

DECLASSIFIED

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



REPLY TO
ATTN OF:

400 (Capt Almanzar/26)

~~CONFIDENTIAL~~

6 March 1970

SUBJECT:

Mission Narrative Report #2-3-016-5 Mar 1970

Classified by 230244
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

TO: 3 ARRGp (JRCC)
APO 96307

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DOWNGRADED TO
EX. ORDER 11.52

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

2. (S) On 5 Mar 1970 at 0215L, Jolly Green 77 and 82 were notified of a first light effort. A Firefly 32 was down and a 0300L hrs briefing was scheduled. The briefing was held and intelligence indicated that Firefly 32 was down near a known 37mm gun position and is an area of high threat 37mm guns. The downed pilot's position was given as 110/80/89 (110°, 80nm/Channel 89 - XD 028702). Jolly Green 77 and 82 were given a take off time of 0520L. The remainder of the launch crew were notified and a 0520L launch was planned. Jolly Green 77 and 82 take off was accomplished at 0525L and arrived at the preliminary holding area (115-75-89) at approximately 0610L. We advised King 7 of our Bingo time (0750L) and established our holding pattern. During the holding pattern we monitored the SAR strike frequency; Sandys were experiencing some difficulty locating and eliminating the extensive 37mm gunfire and particularly the high concentration of accurate ZPU firing close-in to the survivor. Sandy 03 detained the scheduled launching of the Smoke aircraft and the back up Jolly Greens until such time as these extensive ground fire positions could be eliminated. An 0900L hrs was estimated as pickup time. This estimate was made about 0700L. At 0730L Jolly Green 77 and 82 requested King 03 to refuel Jolly Green 77 and 82. Refueling was accomplished at 0800L. Holding orbit was re-established and Jolly Green 77 and 82 were moved to the Initial Point (IP) at 0925L. We arrived at the IP at 0940L. The pickup attempt was started at 0955. Jolly Green 77 arrived at the pickup spot at 1000L. During the run-in for pickup the Sandys lead us in and provided cover by dropping anti-personnel CBU. Sandy 03 was giving directions to Jolly Green 77. Jolly Green 77 overshot the survivor and a turn was made to re-establish the survivor's position. During the turn to re-locate the survivor we were momentarily under instrument conditions due to the wind drift causing the smoke to move towards the survivor's position. At this time Sandy 03 suggested we pull out due to the smoke cloud. Had it not been for the fact the survivor was spotted and hover was started over the survivor, Jolly Green 77 would have pulled out. The rotor wash was effective in circulating the edge of the smoke cloud around us, thus masking our position. Pickup was accomplished at 1005L. Return to IP at 1007L

AD-70-0659

~~40-70-0030~~

GROUP 4

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intervals; declassifiable
after 12 years

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and out of the IP at 1015L. Sgt Hartman operated the hoist and Sgt Glass manned an M-16 in the door position and assisted in bringing the survivor in the door. During the run-in, pickup and run-out of the area some ground fire was observed, however, no hits were taken by Jolly Green 77. RTB to Channel 89 was accomplished at 1055L.

3. (U) The survivor was: Firefly 32, Capt Dave Freistad, 602 SOSq
4. (U) The rescue crews were:

Jolly Green 77

AC: Capt Donald H. Almanzar
CP: Major William D. Eastman Jr.
FE: SSgt Jack L. Hartman
FE: SSgt Willson A. Glass
PJ: MSgt Rodney D. Ohman
PJ: Sgt Charles L. Colbert

Jolly Green 82

AC: Capt Robert M. Horne
CP: Lt Col Herbert L. Ingram
FE: SSgt Thomas D. Blakeney
FE: SSgt Gary D. Turbyfield
PJ: Sgt Terry E. Caffery
PJ: Sgt Douglas W. Crowder


DONALD H. ALMANZAR, Captain, USAF
Aircraft Commander, Jolly Green 77

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CONFIDENTIAL ON 9 APR 81
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DECLASSIFIED ON 31 Dec 81

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AO-70-0659

~~40-70-0030~~

1 copy needed
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DATE: 4 MAR 70

~~CONFIDENTIAL~~

11 March 1970

MISSION NUMBER: 2-3-016-4 MAR 70

AIRCRAFT DESIGNATION: KING 7

LOCATION: 110/80/89

DISTRESSED AIRCRAFT: FIREFLY 32 (AIE)

