

~~CONFIDENTIAL~~

DATE: 22 APR 70

25 April 1970

MISSION NUMBER: 1-3-031-22 APR 70

AIRCRAFT DESIGNATION: KING 5

LOCATION: YC 416972

DISTRESSED AIRCRAFT: CAP 53 (EC-47),

Classified by de 13-22-70
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 71

SAVES: 8 Combat, 2 KIA

1. (U) The mission had been briefed as an aerial refueling in support of the first light effort for Hostage Nan and Cowpoke. After we had completed refueling Jolly Green 35 & 42, we returned to an orbit track southwest of DaNang. At this time, Cap 53 called Mayday on Guard, and gave a position of 030/44/72. The aircraft was trying to make "feet wet." We directed Cap 53 to squawk emergency, and had Panama give him pigeons to the coast line. It was difficult to communicate with the distressed aircraft, as the SAR Task Force (SARTF) had just established initial contact with Cowpoke. Vanguard 912 had visual contact with Cap 53, and proceeded to join up with him. Eight minutes after the initial distress call, Cap 53 crash landed 27 miles west of Phu Bai.

2. (U) Vanguard 912 had visual contact with three survivors. We immediately established contact with one survivor. He stated that he was near the wreckage and three other personnel were with him. He appeared in shock, but stated they were not seriously injured. We directed him to search the area for other survivors, and to administer first aid to the injured. Shortly thereafter, he came back on the radio to say they had located another aircrew member. No enemy activity was observed in the immediate combat aircrew recovery (ACR) area, but the general location was hostile.

3. (U) Many Army helicopters had called on Guard to offer assistance, and several were directed to the ACR position. Catkiller 21 was appointed On-Scene Commander, and was told that an immediate pick-up would be most desirable. Since no ground fire had been observed, the FAC directed Gunner flight, two LOH's, in for the pick-up. The first aircraft successfully lifted off with two survivors, while the second helicopter, Gunner 6, crashed after lift-off due to being overgrossed.

4. (U) Catkiller 33 replaced 21 as On-Scene Commander. The Huey Gunships and Air Cavalry which we had requested, arrived at the crash site and descended to rescue the survivors, and secure the area. Cheyenne Phantom, the lead Huey, was directed to airlift the five survivors and to look for three aircrew members of Cap 53. As of yet, they had not been accounted for. A search produced the following results: one KIA located in front of the EC-47's nose; one KIA in the wreckage; and one injured survivor approximately 75

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GROUP 1
Downgraded to Group 1 intervals.
Declassified at 12 years.

201
4

~~CONFIDENTIAL~~

meters from the burning wreckage. In addition, the ground team located an emergency radio which had been transmitting continuous tone on Guard channel. These transmissions were first heard when the LOH crashed, and continued up until the ground party located the radio. Needless to say, Guard was not usable for the last portion of the ACR. While on the ground, the rescue party was being mortared and receiving small arms fire. Spads 13 & 14, who were flying a daisy chain, began striking the area. This was in addition to the Army gunships who had been flying CAP during the effort.

5. (C) Resources:

Jolly Green 21 & 33 (available, but not utilized due to on-scene arrival time)

Spads 13 & 14

FAC's

Catkiller 21 & 33

Bilk 25

Fastmovers

Misty 11 & 12 (not utilized)

Stormy 04 (not utilized)

Yo-yo 24 (photo-recon)

Army Helicopters

Project Foxtrot
Gunner flight
Cheyenne Phantom
Sneaky flight
Project 31
Griffin 36
Thunder 07

Vanguard 912

6. (U) King 5 Crewmembers:

AC/AMC	CPT EPSTEIN
CP	LTC CRITES
N	CPT MYERS
RO	TSG GILMORE
FE	MSG KILGORE
FE	TSG EMBERY
LM	SSG WAREHAM

Howard M. Epstein
HOWARD M. EPSTEIN, Captain, USAF
Aircraft Commander/Airborne Mission Commander

Classified by 01/30266
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT 100
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 16

GROUP-4
Downgraded 5 year intervals.
Declassify after 12 years.

22 APR 70

EC-47P 43-48402 362 TEWS, 460 TRW, USAF, Pleiku

1Lt George M Wall (KIA)

1Lt R M Nasipak (survived)

SSgt Michael R Conner (KIA)

6 crew, names unknown (survived)

Further south in Laos one of the RDF EC-47s was shot down during a mission to the south of the A Shau Valley. The aircraft was flying at 5,500 feet as the crew attempted to locate and fix enemy radio broadcasts when it was hit by automatic weapons fire or 37mm AAA. With the aircraft losing oil and power 1Lt Wall flew east in the hope of reaching an airfield but he was forced to crash-land the aircraft about 20 miles southwest of Hué. 1Lt Wall and SSgt Conner were killed in the crash-landing but the others were rescued by USAF SAR helicopters. This C-47 had been operated by the 5001st Operations Squadron from Fairbanks AFB, Alaska in the late 1950s.

