a jet FAC if any assistance was needed by the rescue forces. At 1800L, the last attempt for the day failed and this information was relayed by myself to both crewmembers. Wolf 06B stated that enemy troops were all around him, within 10 meters of his position. He feared that he had been spotted and requested that any Apeman aircraft with ordnance left, place it on his position. Shortly after this it appeared that 06B depressed his transmitter button for I heard excited Oriental voices yelling on guard channel. Then there was silence and I called 06A and told him it sounded like 06B had been captured. He answered that it sounded the same way to him. I called Sandy lead and requested him to put any Apeman they had left on 06B's position and to put the remainder of their ordnance as close to his position as possible. They proceeded to do exactly that despite everything from Small Arms fire to 85mm from North Vietnam. One Sandy was hit in the canopy by ZPU and finally everyone withdrew at last light. There was never any contact with 06B after his request for ordnance on his position.

William F. Wall

WILLIAM F. WALL, Capt, USAF
[redacted] Wolf 03A

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Classification canceled (changed to
by authority of 5200.1-R, 1-401
by James Berkman 19 DEC 74

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When ~~attachments are withdrawn or~~
not attached, the classification of
this correspondence will be cancelled.

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STATEMENT OF WITNESS

11th United States Air Force Hospital
APO San Francisco 96330
(Place)

24 March 1979
(Date)

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I, Captain Richard A. Eash II, [REDACTED], hereby state that
TSgt James W. Blake and Sgt Donald L. Matyszyk has identified himself to me
as Casualty Reporting Representatives USAF.
(Special Agent OSI, Air Police Investigator, Other—Specify)

I do hereby voluntarily and of my own free will make the following statement without
having been subjected to any coercion, unlawful influence or unlawful inducement.

We were flying over Ban Phanop; had good altitude when 37 mm opened up.
The aircraft was in a turn when I saw a red ball flying toward us. The aircraft
was hit below the cockpit and the cockpit burst into flames. I do not know what
type of maneuver the aircraft went into but it seemed like negative Gs.
I hollered to Dennis to eject but he did not eject. I hollered a second time
for Dennis to eject but he did not eject. Finally I reached down and ejected
both of us. The next thing I remember was when I was in the chute. Dennis
also was in his chute, fairly close by. When I hit the ground I managed to inch
my way to a small cave. Dennis landed in a river and crawled out into a small
thicket. He could not move to fast because of too much activity in the area. I
heard on my radio Dennis telling other aircraft he was okay. I did the same.
The crossfire was intense during rescue attempts. Dennis called for an 8-man
and stated that if he did not get one he would be dead shortly. His position was
known and the enemy was moving toward him. An 8-man was not available. I
heard them yelling to Dennis and then I heard 15 to 20 shots. I assume he is dead.

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by authority of 5200.1-R, 1-401
by Kamie Becker 19 Dec 74

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GPO: 643 16 - 77652 - 1

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I further state that I have read this entire statement, initialed all pages and corrections, and signed this statement, and that it is correct and true as written.

WITNESSES:

James W. Duke
(Address)
6359.5.6 APO SF 96330

Donald Y. Matyja
(Address)
635 CSG APO SF 96330

RA Ruck
(Signature)
14th USAF Hospital
(Address)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____ 19____

at _____.

(Signature of person administering oath)

(Typed name of person administering oath)

(Official title and grade)

BDP-70-5



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400 (Maj Hegewald/2687)

24 March 1970

Mission Narrative Report #2-3-020-19 Mar 70 (U)

3 APR 70 (JRCC)
APO 96307

DATE: 19 thru 21 March 1970

MISSION NUMBER: 2-3-020-19 Mar 70

FLIGHT DESIGNATION: Jolly Green 76

MISSION OBJECTIVE: Wolf 06A & B

LOCATION: Wolf 06A (083/65/89), Wolf 06B (082/65.5/89)

SAVES: One Combat (Wolf 06A)

SUMMARY OF SAR ACTIONS:

1. (S) The 40th ARRSq was alerted for a "first light" SAR mission 1800L, 19 March 1970. Additional aircraft were generated and rescue crews were alerted immediately. The alert aircrews at Channel 89 were launched at 0520L, 20 March, in support of the SAR effort. Back-up crews, Jolly Green 83 (low) and 70 (high), were launched at 0930L. The first attempt at recovery of Wolf 06B at 1305L by Jolly Green 83 received extensive ground fire from all clock positions. Jolly Green 83 aborted the attempt after having his hoist cable sheared by ground fire and sustained a fire in the left sponson area. The fire went out during egress and Jolly Green 83 RTB'd with Jolly Green 70 as escort. Jolly Green 81 (low) and 82 (high) were launched at 1300L, 20 March. The strike forces directed additional resources into the SAR area and the next recovery attempt started at 1725L, 20 March, with Jolly Green 81. As Jolly Green 81 established a hover over Wolf 06B the aircraft received heavy ground fire. Several hits were taken in the cockpit area as Sandy Lead called for egress. Egress was started; however, #1 engine flamed out due to ground fire; egress required the use of the valley floor to gain airspeed and eventual recovery. The aircraft armour and ceramic vests minimized crew injuries in the cockpit area. The Co-pilot received a minor injury from ground fire during the pick-up attempt. Darkness prevented further SAR efforts for 20 March. Radio contact continued with Wolf 06A, and lost with Wolf 06B. The SAR effort resumed on 21 March with Jolly Green 84 (low) and Jolly Green 82 (high), being launched at 0520L to support the SAR forces. The SAR area was prepared for the recovery of

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Wolf 06A. The ingress routing remained the same as the previous attempts. All the necessary ordnance, i.e., strike forces, napalm, smoke and CBU-19, were used and a recovery attempt by Jolly Green 84 started at 0938L, 21 March. Again as the hover was established extensive ground fire commenced. Jolly Green 84 received numerous hits causing generator failure, fuel leaks, and injury to a PJ. Egress from the area was initiated and RTB was accomplished without further incident. Jolly Green 76 (low) and 80 (high) were launched from an alert posture at Channel 89, 21 March. Take-off was accomplished at 0828L. Weather for takeoff/enroute/SAR area and recovery was clear, 3-5 miles vis with smoke and haze to 9500' MSL. The initial point holding was an arc on the 060-070/55/89 at 10,000' MSL. After completion of air refueling (1030L) Jolly Green 76 and 80 returned to the IP; and departed there on a heading of 180° at 1155L. We were directed to intercept the 085/-/89 and proceed outbound with escort jinking (10,000 MSL) across the route structure approximately 5 NM south of Ban Phan Nop to the forward holding point of 085/65/70/89. Sandy 05 assumed On-Scene-Commander, and changed the order of battle. He briefed the revised tactics and directed additional SAR strike forces. The revised low holding area was approximately 3 NM southeast of the SAR area over a karst formation. A jinking, spiral letdown to 2000' MSL was completed and further holding until approximately 1235L; during this time Sandy 05 reviewed the route in (205°) and egress (125°), Willy Pete route markers, and Wolf 06A's exact location. As the final briefing took place, the entire SAR area was in view. Sandy 05 then requested the final smoke and CBU-19 flights, led us into the SAR area contour following approximately 50-100 AGL. The final approach was over relatively flat terrain to a 350' cliff orientated north-south. The survivor was at or near the base, in a cave, with a rust colored streak above him pointing at his location. The last half mile of the approach was under cover of smoke above the cliff. We received some ground fire during ingress while firing suppressive ordnance #3 gun malfunctioned. There was some difficulty locating Wolf 06A as our landmarks disappeared due to smoke and close proximity to the cliff. Wolf 06A assisted his recovery with the use of URC-64 and his remaining night flare. Most of the ground fire in the hover appeared to be below us from 8 o'clock and above us from 4 o'clock position. The hover heading was approximately 225°, 50' AGL with the hoist sheltered by the cliff and our main rotor clearance of about 3'. A PJ (Sgt Riddick) was lowered on the penetrator to assist Wolf 06A. Sgt Riddick was briefed not to release the penetrator while retrieving the survivor due to the extreme non-permissiveness of the area. He found the survivor dazed and they came up the penetrator together. We were in the hover for 3 minutes and the immediate area for a total of 5 minutes. Wolf 06A had second and third degree burns on his arms and neck, minor bleeding from his eyes, a possible crushed or pinched vertebra causing pain in both legs, foot and knee injuries and in shock. Egress was as briefed; however, we were receiving more ground fire. The two remaining mini-guns jammed during egress. Our left aux tank was hit and leaking, it was jettisoned during egress. About the same time (1245L) we received another hit that depleted the first-stage flight control hydraulics. Jolly Green 80 notified us that a mobile-ZPU was moved into the area just south of the karst as we climbed out. We may have received a hit from the ZPU on exit as on landing we uncovered a hole through

