

IMMEDIATE

CONFIDENTIAL

161113

PT 00149

OP CZYUW RUMLUJBA1211 1060950-CCCC--RUCIEUA.

Z CCCCC

O 160930Z APR 70

FM 37 ARRSQ DA NANG AB RVN

TO RUEFHQA/CSAF

INFO RUEKAAA/AFOEC FT RITCHIE MD

RUCEAAA/HQ USAF ALT CP MAXWELL AFB ALA

RUCIEUA/MAC/CP

RUCIEUA/ARRS/AROC SCOTT AFB ILL

RUHHABA/41 ARRG/OC/HICKAM AFB HAWAII

RUSQSN/3ARRGP/3/0/TSN AB RVN

RUHHABA/CINCPACAF/CC

RUSQSN/7AF/CC/TSN AB RVN

ZEN/366 TAC FTR WG/TUOC/DA NANG AB RVN

BT

CONFIDENTIAL/JIPREP JIFFY/37(0)/OPREP-3 BEELINE 004

A. 37 ARRSQ (MAC), DA NANG AB RVN

B. N/A

C. RESCUE MSN NR 1-3-028, 15 APR 70

D. 37 ARRS OPREP-3 BEELINE 003, 15/1140Z APR 70.

E. HELICOPTER DAMAGED DURING AIR CREW RECOVERY.

OPR	CYR
MCP	1
INFO	CYE
US	2
ODC	9
STA	1
FOT	1
IG	1
PID	1
PDC	2
ARRS	1

PAGE 2 RUMLUJBA1211 CONFIDENTIAL

150724Z APR 70, APPROXIMATELY 15 NM NW OF DAKTO, RVN

(UTM YB 895455)

G. HH-3E SER NO 67-14708, 37 ARRS, WHILE ENGAGED IN RECOVERING AIRCREW FROM HH-3E 66-13280, EXPERIENCED MOMENTARY POWER LOSS, CAUSING AIRCRAFT TO SETTLE INTO GROUND. DAMAGE WAS SUSTAINED TO ALL FIVE TAIL ROTOR BLADES. IN ADDITION, BOTH ENGINES WERE OVERTEMPED FOR APPROXIMATELY FIVE MINUTES. CREW SUCCEEDING IN GETTING AIRCRAFT AIRBORNE AGAIN AND FLEW TO PLEIKU AB RVN. TO OBTAIN MEDICAL TREATMENT FOR RECOVERED AIRCREW. FULL ASSESSMENT OF DAMAGE UNKNOWN PENDING EVALUATION BY MAINTENANCE PERSONNEL. FOLLOW ON REPORT WILL BE SUBMITTED AS ADDITIONAL INFORMATION BECOMES AVAILABLE.

GP-4

BT

#1211

NNNN

Classified by 57 ARRSQ

SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS.

31 Dec 76

ODC/MDC NOS

MESSAGE NOTIFICATION

Individual Contacted: [Signature]

Local Time 0500 L and Date: 16 Apr 70

DECLASSIFIED ON [Signature]

2 cys reproduced 16 Apr 70 by ARDAS

1 c/ reproduced 22 May 70 by DCCR for MAC INFORMATION

IMMEDIATE

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PT 00151

OTTSZYUW RUMJBA1622 1080435-SSS

ZNY SSSSS

O 180430Z APR 70

FM 37 ARRS DANANG AB RVN

TO RUEFHQA/CSAF

INFO RUEKAAA/AFE0C FT RITCHIE MD

RUCNAAA/HQ USAF ALT CP MAXWELL AFB ALA

RUCPAAA/MAC/CP

RUCLEUA/ARRS/AROC SCOTT AFB ILL

RUHHABA/41 ARRG/OC HICKAM AFB HAWAII

RUSQNA/3 ARRG/3/9 TSN AB RVN

RUHHABA/CINCPACAF/CC

RUSQNA/7AF/CC TSN AB RVN

ZEN/366 TFW/TUOC DANANG AB RVN

BT

S E C R E T/JOPREP JIFFY/37 (OC)/OPREP-3 BEELINE SUPPLEMENTAL REPORT
REFERENCE 37 ARRS OPREP-3 BEELINE 004, 160954ZAPR70. AND 37 ARRS
OPREP-3 BEELINE 003, 151140ZAPR70.

AT 0705Z, AS J&G. 27 WENT IN TO MAKE HIS THIRD ATTEMPT AT PICKING
UP THE SURVISORS. HE REPORTED GROUND FIRE AND THAT HIS AUXILIARY
SERVO SYSTEM WAS OUT. J.G. 27 EXITED THE SMOKE GOING SOUTH. HE
WAS OBSERVED TO BE ON FIRE FROM THE APU SECTION AND GYRATING WILDLY.

PAGE 2 RUMJBA1622

SECONDS LATER J.G. 27 CRASHED IN A DEPRESSION CAUSED BY AN OLD
STREAM BED. J.G. 21 WAS IN A HOVER 25 FT. OVER THE CRASH AFTER
APPROXIMATELY TWO MINUTES. THE PJ WAS DEPLOYED AFTER WHICH IT WAS
NECESSARY TO MAKE A 180 DEGREE HOVER TURN TO PUT THE FE IN POSITION
TO SEE AND OPERATE THE HOIST OVER THE SURVIVORS. AS A RESULT J.G.
21 WAS NOW IN A DOWNWIND HOVER. WIND VELOCITY WAS APPROXIMATELY
FIVE KNOTS. THE POSITION OF THE SURVIVORS IN RELATION TO THE FIRE
AND THE CONFINED AREA OF THE CRASH SITE, PRECLUDED ANY OTHER POSITION
FOR THE RESCUE HELICOPTER. AFTER ONE SURVIVOR BWAS BROUGHT ABOARD,
THE NUMBER TWO FIRE WARNING LIGHT CAME ON. ENGINE INSTRUMENTS DID
NOT INDICATE A FIRE AND WERE STABLE EXCEPT TURBINE TEMPERATURE WAS
750DEG C. NOT HOT ENOUGH TO INDICATE AN ENGINE FIRE. HOVER POWER RE-
MAINED BETWEEN 90 AND 95 PERCENT TORQUE. TWO MORE SURVIVORS WERE
BROUGHT ABOARD. THE NUMBER ONE FIRE WARNING LIGHT THEN ILLUMINATED.
BEFORE THE PJ FROM J.G. 21 COULD BE HOISTED ABOARD, THE AIRCRAFT
STARTED TO SETTLE. POWER AT THAT TIME WAS APPROXIMATELY 100 PER
CENT TORQUE AND 97 PERCENT ROTOR SPEED. THE AIRCRAFT SETTLED IN A
LEVEL ATTITUDE AND TOUCHED DOWN. THE PJ SCRAMBLED ABOARD. AFTER
APPROXIMATELY 30 SECONDS, ROTOR SPEED BUILT BACK UP TO 107 PERCENT
AND JOLLY GREEN 21 EXITED AREA. ATTEMPTS WERE MADE TO CUT THE

PAGE 3 RUMJBA1622

FOREST PENETRATOR, WHICH WAS OUT ON ABOUT 25 FEET OF CABLE, FREE
FROM THE AIRCRAFT. THE ATTEMPTS WERE UNSUCCESSFUL.

J&G. 27 EXITED THE AREA WITH M-60 MACHINE GUNS FIRING TO KEEP UN-
FRIENDLY HEADS DOWN. ENROUTE TO PLEIKU AB, EXCESSIVE TORQUE WAS
REQUIRED TO MAINTAIN DESIRED AIRSPEED. AFTER LANDING AND DEPOSITING

CONFIDENTIAL

1cy/ Ref. Sec. BY DOCK FOR MAC INTERACTION 27 MAR 72

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
* AUTOMATICALLY DOWNGRADED AT TWO
* YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 83

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CORRECTED: COPY-

6 APR 70 13 61 z

[illegible]

MESSAGE NOTIFICATION

Individual *May Milan*
Contacted:

Local Time *0705L*
and Date: *16 Apr 80*

~~CONFIDENTIAL~~/JOPREP JIFFY/OL-1.3ARRGP/RESCUE 1-3-028
1. RESCUE SUPPLEMENTAL REPORT TO OL-1 MISSION NUMBER 1-3-028
15 APR 70.

PAGE 3 RUMLJBB0102 ~~CONFIDENTIAL~~

1 cy reproduced 27 MAR 77 by DODC for MAC information

* C **CONFIDENTIAL** *****

1 copy reproduced 11/1/74 to Mrs ARDDA

~~CONFIDENTIAL~~
CONFIDENTIAL

161113

16 APR 70 10 52z

9. H. THIS NARRATIVE SUPPLEMENTS THE NARRATIVE OF THE CITED MESSAGE. AS A DIRECT RESULT OF INTENSE GROUND FIRE JOLLY GREEN 27 CRASHED APPROXIMATELY 1/4 MILE SOUTH OF THE DOWNED BIKINI 28 SURVIVORS. JOLLY GREEN 21, FLYING COVER, IMMEDIATELY INITIATED RECOVERY OF JOLLY GREEN 27'S CREW. ALTHOUGH INJURED, THE COPILOT OF JOLLY GREEN 27 EXTINGUISHED THE FLAMES ENVELOPING THE FLIGHT ENGINEER AND PARARESCUE MAN AND EXTRACTED THEM FROM THE BURNING AIRCRAFT. THE PILOT OF JOLLY GREEN 27 WAS UNCONSCIOUS, PINNED IN THE WRECKAGE AND APPEARED TO HAVE SUSTAINED MASS INJURIES. HE WAS NOT RECOVERED. JOLLY GREEN 21 WAS ON SCENE WITHIN SECONDS, DEPLOYING HIS PARARESCUE MAN TO ASSIST IN THE RECOVERY OF JOLLY GREEN 27 BRAVO, CHARLIE AND DELTA. ARMY GUNSHIPS WERE IN HOVER WITH JOLLY GREEN 21 AS THE RESCUE WAS MADE. WHEN THE RESCUE WAS COMPLETED JOLLY GREEN 21 SUSTAINED POWER LOSS ON

• & PROCEEDED TO PLEIKU.

~~Letter to~~ COVER SHEET

1 cc reproduced by DOCR 27 MAY 12 for MAC information

OFR	CYS
DUTY	9
INFO	CYS
MCP	/
HPS	/
	//

MESSAGE NOTIFICATION

Individual *Phyllis*
Contacted:

0228 Local time *0500 L*
Date: *16 Apr 70*

NOTIFICATION

MEDIATE

~~CONFIDENTIAL~~

00148

MINUTES DURATION WAS NOTED DURING THE FLY OUT. JOLLY GREEN
21. THEREAFTER PROCEEDED TO PLEIKY AB; ESCORTED BY SPAD 03
AND 04. PRELIMINARY INVESTIGATION OF JG-21 REVEALED DAMAGE
TO ALL TAIL ROTORS BLADES AND THE CHIP DETECTOR SYSTEM ON THE
INTERMEDIATE GEAR BOX. GP-4

2/2

BT

#0102

NNNN#

IMMEDIATE

~~CONFIDENTIAL~~

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 * C O N F I D E N T I A L *

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15 APR 16 03z

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Classified by 021 31506
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Aug 76

[illegible]

7

2. 1-3-028-15 APRIL 70

4. JRCC 15/0525Z

5. S/E

6. KING 6, SPAD 03 AND 04 DIVERTED AT 0526Z. JOLLY GREEN 27 AND 21, SPADS 11 AND 12 SCRAMBLED AT 0526Z

7. SAME AS ITEM 6

8. 1450N 10742E 53 NNW PLEIKU

9. A. NOT A FACTOR B. NOT A FACTOR C. 8000 SCATTERED, 6 MILES
VIS, WIND NE 5 KNOTS

10. OL-1, 3ARRGP, MAJ O.L. HORSCH, MAJ. L.W. DIXON, MSGT D.E. GRAGG.

PAGE 3 RUMJBB0093 C O N F I D E N T I A L

TSGT L. VANCE, AIC J. M. WHITE.