~~CONFIDENTIAL~~

DATE: 23 APR 70

28 April 1970

MISSION NUMBER: 1-3-032-23 APR 70

FLIGHT DESIGNATION: KING 6

LOCATION: 005/47/72 (UTM XD 770 100)

DISTRESSED AIRCRAFT: STORMY 03 (F-4)

SAVES: 2 Combat

Classified by 001 30-2269
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 01 Feb 76

1. (C) At 0455Z King 6 received a call from Hillsborough that Stormy 03 had taken a hit and had bailed out on the 010/40/ of Channel 72. Playboy 06 was in the area and saw two chutes and heard the beeper. Nail 06 was in the general area and called to say he was receiving their beeper. King 06 proceeded to the general area, also receiving the beeper. Playboy 06 went to a tanker at 0530Z for fuel without pinpointing the location. At 0500Z SAR forces were requested. At 0515Z Nail 51 came into the area from the South to assist in locating the crew members. Working with Nail 06, Nail 51 located Stormy 03-B on the edge of a clearing in the trees and was appointed On-Scene Commander at 0515Z and instructed to attempt to locate Stormy 03-A. The Alpha man was located a few minutes later a short distance up the ridge to the north. Weather was reported overcast with ceiling 100 ft.

2. (C) Sandy 01, 02, 03 & 04 arrived at 0615Z and Sandy 01 was appointed On-Scene Commander after being briefed by King 06 and Nail 51. Jolly Green 42 & 22 joined up with Spad 11 & 12 at 0610Z and were directed into the SAR area in order to attempt an early pick up since the area seemed permissive and no ground fire had been encountered. At 0650Z Nail 06 led Jolly Green 42 and 22 with Spad 11 & 12 into the area and turned them over to Sandy 01 to attempt the pick up.

3. (C) Jolly Green 42 was vectored over the Stormy 03-A position but could not make the pickup due to the Bravo man responding to the instructions; so Jolly Green 42 moved over to the Bravo position and picked him up at 0715Z. Jolly Green 42 then moved back to the Alpha position and picked him up at 0725Z. Both were reported in good shape and no ground fire was encountered. King 6 gave the Jolly Greens a heading of 090° to join up with King 10 for refueling. At 0745Z refueling was complete and all SAR forces had been instructed to return to base.

4. (C) SAR Forces (used and/or available)

Sandy 1, 2, 3, 4, 5, 6
Jolly Green 42, 22, 83, 72, 76, 81, 33, 21
Spad 11, 12, 1, 2
King 6, 10, 2

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

atd 1

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FACs

Nail 06, 51, 57

Playboy 06

Playboy 02 (not used)

Other Aircraft Available (not used)

Champion 405

Vanguard 945

Atlanta 11

Bilk 35

Bobcat 46

Jolly Green 33, 21

Shad 01, 02

5. (U) King 6 Crewmembers:

AMC/AC LTC PREWETT

CP MAJ KIMMEL

N CPT FOLLMER

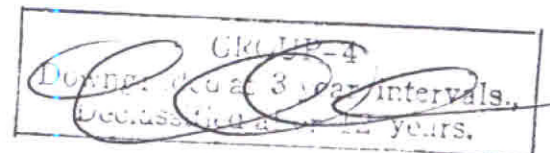
RO SSG GARNER

FE MSG KILGORE

FE TSG NEPHEW

LM SGT HATTON

James V. Prewett
for JAMES V. PREWETT, Lt Col, USAF
Airborne Mission Commander/Aircraft Commander



~~CONFIDENTIAL~~

CONFIDENTIAL

MISSION NARRATIVE REPORT

DATE: 23 April 1970

MISSION NUMBER: 1-3-032 23 April 1970

FLIGHT DESIGNATION: Jolly Green 42 and Jolly Green 22

MISSION OBJECTIVE: Search and rescue Stormy 03

LOCATION: 16° 23'N 106° 37'E

SAVES: Two Combat Saves.

DOWNGRADED TO
CONFIDENTIAL ON 9 APR 13
IAW EX. ORDER 11 52

Classified by del 132011A
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (S) SUMMARY OF SAR ACTIONS: Jolly Green 42 and 22 were scrambled from Channel 77 at 1305L on 23 April 70. Jolly Green 42 proceeded directly to the SAR area 004/47/72. Enroute weather was no problem. Cumulus clouds with tops at 7000 ft. and scattered buildups with tops 15,000 to 20,000 ft. We orbited at 270/35/77 for approximately 55 minutes waiting for Spads 11 and 12 to escort the Jolly Greens across the fence. Radios were busy all the time, however excellent discipline permitted all instructions to be passed to the applicable aircraft. At 1425L Jolly Green 42 and 22 and Spads 11 and 12 departed holding area for the SAR area. The Sandys reported negative ground fire and an immediate pickup attempt was to begin. Because of the negative ground fire no ordinance was delivered by the Sandys or Spads. At 1502L Jolly Green 42 was in the SAR area and began descent for the pickup attempt. Stormy 03A was to be picked up first. Jolly Green 42 had difficulty locating Stormy 03A so the effort was directed to Stormy 03B since his position was known more accurately. At 1515L Jolly Green 42 had Stormy 03B aboard and proceeded to pickup Stormy 03A. At 1520L Stormy 03A was picked up. Both survivors were in good shape and they were able to assist the Jolly Green with headings and distances to their positions. Negative ground fire was received. Jolly Green 42 and 22 departed immediately to air refuel with King 10. Jolly Green 42 and 22 received 25 to 30 rounds of 37mm and 23mm ground fire while crossing the route structure after air refueling. Jolly Greens headed for Channel 69 and feet wet to Channel 77. Jolly Green 42 and 22 landed at Channel 77 at 1650L with both survivors.

