

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

DECLASSIFIED



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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SCHEDULE OF EXECUTIVE ORDER 11652
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YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DOWNGRADED TO
CONFIDENTIAL ONLY
IA EX. ORDER 11 52

CONFIDENTIAL

40-70-0081
AD-70-1176
Att 3 AD-70-1336
GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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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 onload, 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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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 up-slope. As we approached the area the hoist operator's interphone cord became disconnected, causing considerable delay while in a hover. JG 83

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40-70-0077
AD-70-1191 atch 6
GROUP 1 AD-70-1336
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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

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REFIX TO:
ATTN OF: 22nd Sp Op Sq/Lt Col Miller (SAR PROJECTOR)
SUBJECT: Hostage Man/Cowpoke 18 SAR Report

2 May 1970

TO: DCO

NOI 239219

1. A partially successful Search and Rescue mission was conducted on 21 - 22 April 1970 for Hostage Man/Cowpoke 18 front and back seat occupants respectively of a Marine CV-10 which went down at 0317Z as a result of enemy groundfire. The survivors were located at 0400 for 60 NM off Channel 72. This report covers those activities related to the Sandys/Spads during the rescue effort.
2. At 0315Z, Spad 11 and 12, Capt Friedman and Lt Coleman were scrambled to the SAR area and arrived at 0345Z. They set up holding points for resources and requested fast movers to work the enemy gun positions with the local area FAC, Covey 04. Radio communication with the survivors was poor. At 0420Z Spad 05 and 06, Major DeTar and Maj Williams, were also scrambled to the area. At 0530Z Hostage Man reported enemy activity in his area and Spads 11, 12, 05 and 06 began putting 20mm and CBU-25 within 50 meters of both survivors. Neither pilot was more than 25 meters from his chute which provided good reference points. The survivors reported hearing automatic weapons fire, but troop activity had ceased. At 0645Z, Spad 11 and 12 were forced to RTB to DaNang for fuel leaving Spad 05 as On-Scene Commander. At 0715Z, Sandy 01, 02, 03, and 04 who had scrambled from NKP were in the SAR area and Spad 05 began briefing Sandy 01 preparatory to his assuming on-scene command. As yet, no pickup had been attempted, since groundfire was still quite heavy. Sandy 01 located two ZPU guns, and as he marked the guns, Sandy 01 was hit by at least three 37mm projectiles. He had an immediate loss of control, and the cockpit was engulfed in flames as the engine quit. Sandy 01 extracted at 0723Z. At this time, Spad 05 had to RTB to DaNang for fuel.
3. Sandy 01, although subjected to heavy small arms fire while in his descent, made a safe landing approximately 150 meters from the other two survivors. Spad 05 took Sandy 02 on his wing and dispatched Sandy 03 and 04 to escort Jolly Greens 77 and 68 into the area for an immediate attempt to pickup Sandy 01. Spad 05 used the smoke available and directed Sandy 01 to use his mirror. Although Sandy 01 did not believe his mirror to be effective because of the sun angle and terrain masking, the rescue forces stated it was very effective. Unfortunately Hostage Man and Cowpoke 18 flashed their mirrors at the same time causing some confusion. This confusion caused the Jolly to flounder in the threat area for an unnecessarily long time and as a result, the rescue helicopter was hit with groundfire and a PJ wounded. At about the same time Sandy 03 was hit and began trailing smoke. He exited the area to the south accompanied by Sandy 02 and 04. Sandy 03 was able to stay with his aircraft until reaching a relatively safe area and extracted at 0758Z. At this time the rescue force was in a

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state of disarray and the problem further compounded with two more survivors on the ground. Spad 05 directed Jolly Green 68 to Sandy 03 who had landed in waist deep water in a creek. He was safely picked up at 0803Z. Spad 05 was critically short of fuel and called Sandy 05 into the area to relieve him as On-Scene Commander. While trying to point the location of Sandy 01 whose chute had been blown from the trees on the abortive rescue attempt, Spad 05 was hit by a 12.7mm API round which exploded in the cockpit. Spad 05 immediately withdrew and recovered safely at DaNang.

