

DECLASSIFIED

DEPARTMENT OF THE ARMY
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 Hegevald, 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 ARRGp 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 ARRGp RTE'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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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 27 Dec 78

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

~~CONFIDENTIAL~~

40-70-0081
40-70-1170
Att 3 40-70-1336
CLASSIFIED
Downgraded at 2 year
intervals; declassified
after 12 years

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

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, 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 96327



REPLY TO
ATTN OF:

400 (Capt Furst/2687) 2 May 1970

SUBJECT: Mission Narrative (U)

3 ARRGs (JRCC)
APO 96307

40-11150
3-030-21 Apr 70 (U)
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 84

DOWNGRADED TO
CONFIDENTIAL 09 Apr 83
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 JC 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. Priestad, 384-40-7137FW. 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:

AG: Capt Furst
CP: Maj Scoggins
FR: MSgt Tasker
PJ: Sgt Warka
PJ: Sgt Morrow

WILLIAM A. FURST, Captain, USAF
Aircraft Commander

40-70-1336
40-70-1310

GROUP 4

40-70-0081-Downgraded at 7 year
interval. declassified
after 15 years

DECLASSIFIED

DATE: 21 APR 70

25 April 1970

95

MISSION NUMBER: 1-3-030-21 APR 70 (Part # 2)

AIRCRAFT DESIGNATION: KING 6

LOCATION: VG 705056

DISTRESSED AIRCRAFT: HOSTAGE NAN (OV-10) SANDY 01 (A-1E)
SANDY 03 (A-1E)

SAVES: 2 Combat (Sandy 01 - 1 save, Sandy 03 - 1 save)

1. At 0445 King 6 arrived on the SAR scene and was briefed by King 4. The downed pilots were Hostage Nan and Compoke 18. The On-Scene Commander was Spad 11. The SAR resources immediately available were Spad 11 & 12, Spad 05 & 06 who were escorting Jolly Green 21 & 22. Smoke and Grubby were on order out of Ch 89. Sandy 1, 2, 3, 4 and Jolly Green 77 & 68 had been launched out of Ch 89. Covey 214 was working strike aircraft on known gun positions. At 0455 King 6 assumed Airborne Mission Command from King 4.

2. (U) The weather in the recovery area was excellent. The altitude of the survivors was reevaluated and it was determined that it was somewhere around 3800 feet with a temperature of 250 C. The Big Jollys were moved to a holding point closer to the SAR in case they had to be used. King 7 was airborne and available as tanker. Spad 11 confirmed positions of both survivors by the use of mirrors at 0600. After refueling, Jolly Green 22 developed hydraulic problems and was escorted back to Ch 77 by Jolly Green 21 and Sandy 1 & 2. Two more Jolly Greens were requested from Ch 77. Jolly Green 21 was paired with Jolly Green 33 and returned to the SAR scene. At 0655 Sandy 5, 6, 7, 8 and Jolly Green 82 & 83 were launched out of Ch 89.

3. At 0700 Spad 11 briefed Spad 05 and Spad 05 was appointed On-Scene Commander. By 0720 Grubby 41 flight and Smoke 21 flight had checked in. Covey 239 had replaced Covey 219 and was continuing to put strikes in. 0725 Spad 05 was briefing Sandy 01 on survivors positions in preparation for an attempted pick up. Sandy 01 took intense ground fire and bailed out close to the position of the other survivors. At 0730 Spad 06 had to RTB for fuel. Sandy 02 was joined with Spad 05. Sandy 01 reported he was in good condition.

4. At 0750 Spad 05 organized Sandy 3 & 4, Spad 05, Sandy 02 and Jolly Green 77 & 68 for a quick pickup attempt on Sandy 01. In the attempted pickup Jolly Green 77 had to pull off due to heavy fire with a wounded P.J. Sandy 03 took heavy battle damage

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

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And called Mayday as Sandy 05. Sandy 03 headed for the Jolly Green orbit point and then had to bail out. Jolly Green 68 and Sandy 02 had Sandy 03 in sight with a good chute. Jolly Green 68 made the pick up on Sandy 03, at 0805. Jolly Green 77 was directed to head for Ch 77 with his wounded man and he then reported a ship lite. A Wedge intercepted and escorted Jolly Green 77 to Ch 77. Sandy 4, who was close to bingo escorted Jolly Green 68, with Sandy 3 on board back to Ch 77. Spad 05 briefed Sandy 05 on what had happened.