11. JRCC, BLUECHIP, II DASC

12. ELLIOTT 16: 15/0415Z

13. 37ARRS/HH-3E/JUNGLE PENETRATOR/0715Z

*cyst reproduced by ARDDA on 15 Apr 70

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FLASH

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~~CONFIDENTIAL~~

FLASH

* C O N F I D E N T I A L *

PT 00573

2/3

14. UNKNOWN/UNKNOWN/3/3/UNKNOWN/0
15. SURVIVORS TAKEN TO THE HOSPITAL AT PLEIKU AB RVN.
16. 2/10.3/HC130P/39ARRSQ 6/18.6/HH-3E/37ARRSQ 8/28.0/A1E/ 3 10.3
OL-AA, 56 SOW 8/30.6/A-1E/56 SOW 6 18.6
17. 0/0/0/0/UNK/0/UNK/0
18. A. P- MAJ LEWIS GRRETT, CP/CAPT JIMMY BLACKWOOD, FE- SSGT
THAYER V. POPE, PJ- SGT GARY T. OSBORNE, ALL OF 37 ARRSQ 16 58.4
B. CP- MAJ TRAVIS WOFFORD, FE- TSgt GERRLD L. HARTZELL, PJ-
SSGT LUTHER E. DAVIS, ALL OF 37 ARRSQ
19. A. 1450N- 10742E, 100 PERCENT EFFECTIVE B. S/E C. S/E D. 4 HH-3E,
37 ARRSQ; 4A-1E, OL-AA, 56 SOW; 4 A-1E, 56 SOW; 2HC-130P, 39ARRSQ;
US ARMY HELOS, USAF FACS AND JET FIGHTER ACFT. E. N/A H. 3
ARRS USAF AIR CREW MEMBER, COMBAT SAVES/2 AIR REFUELINGS/BOTH
AIRCRAFT DOWNED BY HOSTILE FIRE/6CREW MEMBERS AND UNDETERMINED
NUMBER OF ARVN/1 PJ DEPLOYMENT/THIS RESCUE MISSION BEGAN AS YESTERDAY
AND EFFORT TO RECOVER TWO AMERICAN AIRCREW MEMBERS FROM A DOWNED

PAGE 4 ~~RUMLJBB0093~~ C O N F I D E N T I A L

ARMY/HELICOPTER WITH THE CALL SIGN BIKINI 28. THE INITIAL SAR
FORCE CONSISTED OF SPADS 03, 04, 11, 12, JOLLY GREEN 27, 21, 3 COBRA
GUNSHIPS, A FAC, AND KING 6. AS THIS FORCE ARRIVED SPAD 03 WAS
BRIEFED BY THE ON-SCENE FAC AS TO THE OBJECTIVE AND HOSTILITIES.
AT THIS POINT IT WAS LEARNED THAT THE SURVIVORS WERE IN A BOMB
CRATER ATOP A 2300 FT RIDGE. IN ADDITION TO THE TWO SURVIVORS THERE
WERE AN UNDETERMINED NUMBER OF ARVN ALSO IN THE BOMB CRATER. THE
SURVIVAL RADIO HAD FAILED. AN UNSUCCESSFUL EFFORT WAS MADE TO DROP
THE SURVIVORS A KIT RADIO. ONE OF THE AMERICAN SURVIVORS WAS IN
CRITICAL CONDITION. THE OTHER AMERICAN WAS INJURED; THE EXTENT OF HIS
INJURIES WAS UNKNOWN. THERE WERE UNFRIENDLY FORCES IN THE IMMEDIATE
VICINITY. FAST MOVERS WITH SOFT ORDNANCE AND HIGH DRAG BOMBS WERE
EXPENDED ON THE HOSTILE FORCES UNDER THE DIRECTION OF THE FAC. WHEN
THE FAC AND SPAD 03 DETERMINED SUFFICIENT SUPPRESSION OF THE HOSTILE
FORCES; JOLLY GREEN 27 AND 21 WERE BROUGHT IN FOR THE PICK-UP
ESCORTED BY SPADS 03, 04 AND COBRA GUNSHIPS. JOLLY GREEN 27
ENCOUNTERED GROUND FIRE WHILE PROCEEDING IN FOR THE PICK-UP. AS
JOLLY GREEN 27 APPROACHED THE SCENE OF THE SURVIVORS JOLLY GREEN 27 HE
SUSTAINED HEAVY GROUND FIRE. THE FORCES BEGAN AN IMMEDIATE DEPARTURE
FROM THE AREA. JOLLY GREEN 27 TURNED TOWARD THE SOUTH AND SUBSEQUENTLY

PAGE 5 RUMLJBB0093C O N F I D E N T I A L

CRASHED AND BEGAN BURNING. JOLLY GREEN 21 IMMEDIATELY BEGAN THE
RECOVERY OF JOLLY GREEN 27 CREW. THE JOLLY GREENS WERE SURROUNDED BY
HELICOPTER GUNSHIPS. RECOVERY WAS MADE VIA JUNGLE PENETRATOR AND
THE PJ'S ASSISTANCE. THE PILOT OF JOLLY 27 WAS NOT RECOVERED. THE
CO-PILOT SUSTAINED CUTS AND ABRASIONS; THE FLIGHT ENGINEER AND PJ
FROM JOLLY GREEN 27 SUSTAINED 2ND TO 3RD DEGREE BURNS. AS THE RECOVERY
OF THE THREE AIR CREW MEMBERS FROM JOLLY GREEN 27 WAS BEING
COMPLETED; JOLLY GREEN 21 ENCOUNTERED POWER LOSS ACCOMPANIED BY
BOTH ENGINE FIRE WARNING LIGHTS ILLUMINATING. JOLLY GREEN 21
HIT THE GROUND DAMAGING THE AIRCRAFT BUT IMMEDIATELY RECOVERED AND

FLASH

* C O N F I D E N T I A L *

CONFIDENTIAL

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* ~~CONFIDENTIAL~~ *

PT 00573

3/3

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~~THEREAFTER WAS ESCORTED TO PLEIKU AB BY SPADS 03 AND 04. THE EXTENT OF THE DAMAGE TO JOLLY GREEN 21 IS NOT YET BEEN FULLY DETERMINED. THE EFFORT TO RECOVER THE SURVIVORS IN THE CRATER CONTINUED. SOME OF THE ADDITIONAL FORCE EMPLOYED IN AN EFFORT TO EFFECT A RECOVERY INCLUDED FOUR JOLLY GREEN'S, SIX SPADS, SIX SANDY'S, A KING SERVING AS A TANKER, SEVERAL FAC'S AND AN UNDETERMINED NUMBER OF ARMY GUNSHIPS AND FAST MOVER AIRCRAFT. THE HOSTILITIES AND RESISTANCE CONTINUED UNTIL DARKNESS AT WHICH TIME ALL FORCES WERE RTB'D. A FIRST LIGHT EFFORT IS BEING PLANNED FOR TOMORROW.~~

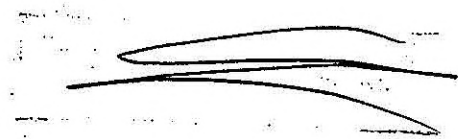
GP-4.

WAS PLANNED FOR TODAY.

BT

#0093

NNNN#



FLASH

* ~~CONFIDENTIAL~~ *

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

PN
 OTTCZYUW RUMLJBA0199 1051150-CCCC--RUCIEUA.

562

ZNY CCCCC

O 1140Z APR 70

FM 37ARRSQ DA NANG AB RVN

TO RUEFHQA/CSAF

INFO RUEKAAA/AFECC FT RITCHIE MD

RUCEAAA/HQ USAF ALT CP MAXWELL AFB ALA

RUCIEUA/MAC/CP

RUCIEUA/ARRS/AROC/SCOTT AFB ILL

RUHHABA/41 ARRWG/OC/HECKAM AFB HAWAII

RUSQSA/3 ARRG TAN SON NHUT AB RVN

RUHHBBA/CINCPACAF/CC

RUSVBAA/7AF/CC/TAN SON NHUT AB RVN

ZEN/366 TACFTRWG/TUOC/DA NANG AB RVN / COURIER

BT

~~CONFIDENTIAL~~ JOPREP JIFFY/37(0)/OPREP-3 BEELINE003

A. 37ARRSQ (MAC), DA NANG AB RVN

B. N/A

C. RESCUE MSN NR 1-3-028, 15 APR 70

D. N/A

E. ACFT COMBAT LOSS

F. 150704Z APR 70, APPROXIMATELY 15 NM NW OF DAK TO, RVN(75.895455)

Classified by 37 ARRS
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS
 DECLASSIFIED ON 31 Dec 76

OPR	CYS
MCP	1
INFO	CYS
CS	2
ODC	9
STA	1
FOI	1
IG	1
OIO	1
PRC	2
ARRS	1
	19

PAGE 2 RUMLJBA0199 ~~CONFIDENTIAL~~

G. APPROXIMATELY 0704Z 15 APR 70, HH-3E - SER NR 66-13280, 37 ARRSQ, WHILE ENGAGED IN A AIRCREW RECOVERY ATTEMPT, SUSTAINED BATTLE DAMAGE FROM ENEMY GROUND FIRE 15 NM NW OF DAT TO, RVN, RESULTING IN LOSS OF THE AIRCRAFT. WEATHER IN THE AREA AT TIME OF LOSS: 3 THOU FT SCATTERED, 6 PLUS MILES VSBY, WIND 160 DEG 10 KTS, GUSTSS TO 18 KTS. FOUR PERSONNEL WERE ABOARD (CALL AIR CREW MEMBERS); ACFT COMDR - MIA, CO-PILOT - SHRAPNEL WOUNDS IN FACE, CUTS ON LEFT LEG AND FOOT, FLT ENGR - 2ND AND 3RD DEGREE BURNS OVER 35 PCT OF BODY, RESCUE SPECL - 2ND AND 3RD DEGREE BURNS OVER 60 PCT OF BODY. ALL CREW WERE RECOVERED EXCEPT FOR ACFT COMDR, AND ARE RECEIVING MEDICAL ATTENTION AT PLEIKU AB RVN. NO SECURITY TEAM WAS PLACED ON CRASH SITE HOWEVER, ARVN FORCES ARE REPORTED TO BE IN THE GENERAL AREA.

GP-4

BT

#0199

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ODC/MDC
 NOS
 ASG
 FOL

DOWNGRADED AT 2 YEAR INTERVALS
 DECLASSIFIED AFTER 10 YEARS

1 c/ Reproduced by DoC for MAC INFORMATION 21 Mar 70

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Notes: Crashed in the jungle while flying in support of a LRRP mission due to suspected enemy ground fire. An Army slick also on the mission landed near the crash and transported the injured to the hospital at Cam Rahn Bay.

Tail No.: 65-07944 Model: UH-1P Date of Loss: 19 Mar 70 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Darlac, SVN Call Sign: Green Hornet

Pilot: Clyde W. Enderle (12W-20)
Co-Pilot: Carlos A. Estrada (12W-21)
Gunner: James W. Greenwood (12W-21)

Notes: Shot down by enemy ground fire southeast of Ban Me Thuot, SVN. Second gunner was thrown clear and survived. Occurred during a training flight consisting of a two ship formation.

Tail No: 66-13280 Model: HH-3E Date of Loss: 15 Apr 70 Unit: 37th ARRS
Country of Loss: Kontum, SVN Call Sign: Jolly Green 27

Pilot: Travis H. Scott, Jr. (11W-9)
Flight Engineer: Gerald L. Hartzel (11W-27)

Notes: Caught fire, FE died of wounds after.

Additional Notes: Location Dak Nay, SVN

Description: MAJ Travis Wofford and CPT Travis W. Scott, Jr., both won the Air Force Cross during a rescue operation near Dak Nay Puey, Vietnam. Two H-3s were scrambled from Da Nang, Vietnam, to rescue survivors of a downed UH-1. The first H-3 to go into the rescue area made three attempts, but enemy ground fire downed this aircraft, piloted by CPT Scott, who was killed on impact. The copilot, MAJ Wofford, dragged the other two crewmen from the burning aircraft. With his bare hands he extinguished the flames still burning on their bodies. The second H-3 evacuated the survivors of the first H-3 but was unable to rescue personnel in the downed UH-1.