4. Sandy 05, Maj Martin, and Sandy 06, Lt Miller, found Sandy 01 and the original survivors in an area of heavy growth that was surrounded by roads. The distance to the roads varied from one-half to one kilometer. All the roads were heavily defended by weapons including 37mm, 23mm, 14.5mm, 12.7mm, Quad 27s, automatic weapons and numerous small arms. The most heavily defended areas were to the north, east, and west. The southern road was the least heavily defended and thus afforded the safest direction for the pickup approach. Sandy 05 had previously pinpointed the location of Hostage Man and Cowpoke 18 from mirror signals, but he still did not have an exact position on Sandy 01. By making low passes over the area and maintaining radio communication with Sandy 01, Sandy 05 was able to establish his position, locate several guns which he had a Covey FAC work with fast mover strikes, and survey likely ingress routes for the Jolly Greens. Sandy 05 brought the rescue helicopters with Sandy escorts into an area relatively close to the survivors thus permitting them to observe the proceedings. While pointing out the ingress route to Sandy 07, Sandy 05's aircraft was hit by heavy groundfire causing a loud explosion. Sandy 06 spotted the gun which had hit Sandy 05, and 05 and 06 proceeded to silence the guns. Sandy 05 directed strikes along the ingress and egress routes, then brought the Smoke and Special stores aircraft in for the pickup briefing. His plan was to lay smoke along the roads to the north, west, and east masking the survivors and the approach route from the enemy defenses. Sandy 05 marked the area which he wanted masked with smoke rockets. The plan was for Sandy 05 and 07 to lead in Jolly Green 82 for a pickup of Sandy 01. Spad 11, who had relaunched from DaNang and was familiar with the location of the CV-10 survivors, was to bring in Jolly Green 83 for a double pickup once Sandy 01 was out. The smoke screen was perfect, and Sandy 05, 06, and 07 set up a protective daisy chain around Jolly Green 82. At this time Sandy 05's aircraft was again hit by a ripple of ground fire damaging some of his radio equipment; however, the pickup was successful and Sandy 01 was rescued at 1025Z. By this time the smoke screen had drifted over Hostage Man and Cowpoke 18, and the second Jolly Green, unable to visually acquire the survivors position, was forced to withdraw. Darkness was now rapidly approaching, and although he was below bingo fuel, Sandy 05 recognized that if a rescue was going to be successful, it would have to be attempted immediately. Only through use of position lights were the aircraft able to maintain visual contact in the fading light. Although resources were now limited, Sandy 05 felt that darkness might provide the necessary shield, so he called in Jolly Green 70, but the ground fire was too intense; the helicopter was hit and withdrew with one crewmember wounded. Sandy 05 and 06, critically short of fuel recovered at DaNang while Sandy 09 and 10 escorted the helicopters home.

5. In the interest of clarity a chronological sequence of events is provided to this point.

- 0317Z - Hostage Man/Cowpoke 18 reported down.
- 0345Z - Spad 11 On-Scene Commander. no attempted pickup.
- 0645Z - Spad 05 On-Scene Commander.
- 0723Z - Sandy 01 hit and extracted.
- 0750Z - Spad 05 attempted pickup of Sandy 01. Jolly Green hit, PJ wounded - unsuccessful.
- 0758Z - Sandy 03 hit and extracted.
- 0808Z - Spad 05 with Jolly Green 68 rescued Sandy 03.
- 0810Z - Spad 05 hit, RTB'd DaNang.
- 0810Z - Sandy 05 On-Scene Commander.
- 1025Z - Sandy 05 with Jolly Green 82 rescued Sandy 01.
- 1030Z - Rescue attempt for Hostage Man/Cowpoke 18 aborted.
- 1045Z (Approximate) - Sandy 05 and Jolly Green 70 attempted pickup of OV-10 crew. J.G. 70 hit and withdrew.
- 1050Z (Approximate) - All forces RTB.