2. 4 Sorties/11.9hrs/HH-3E/37ARRS; 4 Sorties/10.7hrs/HH-53/40 ARRS; 4 Sorties/7.5hrs/A-1E/OLAA, 56SOW; 6 Sorties/18.3hrs/A-1E/56SOW 2 Sorties/4.6hrs/HG-13OP/39ARRS

3. None

4. None

5. N/A

CONFIDENTIAL

AD-70-1337 *at 1*

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Control # 70-37-0050

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

CONFIDENTIAL

6. JOLLY GREEN CREWS:

Jolly Green 42

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

Jolly Green 22

AC Capt. George Hittle
CP Maj. George Hitt
FE Sgt. Robert J.P. LaFramboise
RS Sgt. Robert Reisig

Charles W. Bond

CHARLES W. BOND, Major, USAF
Aircraft Commander

CONFIDENTIAL

CONFIDENTIAL

MISSION NARRATIVE REPORT

DATE: 23 April 1970

MISSION NUMBER: 1-3-032 23 April 1970

FLIGHT DESIGNATION: Jolly Green 42 and Jolly Green 22

MISSION OBJECTIVE: Search and rescue Stormy 03

LOCATION: 16° 23'N 106° 37'E

SAVES: Two Combat Saves.

DOWNGRADED TO
CONFIDENTIAL ON 9 APR 13
IAW EX. ORDER 1152

Classified by ad/32000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (S) SUMMARY OF SAR ACTIONS: Jolly Green 42 and 22 were scrambled from Channel 77 at 1305L on 23 April 70. Jolly Green 42 proceeded directly to the SAR area 004/47/72. Enroute weather was no problem. Cumulus clouds with tops at 7000 ft. and scattered buildups with tops 15,000 to 20,000 ft. We orbited at 270/35/77 for approximately 55 minutes waiting for Spads 11 and 12 to escort the Jolly Greens across the fence. Radios were busy all the time, however excellent discipline permitted all instructions to be passed to the applicable aircraft. At 1425L Jolly Green 42 and 22 and Spads 11 and 12 departed holding area for the SAR area. The Sandys reported negative ground fire and an immediate pickup attempt was to begin. Because of the negative ground fire no ordinance was delivered by the Sandys or Spads. At 1502L Jolly Green 42 was in the SAR area and began descent for the pickup attempt. Stormy 03A was to be picked up first. Jolly Green 42 had difficulty locating Stormy 03A so the effort was directed to Stormy 03B since his position was known more accurately. At 1515L Jolly Green 42 had Stormy 03B aboard and proceeded to pickup Stormy 03A. At 1520L Stormy 03A was picked up. Both survivors were in good shape and they were able to assist the Jolly Green with headings and distances to their positions. Negative ground fire was received. Jolly Green 42 and 22 departed immediately to air refuel with King 10. Jolly Green 42 and 22 received 25 to 30 rounds of 37mm and 23mm ground fire while crossing the route structure after air refueling. Jolly Greens headed for Channel 69 and feet wet to Channel 77. Jolly Green 42 and 22 landed at Channel 77 at 1650L with both survivors.

2. 4 Sorties/11.9hrs/HH-3E/37ARRS; 4 Sorties/10.7hrs/HH-53/40 ARRS; 4 Sorties/7.5hrs/A-1E/OLAA, 56SOW; 6 Sorties/18.3hrs/A-1E/56SOW 2 Sorties/4.6hrs/HC-130P/39ARRS

3. None

4. None

5. N/A

CONFIDENTIAL

AD-70-1337 at 1

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Control# 70-37-0350

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

6. JOLLY GREEN CREWS:

Jolly Green 42

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

Jolly Green 22

AC Capt. George Hittle
CP Maj. George Hitt
FE Sgt. Robert J.P. LaFramboise
RS Sgt. Robert Reisig

Charles W. Bond
CHARLES W. BOND, Major, USAF
Aircraft Commander

FROM: 1508C

SUBJECT: SAR Report - Stormy 03

TO: D30

PROJECT CORONADO

25 Apr 70
INVEST

DO NOT DESTROY

No 0239220

1. A successful rescue was conducted on 23 April 1970 for Stormy 03 A&M. The aircraft, an F-4, went down at approximately 0500Z at UTM 40 790180 or 010/45/72. This report covers those activities relating to the Sandys during the rescue effort.

2. Stormy 03 was hit by enemy ground fire at approximately 0500Z on the 23 of April and both aircrew were required to eject shortly afterward. Very little was known prior to the initial launch of Sandy 01 & 02 due to the fact that no one actually had made contact with the survivors. Contact was made shortly afterward however and both survivors were determined to be in good shape.

3. Sandys 01 & 02 were scrambled at 0500Z and were airborne at 0520Z. At 0520Z Sandys 03 through 06 were scrambled and they were airborne at 0530Z and 0543Z. Spads 11 and 12 were scrambled from Channel 77 to escort Jolly Green 42 and 22 into the area. Two more Jolly Greens were ordered out of Channel 70 and two from Channel 108. These four additional Buffs were to rendezvous over Channel 89 and proceed into the southern November orbit area with Sandy 05 & 06 as escorts. Nail 51 was appointed On-Scene Commander and was assisted by Nail 06. No jet resources were utilized however they available on a rotating basis. Four Snake, 4 Whippy and 4 additional Sandys were ordered generated but never participated.