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the horizontal tail rotor drive shaft. At altitude (11,500 MSL) we recrossed the route structure and proceeded to Channel 89, landing at 1330L. Ceramic vests were worn by both pilots and gas masks were used by the entire crew from IP departure until level off after the pick-up; no adverse effects were noted. In the hover we developed a severe vertical beat and lateral shuffle. Unknown to us, we had received glancing hits in the tail rotor blades and on top of the main rotor blade. However, I felt the shuffle and beat may have been caused by close proximity to the ground and near the vertical cliff. I personally feel the leadership displayed by Sandy 05 was outstanding. His decision to revise the ingress, egress routing was the element of surprise needed to effect the success of this SAR effort.

2. (U) Unknown

3. (U) N/A

4. (U) 2 (Jack & Queen) and the SAR forces.

5a. (C) Jolly Green 81. The Co-pilot, Capt John Lindgren, received a 30 cal bullet in the ceramic vest; the ricochet caused minor shrapnel wounds in his left arm. After egressing the SAR area a compress was placed over wound and further treatment accomplished at Channel 89 hospital.

5b. (C) Jolly Green 84. The PJ, TSgt William E. Lester initially received multiple shrapnel wounds to his lower legs. Although wounded, he continued on with the mission until he received a round in the small of his back which ricochet off his hip bone and out his buttocks. Shortly thereafter we aborted the mission. MSgt Jenkins rendered first aid to TSgt Lester by stopping the bleeding, applying dressings on all the wounds and removed one piece of shrapnel from his leg. No medication was administered.

5c. (C) Jolly Green 76. There were three PJ's on board. Previous information on the condition of Wolf 06A required a PJ be lowered on the penetrator. Sgt Riddick was lowered on the penetrator and recovered the survivor. After egress the survivor was put on a litter in the shock position. He was given 1 1/2 quarts of water during the 45 minute return trip. His head and neck were wrapped loosely with dry gauze. His flying suit sleeves were cut away and his arms, mostly second degree burns, were wrapped from about 3 inches above the elbow to his hands. The PJ's then placed wet 4x4 compresses over his face and bandaged areas.

6. The crewmembers were:

Jolly Green 83

AC Capt Baskett, Richard M., [REDACTED]
CP Capt Sichterman, Edward J., [REDACTED]
FE SSgt Hartman, Jack L., [REDACTED]
PJ SSgt Eldridge, John H., [REDACTED]
PJ Sgt Howard, Michael J., [REDACTED]

40-70-0039

the horizontal tail rotor drive shaft. At altitude (11,500 ft) we re-crossed the route structure and proceeded to Channel 80, landing at 1330L. Ceramic vests were worn by both pilots and gas masks were used by the entire crew from IP departure until level off after the pick-up; no adverse effects were noted. In the hover we developed a severe vertical beat and lateral shuffle. Unknown to us, we had received glancing hits in the tail rotor blades and on top of the main rotor blade. However, I felt the shuffle and beat may have been caused by close proximity to the ground and near the vertical cliff. I personally feel the leadership displayed by Sandy 05 was outstanding. His decision to revise the ingress, egress routing was the element of surprise needed to effect the success of this SAR effort.

2. (U) Unknown

3. (U) N/A

4. (U) 2 (Jack & Queen) and the SAR forces.

5a. (C) Jolly Green 81. The Co-pilot, Capt John Lindgren, received a 30 cal bullet in the ceramic vest; the ricochet caused minor shrapnel wounds in his left arm. After egressing the SAR area a compress was placed over wound and further treatment accomplished at Channel 80 hospital.