SAVES: 1 Combat

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1. (S) King 7 was launched at 2000Z in a first light effort for Firefly 32, who had been shot down that evening, position 110/80/89.
2. (S) King 7 arrived on scene at 2120Z and found that Candlestick 53 was maintaining contact with the survivor. Nail 17 arrived on scene at 2230 and was appointed On-Scene-Commander (OSC) as he was the first to establish voice communications with the survivor. Sandies 3 & 4 arrived on scene at 2240 and Sandy 3 took OSC as soon as he was briefed by Nail 17. Area of survivor was extremely hostile and numerous ZPU, 23 & 37MM guns began firing at the Sandies.
3. (C) Nail 17, Sandy 3 and Nail 37 put numerous flights of fast movers in against these positions until Sandy 3 was satisfied that the area was secure at 0030Z. Sandy 3 then requested slow mover resources for the recovery.
4. (S) During the air strikes King 7 had marshalled the following resources on the 115 radial Channel 89 from 40 to 70 NM at the following times Jolly Green (JG) 77 and 82 (2310), Sandy 3 & 4 (2240), Sandy 5 & 6 (0010), Sandy 7 & 8 (0130), Smoke 20 - 24 (0200), Kelly 40 - 47 (0220), and JG 83 & 84 (0200).
5. (S) Sandy 3 briefed the rescue procedures to be used and re-established contact with Firefly 32. The rescue was started at 0230 with Sandy 3 & 4 directing the flights, Sandy 5 & 6 escorting JG 77L and 82 high into the area while Smoke 20 - 24 and Kelly 40 - 44 laid in their ordnance.
6. (S) JG 77 made a successful recovery at 0253 and all forces were cleared to RTB at 0255. Sandies 3, 5, & 6 received battle damage during the pick up, but all forces recovered safely at Channel 89.
7. (C) Survivor was reported as safe and in good condition. Sixty eight sorties were launched in support of this effort.

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8. (C) AIR REFUELING REQUIREMENTS: King 3 arrived on scene at 2245Z and was assigned an a/r frequency and discrete UHF frequency for the control of possible battle damaged aircraft. King 3 started a/r with JG 77 & 82 at 0029Z and completed at 0053Z. He then maintained a low orbit throughout the mission as back up aircraft.

9. (S) PROBLEM AREAS: Firefly 32 could not establish communications on URC 64 Channel Delta. Due to the congestion on Guard Freq the mission was hampered to a degree. Recommend URC-64 radios receive a on time check on all freq to insure both reception and transmission capabilities.

10. (S) RESOURCES:

USED

(SAR Forces)

Sandies 3, 4, 5, & 6
Jolly Green 77 & 82
Smoke 20, 21, 22, & 23
Kelly 40, 41, 42, & 43
King 3 & 7

(FAC's)

Candlestick 53
Nail 17, 37, & 18
Wolf 01 & 03

(FAST MOVERS)

Sidewinder 405
Gallup
Scuba 1 & 2
Metric
Gunfighter 35 & 36
Streetcar 301

AVAILABLE BUT NOT USED

Sandies 7, 8, 1, & 2
Jolly Green 83 & 84
Smoke 24, 25, 26, & 27
Kelly 44, 45, 46, & 47

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Boxer 3, 4, 5, & 6
Cobra 11 & 12
Gunfighter 13 & 14, 15 & 16
Popper
Raccoon
Spunk
Bobbie
Classified by *Do 2 3 4 5 6 7 8 9*
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SCHEDULE OF EXECUTIVE ORDER 11652
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11. (C) Crewmembers:

KING 7

AC/AMC CPT ADELMAN
CP 1LT URBACH
N CPT BOGNER
RO A1C OLSZWSKI
FE MSG HOLMAN
FE SSG REAVES
LM SSG WAREHAM

KING 3

AC MAJ CLEMENTS
CP MAJ RIGGERT
N MAJ STOFFEL
RO TSG COULTER
FE MSG KILGORE
FE MSG MARTEL
LM SSG HERRING

Philip J. Adelman
~~CONFIDENTIAL~~

PHILIP J. ADELMAN, Captain, USAF
Aircraft Commander/Airborne Mission Commander

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40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



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TO: 3 ARRGp (JRCC)
APO 96307

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DOWNGRADED TO
CONFIDENTIAL
EX. ORDER 1152