4. The area where the survivors were located was hilly karst in rather dense jungle. Elevation was approximately 2800' and some 5 kilometers from any major trail segment. There was no known defenses in the immediate vicinity and a friendly ground team was established somewhere in the surrounding area. Weather at the time of the crash was low stratus with bases 300 to 400' but was starting to break up somewhat by the time Sandy 01 & 02 arrived.

5. Nail 51, being familiar with the area let down under the cloud deck and established the location of both survivors and was able to lead Sandy 01 into the area to further pinpoint their exact position. No strikes were put in the area due to the presence of friendly troops and the fact that no opposition had been encountered.

6. No action had been taken prior to the arrival of the Sandys except to locate the position of the survivors and determine their position. All necessary rescue resources were ordered by King 06 and all were enroute to the scene.

7. Sandy 01 & 02, through the aid of Nail 51, pinpointed the survivors and expended only one Willie Pete bomb to mark the location in case the weather closed in. Determining that there were no active defenses and weather improving to the point that a pick up could be made Sandy 01 called in only

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SECRET

1

1503-70-000011

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

~~SECRET~~

one Jolly Green, 42, and led the remaining forces at y on top of the new
training cloud deck. Bill 06 led Jolly 42 into the area and Sandy 01 di-
rected him over the survivor. The pickup was made at 0720G on Alpha and
0727Z on Bravo. The details of the actual pick up are described in the at-
tached statement by Major Martin, Sandy 01.

8. There still appears to be a communication problem between the Blue Chip
and the rescue forces. Initially there were too many Sandys scrambled and
two of them had to egress from the scene to an area some 80 miles distant to
rendevous with the Jollys. The requirement should have been foreseen and
Sandys 03 through 06 could have been sent directly to a rendezvous point with
the Jolly Greens thus eliminating the confusion of trying to generate additional
resources or diverting other strike aircraft from a frugged mission to do the
job. The total resource requirement should have been studied then a plan made
instead of the reverse.

9. The telephone system in the SAR does need redistribution so that the SARCO
has an outlet to JACK. As of now the only outlet to that is on the unit by
the Combat Ops duty officer. The same applies to the project line for the
duty officer.

10. Since the SAR was completed with no opposition there are no awards
recommended however the Mills 06 and 51 should be commended for an outstanding
effort in extremely adverse weather conditions. Further Jolly Green 42 should
be commended for his efforts during the actual pick up.

Wallace E. Lorman
WALLACE E. LORMAN, Lt Colonel, USAF
Commander/SARCO

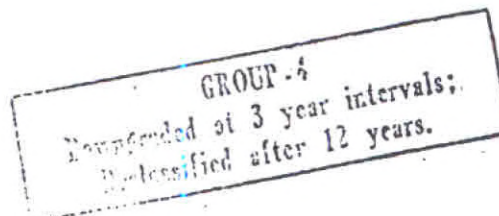
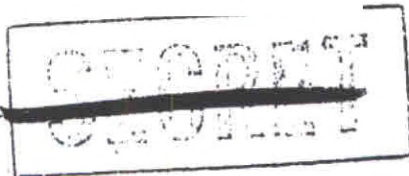
2 Atchs.

1. Statement, Sandy 01
Major Martin, 1803

2. Resources generated and used.

2

1803-70-000011



IMMEDIATE

CONFIDENTIAL

1/2

PT 00035

10. 4/11.9/HH-3E/37ARRS 4/10.7/HH-53/40ARRS 4/7.5/A-1E/OL-AA, 56SOW
6/18.3/A-1E/56SOW 2/4.6/HC-130P/39ARRS

17. 0/0/0/0/UNK/0/UNK/0

18. A. AC CHARLES W. BOND MAJ; CP LEONARD A. SEAGREN CAPT;
FE JOSEPH H. VAI SGT; RS DENNIS T. DUFFEY SSGT ALL OF 37ARRS

B. NELSON, MICHAEL W., CAPT, 366TFW; FOMQUIST, JOHN D., JR,
1LT, 366TFW

19. A. 1 MILE RADIUS OF 16-22N, 106-39E 100 PERCENT EFFECTIVE.

B. S/E H. 2 COMBAT USAF AIRCREW MEMBER ARRS SAVES/2 AIR
REFUELINGS/ AIRCRAFT DOWNED BY HOSTILE FIRE/2AIR CREW/ NEG
PJ DEPLOYMENT. INITIAL REPORT FROM KING 6 WAS HAVING HEARD
THAT STORMY 03 HAD BEEN HIT AND WAS GOING DOWN. THE INITIAL
INDICATIONS THAT THE CREW SURVIVED WAS RECEPTION OF BEEPER
FOR SHORT DURATION. GROUND FIRE WAS REPORTED IN THE VICINITY.
THE SAR FORCES WERE SCRAMBLED AT FIRST REPORT OF STORMY 03

PAGE 4 RUMJBB0164 C O N F I D E N T I A L

GOING DOWN. AT 0520Z NAIL 51 HAD ESTABLISHED BOTH VOICE AND
VISUAL CONTACT WITH THE SURVIVORS. SANDY'S 1 THRU 4 ARRIVED
AT 0615Z. SANDY 01 ASSUMED ON-SCENE-COMMAND. THE AREA WAS
DETERMINED TO BE SECURE SO JOLLY GREEN 42/22 WERE ESCORTED TO
THE SURVIVORS SITE BY SPADS 11 AND 12. THE RECOVERY OF BOTH
SURVIVORS WAS COMPLETED OVER A SPAN OF SEVEN MINUTES. THE
COMPLETE LACK OF GROUND FIRE WAS AN UNEXPECTED BENEFIT. GP4.