6. The status of the A-1 forces at the end of the first day, 21 April was as follows:

<u>GENERATED</u>		<u>SORTIES</u>	<u>FLOWN</u>
34			32 (1 A/A)
<u>LOSSES</u>			
Sandy 01 Acft 336			Sandy 03 Acft 070
<u>BATTLE DAMAGE</u>			
Sandy 01, Acft 286	Sandy 05 Acft 257		Spad 05 Acft 779
(J.G. 77 or 68 W/1 WLA)	J.G. 70 W/1 WLA)		
<u>NKP SORTIES RECOVERED AT DANANG</u>			
Sandy 02	Sandy 05		Sandy 07
Sandy 04	Sandy 06		Sandy 08

7. Shortly after the final pickup attempt the forces RTB'd and the survivors were bedded down for the night. Planning for a first light effort began, with the Sandy role to be played by the Spads and the Sandys who had recovered at DaNang with support forces to be furnished from NKP. The initial requirement was for eight Grubby, later reduced to four, and four Smoke aircraft to be on scene at first light. No requirement was voiced on the 22nd GOW for Strike aircraft.

8. Spad 11, Lt Colonel Wold, Spad 12, Lt Blanchard, Spad 01, Capt Priestad, and Spad 02, Major Williams arrived on scene at 2230Z only to find the weather overcast. Intermittent radio contact was established with both survivors. At 0130Z the Spads were forced to RTB for fuel, and Grubby 31-34 also RTB to Channel 89 without expending. Smoke 21-24 as well as Sandys 01-04 had been diverted to work the Adlib SAR and were successful in recovering the one survivor. The Adlib SAR is covered in a separate report, but is mentioned here, because of the diversion of some of the resources that had previously been allocated to the Hostage Man/Cowpoke 18 SAR.

9. Spad 09, Capt Hanna and Spad 10 took on-scene command at 0130Z. The weather by this time was h500' scattered to broken with some rainshowers in the area. Spad 09 was able to establish radio contact with Cowpoke 18 but not with Hostage Man. Cowpoke 18 reported hearing an enemy patrol to the southwest, so fast mover strikes were put in by Covey 253 and 297 around the survivor. The fast movers were not picking up ground fire, and Spad 09 made a number of low passes through the area unopposed. Spad 09 then decided to attempt a pickup and prepared and briefed his forces. Smoke 25, 26, and 27 laid the smoke screen and Spad 09 took Jolly Green 83 in for the pickup attempt. The Jolly was a little late and the smoke began to drift over the survivors. At this point the Jolly became confused and made a wrong turn losing precious time. JG 83 thought he was hit, lost the survivor in the smoke and withdrew. The Grubby flight, 36-38, had reached bingo fuel and were unavailable for the pickup attempt.

10. At 0420Z Spads 11, 12, 01, and 02 with the crews who had been on scene at first light arrived in the SAR area, and Spad 11 assumed on-scene command. From 0435Z to 0605Z, Covey 297 put in fast movers with napes, high drags, and CBW-24 on the gun positions. In addition to the Spads, Smoke 61-64, Grubby 41, 42, 45, 46 and Jolly Greens 82/83 were in the area. Nail 57, carrying a survival package was also present. Spad 11 had the Smokes execute followed by the Grubby then vectored Jolly Green 83 in for the successful rescue of Cowpoke 18 at approximately 0630Z. During the pickup Spad 01 was hit in the right wing by 23mm and caught fire. He was extracted at 0645Z and was immediately picked up by Jolly Green 82. Spad 12 had taken a hit in his engine and Spad 11 escorted him back to DaNang. Spad 02 escorted Jolly Greens 82 and 83 back to DaNang also. There was no further contact with Hostage Man, and Cowpoke 18 reported that he had probably been found by the enemy patrol.