5b. (C) Jolly Green 84. The PJ, TSgt William E. Lester initially received multiple shrapnel wounds to his lower legs. Although wounded, he continued on with the mission until he received a round in the small of his back which ricochet off his hip bone and out his buttocks. Shortly thereafter we aborted the mission. MSgt Jenkins rendered first aid to TSgt Lester by stopping the bleeding, applying dressings on all the wounds and removed one piece of shrapnel from his leg. No medication was administered.

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6. The crewmembers were:

Jolly Green 83

AC Capt Baskett, Richard M.,
CP Capt Sichterman, Edward J.,
FE SSgt Hartman, Jack L.,
PJ SSgt Eldridge, John H.,
PJ Sgt Howard, Michael J.,

40-70-1039

Jolly Green 81

AC Capt Almaraz, Donald H.,
 CP Capt Lindgren, John O. Jr.
 FE SSgt Blakeney, Thomas D.,
 PJ TSgt Booher, Lehman L.,
 PJ SSgt Hunt, James A.,

Jolly Green 84

AC Lt Col Campbell, Charles R.,
 CP Capt Blewitt, James R.,
 FE SSgt Hendrix, Travis R.,
 PJ Sgt Horka, Douglas L.,
 PJ TSgt Lester, William E.,
 PJ MSgt Jenkins, Paul L.,

Jolly Green 76

AC Maj Hegewald, Richard F.
 CP Maj Bleier, Robert W.,
 FE Sgt Richardson, Haven V.
 PJ Sgt McDonald, Gregory J.
 PJ Sgt Colbert, Charles L.,
 PJ Sgt Riddick, Johnny L.,

7. (U) The survivor was:

Wolf 06A: Capt Rash, Richard A., [REDACTED], 435 TFSg, APO 96304.

SIGNED

RICHARD F. HEGEWALD, Major, USAF
 Aircraft Commander, Jolly Green 76

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440 (Capt Cody/2687)

22 March 1970

Mission Narrative Report #2-3-020-19 Mar 70 (U)

3 ARRGp (JRCC)
APO 96307

1. (U) This report submitted IAW ARREM 55-2/3 ARRGp Sup I.

2. (S) JG 68 (low) and JG 72 (high) were backup aircraft for JG 81 and 82 who at that time were the primary aircraft for the rescue effort on Wolf 06A. All four aircraft were holding at 079/50/89. At 1615L JG 81 and 82 commenced refueling with King 02. At 1625L JG 68 and 72 commenced refueling with King 03. At 1645L JG 68 and 72 completed air refueling operations. At approximately 1715L JG 81 and 82 were moved forward to 081/60/89 to prepare for the pickup attempt of Wolf 06A. JG 68 and 72 continued normal orbit at 079/50/89. At approximately 1745L an aircraft call sign Strike 63 (A-1) was working at the rescue scene and declared a MAY DAY for complete loss of engine oil pressure. Strike 63 egressed northwest of the rescue scene over to a high karsted, dense jungle area. At 1748L Strike 63 ejected from his aircraft. Point of ejection was 071/58/89. Pressure altitude was approximately 3000 feet and a temperature of 26°C. According to the latest intelligence data it was a good escape and evasion area and we could reasonably expect little if any hostile resistance. JG 68 abandoned our holding point and commenced an immediate descent and a direct heading for the survivor's position accompanied by JG 72. Strike 61 was in the area and had been escorting Strike 63. He had both the chute and wreckage in sight and the survivor on radio. We brought the survivor and Strike 61 up on freq 282.8 to preclude interfering with the rescue in progress on primary guard with Wolf 06A. In the descent we jettisoned the tip tanks and jettisoned the main fuel tanks down to a total of 3000 pounds of fuel. This gave us 78% of torque available and a computed 74% required to hover at a gross weight of 3200 pounds. The area was a dense jungle with the canopy tops approximately 150 feet above the jungle floor. Strike 61 vectored us into the immediate vicinity of the survivor. The survivor popped a smoke but it was unable to readily filter up through the jungle canopy. We then had the survivor direct us over his position by listening for the sound of our aircraft and giving us headings to his position. When the survivor told us we were over him we stabilized our hover and lowered the penetrator

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Bringing the survivor up required us to continually relocate our hover to keep him free of entanglement and possible injury. Power was extremely marginal and critical in the hover and it was requiring approximately 76% torque. At 1805L we had the survivor aboard and we commenced an egress out of the area and returned to Channel 89.