5. (U) Sandy 05 was appointed On-Scene Commander 0820 after receiving briefing from Spad 05. Spad 05 and Sandy 02 RTB Ch 77. Spad 05 had taken a hit, there was no apparent damage. Covey 517 replaced Covey 239 and continued to put strikes in against guns in the area. Grubby A1 flight was replaced by Grubby A3 flight. Smoke 25 flight arrived and Smoke 23 & 24 RTB Ch 89 bingo. Jolly Green 21, 33, 82 & 83 were on station with Sandy 7 & 8. At 0901 Sandy 05 made comm check with all survivors, all in good shape. Jolly Green 83 received a hit in the holding area at 0918 and had to be taken to Ch 77 by Sandy 7 & 8. Spad 11 & 12 brought Jolly Green 21, 33 & 82 in close for preparation for a pickup of all survivors.

6. (U) At 0947 Gunfighter 36 called Mayday for his wingman, Gunfighter 35, who had sustained battle damage. His first solid position was fixed at 210/35/77. Jolly Green 07 & 35 were launched to cover the Gunfighters and the problem was turned over to King 2.

7. (U) At 1006 Sandy 05 began briefing for pickup attempts. All three Jollys were to be used with 82 attempting pickup on Sandy 01, Jolly 21 on Hostage Man and Jolly 33 on Cowpoke 18. The two birds not involved in the pickup were to act as high birds. At 1016 Sandy 05 had the Smoke and Grubby aircraft lay their ordnance. The Jolly Greens moved in at 1020. Sandy 01 was picked up at 1025. Jolly Green 21 moved in under the smoke and attempted to locate either Hostage Man or Cowpoke 18. The smoke was carried by about a 7 knot wind and severely reduced the visibility. Jolly Green 21 spent several minutes under the smoke screen, but was unable to locate either survivor and had to pull off for a later attempt.

8. (U) At 1055 Jolly Green 33 developed transmission problems and had to RTB Ch 77. Jolly Green 21 escorted 33. Jolly Green 07 & 35 were on scene with Sandy 9 & 10 and Spad 11 & 12. All other SAR resources had RTB'd bingo or winchester. Covey 239 continued to put in strikes. Sandy 05 went out to bring the Jollys into the area while Sandy 06 put in Warhawk 31, 32, 41, 42 and Lovebug 229 with Blu 52. Jolly Green 82 RTB 77.

9. (U) The final rescue attempt of the evening was made at 1125. Jolly Green 07 took heavy fire and had to pull off with battle damage and one wounded man. Jolly Green 07 & 35 were escorted



GROUP-4

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

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back to Ch 77 by Sandy 9 & 10 who then returned to Ch 89. Sandy 3 & 6 and Spad 11 & 12 RTB'd to Ch 77. King 7 was RTB'd after the Jollys were back at Ch 77.

10. (U) King 6 attempted to contact Hostage Nan and Cowpoke 18 on Guard with no results. Wolf 04 reported to King 6 that he had received a transmission from Hostage Nan saying he was bedding down for the night and would be up at sunrise. Covey 544 replaced Covey 239 and was to remain on station until he was replaced. Queen provided a lineup of FACs that would be on station all night. King 6 briefed Covey 544 on his replacement and King 6 RTB'd Ch 83.

11. (U) King 7 handled all refueling of the Jolly Greens. King 7 made nine operational refuelings off loading a total of 26,900 pounds of fuel. King 7 was subject to ground fire while refueling Jolly Green 21. Sandy 9 & 10 and Jolly Green 33 were escorting at this time. The refuelings were scheduled by King 6, but all coordination was handled between the Jollys and King 7. King 7 also was extremely valuable in helping SAR aircraft returning from the scene with battle damage. King 7 had to land at Ch 77 to refuel and received excellent support. The total time off station for King 7 was 75 minutes.

12. (U) REMARKS:

a. (U) The support for this SAR effort was outstanding. The availability of resources was exceptional. Big Control was up on Panama discrete frequency and provided much needed support. As I later learned, the strike frequency just happened to coincide with Lovebug Control's frequency. The FAC just had to mention he needed a type of ordnance and it was on the way. This led to a minor problem in that all strike aircraft did not check in with King but directly to the FAC. However, this was more than made up for by the quick response and proper ordnance delivered by the Lovebugs.

b. (U) Panama did an outstanding job. They not only performed their normal role of providing aircraft with routing to and from the SAR scene, traffic separation by altitude, and radar advisory, but also coordinated with DASK for a clear radial from Ch 77 to the SAR scene.

c. (U) The efforts of all the SAR forces were excellent. Jolly Green 68 & 21 did an exceptional job under very hazardous conditions.

