

DECLASSIFIED

DATE: 21 APR 70

25 April 1970

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

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IAW EX. ORDER 11552

AIRCRAFT DESIGNATION: KING 4

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

Classified by 221/30210
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DISTRESSED AIRCRAFT: HOSTAGE NAN (OV-10)

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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atcl 7 part 1 100-20-1336

GROUP 4

Downgr. dec. at 3 year intervals.
Declassified after 12 years.

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3970-084

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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

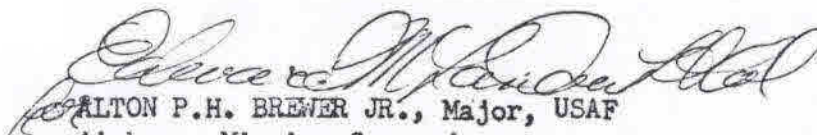
Lopez 15 (O-2 released prior to use)
Covey 214 (OV-10 On-Scene Commander then FAC)
Hostage Zulu (OV-10 On-Scene Commander then RTB)
Spad 11 (A-1 On-Scene Commander)
Spad 12
Jolly Green 35 & 42

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 ALC WARE
FE TSG MILLER
FE SSG SHOREY
LM SSG WAREHAM


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

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GROUP-4

Downgraded at 3 year intervals.
Declassified at or 12 years.

AP-70-1210
39-10-084

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DATE: 22 APR 70

28 April 1970

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

AIRCRAFT DESIGNATION: KING 4

(S) LOCATION: YC 705056

DISTRESSED AIRCRAFT: HOSTAGE NAN (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 visibility.

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

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DECLASSIFIED ON 31 Der 78

DOWNGRADED TO
CONFIDENTIAL ON 11/13/13
BY ORDER NAD-52

atcl 7 Part 3 AD-70-1336

GROUP 4
Downgraded at 3 year intervals.
Declassified at 12

AD-70-1336
20-11-13

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39th ARRSq History, Apr - Jun 70

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100

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. ~~(S)~~ RESOURCES:

SAR FORCES

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

FAC's

Covey 297
Covey 210

RECONNAISSANCE

Falcon . 22

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)

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 HOME
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 FOLLMER
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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Declassified after 12 years.

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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.

2

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AS 7-1270 GROUP 24
Downgr. at 3 year intervals.
Declassified after 12 years

39-70-084

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DATE: 22 APR 70

25 April 1970

MISSION NUMBER: 1-3-030-21 APR 70 (Part 4)

Classified by *[Signature]*
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 Apr 76*
IA EX. ORDER 11552

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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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

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

FACs

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

FM flights

Cobra	Gunfighter	Lovebug	Playboy
Falcon	Limit	Metric	Ringneck

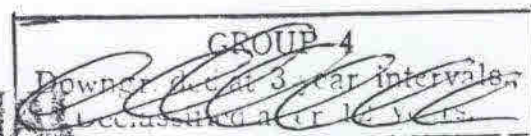
16. (U) King 4 Crewmembers:

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

David Feiler

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

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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

FAC's

Covey 297
Covey 210

RECONNAISSANCE

Falcon 22

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)

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 FOLLMER
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
Downgr. & at 3 year intervals.
Declassified at 12 years.

AD-70-1210
39-70-08

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DATE: 21 APR 70

25 April 1970

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

AIRCRAFT DESIGNATION: KING 6

DOWNGRADED TO
CONFIDENTIAL ON 11 APR 71

(S) LOCATION: VC 705056

IAN EX. ORDER 11-52

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. (C) At 0445 King 6 arrived on the SAR scene and was briefed by King 4. The downed pilots were Hostage Nan and Cowpoke 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 incase 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. (C) 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. (C) At 0750 Spad 05 orginized Sandy 3 & 4, Spad 05, Sandy 02 and Jolly Green 77 & 68 for a quick pick up 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

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Downgraded at 3 year intervals.
Declassified after 12 years.

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AD 70-1216
39-70-084

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 3 Dec 78

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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 chip lite. A Redeye 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. (C) 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 41 flight was replaced by Grubby 45 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 0938 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. (C) 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 Nan 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 Nan 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. (S) 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. (C) 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

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back to Ch 77 by Sandy 9 & 10 who then returned to Ch 89. Sandy 5 & 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. (C) 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 rule of providing aircraft with routing to and from the SAR scene, traffic separation by altitude, and radar advisery, 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. (C) RESOURCES:

SAR FORCES

Spad 11 & 12, 05 & 06
Sandy 01 thru 10
Jolly Green 21 & 33; 77 & 68
82 & 83, 07 & 35
Smoke 21 thru 28
Grubby 11 thru 18

FAC

Covey 214, 219, 239, 517, 544
Hostage 6
Misty 13
Playboy
Speedy 15

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GROUP 4

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Declassified after 12 years.

27-70-1270
27-70-084

~~SECRET~~

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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

~~SECRET~~

DECLASSIFIED

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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SUPPLEMENTAL MISSION NARRATIVE REPORT

DATE: 21 April 70

MISSION NUMBER: 1-3-030

FLIGHT DESIGNATION: Jolly Green 07 and 35

MISSION OBJECTIVE: Hostageman & Cowpoke 18

LOCATION: YC705056

Classified by DA/3 M2SR
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT 10
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

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DOWNGRADED TO
CONFIDENTIAL ON 9/27/83
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 1 1/2 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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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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