016

NNNN#

4 11.9
4 10.7
2 14.8
10 37.2

DATE: 23 APR 1970

Actn	Info	ROUTING	Init	File
		AROC		
		AROC		
		AROC		
Remarks:				

IMMEDIATE

CONFIDENTIAL

~~SECRET~~

(S) Upon arrival at the scene, Sandy 01 received a briefing on the area and the location of the chute from Covey 237. He then took over as On-Scene Commander and established voice contact with the survivor. Ad Lib 11 was generally all right, except for the burns, and he had not detected any enemy movement during the night. Sandy 01 made several passes over the area until he had definitely established the location of Ad Lib 11 a short distance up the slope from his parachute. Sandy directed the Covey FAC to put in fast movers on several roads in the area, and generally around the survivor. He briefed the Smoke 21 flight on where he wanted their ordnance placed. Sandys 03 and 04 and the Jollys were briefed concerning the ingress, pick-up, and egress procedures.

(S) The rescue turned out to be a model pick-up, with the Smoke flight creating a three-sided box into which the Jolly ingressed from his IP. The survivor popped his smoke on command and was immediately spotted by the helicopter. The pick-up was uneventful. No ground fire was observed during the operation, but Sandy 01 did take one small arms hit.

(S) ^{14/} Cn 23 April 1970 a successful SAR was conducted for Stormy 03 Alpha and Bravo. The aircraft, an F-4, went down on approximately the 010 degree radial at 45 DFE from Channel

~~SECRET~~

~~SECRET~~

72. The aircraft had been hit by ground fire at 1200J, and both crew members were forced to eject almost immediately. Sandys 01 through 04 were launched and received the position of the survivors from King 06. Spads 11 and 12 were also dispatched to the scene to rendezvous with Jolly Greens 42 and 22. Nails 06 and 51 were on-scene as the SAR force was launched, and Nail 51 was appointed initial On-Scene Commander.

(3) The Nails conducted a search for the survivors and had their positions identified when the Sandys arrived on the scene. Weather was broken, with cloud bases 300 to 400 feet in the SAR area, but there was a definite clearing trend.

(S) Nail 06 led the Sandy force to the rescue area while Nail 51 maintained contact with Stormy Alpha and Bravo. Nail 51 then proceeded to pinpoint the survivors' position to the SAR force. Bravo had landed within 10 meters of a clearing and was visible, but Alpha was down in very dense jungle and his position could only be approximated to within 100 meters. Once the SAR force had been briefed, Sandy 01 assumed command and the Nails cleared the rescue area and held to the west. Successive passes by Sandy aircraft failed to draw ground fire, and indicated that the area was very permissive. In addition, King 06 informed Sandy 01 that a friendly ground team was in

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the general area and requested that ordnance not be expended unless absolutely necessary. Sandy 01 dropped an unarmed M-47 to mark the pick-up area and decided to bring in the helicopters and their escorts. It was decided that Nail 06 would lead this force into the pick-up area, while Sandy 01 maintained a visual reconnaissance. The combination of mountainous terrain and low cloud cover dictated that only one helicopter make the rescue attempt, escorted by Sandys 01 and 02. The remainder of the SAR force held high over the clouds. Jolly Green 42 made the pick-up run. Alpha had difficulty making visual contact because his radio transmissions were garbled. His one smoke flare was ineffective in the dense foliage. He was eventually located and extracted, as was Bravo.

(S) Egress was effected without incident.

^{15/}
(S) Falcon 93 was shot down on 2 May 1970 while escorting Swanee. King 04 directed Sandys 01 through 04, and Jolly Greens 83 and 79 to the crash site from the November Orbit. Spads 11 and 12 with Jolly Greens 35 and 87, were called in from the India Orbit. Survivors' position was given as 310 degrees for 36 NM from Channel 103, or approximately eight miles south/southeast of the Bat Lake, in the southern part of North Vietnam.