11. The chronological sequence of events for the final day of the SAR, 22 April, is as follows:

- 2230Z - Spad 11 On-Scene Commander, no pickup attempt due to weather.
- 0130Z - Spad 09 replaced Spad 11 as On-Scene Commander. Attempted pickup of Cowpoke 18 but aborted due to smoke obscuration.
- 0420Z - Spad 11 relieved Spad 09 as On-Scene Commander.
- 0630Z - Spad 11 and Jolly Green 83 successfully rescued Cowpoke 18.
- 0640Z - Spad 01 and Spad 12 took battle damage.
- 0652Z - Spad 01 extracted and was immediately recovered by Jolly Green 82.
- 0703Z - All forces RTB assuming Hostage Man had been found by the enemy.

12. The status of the A-1 Force upon completion of the SAR was as follows. The figures within the brackets are totals for 22 April. The figures in the brackets are the totals for both days.

SORTIES

GENERATED
50 (92) (3 G/A)

FLIGHT
43 (73) (1 A/A)

LOSSES

Spad 01 Aircraft 015
(3)

BATTLE DAMAGE

Spad 12 Aircraft 738
(1)

NKP AIRCRAFT RECOVERED AT DANANG/UEON

Grubby 41/42/45/46

Smoke 63/64

Spad 13/14

13. Several problems were noted on this SAR. Some are recurring and some are new.

a. FIRST-LIGHT SORTIES. It has been the practice for first light SARs to send Smoke and Grubby aircraft into the SAR area at first light even though the effort may have been heavily opposed on the previous day. It should be recognized on protracted SARs that there are several hours of softening defenses required after first light before a pickup may be attempted. Invariably the Smoke and Grubby aircraft RTB without expending. This causes an unnecessary drain on aircraft and crews.

RECOMMENDATION. On those SARs which are opposed and run into first light efforts, Smoke and Grubby aircraft should be put on alert at first light. The On-Scene Commander should anticipate the time he plans to attempt a pickup and should advise King, who in turn should relay to the 56th SOW so that the support aircraft may be launched in sufficient time. This does not apply for SARs which begin during the night and enemy defenses are unknown. In those cases the support forces should be in place at first-light or shortly thereafter for a quick pick up, if possible.

b. REQUIREMENT TO RTB TO NKP. In the case where Spad 09 attempted a pickup on 22 April, he did not have the use of the Grubby flight since they had been told to RTB to Channel 89.

RECOMMENDATION. For those SARs conducted at places far removed from the base, consideration should be given to recovering forces at the nearest suitable base with turn around capability. Facilities at the turn around base should be predetermined and prearranged. This procedure would save time on station and thus reduce the number of sorties required.

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along the proposed ingress/egress route of the Jolly. He turned over command to Sandy 15 at approximately 1330L. Most of the guns had been silenced by then, and Sandys 09 and 15 agreed that a pick-up should be attempted. Sandy 15 moved the support forces close-in to the south where they could observe the area while being briefed on the proposed plan. All forces having been briefed, the command to execute was given. The smoke birds laid their screens very well and Alpha popped his smoke on command. The Jolly picked him up and as Alpha went up the penetrator, Bravo popped his smoke and Jolly moved directly to him and picked him up also. The egress was uneventful.

(S) ^{9/} A partially successful Search and Rescue mission was conducted on 21-22 April 1970 for Hostage Man/Cowpoke 18, front and back seat occupants respectively of a Marine OV-10. The aircraft went down at 0800L as a result of enemy ground fire, and the survivors were located at 040 degrees, 60 NM off Channel 72.

(S) At 0815L, Spads 11 and 12 were scrambled to the SAR area. After arriving at 0845L, they set up holding points for resources and requested fast movers to work the enemy guns with the local area FAC, Covey 04. Radio communication with the survivors was poor. At 0920L Spads 05 and 06 were also scrambled to the area.