The source for this information was ARRS History

Tail No.: Model: HH-3E Date of Loss: 25 May 70 Unit: 37th ARRS,
Country of Loss: SVN Call Sign:

PJ: Luther E. Davis (10W-96)

Notes:

Tail No.: 68-8283 Model: HH-53C Date of Loss: 30 Jun 70 Unit: 40th ARRS
Country of Loss: Laos Call Sign: Jolly Green 54

Pilot: Leroy C. Schaneberg (09W-17)
Co-Pilot: John W. Goeglein (09W-104)
Flight Engineer: Marvin E. Bell (09W-102)
P.J.: Paul L. Jenkins (09W-105)
P.J.: Michael F. Dean (09W-103)

1969 (cont)

5 Dec- Southeast Asia. The SAR task force flew 336 sorties in support
7 Dec 69 of this mission. Although the F-4C pilot was not recovered, the
F-4C navigator, First Lieutenant Woodrow J. Bergeron, Jr., was
rescued.

1970

1 Jan 70 The 39th ARR Wing was activated at Richards-Gebaur AFB, Missouri.

15 Apr 70 Major Travis Wofford and Captain Travis W. Scott, Jr., both won
the Air Force Cross during a rescue operation near Dak Nay Puey,
Vietnam. Two H-3s were scrambled from Da Nang AB, Vietnam, to
rescue survivors of a downed UH-1. The first H-3 to go into the
rescue area made three attempts, but enemy ground fire downed
this aircraft, piloted by Captain Scott, who was killed upon
impact. The copilot, Major Wofford, dragged the other two crew-
men from the burning aircraft. With his bare hands he extin-
guished the flames still burning on their bodies. The second
H-3 evacuated the survivors of the first H-3 but was unable to
rescue personnel in the downed UH-1. Major Wofford later
received the Cheney Award for 1970.

22 Apr 70 Brigadier General Frank K. Everest, Jr., assumed command of ARRS.

30 Jun 70 Captain Leroy C. Schaneberg, 40th ARR Squadron, qualified for
the Air Force Cross as a result of operations on 30 June 1970.
Piloting an HH-53, Captain Schaneberg and his crew were attempt-
ing to rescue an OV-10 pilot who went down in Laos. Earlier
attempts by H-3 aircraft from the 37th ARR Squadron had been un-
successful. On Captain Schaneberg's second pass, he reported
heavy ground fire. The aircraft went out of control and crashed
about one-fourth mile from the OV-10 crash site. The OV-10
pilots were later picked up by an H-3, but there were no survi-
vors from the HH-53 crash.

15 Aug- First Transpacific Helicopter Flight. ARRS personnel proved the
24 Aug 70 possibility of ferrying two factory-issued HH-53s from Eglin AFB,
Florida, to Da Nang AB, Vietnam, with the aid of ARRS HC-130 re-
fueling. Intermediate stops were: Minot AFB, North Dakota; Fort
Nelson, British Columbia; Elmendorf AFB, Alaska; Shemya AFB,
Alaska; Misawa AB, Japan; Kadena AB, Okinawa; and Clark AB,
Republic of the Philippines. The mission commander was Major
James L. Butera.

1 Sep 70 ARRS helicopters at Luke AFB, Arizona, and Mountain Home AFB,
Idaho, began participation in the Military Assistance for Safety

37 ARRSq History, Apr-Jun 1970

SUPPORTING DOCUMENT #1 (Con't)

<u>SAVE</u>	<u>SURVIVORS NAME</u>	<u>RANK</u>	<u>DATE</u>	<u>MISSION NUMBER</u>
548	G.L. Hartzel	T/Sgt-AF	15 Apr	1-3-028
549	L.E. Davis	S/Sgt-AF	15 Apr	1-3-028
550	T. Wofford	Maj-AF	15 Apr	1-3-028
551	J.D. Holmquist	1/Lt-AF	23 Apr	1-3-032
552	M.W. Nelson	Capt-AF	23 Apr	1-3-032
553	J. Meyers	Unk	28 Apr	1-3-035
554	W. Clark	1/Lt-USMC	28 Apr	1-3-035
555	J.C. Smith	S/Sgt-AF	28 Apr	1-3-035
556	D.R. Bodenheim	Capt-AF	2 May	1-3-037
557	G.R. Jackman	Capt-AF	2 May	1-3-037
558	D. Kellum	Lt/Col-AF	5 May	1-3-038
559	R.E. Moffitt	Maj-AF	5 May	1-3-038
560	G.M. Rubes	1/Lt-AF	25 May	1-3-042
561	J.T. Sornberger	1/Lt-AF	25 May	1-3-042
562	J.L. Kosinski	1/Lt-USMC	1 Jun	1-3-045
563	F.D. Delaughter	CPL-USMC	1 Jun	1-3-045
564	J.L. Benton	CPL-USMC	1 Jun	1-3-045
565	F.C. Pipich	CPL-USMC	1 Jun	1-3-045
566	R.L. Campbell	1/Lt-USMC	1 Jun	1-3-045
567	C.E. Peterson	E-4-USMC	1 Jun	1-3-045
568	D.K. Larson	1/Lt-USMC	1 Jun	1-3-045
569	C.W. Royse	HM-3-USMC	1 Jun	1-3-045
570	A.R. Hendersen	L/CPL-USMC	1 Jun	1-3-045

TRAVIS
WOFFORD

LUTHER EUGENE DAVIS

SSGT - E5 - Air Force - Regular
23 year old Married, Caucasian, Male
Born on Apr 11, 1947
From OAK RIDGE, TENNESSEE
His tour of duty began on Aug 15, 1969
Casualty was on May 25, 1970
in KONTUM, SOUTH VIETNAM
Hostile, died of wounds
HELICOPTER - NONCREW
AIR LOSS, CRASH ON LAND
Body was recovered
Religion
BAPTIST
Panel 10W - - Line 96



Personal Comments or Pictures - [Click Here](#)



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Or return to
[The VietNam Veterans Memorial Wall](#)

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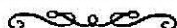
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LUTHER EUGENE DAVIS SSGT

Submitted by
Lance Davis
docdavis66@aol.com
Son

4693B Gipson St.
Ft. Campbell, KY42223USA

Died from wounds received while attempting the rescue of an US Army helicopter in Kontum Province SVN. Awarded medals include Silver Star, Distinguished Flying Cross, Purple Heart. Stationed in DaNang at the time of His Death with the 39th AeroRescue Sqdn. Was on his 3rd tour in Vietnam at the time of his death. Has 2 surviving sons, Larry and Lance.

Thursday, December 24, 1998

These Personal Comment pages can only be accessed by the Search Engine.
Direct links to these pages will not work.

Future enhancements are planned, but I want to see what response these pages get before making changes.



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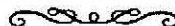
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SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. III No. 6

June 1970

PACAF RP 64-1

THIRD GROUP RECORDS 3,000th SAVE

TAN SON NHUT—The 3,000th save in Southeast Asia was recorded recently by the Air Force's 3d Aerospace Rescue and Recovery Group.

Four aircrew members, three of whom were rescuers shot down while attempting a recovery in the Republic of Vietnam, were picked up within minutes of each other. The fourth man was picked up in Thailand after bailing out of an F-105 Thunderchief.

THIRD RESCUE ATTEMPT

The three rescuers were on a search and rescue mission in an area of heavy ground fighting. As the rescuers of the 37th Aerospace Rescue and Recovery Squadron from Da Nang AB closed in on a downed Army helicopter for their third rescue attempt, their HH-3 Jolly Green helicopter took intense ground fire and crashed in flames.

One of the survivors of the crash extinguished the flames which had envelop-

ed two other crewmembers. The accompanying Jolly Green, flying in the area as rescue backup helicopter, lowered a pararescueman and hoisted the three survivors to safety.

ARMY TEAM DISPATCHED

Heavily entrenched enemy troops in the area precluded further helicopter rescue attempts, and an Army ground team was dispatched to the area to aid the Army helicopter crew.

The rescue of the F-105 pilot in Thailand was made by an HH-43 Pedro helicopter of the 38th Aerospace Rescue and Recovery Squadron's Detachment 2, Takhli Royal Thai AFB. The pilot bailed out of his aircraft some 16 miles north of Takhli and parachuted to an open field. He was picked up minutes later by Capt. Lorenzo M. Crowell and his crew and taken to the 355th U.S.

Air Force Dispensary at Takhli for treatment.

3,000 SINCE 1965

Successful rescues in the two missions brought the total number of lives saved by units of the 3d ARRG to 3,000 since the 1965 activation of the rescue organization in Southeast Asia. Of the rescues, more than 2,000 have been recorded as combat saves, in which capture or loss of life due to hostile forces was imminent.

Third Group helicopters and HC-130 King mission command aircraft operate from bases in Vietnam and Thailand performing rescue missions in SEA.

Airmen of the 3d ARRGp have been awarded more than 11,000 medals, including the nation's highest — the Medal of Honor — in fulfilling the Aerospace Rescue and Recovery Service motto, "That Others May Live."

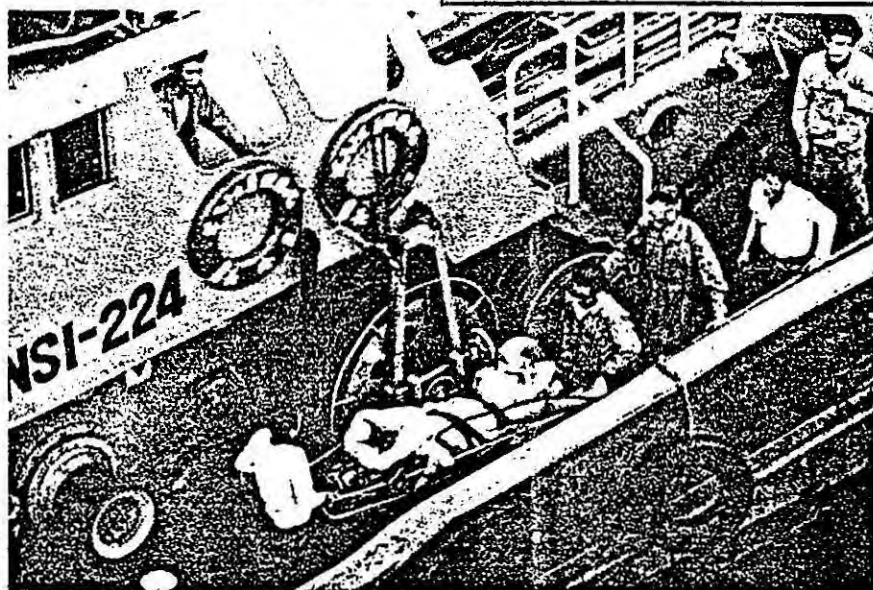
33rd MED-EVACS THREE PERSONS IN BUSY WEEK

Three medical evacuations were recorded recently by the 33rd Aerospace Rescue and Recovery Squadron. Each of the missions was completed in the HH-3E "Jolly Green Giant" helicopter.

The afternoon of April 30, a chopper, commanded by Capt. Joseph R. Hall Jr., left the pad for Zamami-Shima, 12 miles west of Okinawa. A 12-year-old Ryukyuan boy suffering acute appendicitis was picked up and flown back to civilian ambulance waiting at Naha AB. From the base he was taken to the Red Cross Hospital in Naha City.

Four days later Capt. Rodney G. Parks piloted the HH-3E on a mission to Kume-Jima. A 41-year-old Ryukyuan woman, nine months pregnant and suf-

(Continued On Page 2)



A 17-YEAR-OLD BOY is secured to a Stokes litter in preparation to being lifted aboard a Jolly Green Giant helicopter from the 33rd Aerospace Rescue and Recovery Squadron. The boy, who had injured his left leg, was airlifted to U.S. Army Hospital at Camp Kue for medical treatment.