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

2. (S) On 5 Mar 1970 at 0215L, Jolly Green 77 and 82 were notified of a first light effort. A Firefly 32 was down and a 0300L hrs briefing was scheduled. The briefing was held and intelligence indicated that Firefly 32 was down near a known 37mm gun position and is an area of high threat 37mm guns. The downed pilot's position was given as 110/80/89 (110°, 80nm/Channel 89 - XD 028702). Jolly Green 77 and 82 were given a take off time of 0520L. The remainder of the launch crew were notified and a 0520L launch was planned. Jolly Green 77 and 82 take off was accomplished at 0525L and arrived at the preliminary holding area (115-75-89) at approximately 0610L. We advised King 7 of our Bingo time (0750L) and established our holding pattern. During the holding pattern we monitored the SAR strike frequency; Sandys were experiencing some difficulty locating and eliminating the extensive 37mm gunfire and particularly the high concentration of accurate ZPU firing close-in to the survivor. Sandy 03 detained the scheduled launching of the Smoke aircraft and the back up Jolly Greens until such time as these extensive ground fire positions could be eliminated. An 0900L hrs was estimated as pickup time. This estimate was made about 0700L. At 0730L Jolly Green 77 and 82 requested King 03 to refuel Jolly Green 77 and 82. Refueling was accomplished at 0800L. Holding orbit was re-established and Jolly Green 77 and 82 were moved to the Initial Point (IP) at 0925L. We arrived at the IP at 0940L. The pickup attempt was started at 0955. Jolly Green 77 arrived at the pickup spot at 1000L. During the run-in for pickup the Sandys lead us in and provided cover by dropping anti-personnel CBU. Sandy 03 was giving directions to Jolly Green 77. Jolly Green 77 overshot the survivor and a turn was made to re-establish the survivor's position. During the turn to re-locate the survivor we were momentarily under instrument conditions due to the wind drift causing the smoke to move towards the survivor's position. At this time Sandy 03 suggested we pull out due to the smoke cloud. Had it not been for the fact the survivor was spotted and hover was started over the survivor, Jolly Green 77 would have pulled out. The rotor wash was effective in circulating the edge of the smoke cloud around us, thus masking our position. Pickup was accomplished at 1005L. Return to IP at 1007L

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PJ: Sgt Douglas W. Crowder

DOWNGRADED TO
CONFIDENTIAL ON 17 APR 73
IA EX. ORDER 11 52
Classified by 202 3-20-11
SUBJECT TO GENERAL DECLASSIFICATION
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AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 91 DEC 18

Donald H. Almanzar
DONALD H. ALMANZAR, Captain, USAF
Aircraft Commander, Jolly Green 77

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AD-20-0659

40-70-0030

4 March 1970

A-1E 52-133914 602 SOS, 56 SOW, USAF, Nakhon Phanom
Capt D E Friestad (survived)

Capt Friestad was flying a Steel Tiger armed reconnaissance sortie at night over southern Laos when he was shot down. He found and attacked several trucks on a road near Ban Boun, 35 miles west of the DMZ. As he pulled up from his first pass his aircraft was hit by a 37mm shell and he ejected almost immediately. He evaded capture and was rescued the next day by a USAF HH-53C helicopter from the 40th ARRS. Capt Friestad was shot down again a few weeks later during a RESCAP on 22 April.

40th AERSQ HIST, JAN-MAR 1970

- 18 Feb 70 A "last light" rescue of an F-4 pilot made by Buff.
- 21 Feb 70 Buff picked up F-105 backseater four miles south of Udorn.
- 25 Feb 70 The 40th AERSq takes over Det 1 at Nakhon Phanom.
- 26 Feb 70 Operation out of Tango stopped due to proximity of hostile forces.
- 1 Mar 70 First light effort for a Marine A-7 pilot.
Rescued by Buff.
- 5 Mar 70 Pilot of C-1 rescued by Buff east of Channel 89.
- 13 Mar 70 Major General Joseph R. Deluca, DCS/Comptroller AFLC and party visited the 40th.
- 16 Mar 70 F-105 pilot picked up nine miles south of Udorn.
- 20 Mar 70 A-1 pilot rescued by Buff. Both aircraft participating in two day SAR effort.
- 21 Mar 70 The SAR objective of two day effort, an F-4 pilot picked up. Heavy battle damage to Buff fleet.
- 22 Mar 70 The 37th AERSq assumes commitment at Nakhon Phanom due to reduced capability of the 40th.