(S) At 1230L, Hostage Man reported enemy activity in his area. Spads 11, 12, 05 and 06 began putting 20mm and CBU-24 within 50

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meters of both survivors. The chutes provided good reference points and troop activity ceased, although some automatic weapons fire was heard.

(S) ^{10/}Sandy forces from NKP began to replace the Spads as the day wore on. Sandy 01 located two ZPU's. While in a marking pass, he was hit by at least three rounds of 37mm. He suffered an immediate loss of control and extracted at 1423L as the cockpit became engulfed in flames and the engine quit.

(S) As Sandy 01 landed safely within 150 meters of the two original survivors, an immediate rescue attempt was initiated. Sandys 03 and 04 escorted a Jolly Green to Sandy 01's position, while Spad 05 used the available smoke. Sandy 01 was instructed to flash his mirror, but as the helicopter approached, the other two survivors also flashed, and in the ensuing confusion the Jolly was hit and a PJ wounded. Sandy 03 was also hit, and departed the area trailing smoke. He was able to stay with his aircraft until reaching a relatively safe area, at which time he extracted. He was quickly recovered from waist deep water in a small stream.

(S) Sandys 05 and 06 then resumed the suppression of enemy positions, trolling the area in a series of low passes. The survivors were pinpointed and the rescue helicopters and their escorts were brought into the immediate area to facilitate orientation and coordination. Sandy 05 decided to mask both the survivors and the ingress/egress route with smoke, and to attempt the

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pick-up of both Sandy 01 and the OV-10 crew. The smoke screen was perfect and Jolly Green 82 ran in to pick up Sandy 01, while Sandys 05, 06 and 07 flew a protective daisy chain. As the second Jolly Green ran in, the smoke drifted over Hostage Man and Cowpoke 18, obscuring their positions and the helicopter was forced to withdraw.

^{11/}
(S) Sandy 05 had been battle-damaged several times, but with the approach of darkness he decided to make a last attempt to extract the OV-10 crew. Jolly Green 70 was called in, but the ground fire was too intense and the helicopter was driven off with one crewmember wounded. Critical fuel shortages compelled Sandys 05 and 06 to recover at DaNang, while Sandys 09 and 10 escorted the helicopters home.

(S) Shortly after this final pick-up attempt, the remainder of the SAR force returned to base. The survivors had been bedded down for the night.

(S) The most heavily defended enemy areas were to the north, east and west of the survivors' positions. The southern road was the least heavily defended and thus seemed to afford the safest direction for a renewed pick-up approach.

(S) Due to an overcast on the morning of the 22nd, several flights of A-1's returned to base without expending. One smoke flight

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and two flights of Sandys were diverted to the Ad Lib SAR. Spad 09 arrived on-scene at 0830L, and after assessing the enemy fire directed at fast mover strike aircraft, decided that the area was permissive enough to attempt a rescue. A smoke screen was laid, but the Jolly Green was late starting his run-in. The smoke drifted over the survivor, obscuring his position and making the attempt abortive.

(S) At 0920L, Spads 11, 12, 01 and 02, with the crews who had been on-scene at first light, arrived in the SAR area. Spad 11 assumed On-Scene Command. From 0935L to 1105L, Covey 297 put fast movers in on the enemy gun positions with napes, high drags and CBU-24. In addition to the Spads, Smokes 61 and 64, Grubbys 41, 42, 45 and 46, and Jolly Greens 82 and 83 were in the area. Mail 57 was also present, carrying a survival package. Spad 11 had the Smoke flight execute, followed by the Grubbys, and then vectored in Jolly Green 83 for the successful rescue of Cowpoke 18. Spad 01 was hit by AA fire during the pick-up and extracted. He was recovered by Jolly Green 82. Spad 12 also received battle damage during the rescue, but was able to recover successfully at DaNang.

^{12/}
(S) There was no further contact with Hostage Man, and Cowpoke 18 reported that he had probably been found by an enemy patrol.

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40th ABRSSq Hist, 1 Apr - 30 Jun 1970

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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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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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