Robert LaPointe

From: Tom [davista2001@comcast.net]
Sent: Friday, July 26, 2002 7:17 PM
To: Robert LaPointe
Subject: Re: Please send out to all PJ's

Bob: I do appreciate you sending out this message. I'd like to correct/add some info regarding your book and my brother as well when you have some time. I know that he received the Silver Star on the same mission that Hackney got the Air Force Cross. 3 DFC's; 3PH; 15 Air Medals and others. Call sign Jolly Green 27: Capt Travis Scott, TSgt Gerald Hartzel were KIA and then Maj. Travis Wofford was the only survivor. After seeing an article in Airman magazine titled "Mistress of Fate", I did talk briefly in the summer of 1972 to Col. Wofford, but it was way too emotional for me. So, your nick nickname is the Quantri rat?? Interesting, as I spent too much time there myself as a Marine in 67-68. That's another story! Then to lose my oldest brother was devastating to our family. He is sadly missed. I'll be meeting with one of his son's tomorrow in North Carolina who is serving with the Army's Green Berets as a medic. With war looming with Iraq, hope he makes it through everything okay. Thanks again for your help. btw, if you need any help with computers or software, let me know or where to purchase computer stuff. Tom Davis

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

From: "Robert LaPointe" <rlapointe@gci.net>
To: "Cassidy, John" <jcassidy@alaska.net>
Cc: <davista2001@comcast.net>
Sent: Friday, July 26, 2002 10:24 PM
Subject: Please send out to all PJ's

> This request was left on my website. Please distribute to the PJ AIG
> THANKS
>
> Name: Tom Davis
> E-Mail: davista2001@comcast.net
> Location: Tennessee
> Comments: I am looking for anyone who my have served with my brother, SSgt
> Luther (Gene) E. Davis, who was shot down on April 15, 1970 and died from
> his wounds on May 25, 1970.
>
>
>

Robert LaPointe

From: John Cassidy [jcassidy@alaska.net]
Sent: Friday, July 26, 2002 6:33 PM
To: WE Anderson; Wayne Fisk; Udo Fischer; Tom Connell; Tom Beranek; Tom Bedard; TJ Bruce; Terry & Ruby Caffery; Steve Ash; Scott Gearen; Scott Denton; Ryan & Sue Beckmann; Rod Aine; Robert LaPointe; Robert Fisher; Richard Burton; Rex Freriks; Ray A Cooper; Randy Galloway; Paul Miller; Paul Miller; Pat Lite; Pat & Bill Davidson; Norm Kohlstrand; Nathanael Morrison; Miller, George R; Mike Harlow; Mike & Carole Curtis; Michael McDonald; Michael E Haas; Matt Brown; Mark F. Mahoney; Mark & Judy Crawford; Lou & Linda Craig; LD Jeffries; Larry Huyett; Larry Bigelow; Larry Austin; Kevin Jones; Kerry & KO Kelley; Kenneth. Knutson; John Lange; John L Beaty; John D Branch; John Chase; John Blumentritt; John & Glenna Eldridge; Joel Lukens; Joel D Cryer; Joe Fernandez; Jeff Holcomb; James. Alderisio; James Q Derrick; James Cusic; James Carden; Jack Chandler; Hugh LaCasse; Herb Key; Harry Birtel; Greg Lowdermilk; George Gonzalez; Gene Armstrong; Gary Harold; Frederick Manning; Frank Dawdy; Ernie Evans; Eric Gregory; Ed Fryer; Douglas Kestranek; Doug McGill; Donald M Goodin; Don Goodlet; Don Beasley; Dennis Kraft; Dee W Nelson; David J Dibble; David C Dahl; Dave McCallan; Dave Cruz; Dave Berrio; Daryl Harrison; Danny Dalmo; Dana Beach; Dan Hodler; Dan Dailey; Dan Brotton; Dale J. Miller; Clarence R Boles; Chuck McGrath; Chuck Hassler; Charlie Jenkins; Charles Hoell; Bruce M Daly; Bruce Hickson; Brad Marx; Bob Loud; Bob Holler; Bob Castellani; Bill Eby; Bill Bobbick; Andrew Hail; Aaron Farrior; Anthony Keller
Subject: FW: Please send out to all PJ's

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

From: Robert LaPointe [mailto:rlapointe@gci.net]
Sent: Friday, July 26, 2002 6:25 PM
To: Cassidy, John
Cc: davista2001@comcast.net
Subject: Please send out to all PJ's

This request was left on my website. Please distribute to the PJ AIG
THANKS

Name: Tom Davis
E-Mail: davista2001@comcast.net
Location: Tennessee
Comments: I am looking for anyone who my have served with my brother, SSgt Luther (Gene) E. Davis, who was shot down on April 15, 1970 and died from his wounds on May 25, 1970.

From: Rouhier Chuck Contr ASC/SYM, INTERNET:Chuck.Rouhier@wpafb.af.mil
Date: 7/30/99, 2:57 AM
Re: FW: Jolly 27 (Tail No 66-13280)

These folks are looking for the crews of Jolly Green 27 and 29 (read below). If anyone knows where Travis Wofford or any of the crew from Jolly Green 29 is, please pass this on to them.

Jim Lake can be reached at:
Website: 170thAHC.org
Phone: (253) 272-2794.
Email: jelake@wa.net

Note: Please don't pass on the Jolly Green crews contact info to Jim Lake. Let our folks decide if they wish to contact Jim. Thanks.

Also, the Comm Grp here is taking down the entire base network at 1100 EST today. Some big security thing. We're suppose to be back up between 1400-1500. Don't hold your breath. Don't be surprised if you can't get mail to me till some time next week.

Have a great weekend!

Chuck
Jolly FE '71-'74

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

From: James Lake [mailto:jelake@wa.net]
Sent: Wednesday, July 28, 1999 8:30 PM
To: rouhierc@deskbook.osd.mil
Subject: Jolly 27 (Tail No 66-13280)

Howdy,

I am a former member of the 170th AHC (Bikini's) in SEA in 1970. I, and several other of my comrads, are conducting research into the event of April 15, 1970 during the battle of Dak Seang. On that day the 170th lost nine aircraft and many people killed wounded and captured. The 37th ARRS was also involved in that battle when 66-13280 piloted by CPT Scott and MAJ Wofford were shot down. I was present and witnessed this happen. I and all my comrads are deeply grateful for the sacrifices made in our behalf. We have tried to contact MAJ Wofford, but have had no luck.. We are hoping to include his perspective in our story of the events of that day. Also, we are trying to find out the identity of the crew of Jolly 29, the wingman. They too, should be included. Any help that you and your organization can provide will be appreciated.

Jim Lake Bikini24

----- Internet Header -----
Sender: Chuck.Rouhier@wpafb.af.mil
Received: from fszhtv11.wpafb.af.mil (FSZHTV11.wpafb.af.mil [129.48.198.31])
by hpamgaad.compuserve.com (8.8.8/8.8.8/HP-1.7) with ESMTP id GAA05702;
Fri, 30 Jul 1999 06:57:26 -0400 (EDT)
Received: by FSZHTV11.wpafb.af.mil with Internet Mail Service (5.5.2448.0)

From: Michael McKendry <mwm@cwix.com>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Sunday, August 01, 1999 1:53 PM
Subject: Lake's search for Travis Wofford

Hi Bob,

As a result of Jim Lake's request to find Travis Wofford (Jolly 27, lost - 15 Apr 70) I contacted Travis, and gave him Jim lake's phone, and email addresses. I also alerted him to existence of the Jolly Green web site, of which he was unaware.

He has no email ability at this time, however, he asked that I forward the address and phone number that appear below to Chuck Rouhier.

I think Chuck Rouhoer will hear from him, he has the Jolly web site info, and Chuck R's email address.

It did not occur to me at the time, but I realize now that Travis Wofford's experiences and recollection may be important to your book effort. Perhaps you'd wish to write him. Go easy. He got a letter about two years after he went down from one of the other crewmember's families implying that he (Maj. Wofford) was the reason Jolly 27 went down.

Travis Wofford
3016 Zenker Valley SW
Centralia, WA 98531

(360) 736-2190

You have ny extreme admiration for the task (The Book) you have undertaken, as well as for your Pararescue career.

Regards,
Mike McKendry

From: James Lake <jelake@wa.net>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Sunday, August 01, 1999 8:55 PM
Subject: Dak Seang 1970

Robert,

I am a former member of the 170th AHC, the Bikini's, in Vietman in 1969 and 70. Myself and many of our comrades are in the midst of a book writing effort about the Bikinis and the Battle of Dak Seang in April of 1970. One of the 37th ARRS birds is a big part of that story, Jolly 27 crewed by Travis Scott, Travis Wofford, Gerald Hartzel and LE Davis. They were shot down attempting to rescue one of our birds. We really want to contact these guys so that we can get thier input on the events of April 15th 1970 in a hill just north of Dak Seang camp.

I was there, and I witnessed them get shot down. I know that it has been a long time, but the healing has got to start sometime. I hope you can help us. I know that if there is anything we can do to help you, you need just ask.

Jim Lake "Bikini24"

21 April 1970

COW POKE 12 OV-10A 155423 VMO-2, MAG-11, USMC, Da Nang
Maj Eugene Lacy Wheeler (KIA)
Capt Charles E Hatch (survived)

In addition to its role as an FAC and close air support aircraft, the Bronco carried cameras that gave it a photographic reconnaissance capability. Maj Wheeler and Capt Hatch were taking photographs of a road near the border between South Vietnam and Laos about 12 miles west of Kham Duc when they were shot down. Flying at about 1,000 feet the aircraft was hit in the rear fuselage by either 37mm or 57mm AAA and caught fire. The crew ejected and Capt Hatch was recovered the next morning by helicopter but although Maj Wheeler was in voice contact with the rescue forces he was not recovered. It was assumed he had been killed by an enemy patrol that he reported was closing in on his position. Maj Wheeler had only started his tour of duty with VMO-2 the day before he was shot down.

SANDY 1 A-1H 52-135336 22 SOS, 56 SOW, USAF, Nakhon Phanom
Capt J M Dyer (survived)

SANDY 3 A-1J 52-142670 602 SOS, 56 SOW, USAF, Nakhon Phanom
Maj C E Whinery (survived)

About four hours after Maj Wheeler's OV-10 was shot down west of Kham Duc two USAF Skyraiders flying RESCAP during the search for the aircrew were also shot down. Capt Dyer was making his second pass over an enemy position just west of where the Bronco went down when the aircraft was hit by 23mm AAA. Capt Dyer ejected from his burning aircraft and landed safely to await rescue. Half an hour later another of the escorting Skyraiders was lost at almost exactly the same location. Maj Whinery was making his fourth pass from just 300 feet on a target close to where Capt Dyer had landed when his Spad was hit by 14.5mm ground fire. Maj Whinery ejected and landed safely close to Capt Dyer. They were both rescued by one of the SAR helicopters of the 40th ARRS, making the Squadron's 99th and 100th combat rescues.

SPAD 1

22 APR 70 A-1J 52-142015 602 SOS, 56 SOW, USAF, Nakhon Phanom
Capt D E Friestad (survived)

The search for the Marine Corps Bronco crew that was shot down on the 21st claimed a third Skyraider on the 22nd. Capt Friestad was orbiting the crash sites of the two Skyraiders that had been shot down the previous day and was jinking to avoid ground fire

when his aircraft was hit twice by 37mm flak. The starboard wing caught fire and the pilot ejected close to where his colleagues had landed. He was later rescued by a USAF helicopter. This was the second time that Capt Friestad had been shot down and rescued, the first occasion being on 4 March 1970.

~~O-2A 68-11005 19 TASS, 504 TASS, USAF, Bien Hoa~~

~~1 pilot, name unknown (survived)~~

~~An O-2 crashed on landing due to pilot error following a visual reconnaissance patrol.~~



54

40th ARRSq Hist, 1 Apr - 30 Jun 1970

Buff crew for the pick up of Sandy 03 on
21 April and Spad 01 on 22 April. Standing
from the left: MSgt M. F. Tasker (FE), Maj
J. B. Scoggins (CP), Capt W. A. Furst (AC).
Kneeling from the left: Sgt D. L. Horka (PJ)
and Sgt C. D. Morrow (PJ).