13. RESOURCES:

SAR FORCES	FAC
Spad 11 & 12, 05 & 06	Covey 214, 219, 239, 517, 544
Sandy 01 thru 10	Hostage 6
Jolly Green 21 & 33, 77 & 68	Misty 13
82 & 83, 07 & 35	Playboy
Smoke 21 thru 28	Speedy 15
Grubby 41 thru 48	

GROUP-4

Downgrade due at 3 year intervals.
Declassified after 12 years.

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 $\frac{1}{21} \cdot \frac{1}{21} \cdot \frac{1}{21}$

ODC/FAT

	CPR	CYS
<i>ARRS</i>	<i>7</i>	
	INFO	CYS
<i>ODL</i>		<i>9</i>
<i>MCP</i>		<i>1</i>
<i>CHO</i>		<i>1</i>
		<i>92</i>

RHMUABA/40 ARRS/UDORN RTAFB THAI
RHMUABA/OL-2 3ARRGP/UDORN RTAFB THAI
RUMUABA/VMO 2/MAG 11/DANANG AB RVN

~~1. RESCUE OPENING/PRESS REPORT~~

2. MISSION NUMBER 1-3-030- 21 APR 70

-3. A. VFR

B. TACTICAL

C. (1) CAMOUFLAGED/NOT AVAIL/OV-10/HOSTAGE NAN

(2) CAMOUFLAGED/NOT AVAIL/A-1E/SANDY 01

(3) CAMOUFLAGED/NOT AVAIL/A-1E/SANDY 03

D. US/US/US

E. VMO-2 MAG 11/56 SOW/56 SOW

F. NOT AVAIL/NOT AVAIL/NOT AVAIL

G. 2/1/1

H. U.S. MARINE STANDARD/U.S. AF STANDARD/USAF STANDARD

4. KING 4 21/0311 OL-1 3ARRGP

5. S/E

6. KING 4 DIVERTED TO SCENE, SPAD 11/12 JG 42/33 21/0318

PAGE 3 RUMUJBB0143 C O N F I D E N T I A L

7. SPAD 11/ JG 42/33 AIRBORNE 21/0330

8. 15-25 N 107- 32 E 52 SW DPMMS

9. A, B, C, NOT A FACTOR

10. OL-1 3 ARGP MAJ L. DIXON, CAPT W. MEREDITH, TSGT R. BUCKNER.

SSGT J. WADE, AIC J. WHITE

11. PANAMA, 20 TASS, 1 DASC, 0L-2 3 ARRG

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PT 00417

2/3

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 F. BLEIR
FC SSGT T.R. HENDRIX
A. JOLLY GREEN 68
AC CAPT W. FIRST
CP MAJOR SCOGGINS
FE MSGT M.F. TASKER

Classified by
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SCHEDULE OF EXECUTIVE ORDER 11652
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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
.9. E. S/E

H. 2 ARRS COMBAT AIR FORCE AIRCREW MEMBERS SAVES AIR REFUELING/AIR
CRAFT DOWN DUE TO HOSTILE GROUND FIRE/NEG PJ DEPLOYMENTS KING A 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 COMPOKE 18, 1ST BTPZ
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 17 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
EJECTED 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 SUCCESSFUL EJECTION WAS ACCOMPLISHED AT 0756Z. JOLLY GREEN 77
AND 68 ATTEMPTED A PICK UP OF SANDY 03 HOWEVER J677 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 17
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 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 HYDRAULIC 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.

BT

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IMMEDIATE

PT 80468

17. A. 0/0/0/0/4/0/0/1 B. S/E
18. A. PILOT-CDT ROGER E. HILL/DET 7 38ARRS (MAC)
COPILOT-MAJ LORAN M. NICHOLS
FLT ENG-SSGT JOSEPH L. COBURN
PJ-MSGT ANTHONY R. GARGANO/38ARRSQ (MAC)
B. SSGT CHARLES L. COLBERT/ /40ARRSQ (MAC)

19. DANANG TOWER ALETED DET 7 38 ARRS OF AN INBOUND HH-53, JOLLY GREEN 77, WITH BATTLE DAMAGE AND A SERIOUSLY WOUNDED CREWMEMBER. PEDRO 91 CREW SCRAMBLED AND MET THE ACFT AS IT TOUCHED DOWN. PJ AND FLT ENG WERE DEPLOYED AND RESCUEE WAS LOADED FROM HH-53 INTO PEDRO 91. ENROUTE, HE WAS TREATED BY THE PJ, ASSISTED BY THE FLT ENG. AFTER DISCHARGING THE SURVIVOR PEDRO 91 RETURNED TO ALERT PAD AND TERMINATED THE MISSION AT 0855Z/21 APR 70. ONE COMMO SAVE IS CREDITED.

GP
BT
#2410
NNNN

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