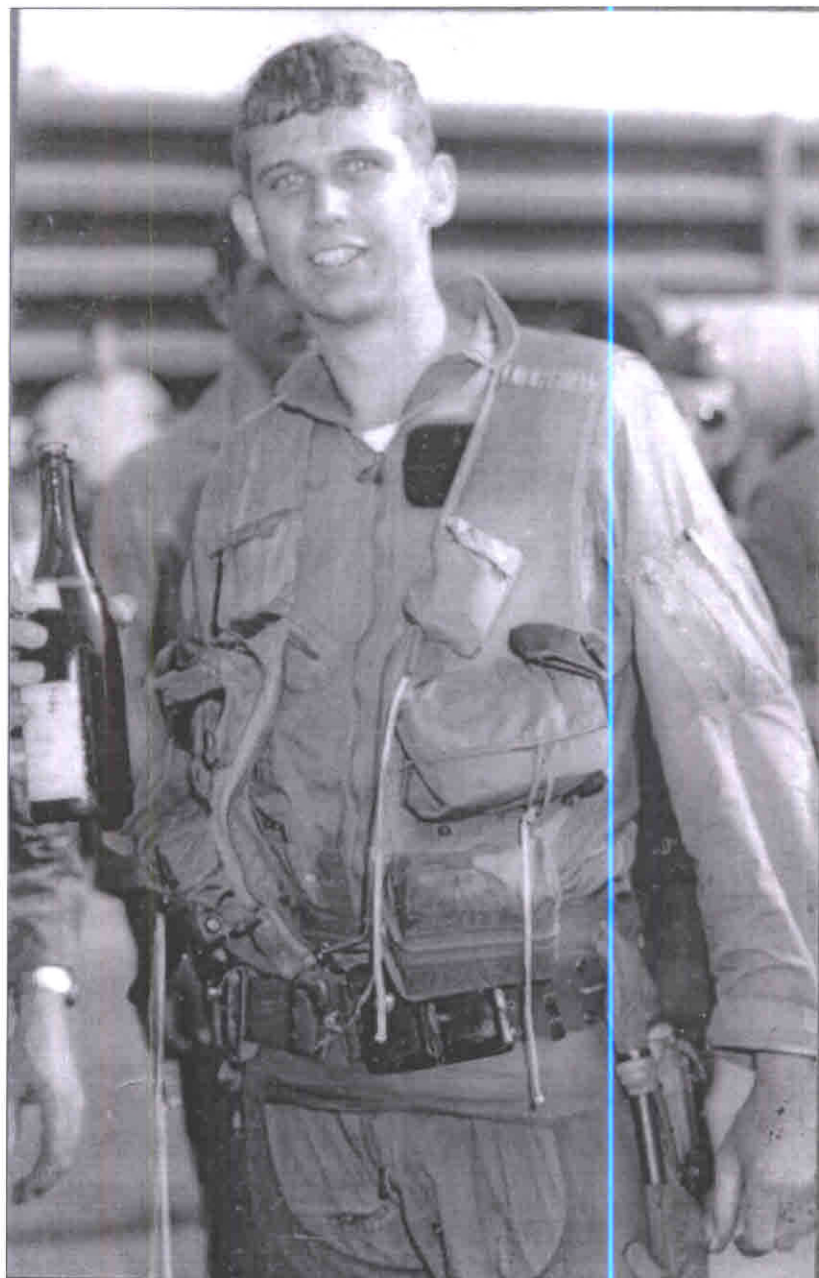
(S) Initial On-Scene Command was given to Sandy 01, with Spad 11 subsequently assuming command on his earlier arrival. A low altitude search located the survivors in an area of moderate foliage consisting of scrub trees and elephant grass, varying from 10 to 20 feet

~~SECRET~~



SAVE 551. JRG

23 APR 70



TWO SATISFIED CUSTOMERS

551 and # 552

23 APRIL 1970

23Apr70.jpg

AF Museum Photo

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (S)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Crew, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Mekkers, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Mara, Capt Fechsner, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SN-3A crew members, Lt David Georgus, Lt JC Samuel Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Firse, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dewey, Maj Shows, SSgt Andrews, and A2C Pighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Firse, Capt Fechsner, SSgt Ely, and A2C Klenowich rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Pighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

4/0

Mission Narrative Report

3 ARRGp (JRCC)

DATE: 25 April 1970

MISSION NUMBER: 2-3-029, 25 Apr 70

FLIGHT DESIGNATION: Jolly Green 83

MISSION OBJECTIVE: Rancho 42

LOCATION: 170/59/70

SAVING: Rancho 42B (Non Combat)

SUMMARY OF SAR ACTIONS:

1. On 25 Apr 70 at 1655L, JG 83 was scrambled from Ch 70 and proceeded to the SAR area of a downed W-4, Rancho 42 A & B, at 170/59/70. At 1720L JG 83 arrived on scene, was guided to the pick up location, and descended in for the rescue. Voice contact was established with Rancho 42B and vectors were given to his position. A large rice paddy near his position was sighted and the AC elected to land his helicopter. Both PJs departed the aircraft and proceeded to the Bravo man. First aid was administered for his cuts, burns, and possible broken elbow. He was brought back on board the helicopter by the two PJs aided by several friendly local people. Due to the survivors medical condition, JG 83 was told to RTB to Ch 70 and JG 79 who was now arriving on scene would conduct the search for Rancho 42A. JG 83 arrived back at Ch 70 at 1800L.

2. The survivor was Rancho 42B (Name unknown at this time)

3. Jolly Green 83 crewmembers were:

AC: Capt Richard M. Baskett
CP: Capt James T. Jewett
FE: SSgt Travis R. Hendrix
PJ: MSgt Ronald R. Jaccala
PJ: Sgt Harry E. Caffery

SIGN

RICHARD M. BASKETT, Captain, USAF
Aircraft Commander, Jolly Green 83

~~SECRET~~

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~~

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

CONFIDENTIAL

2505 10

TCZYUW RUSVAGA3160 1141245-CCCC--RUCIEUA.

Q 241238Z APR 70 ZFD RUSVAGA

FM DET 7 38ARRS DANANG AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUCIEUA/HQ ARRS/AROC/SCOOT AFB ILL

RUSQ SNA/3ARRGP/JRCC/TAN SON NHUT AB RVN

INFO RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

RUCIEUA/MAC/MCP/MAOCDA/SCOTT AFB ILL

RUSVTAA/7AF/DO1/DO7/DP/DI/BDPMP/TACC/CC/TSN AB_RVN

RUKLAAA/TAC/DCOSLR/LANGLEY AFB VA

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS

RUHHQHA/CINCPAC/CC/HICKAM AAFB HAWAII

RHMSMVA/MACV/SAIGON RVN

RUEOGDA/ARDC/ABERDEEN PROVING GROUND MD

ZEN/366TFW/COMDR/DANANG AB RVN

BT

C O N F I D E N T I A L JOPREP JIFFY RESCUE, DET 7, 38ARRS/APR 70.