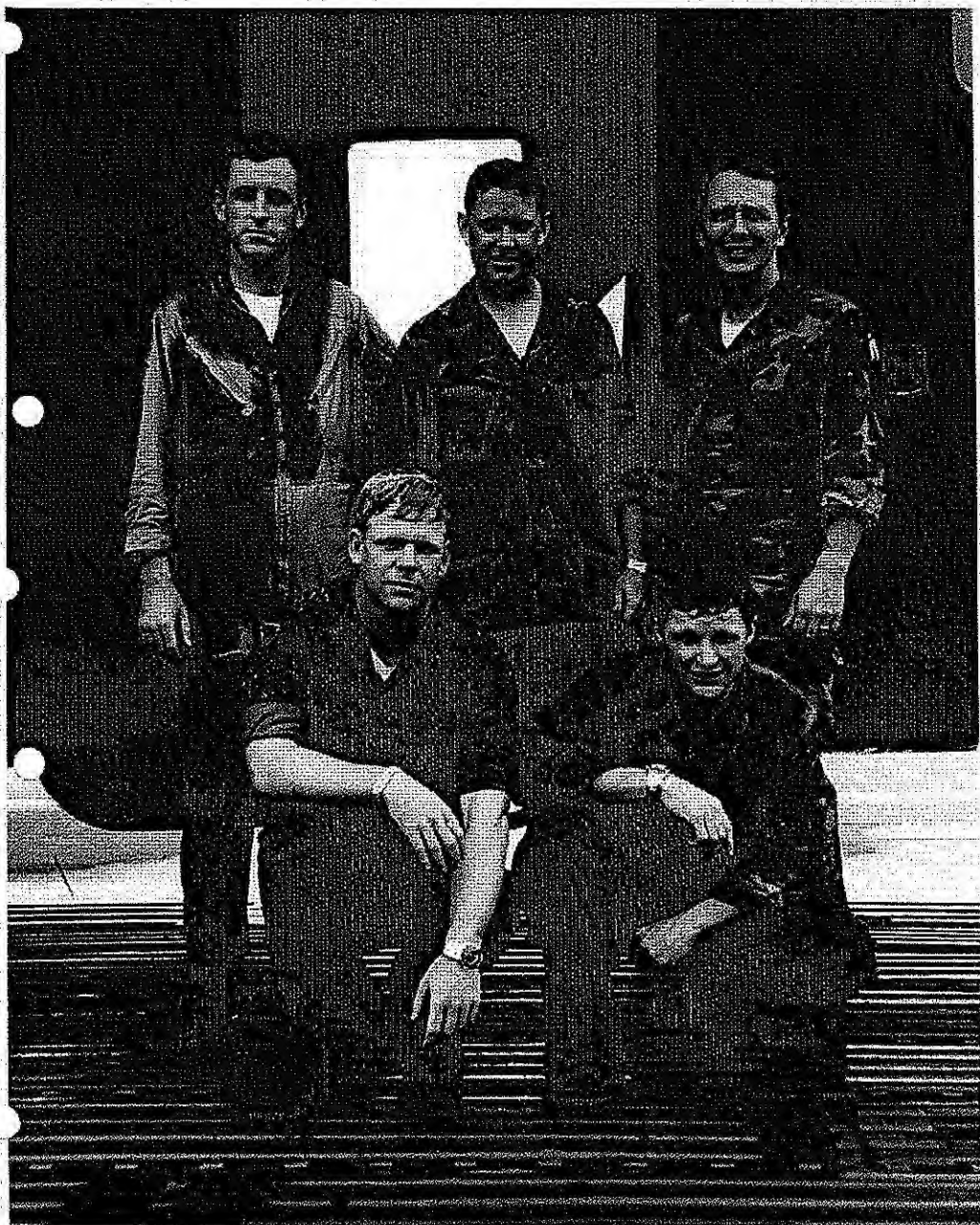
FILE = 21 APR 70 #2

FILE = 21 APR 70

40th ARRSq Hist, 1 Apr - 30 Jun 1970

Buff crew that actually made pick up of Sandy 01 on 21 April. Standing from the left: Capt D. Y. Thompson (AC), SSgt T. R. Hendrix (FE), Maj R. W. Bleier (CP). Kneeling from the left: Sgt G. J. McDonald (PJ) and Sgt T. E. Caffery (PJ).

FIVE
21 APR 70



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



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

28 APR 1970

SUBJECT: Mission Narrative Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 21, 22 April 1970

MISSION NUMBER: 1-3-030-21 Apr 70

FLIGHT DESIGNATION: Jolly Green 83

MISSION OBJECTIVE: Hostage Man and Cowpoke 18

LOCATION: YC 6708

SAVES: One Combat (Cowpoke 18)

Ref: Narrative by Capt Furst, JG 68, pickup of Sandy 3, 21 Apr 70.
Narrative by Capt Thompson, JG 82, pickup of Sandy 1, 21 Apr 70.
Narrative by Capt Furst, JG 82, pickup of Spad 1, 22 Apr 70.

SUMMARY OF SAR ACTIONS:

1. (S) Jolly Green 83L and 82H, under operational control of 37 ARRSq and Queen, scrambled from Ch 77 at 0237Z, 22 Apr 70. Weather at launch was clear; enroute, 8000' scattered culminus; survivor's area, 7000' scattered, 6 mi vis, haze. The initial holding point was 220/45/77. The final holding point was 103/58/72. JG 83's first attempt occurred at 0345Z. The survivor's position became obscured in smoke as it drifted south over the survivor due to light winds from the north. JG 83 received light ground fire during this attempt; however, due to rising terrain and severe reduction of visibility, JG 83 egressed the area and returned to the initial holding area. At 0500Z, JG 83 and 82 refueled with King 4. JG 83 and 82 returned to the final holding point at approximately 0530Z. The SAR area was in view approximately 3 miles north of the final holding point. Cowpoke 18 could be seen flashing his survival mirror on numerous occasions during the final holding. At 0617Z phase Alpha started. The survivor was at a pressure altitude of 3800' and 26°C located approximately midpoint between four roads north, south, east and west. The exact location was 30 meters north of a parachute in primary growth jungle. The survivor was in secondary growth just north on an upslope. As we approached the area the hoist operator's interphone cord became disconnected, causing considerable delay while in a hover. JG 83

Classified by 40-1133
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DOWNGRADED TO
CONFIDENTIAL ON 9 Apr 73
IA EX. ORDER 11 52

~~40-70-0077~~
~~AD-70-1177~~ still
GROUP 1 40-70-1336
Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

maintained a hover 15 yards south of the survivor until the pilot sighted same. Hoist operator regained interphone control and sighted survivor at the same time. The pickup was completed at 0630Z with approximately five minutes in a hover. Cowpoke 18 had no visible injuries nor was he in shock. Light ground fire was received during ingress and egress. Concentrated 23mm and 37mm gun placements had been subdued by Strike forces, napalm, smoke and CBU-19. Egress route (230) was the reciprocal of inbound, prior to egress Spad 01 had been hit, proceeded to a safe area and ejected just SE of JG 82's holding point. JG 82 had Spad 01 in sight as well as JG 83. JG 82 effected an immediate pickup with JG 83 as cover. JG 83, JG 82 and Spad 02 RTB'd without further incident.

2. (U) The survivor was Cowpoke 18, Capt C.E. Hatch, USMC, VMO-2, MAG 11
3. (U) The crewmembers of Jolly Green 83 were:

AC: Lt Col Hegewald
CP: Capt Sattler
FE: Sgt Corcoran
PJ: Sgt Pambrun
PJ: Sgt Werber

Richard F. Hegewald

RICHARD F. HEGEWALD, Lt Colonel, USAF
Aircraft Commander, Jolly Green 83

~~CONFIDENTIAL~~

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



REPLY TO

ATTN OF: 400 (Capt Furst/2687)

CONFIDENTIAL

2 May 1970

SUBJECT: Mission Narrative Classified (by 3-030-21 Apr 70) (U)

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

TO: 3 ARRGp (JRCC)
APO 96307

AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

DECLASSIFIED ON

DOWNGRADED TO
CONFIDENTIAL 09 Apr 13
IAW EX. ORDER 11-52

1. (S) JG 77L and 68H departed Ch 89 at 0350Z and flew SW to be backup for JG 21 and 22 (37 ARRSq). We were picked up between Ch 89 and Ch 72 by Sandy 3 and 4 and escorted to the SAR effort on Hostage Man and Cowpoke 18. JG 77 and 68 became primary recovery aircraft because JG 22 developed high transmission oil temp and RTB'd to Ch 77. JG 77 and 68 escorted by Sandy 3 and 4 proceeded to the forward orbit point 100/58/72. At 0700Z JG 77 and 68 left the orbit to air refuel with King and then returned to the SAR orbit. Sandy 1 bailed out at 0750Z due to battle damage and was about 1/2 mile from Hostage Man and Cowpoke 18. JG 77 made an attempt to get Sandy 1 out escorted by Sandy 3. During the attempt, JG 77 received battle damage and a PJ was injured by ground fire. JG 77 pulled out and returned to Ch 77. While JG 77 was leaving the objective, Sandy 3 received battle damage and climbed south to bail out. The high bird, JG 68 followed him out and saw Maj Clarence E. Whinery, 443-24-4531FR, bail out with a good chute. At 0825Z, 21 Apr 70, JG 68 picked up the Sandy 3. The survivor appeared to have no serious injuries and a few small scratches from being lifted through the trees. JG 68 then departed the area escorted by Sandy 4 to Ch 77 and landed at Ch 77 at 0900Z/21 Apr 70. The next day I again took off in support of the same mission in JG 82 as high bird for JG 83. We took off Ch 77 at 0230Z/22 Apr and flew the YC 6708 area to attempt the recovery of Cowpoke 18. At 0455Z/22 Apr JG 83 and 82 air refueled from King 4 and returned to the SAR area. At 0625Z JG 83 began his attempt to pickup Hostage Man and Cowpoke 18 escorted by Spad 1, 2, 11 and 12. JG 83 recovered Cowpoke 18 and could not find Hostage Man. During the departure Spad 1 received a hit and was climbing SW for a more favorable bailout area. JG 82 followed him out of the area and followed his descent after bailout. At 0650Z/22 Apr JG 82 picked up the pilot, Capt David F. Friestad, 384-40-7137FV. The survivor was on the ground for approximately 3 minutes. JG 83, 82 and Spad 2, then departed the area for Ch 77. We landed at Ch 77 at 0730/22 Apr, mission complete.

2. (U) The crewmembers were:

AC: Capt Furst
CP: Maj Scoggins
FE: MSgt Tasker
PJ: Sgt Horka
PJ: Sgt Morrow

att 5
40-70-1336
40-70-1310

CONFIDENTIAL

WILLIAM A. FURST, Captain, USAF
Aircraft Commander

GROUP 4

40-70-0084 Downgraded at 3 year
intervals, declassified
after 12 years

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



REPLY TO

ATTN OF: 400 (Capt Furst/2687)

CONFIDENTIAL

2 May 1970

SUBJECT: Mission Narrative Reported (by 3-030-21 Apr 70) (U)

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

TO: 3 ARRGp (JRCC)
APO 96307

AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

DECLASSIFIED ON 31 Dec 1981

DOWNGRADED TO
CONFIDENTIAL 09 Apr 13
IAW EX. ORDER 11-52

1. (S) JG 77L and 68H departed Ch 89 at 0350Z and flew SW to be backup for JG 21 and 22 (37 ARRSq). We were picked up between Ch 89 and Ch 72 by Sandy 3 and 4 and escorted to the SAR effort on Hostage Man and Cowpoke 18. JG 77 and 68 became primary recovery aircraft because JG 22 developed high transmission oil temp and RTB'd to Ch 77. JG 77 and 68 escorted by Sandy 3 and 4 proceeded to the forward orbit point 100/58/72. At 0700Z JG 77 and 68 left the orbit to air refuel with King and then returned to the SAR orbit. Sandy 1 bailed out at 0750Z due to battle damage and was about 1/2 mile from Hostage Man and Cowpoke 18. JG 77 made an attempt to get Sandy 1 out escorted by Sandy 3. During the attempt, JG 77 received battle damage and a PJ was injured by ground fire. JG 77 pulled out and returned to Ch 77. While JG 77 was leaving the objective, Sandy 3 received battle damage and climbed south to bail out. The high bird, JG 68 followed him out and saw Maj Clarence E. Whinery, 443-24-4531FR, bail out with a good chute. At 0825Z, 21 Apr 70, JG 68 picked up the Sandy 3. The survivor appeared to have no serious injuries and a few small scratches from being lifted through the trees. JG 68 then departed the area escorted by Sandy 4 to Ch 77 and landed at Ch 77 at 0900Z/21 Apr 70. The next day I again took off in support of the same mission in JG 82 as high bird for JG 83. We took off Ch 77 at 0230Z/22 Apr and flew the YC 6708 area to attempt the recovery of Cowpoke 18. At 0455Z/22 Apr JG 83 and 82 air refueled from King 4 and returned to the SAR area. At 0625Z JG 83 began his attempt to pickup Hostage Man and Cowpoke 18 escorted by Spad 1, 2, 11 and 12. JG 83 recovered Cowpoke 18 and could not find Hostage Man. During the departure Spad 1 received a hit and was climbing SW for a more favorable bailout area. JG 82 followed him out of the area and followed his descent after bailout. At 0650Z/22 Apr JG 82 picked up the pilot, Capt David F. Friestad, 384-40-7137FV. The survivor was on the ground for approximately 3 minutes. JG 83, 82 and Spad 2, then departed the area for Ch 77. We landed at Ch 77 at 0730/22 Apr, mission complete.