3. (U) The survivor was : Strike 63, 1Lt Dale P. Townsend, [REDACTED],
1 st SOSq.

4. (U) The crew of Jolly Green 68 was:

AC: Capt Cody, John C., [REDACTED]

CP: Maj Fouts, Joe C., [REDACTED]

DE: SSgt Bell, Martin E., [REDACTED]

PJ: TSgt Moran, Jack D., [REDACTED]

PJ: Sgt Gervert, James B., [REDACTED]

SIGNED

JOHN C. CODY, Captain, USAF
Aircraft Commander, Jolly Green 68

40-70-7034

2.

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HISTORICAL DATA RECORD

(RCS: AU-05)

REPORTING PERIOD

FROM: 1 Mar 70

TO: 31 Mar 70

FROM: 22nd Special Operations Squadron

TO: 56 DXI

1. MISSION SUMMARY:

a. The primary mission of the 22nd Special Operations Squadron is to provide interdiction of enemy supply routes in the Steel Tiger and Barrel Roll areas and to give close air support to friendly ground forces.

b. Additionally, the 22nd Special Operations Squadron has provided Prairie Fire helicopter escort and night gunship escort in Steel Tiger. Also, the squadron continues to provide support for friendly forces in the Barrel Roll area with strike, interdiction, close air support, armed reconnaissance, and Forward Air Control sorties, when requested by the Royal Laotian Government through the American Ambassador.

c. As a special mission, squadron pilots are being utilized by the 56th Special Operations Wing for Search and Rescue (SAR) operations.

2. PERSONNEL STATUS:

a.	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>TOTAL</u>
Assigned	32	83	111
Authorized	42	87	129
Attached	5	0	5
MIA	0	0	0
KIA	1	0	1

b. Section	<u>AUTHORIZED</u>		<u>ASSIGNED</u>	
	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>OFFICERS</u>	<u>AIRMEN</u>
Ops/Admin	40	6	31	5
Maintenance	1	77	1	78
Survival Equip	0	3	0	0
Intelligence	1	1	0	0

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good EZE area. Sandy 1 and 2 trotted the area at low altitudes with negative results from enemy groundfire. No expenditures were made by the Sandys at this time. The area was very permissive in the survivor's immediate vicinity. The weather began to break at approximately 0830L and a definite fix was made on the survivor's location by Nail 22. Spad 01 and 02 had to RTB due to low level fuel so Sandy 02 escorted the helicopters to the area of Nail 53. Sandy 01 briefed Sandy 2, 3, 4 and Jolly Green 36, who was to make the pickup. Sandy 3 and 4 delivered their ordnance along the ground track the Jolly Green would take to the survivor's position to suppress possible enemy reaction. The Jolly was escorted to the position by Sandy 01 and made the pickup after some delay due to the survivor being located some 200' under heavy jungle growth. Jolly 35 and 36 were escorted back to NKP by Sandy 5 and 6 who had arrived on the scene. The only real difficulties observed were weather. The enemy gun positions were not very effective due to the type terrain and, therefore, were not a real problem.

On 20 and 21 March 1970, a SAR was flown during which the Zorros launched 24 sorties over the two-day period. Wolf 06, and F-4, was downed by enemy gunfire in Steel Tiger. Wolf 06A was eventually recovered successfully but contact was lost with 06B, and he is assumed captured or killed. Zorros

20 MARCH 1970

participating in the SAR were:

Sandy 05 Maj Edward M. Hudgens
 Sandy 06 Maj Jerome A. Frisch
 Sandy 11 Capt John M. Dyer
 Sandy 12 Capt Terry F. Bolstad
 Apeman 42 Maj Tommy L. Manley
 Apeman 43 Maj Earle W. Deneau
 Apeman 44 Lt Col George D. Miller
 Apeman 45 1st Lt John S. Howard
 Apeman 47 1st Lt James L. Driscoll
 Smoke 26 1st Lt George A. Driscoll
 Smoke 27 1st Lt Donald M. Travis
 Strike 60 Capt Charles A. Kennedy
 Strike 61 1st Lt Craig V. Curran

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