SUBJECT: RESCUE INFORMATION REPORT (U)

1. RESCUE OPENING/CLOSING REPORT 24 APR 70.

PAGE 2 RUMJBA3160 C O N F I D E N T I A L

2. 7-38-015-24 APR 70.

3. A. MEDEVAC ONE WOUNDED SOLDIER. B THRU H S/E.

4. OL-1, 3ARRGP/24 APR 70/0850Z.

5. N/A

1HH-43F/DET 7 38 ARRS/08502/24 APR 70.

7. LAUNCHED PEDRO 91 AT 0855Z/24 APR 70.

8. 1604N 10813E

9. NOT A FACTOR.

10. DET 7 38ARRS/CAPT VOIGT

11. UNK

12. DET 7 38ARRS/1604N 10813E/0900Z/24 APR 70.

13. DET 7 38ARRS/HH-43F/LITTER LOAD /0900Z/24 APR 70.

14. 1/1/1/1/0/0

15. TAKEN TO 95TH ARMY HOSPITAL, DANANG RVN.

16. 1/0.4/DET 7 38ARRS/HH-43F.

17. A. 0/0/0/0/4/0/0/1 B. N/A.

18. A. PILOT-CAPT DAVID A. VOIGT/DET 7 38ARRS (MAC)

COPILLOT-MAJ JOHN A. TYSON

FLT ENG-SSGT ERNEST L. LONG

PJ-SGT JOHNNY L. RIDDRICK/DET 6 38ARRS (MAC)

PAGE 3 RUMLJBA3160 C O N F I D E N T I A L

B. E-5 ROGER E. WEST/242-78-9239/USA, B BTY 94TH ATLY.

19. QUEEN ALERTED PEDRO 91 OF A GUNSHOT WOUNDED E-5 THAT REQUIRED IMMEDIATE MEDEVAC. CAPT ROBERT T. SEATION USAF, 366TH DISPENSARY WAS THE ATTENDING PHYSICIAN. PEDRO 91 WAS LAUNCHED, PICKED UP LITTER LOADED PATIENT AND DELIVERED HIM TO THE 95HT ARMY HOSPITAL, DANANG. PEDRO91 RETURNED TO THER ALERT PAD AND TERMINATED AT 0919Z 24 APR 70. ONE COMBAT SAVE IS CREDITED.

Classified by SP-1 J. J. [illegible]
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 11/19/76

OPN	QTY
ARRAS	1
INER	QTY
MCP	1
ODC	9
	11

IMMEDIATE

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[illegible]

DUANE W. FARNHAM
Capt. USAF

42m
54102

[illegible]

Individual
Contacted:

Local time
and Date:

2. 7-38-016-25 APR 70.
3. MEDEVAC SOLDIER WITH CHEST WOUNDS.
4. 903 AEROMEDEVAC SQ/25 APR 70/0300Z.
5. N/A
6. 1HH43F/DET 7 38ARRS/0304Z/25 APR 70.
7. PEDRO 91 LAUNCHED AT 0304Z/25 APR 70.
8. 1604N, 10813E
9. NOT A FACTOR

Classified by Det 7 38ARS
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 21 Aug 76
 APR 78.

11. UNK
12. DET 7 38ARRS/1604N 10813E/0305Z/25 APR 70
13. DET 7 38ARRS/HH43F/LITTER LOAD/0305Z/25 APR
14. 1/1/1/1/0/0/
15. TAKEN TO 95TH ARMY HOSP DANANG RVN.
16. 1/0.4/DET 7 38ARRS/HH43F
16. A. 0/0/0/0/4/0/0/ B. N/A
18. A. PILOT-MAJ JOHN A TYSON/DET 7 38ARRS (MAC)
COPILOT-CAPT ROGER E. HILL
FLT ENG-SSGT JOSEPH L. COBURN
PJ-SGT EDWARD K. RENDLE/37TH ARRSQ (MAC)

19. PEDRO 91 MET AIREVAC FLIGHT, BOARDED SOLDIER WITH CHEST WOUNDS AND ORAL BLEEDING AND MEDEVACED PATIENT TO 95TH ARMY HOSP DANANG RVN. RETURNED TO DANANG AB AND TERMINATED MISSION AT 0324Z APR 24. ONE COMBAT SAVE IS CREDITED.
GP-4

~~CONFIDENTIAL~~

BT
3236

~~CONFIDENTIAL~~
MISSION NARRATIVE REPORT

DATE: 28 April 1970

MISSION NUMBER: 1-3-035

FLIGHT DESIGNATION: Jolly Green 33 and Jolly Green 86
Jolly Green 15 and Jolly Green 36

MISSION OBJECTIVE: Search and Rescue of Compromise 45 (UH-1)

LOCATION: 15°55'N; 107°48'E

SAVES: Three Combat Saves

Classified by 132110
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

SUMMARY OF SAR ACTIONS.