2. (U) The crewmembers were:

AC: Capt Furst
CP: Maj Scoggins
FE: MSgt Tasker
PJ: Sgt Horka
PJ: Sgt Morrow

CONFIDENTIAL

William A. Furst
WILLIAM A. FURST, Captain, USAF
Aircraft Commander

GROUP 4
40-70-0084 Downgraded at 3 year
intervals, declassified
after 12 years

~~CONFIDENTIAL~~
CONFIDENTIAL

SUPPLEMENTAL MISSION NARRATIVE REPORT

Classified by DA/3 M2LR
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DATE: 21 April 70

MISSION NUMBER: 1-3-030

FLIGHT DESIGNATION: Jolly Green 07 and 35

MISSION OBJECTIVE: Hostageman & Cowpoke 18

LOCATION: YC705056

DOWNGRADED TO

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IA EX. ORDER 11 52

1. (S) SUMMARY OF SAR ACTIONS: Jolly Green 07 and 35 were scrambled while the crews were eating supper at 1751L and became airborne at 1810L. We proceeded without an escort to the holding area at 090/65/72. Jolly Green 21 was attempting pickup of Hostageman and Cowpoke 18 while we were holding. Jolly Green 21 failed to locate survivors and had to pull off due to low fuel. Sandy 05 requested additional Jollys for a last attempt before dark. Jolly Green 07 and 35 rendezvoused with Sandy 05 at 100/65/72 after considerable difficulty due to the increasing darkness. Sandy 05 led the Jollys south across the route structure at 8500 ft, and we took heavy ground fire from both sides probable 23 and 37mm which we returned with M-60 fire. Once south of the SAR area, the ground fire ceased. At 1921L Jolly Green 07 jettisoned the tips and made a tactical descent to tree top level and approached the survivor on a heading of 030°. Sandy 05 established radio contact with Hostageman on Guard and instructed him to give the Jolly Green directions to his position. As we neared the area, intensive small arm, ZPU and 23mm fire were encountered and returned by Jolly Green 07. Sgt Samo completely silenced a 23mm position on our left side and both Sgt Laframboise and Sgt Wetzel tenaciously returned the extensive ground fire on the north side of our approach path. At the same time the survivor gave us instructions to make a left correction we received several 50 cal hits in the vicinity of the cargo door and the pilot's seat. We immediately made a sharp left turn and discovered that Sgt Wetzel had received serious shrapnel wounds in the left shoulder and arm and in both legs, that the aircraft had lost utility hydraulic pressure, and that Captain Hoilman had received shrapnel in both legs. Sgt Samo applied emergency first aid to Sgt Wetzel to stop his bleeding and protect his wounds while Sgt Laframboise bravely continued returning ground fire until Jolly Green 07 was far enough south for it to cease. Number two engine oil pressure was fluctuating and dropping, so the Flight Engineer pumped more oil into it. About 1½ miles south of the SAR area Jolly Green 07 made a max performance climb to 10000 ft and recrossed the route structure heading directly for Da Nang. We received no further ground fire. Our gear warning light was on so we lowered the gear, but only the right main came down and locked. The

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~~after 12 years~~

attch AD-70-1311
AD-70-1336

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Flight Engineer pulled the manual up-lock cables, but the remaining gear still did not come down. The roll mode of the AFCS was out, hydraulic fluid was all over the floor of the pilot's cockpit, and the transmission oil temperature was climbing through 130°. Due to Sgt Samo's quick action Sgt Wetzel was in satisfactory but serious condition. Jolly Green 35 and Sandy 05 and 06 joined up and escorted us back to Da Nang. The Flight Engineer pumped oil into number two engine several more times to maintain pressure. Jolly Green 07 relayed through King 6, Queen, Panama, Potbelly and tower that the injured man needed to be airlifted by Pedro to NSA Hospital immediately upon our arrival at Channel 77, and we would hover to let the two PJs off the aircraft if our gear did not blow down successfully, then we would move off the taxiway to a prepared pile of mattresses to land the aircraft. On base leg the copilot pulled the emergency gear extend handle, and the gear still did not come down and lock. Sgt Laframboise pumped the emergency extend handle several times and the left gear still did not come down and lock, however the nose gear momentarily indicated down and locked. Jolly Green 07 made an approach to the area of the taxiway which was closed off and surrounded by fire trucks and maintained a steady hover with the wheels barely touching the ground while the wounded man and the PJ were transferred to Pedro. Also during the hover the maintenance men were able to force down the left main gear and to put pins in all the gear. When the Flight Engineer gave verbal confirmation over interphone that all the gear were down and safe, we carefully lowered the weight of the helicopter onto them. As we started to taxi we discovered that the right main gear brake was frozen, so we shut down the helicopter on the taxiway, and maintenance disconnected the hydraulic lines to the brake so the aircraft could be towed. Post flight inspection showed that the armor plate provided negligible protection. The mission was concluded at 2020L. Special recognition should be given to the PJs and Flight Engineer of Jolly Green 07 for their conspicuous valor in accurately returning intensive enemy ground fire and their professional conduct under extreme pressures of caring for a seriously wounded crewmember and coping with multiple aircraft emergencies on the return to Da Nang AB, RVN. Their actions not only protected the aircraft from worse battle damage, but also saved the life of one crew member and enabled the aircraft to return and land safely. Jolly Green 35 also provided every assistance in both navigation and advice on emergencies, as well as excellent close cover.

2. 2 Sorties; 5 hours; 37 ARRS

3. N/A

4. N/A

5. When Sgt Wetzel was hit and fell back from the door, Sgt Samo immediately stopped firing and dragged Sgt Wetzel away from the door and checked to see where and how badly he was injured. He had taken shrapnel in the face, left arm and both legs. Sgt Samo applied a pressure dressing to the arm and legs to stop the bleeding and administered some codeine to ease the pain. He then helped Sgt Wetzel

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back to the stretcher and checked him for shock and any other injuries. It was extremely difficult to see in the back of the aircraft because we were forced to fly without lights due to the close proximity of enemy gunners. Sgt Wetzel remained conscious and was in light shock. On arrival at Da Nang Sgt Samo continued to administer to him until arrival at NSA Hospital.

6. JOLLY GREEN CREWS:

Jolly Green 07

AC Capt. Charles W. Hoilman, Jr.
CP Maj. David E. Vaughan
FE Sgt. Robert J P Laframboise
RS Sgt. Stephen V. Samo
RS. Sgt. Terry L. Wetzel

Jolly Green 25

AC Maj. Charles W. Bond
CP Capt. Leonard A. Seagren
FE Sgt. Joseph Vai
RS SSgt. Dennis T. Duffy

Charles W Hoilman Jr.

CHARLES W. HOILMAN, JR., Captain USAF
Aircraft Commander

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



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

28 APR 1970

SUBJECT: Mission Narrative Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 21 April 1970

MISSION NUMBER: 1-3-030-21 Apr 70

FLIGHT DESIGNATION: Jolly Green 82

MISSION OBJECTIVE: Hostage Man, Cowpoke 18 and Sandy 1

LOCATION: YC 6708

SAVES: One Combat (Sandy 1)

Ref: Narrative by Capt Furst, JG 68, pickup of Sandy 03, 21 Apr 70.
Narrative by Lt Col Hegewald, JG 83, pickup of Cowpoke 18, 22 Apr 70.
Narrative by Capt Furst, JG 82, pickup of Spad 01, 22 Apr 70.

SUMMARY OF SAR ACTIONS:

1. (S) On 21 Apr 70, JG 82L and 83H were sent to Ch 89 as a backup force for JG 77L and 68H, who had been launched to aid the 37 ARRSq forces engaged in the SAR effort for Cowpoke 18 and Hostageman. JG 82 and 83 departed Ch 70 at 21/0410Z and arrived at Ch 89 at 21/0505Z. At 0605Z, while in an Intel briefing at Ch 89, JG 82 and 83 were launched to backup JG 77 and 68, when the primary rescue helicopters from the 37 ARRSq RTB'd with maintenance problems. JG 82 and 83 were airborne at 0615Z. We joined with Sandy 7 and 8 and were given an initial holding point of 270/20/72. Due to the weather in the area we revised it to 280/50/72, arriving there at 21/0740Z. During this second deployment, Sandy 1 was hit and ejected, landing near the initial survivors. At approximately 0745Z, I contacted King 4 requesting fuel within the next hour. He instructed us to move to a forward point of 100/56/72 and told us to cross the route structure south of Ch 72. We questioned this crossing point and were told to "standby". We continued holding 280/30/72. As JG 77 began a pickup attempt King 4 told us to move closer. We again requested a crossing point and were again told to "standby". We heard that JG 77 had been hit, and was going to Ch 77 with a wounded crewmember. Realizing that we would be immediately needed we crossed at 037/23/72 on our own initiative, receiving no ground fire.

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Atch 3 AD-70-1336
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We also heard that Sandy 3 had ejected and been picked up by JG 68. En-route to our new holding point, both JG 82 and 83 air refueled with King 7. We were informed that we were the primary rescue helicopters and that an attempt would be made upon our arrival. Therefore JG 82 took only a 2500 pound on-load, as previous computations, based on a 4000' pressure altitude and 40°C showed that an attempt with 3000 pounds of fuel would give both a 6% power reserve and single engine capability. JG 83 took King 7's remaining available 5500 pounds of fuel. We arrived in the SAR area at 0930Z and on the instructions of Sandy 5, Sandy 7 placed us in a low altitude orbit, below the ridge lines, 2 to 3 miles south of the survivors' positions. In this low orbit both aircraft received small arms fire. JG 83 took a hit in the #1 engine fuel filter and was forced to RTB Ch 77. He was accompanied by Sandy 8. JG 21 and 33 (37 ARRSq) remained to cover JG 82. Sandy 5 briefed all the SAR forces and at 1010Z JG 82 started an attempt for Sandy 1. Under the direction of Sandy 7 and 5 JG 82 was moved directly to Sandy 1 general area. The survivor then popped the night end of his flare and was immediately spotted by both pilots and the hoist operator. Utilizing as low a hover as possible, JG 82 picked Sandy 1 at 1020Z taking only light and non-critical small arms fire while in the hover. As prebriefed, JG 82 egressed the area over the same route used for ingress with Sandy 7 escorting, while Sandy 5 directed JG 21 in an attempt for the original survivors. As both JG 82 and Sandy 7 were unfamiliar with the area, some difficulty was experienced in finding a safe exit route after passing the previous holding area and both aircraft were fired on by both 23 and 37MM AAA guns. We returned to our previous holding area and ask King 4 if a straight route to Ch 77 was safe. King 4 replied in the affirmative and a direct course to Ch 77 was flown by JG 82 with Sandy 7 still escorting. Air refueling was requested, but as King 3 was standing by for immediate post attempt refueling with the HH3Es and our fuel was not critical, air refueling was not accomplished and JG 82 recovered at Ch 77, at 1115Z.

2. (U) The survivor was Sandy 1, Capt J.M. Dwyer, 411-66-9280, 601 SOSq.
3. (U) The crewmembers of Jolly Green 82 were:

AC: Capt Thompson
CP: Maj Bleier
FE: SSgt Hendrix
PJ: Sgt Caffery
PJ: Sgt McDonald

Donald Y. Thompson

DONALD Y. THOMPSON, Captain, USAF
Aircraft Commander, Jolly Green 82

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10

40th ARRSq Hist, 1 Apr - 30 Jun 1970

The two days of 21 and 22 April proved to be the most productive during the three month period as five combat saves were recorded. The mission began in search of Cowpoke 18 and Hostage Man (the front and back seater of a Marine OV-10). However, before the mission was completed, rescues were recorded on two Sandys (A-1E), one Spad (A-1E), as well as Cowpoke 18.¹³

In unrelated action the 40th chalked up its fifth save of the day and the unit's 100th save overall when Jolly Green 72 rescued the only surviving crewmember of Adlib 12 (AC-130) at 070/23/72.¹⁴ When hoisted aboard, the 100th save was in shock and suffering from burns about the face and hands. He received immediate medical attention from the pararescuemen on the Jolly Green, and was returned to the medical facilities at Danang AB, RVN.¹⁵

The back seater of an F-4 crew became the sixth non-combat save when his aircraft was forced down at 170/59/70 on 25 April.¹⁶ The Jolly Green crew landed in a large rice paddy near the survivor in order that medical attention could be given to the survivor's cuts, burns, and possible broken elbow. The crew and the injured pilot returned to Udorn without further incident.¹⁷

On 8 May a Nail (OV-10) pilot was plucked from the trees at 1616N 10626E. Sandy aircraft sterilized the area as a precautionary measure before the Buff crew moved in and lowered the penetrator to the dangling pilot. The pilot was recovered and found to have no injuries.¹⁸

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DATE: 22 APR 70

25 April 1970

MISSION NUMBER: 1-3-030-21 APR 70 (Part

Classified by 3000P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 3 Dec 78

AIRCRAFT DESIGNATION: KING 6

(S) LOCATION: YC 705056 (130/62/72)

DISTRESSED AIRCRAFT: HOSTAGE NAN (OV-10), COWPOKE 18 (OV-10),
SPAD 01 (A-1)

SAVES: 2 Combat (Cowpoke 18B & Spad 01)

DOWNGRADED TO
CONFIDENTIAL ON 9 Dec 76
IA EX. ORDER 11652

1. (U) At 0440Z King 6 arrived in the SAR area. After a briefing from King 4 command of the SAR was transferred to King 6 at 0455Z. At this time King 4 departed for refueling with Jolly Green 82 & 83.

2. (C) The weather in the SAR at this time was excellent and Covey 297, the On-Scene-FAC, was doing an outstanding job silencing AAA in the area. The SAR resources immediately available were Jolly Green 83, 82, 33, 21, Spad 11, the new On-Scene Commander, Spad 12, 01, 02, Grubby 41, 42, 45, 46, and Smoke 61, 62, 63, 64. Spad 11 had just completed his briefing from Spad 09 at 0440Z and had assumed his duties as the On-Scene Commander. Jolly Green 33 & 21 had just replaced Jolly Green 35 & 42 at this time also. Due to the high elevation of the SAR effort, two more HH-53's were requested from Queen, but Queen informed us that they were out of HH-53 resources and that Jolly Green 33 & 21 would have to act as back-up for Jolly Green 83 & 82.

3. (U) At 0500Z Spad 11 and Covey 297 had pinpointed Cowpoke's position by mirror flashes. Covey 297 informed me that he had a visual contact with Cowpoke. It was about this time that we realized we had lost contact with Hostage Nan. Spad 11 was not having any success in trying to get him to come up on his radio.

4. (U) At 0515 Covey 297 reported that he had just one more ridgeline to work his strike flights on and he thought that within 30 min an attempted pick-up could be made. Spad 11 started to gather his SAR forces in the area and all were informed to move in closer to the area. Jolly Green 83 & 82 were back on orbit after A/R with King 4.

5. (U) At 0535Z Queen was informed to release King 3 and King 5 so they could RTB. King 7 estimated SAR area 0540Z. Queen advised us of a severe weather warning for Channel 89 from 0545 to 0745Z and all Ch 89 forces were alerted to increase their fuel reserves accordingly. Spad 11 requested that all SAR forces recover Channel 77 due to closer proximity of this station and weather at Channel 89. At 0612Z Queen concurred with Spad 11's decision to recover SAR forces at Channel 77. King 7 arrived in SAR area at 0545Z and

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GROUP 4
Downgraded at 3 year intervals.
Declassified after 12 years.

3000P
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immediately started refueling operations with Jolly Green 33 & 21. This operation was completed at 0605Z and King 7 was alerted to standby to refuel Jolly Green 83 & 82 in case they needed fuel after their pick-up attempt.

6. (C) At 0610 Spad 11 had his SAR forces in area and started his briefing on the pick-up attempt for Cowpoke 18B. Nothing had been heard from Hostage Nan in quite some time and Spad 11 wanted to try for the one known survivor. Spad 11 decided to lay a smoke screen around Cowpoke in the shape of a horse shoe with the open end at the south for Jolly Green 83 to ingress through. The Spads were going to form a daisy chain around Jolly Green 83 to suppress ground fire if encountered. The briefing was completed at 0632Z and Jolly Green 83 started in for pick-up with Spads 11, 12, 01 & 02. Jolly Green 83 arrived overhead survivor at 0635Z and was lowering his penetrator. About this time both Spad 01 & 12 took hits from ground fire. Spad 12 reported his engine was running rough and he was proceeding to Channel 77 with Spad 11 as escort. Spad 01 was in serious trouble. His wingman reported he was on fire in the right wing root area. Spad 01 proceeded due west with Spad 02 and Covey 210, who had just arrived on scene to replace Covey 297, giving chase. At 0642Z, approximately 8 miles due west of SAR, Spad 01 bailed out and was immediately picked up by Jolly Green 82 at 0650Z. During this time Jolly Green 83 had picked up Cowpoke 18B and was exiting the area to effect join-up with Jolly Green 82 and Spad 01. Smoke flight and Grubby flight were still with Jolly Green 83. By 0700 all SAR and strike forces had been accounted for and Jolly Green 83 & 82 with Spad 02 were proceeding to Channel 77. At 0705 Cowpoke 18 stated that he had had no contact with Hostage Nan since 0030Z and had heard enemy patrols in the area. It was recommended to Queen that the SAR forces be RTB'd and Covey 210 with King 6 would conduct an electronic and visual search for Hostage Nan. Queen concurred with this plan and all forces left the area by 0730Z with exception of King 6 and Covey 210.

7. (C) Covey 210 and King 6 made numerous Guard and Delta channel transmissions for Hostage Nan to come up voice, but had negative results. A Brite Lite photo RECCE aircraft was requested from Hillsboro at 0800Z and at 0845Z Falcon 22 arrived in area to work with Covey 210. After two photo runs through the area Falcon 22 and Covey 210 were sent home. King 6 made one more search through the area from 1030Z to 1110Z with negative results and then also departed for home base.

8. (C) REMARKS:

a. (C) All SAR and strike forces did an outstanding job. Big Control, I CORPS DASC, was extremely valuable in getting us fast mover resources along with Lovebug base. Both these agencies were able to monitor Panama discreet freq 256.4 and our strike freq 347.9, which coincided with Lovebug base commu.

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AP 7-1270 GROUP 4

Downgr dgd at 3 year intervals.
Declassified at or 12 years

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9. (C) An unfriendly patrol was sighted (0230Z) apparently searching for survivors; Communications with survivors still weak but readable.

10. (C) After pounding the AAA with fastmovers for 45 minutes Spads trolled to check on suitability of bringing in the Jolly Greens for a pick up. The ground fire was too intense and more fast mover strikes were put on target.

11. (C) At 0330Z it appeared that a pick up might be possible. Jolly Green 82 & 83, escorted by Spads 7, 8 & 10, and Smokes 25, 26 & 27, formed for a recovery attempt. The attempt failed primarily due to smoke being too close to the survivor and the Jolly Green getting disorientated in the smoke. Jolly Green also reported taking intense fire. All forces pulled back without any losses.

12. (S) A whole new round of SAR forces were ordered for another attempt including special ordnance (BLU-52) from Channel 87.

13. (U) Spad 11 replaced Spad 09 as On-Scene Commander and Jolly Green 21 & 33 replaced Jolly Green 35 & 42 who had been holding in the event of a secondary SAR effort.

14. (U) King 6 came on scene and was given a complete briefing. At 0440Z King 6 assumed Airborne Mission Command and King 4 descended to refuel Jolly Green 82 & 83 prior to RTB Ch 83.

15. (C) Forces Used

SAR

FACs

Spad: 1, 2, 7, 8, 9, 10, 11, 12
Jolly Green: 21, 33, 35, 42
Grubby: 35, 36, 37, 41, 42, 45, 46
Smoke: 25, 26, 27, 61, 62, 63, 64

Covey 219, 253, 286, 297
Nail 57 (resupply)

FM flights

Cobra	Gunfighter	Lovebug	Playboy
Falcon	Limit	Metric	Ringneck

16. (U) King 4 Crewmembers:

AC/AMC MAJ FEILER
CP MAJ WALLER
N MAJ BEGLEY
RO SSG GARNER
FE MSG GRIFFIN
FE SSG BROWN
LM MSG ROBERTSON

GROUP 4
Downed at 3-car intervals
Declassified 10 years

David Feiler

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DAVID C. FEILER, Major, USAF
Aircraft Commander/Airborne Mission Commander

AD 70-1210
39-70-084

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b. (U) Covey 297 did an exceptionally fine job in silencing the large amount of AAA in the area. At the time the pick-up was made only small arms fire was being encountered.

c. (U) Spad 11 had an outstanding rescue plan as gathered by the fact that Jolly Green 83 encountered very little hostile fire throughout the pick-up. The smoke screen laid down provided very effective cover for the pick-up.

d. (U) Panama did their usual outstanding job of providing traffic separation and giving vectors to the SAR area.

9. (C) RESOURCES:

SAR FORCES

Spad 10, 02, 11, 12
Jolly Green 82, 83, 33, 21
Smoke 61, 62, 63, 64
Grubby 41, 42, 45, 46

FM (expended)

Lovebug 210 (2 F-4B)
Cobra 11, 12 (2 F-4D)
Lovebug 564 (2 F-4B)
Lovebug 218 (2 F-4B)
Lovebug 570 (2 F-4B)
Lovebug 566 (2 A-4)
Lovebug 564 (2 F-4B)

FAC's

Covey 297
Covey 210

RECONNAISSANCE

Falcon 22

FM (available)

Lovebug 218 (2 F-4)
Lovebug 570 (2 F-4)
Lovebug 566 (2 A-4)
Sabre 42 (F-100)
Dusty 14 (F-100)
Lovebug 568 (2 F-4)

10. (U) Crewmembers:

KING 6

AC/AMC CPT HOWE
CP CPT WILSON
N CPT BAKER
RO SSG STARKEY
FE MSG MARTEL
FE TSG SUMNER
LM SSG CREPEAU

KING 7

AC MAJ MCFARLAND
CP MAJ POWELL
N CPT FOLLIMER
RO A1C WARE
FE SSG SHOREY
FE TSG MILLER
LM SSG ROSS

George W. Howe

GEORGE W. HOWE, Captain, USAF

Aircraft Commander/Airborne Mission Commander

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GROUP 1
Downgraded at 3 year intervals.
Declassified at 12 years.

39-70-1210
39-70-084

DATE: 22 APR 70

28 April 1970

99

MISSION NUMBER: 1-3-030-21 APR 70 (Part 3)

AIRCRAFT DESIGNATION: KING 4

(8) LOCATION: YC 705056

DISTRESSED AIRCRAFT: HOSTAGE NAN (OV-10) COWPOKE 18 (OV-10)

SAVES: None

1. (U) King 4 was assigned a first light effort on the Hostage Nan mission. This mission had been run by King 4 and King 6 the previous day. The weather at day break was very unfavorable for a recovery attempt with 500 ft ceiling and low visability.

2. (U) Previously designated SAR forces were airborne and on station at day break as were controlling FACs and numerous fast movers. A special operating GCI frequency had been set up with Panama and the controller was thoroughly familiar with holding areas for fast movers and other general aspects of the mission.

3. (U) At 2238Z Covey 286, the FAC OSC, established voice contact with Hostage Nan. At that time both he and Cowpoke 18 were reported in good condition. The weather showed little sign of improvement and Sandy 09, On-Scene Commander, suggested at 2300Z that fast movers be diverted to other missions until weather improved.

4. (U) At 2315Z Covey 219, another participating FAC, advised the weather was unlikely to improve before 2345Z and reaffirmed that fastmovers should be diverted. At 2345 the new estimated break in weather was mid-morning. Covey 219 suggested that slow movers might be used but spad 09 rejected this due to known concentrations of AAA. Everything had to wait for some improvement in weather.

5. (U) Radio transmissions from survivors were weak and getting weaker. An air resupply kit was ordered. Nail 57 was scrambled from Channel 89, ETA to SAR 0325Z.

6. (U) Covey 286 was having TACAN trouble and at 0035 he RTB giving the FAC OSC to Covey 219, who was followed by Covey 253, and finally by Covey 297.

7. (U) Shortly after 0200Z the weather finally opened up. The survivors' positions, as well as AAA positions, were pin-pointed and fast movers were directed in on targets.

8. (U) Grubby flight had to RTB for fuel at 0220Z; Additional Grubby was enroute. (Grubby 41, 42, 45, 46)

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

39-70-084

DATE: 21 APR 70

25 April 1970

MISSION NUMBER: 1-3-030-21 APR 70 (Part 1)

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DOWN
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IAW EX. ORDER 11352

AIRCRAFT DESIGNATION: KING 4

(S) LOCATION: YC 705056 (226/54/77)

Classified by 701/302060
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DISTRESSED AIRCRAFT: HOSTAGE NAN

SAVES: 4 Combat (see part 2 & 3)

1. (C) At 0245Z King 4 received Mayday call from Hostage Zulu stating that Hostage Nan had just been hit and ejected. Hostage Zulu advised that he also had been hit. Hostage Zulu sighted two good parachutes and determined that he could remain in the area briefly. Lopez 15 called to ask if he could assist, Covey 214 & 548 offered assistance. Hostage Zulu was initial On-Scene Commander replaced by Covey 214 as soon as Covey arrived. Misty 13 was acquired in addition to Lovebug 933 by blanket calls for assistance so that resources would be on hand in the event an attempt was made to capture the downed personnel.

2. (C) Covey 214 identified the location of the downed personnel with the assistance of Hostage Zulu. As soon as the location was determined fast mover strikes were initiated. Because of intense small arms fire and 37MM fire being received, fast movers with hard and soft ordnance, smoke and CBU-19 assists were requested in addition to backup helicopters and A-1 aircraft.

3. (U) Spad 11 arrived, was briefed by King 4 then Covey 214. As soon as the briefing was completed and Spad 11 shown the area by Covey 214, Spad 11 was appointed On-Scene Commander. Covey 214 then switched to a strike frequency and began working the relays of fast mover resources. A discrete frequency was obtained from Panama for GCI control of resources.

4. (U) The initial response of coincidental assets in the area, Covey 214, Lovebug 933, and Dusty aircraft, although equipped only with 20MM, provided the initial suppression to prevent capture. Some confusion existed momentarily within the mission command aircraft as to where fast movers would come from. At one point King was advised that further fast movers were cancelled by Blue Chip however an immediate transmission by the Airborne Mission Commander personally, resulted in immediate response and did not deny the On-Scene Commander necessary resources. This is not considered a problem; rather a demonstration of the need and validity of the AMC concept.

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attn: Part 1 AD-70-1336

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39-70-084

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5. (U) Air Refueling Requirements: During King 4 control of the mission air refueling requirements were recognized and passed to Queen.

6. (C) Resources Utilized:

Slow

Lopez 15 (O-2 released prior to use)
Covey 214 (OV-10 On-Scene Commander then FAC)
Hostage Zulu (OV-10 On-Scene Commander then RTB)
Spad 11 (A-1 On-Scene Commander)
Spad 12
Jolly Green 35 & 42

Fast

Misty 12 (F-100 FAC)
Lovebug 933 (2 A-4's)
Dusty 26
Playboy 03 & 08
Holloway 305 (4 A-4's)
Limit 32 (F-100)
Gunfighter 83

7. (U) King 4 Crewmembers:

AMC MAJ BREWER
AC LTC HATFIELD
CP LTC REEVES
N CPT FOLLMER
RO A1C WARE
FE TSG MILLER
FE SSG SHOREY
LM SSG WAREHAM


ALTON P.H. BREWER JR., Major, USAF
Airborne Mission Commander

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AP-76-1215
39-70-084



40th ARRSq Hist, 1 Apr - 30 Jun 1970

6

Buff crew involved in the pick up of Cowpoke
18 on 22 April. Standing from the left: Capt
D. H. Sattler (CP); Lt Col R. F. Hegewald (AC);
Sgt J. E. Corcoran (FE). Kneeling from the left:
TSgt R. H. Pambrun (PJ) and Sgt W. A. Werber Jr. (PJ)

FILE

22 APR 70

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17292

E. AIRCRAFT BATTLE DAMAGE

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 76
AND

[illegible]

#2424

Classified by 59 ARL/SA
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

Individual
Contacted:
Local time
and Date:

Reproduced 1 copy 21 Apr 70 by ARDDA

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232

E. AIRCRAFT BATTLE DAMAGE

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 76
AND

[illegible]

#2424

NNNN#

Classified by 37 ARL/30
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

Individual
Contacted: 2
Local time
and Date:

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* C O N F I D E N T I A L *

12. HOSTILE ZULU (WINGMAN) 0315/21 15-25N 107-32E
13. 40 ARRS/HH-53/JUNGLE PENETRATORS/21/0805Z
14. 4/4/2/2/0/0
15. TAKEN UNINJURED TO DANANG AB
16. 4/22.8/HC-130/39 ARRS
7/21.3/HH-3/ 37 ARRS
4/18.8/HH53/ 40 ARRS
6/23.0/A-1/ 56 SOW
26/ 115.7/A-1/56 SOW
17. 0/0/0/0/NOT AVAIL/0/0/0
18. A. JOLLY GREEN 82
AC CAPT D.Y. THOMPSON
CP MAJ P. BLEIR
FE SSGT T.R. HENDRIX

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A. JOLLY GREEN 68
AC CAPT W. FIRST
CP MAJOR SCOGGINS
FE MSGT M.F. TASKER

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PJ SGT G.J. MC DONALD PJ SGT D.L. HORKA
PJ SGT T. CARRERY PJ SGT C. MORROW
B. CAPT JOHN DYE B. MAJOR C.E. WHINERY
56 SOW 56 SOW

19. A. 15-25 N 107-32E 100 PERCENT
B. S/E
C. S/E
D. FOG/LOW LEVEL STRATUS IN VALLEY/HILL TOPS 1500 AND ABOVE CLEAR/
WIND 090/05 START TO BURN OFF AT 0200Z

19. E. S/E

H. 2 ARRS COMBAT AIR FORCE AIRCREW MEMBERS SAVES/BAIR REFUELING/AIR
CRAFT DOWN DUE TO HOSTILE GROUND FIRE/NEG PJ DEPLOYMENTS KING 4 NOTIFIED
THIS RCC AT 21/0317Z THAT HOSTAGE NAN HAD BEEN SHOT DOWN. TWO ALERT
JOLLYS AND TWO SPADS WERE SCRAMBLED. HOSTAGE ZULU REPORTED VOICE CTC
WITH THE TWO SURVIVORS. CALL SIGNS HOSTAGE NAN AND COWPOKE 18. AT ETPZ
JOLLY GREENS 68 AND 77 SANDY'S 01 AND 02 WERE AIR BORNE FROM NAKHON
PHANOM, THAILAND. SANDY'S 03 AND 04 WERE AIR BORNE AT 0400Z. THE AREA
WAS DETERMINED TO BE EXTREMELY HOSTILE BY THE COVEY FAC AND SPAD 11 WHEN
ARRIVING ON SCENE. THE JOLLY GREENS WERE HELD IN A SAFE AREA WHILE FLIGHTS
OF FAST MOVERS WERE CALLED IN TO KNOCK OUT FOUR KNOWN GUN POSITIONS

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SANDYS AND SPADS WERE USED TO SUPPRESS SMALL ARMS FIRE BEING DIRECTED
AT THE SURVIVORS. THE BUNKERED GUN POSITIONS ABSORBED FLIGHT AFTER
FLIGHT OF HARD ORDNANCE. AT 0722Z SANDY 01 WAS SHOT DOWN. THE PILOT
ECTED AND CAME DOWN 1/2 MILE EAST OF THE TWO MARINE SURVIVORS IN A
SAFER AREA. AT 0752Z SANDY 03 TOOK A HIT AND TURNED SOUTH TOWARD A SAFE
AREA. A SUCCESSFULL EJECTION WAS ACCOMPLISHED AT 0756Z. JOLLY GREEN 77
AND 68 ATTEMPTED A PICK UP OF SANDY 03 HOWEVER JG77 TOOK GROUND FIRE
WHICH WOUNDED HIS RESCUE SPECIALIST AND HE WAS FORCED TO ABORT THE PICK
UP. JOLLY GREEN 68 THE PICKED UP SANDY 03. JG 68 AND 77 THE FLEW TO
DANANG AIR BASE IN ORDER TO GET MEDICAL ATTENTION FOR THE WOUNDED PJ.
TWO PREVIOUSLY UNKNOWN GUN POSITIONS WERE BELIEVED TO BE RESPONSIBLE FOR
DOWNING SANDY 01 AND SANDY 03, PLUS INFLECTING BATTLE DAMAGE ON SPAD NO. 2
AT 0814Z. ADDITIONAL HARD ORDNANCE WAS CALLED IN TO SILENCE THE

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GUNS. AT 0938Z WHILE MOVING INTO POSITION FOR A PICK UP OF SANDY 01, JOLLY GREEN 83 TOOK A HIT IN A FUEL LINE AND PROCEEDED TO DANANG AIR BASE. ADDITIONAL SAR FORCES WERE SCRAMBLED THROUGHOUT THE AFTERNOON FROM DANANG AND NKP, THAILAND. COVEY FACS CONTINUED TO DIRECT FAST MOVERS STRIKES THROUGHOUT THIS EFFORT. A TOTAL OF 30 A-1 AIR CRAFT WITH VARIOUS ORDINANCE LOADS WERE USED, PLUS AN UNKNOWN LARGE NUMBER OF FAST MOVERS. AT 1025Z A SUCCESSFUL PICKUP OF SANDY 01 WAS ACCOMPLISHED BY

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JOLLY GREEN

JOLLY GREEN 82 USING A SMOKE SCREEN FOR A SHIELD. ~~21 AND 33~~ 21 AND 33 ATTEMPTED TO PICK UP THE ORIGINAL SURVIVORS AT 1045Z BUT WERE NOT SUCCESSFUL DUE TO RESTRICTED VISIBILITY AND GROUND FIRE. IMMEDIATELY AFTER ABORTED ATTEMPT JG 21 AND 33 LINKED UP WITH KING 7 FOR AIR REFUELING WHILE JOINING UP KING 7 BEGAN RECEIVING FIRE FROM 37MM AND TOOK EVASIVE ACTION. NO DAMAGE OCCURRED AND THE AIR FUELING WAS COMPLETED IN ANOTHER AREA. AT 1100Z AS DARKNESS APPROACHED A LARGE AMOUNT OF RIOT CONTROL AGENTS WAS DROPPED BY FAST MOVERS. AT 1115Z JOLLY GREEN 07 TOOK SOME GROUND FIRE AT 1119Z. BUT CONTINUED MOVING IN. AT 1125Z JOLLY GREEN 07 TOOK HEAVY FIRE WHICH DISABLED HIS HYDRULIC SYSTEM AND WOUNDED HIS RESCUE SPECIALIST. DARKNESS PREVENTED ANY FURTHER ATTEMPTS AT RESCUING HOSTAGE NAN AND COWPOKE 18. BOTH SURVIVORS WERE IN RADIO CONTACT WITH THE SAR FORCES THROUGHOUT THE DAY AND REPORTED NO INJURIES. A FAC AIRCRAFT WILL REMAIN OVERHEAD ALL NIGHT MONITORING GUARD FREQUENCY. ANOTHER SAR EFFORT IS BEING PLANNED FOR FIRST LIGHT TOMMOROW 22 APRIL. DUE TO THE EXTREME HOSTILITY OF THE AREA IT IS EXPECTED THAT A LARGE AMOUNT OF ORDINANCE WILL BE EXPENDED BY FAST MOVERS, SPADS AND SANDYS. SIX SANDYS FROM NKP, THAILAND ARE REMAINING AT DANANG TONIGHT FOR THE FIRST LIGHT EFFORT. REQUEST FOR FAST MOVERS BE FORWARDED TO 7AF, TAN SON NHUT, AB, AND I DASC ADANANG, RVN.

GP-4.

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