~~CONFIDENTIAL~~ DOWNGRADED TO
CONFIDENTIAL ON 1 Apr 78
BY ORDER 11 52

1a. (S) Jolly Green 33 and 86 were scrambled from Channel 77 at 0225Z. Jolly Green 33 and 86 proceeded directly to the SAR area, after climbing to 7000 ft to stay clear of weather. Weather in the area was reported at 3800 ft broken and winds calm. Jolly Green 33 and 86 were directed by Hostage Duke, the OSC, to an open area in the clouds and the crash site was spotted. The site was on the side of a steep ridgeline at approximately 2300 feet MSL. The temperature was 24 C. The area was thickly covered by trees and tall grass. There was no reported movement or enemy activity in the area. The crash was due to mechanical failure. At 0300Z Jolly Green 33 started a descent to attempt a pickup. Spads 11 and 12 were in the area but did not expend ordnance. Hostage Duke reported that survivors had burns and one possible back injury. The PJ was told to prepare himself to go down and help the survivors. At 0307Z Jolly Green 33 was in a hover over the crash site and the survivors were spotted. Because of several tall trees in the area Jolly Green 33 was forced to hover at 50 to 60 feet. The PJ was lowered to the ground on the penetrator and while he was helping the first survivor on to the penetrator Jolly Green 33 started experiencing small arms fire from our 3 o'clock position and received several hits. When the first survivor was about six feet from the door the ground fire had reached such intensity that Jolly Green 33 had to pull off. The FE pulled the survivor in the aircraft and secured him in the back of the helicopter. The survivor was in shock and was burned. He was made as comfortable as possible but no first aid was rendered. The PJ and one other survivor were still on the ground. The time at pull off was 0315Z. Jolly Green 86 joined up with Jolly Green 33 who had experienced battle damage, which had rendered the following systems inoperative: Number one transformer rectifier, the J-4 Compass, the co-pilot's attitude indicator, the automatic flight control system

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CONTROL # 70-37-00057

GROUP 1
Downgraded at 3 year
intervals; declassified
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AB-70-1314

~~CONFIDENTIAL~~

and the forward tanks which would not feed the engines. At 0332Z while enroute to Channel 77 an electrical fire broke out in the radio compartment and started filling the cockpit with smoke. The FE extinguished the fire and Jolly Green 33 requested 86 to assume the formation lead and make all radio communications so that Jolly Green 33 could turn off all radios to reduce the possibility of future fire in the radio compartment. Jolly Green 33 joined on the wing of Jolly Green 86 and Jolly Green 86 lead the formation back to Channel 77. When two miles out from Channel 77 Jolly Green 33 came to a hole in the clouds and made a spiraling descent through the hole. The VHF radio was turned back on and the Tower was contacted. Jolly Green 33 reported that he had battle damage and would be making a straight in approach to parallel taxiway 35. An uneventful shallow approach to a hover was made to the taxiway and a normal landing was made. Jolly Green 33 taxied back to the revetment area and the survivor was taken off of the helicopter on a stretcher and placed in the HH-43. Subsequent rotor and engine shutdown were uneventful.

1b.(S)Jolly Green 15 (Low) and Jolly Green 36 (High) were scrambled and airborne at 0325Z. Mission briefing and progress was obtained from Queen while enroute to holding fix of 253 degrees at 15 nautical miles off Channel 77 (Da Nang AB RVN TACAN). Due to weather enroute, which was broken to overcast with numerous thunderstorms, and above our service ceiling, I elected to remain under the clouds at an altitude of four to five thousand feet indicated. Due to weather and terrain we held an orbit point of 235 degrees/15 to 18 nautical miles off Channel 77, and notified the SAR forces. We arrived at the holding point at 0342Z. From this position I was able to observe the SAR forces visually and I was able to determine an entry route into the immediate area. At 0400Z Hostage Igor became On Scene Commander. At 0409Z Spad 11 directed us into the immediate SAR area and, while in a high orbit, I was given a formal briefing while observing the strikes, pertinent land marks, terrain, and approximate position of the survivors. I was then directed to hold in the valley where no hostile fire was reported and I was briefed on the best "run-in" heading. Enroute to the final holding fix I adjusted my fuel load by dumping fuel and dropping my external fuel tanks to prepare for survivor pick-up. All checklist had been previously accomplished and were rechecked at this time. While positioning my aircraft for the start of the "run-in" for the pick-up, smoke was being laid on both sides of the survivors from the valley to the top of the ridge on the run-in heading. We started our "run-in" at 0416Z. At approximately one mile out the Pararescueman (PJ), that was on the ground with the survivor, released his orange smoke flare and reported on his emergency radio that we were heading directly toward them. The orange smoke gave me an indication that the wind in their immediate area was light and variable. Before I slowed Jolly Green 15 into a hover position the orange smoke had dissipated and the white smoke columns were rapidly closing in. We conducted a visual search in the immediate area for the survivors, and shortly afterwards, my flight engineer spotted

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the PJ approximately thirty yards at three o'clock waving his escape and evasion map. The Flight Engineer directed me towards the survivors and the rescue penetrator was lowered to them. The survivors were in heavy brush, grass and tall trees on a fifty to sixty degree slope. There was a steep incline in front and to the right of us. I established a thirty to forty foot high hover which placed a higher tree directly by my main rotor blades at ten o'clock and another tree at twelve thirty approximately twenty feet in front of the main rotor blades. During the search and hover time the crew also concentrated on visual search for a missing survivor who was reportedly the radio operator of the downed aircraft. No other survivor was seen. Meanwhile the smoke encircled the aircraft, providing excellent cover from hostile forces. I was able to establish a good visual reference with the ground, and the two survivors were hoisted into the aircraft at 0426Z. Throughout the rescue, Cobra gunships and the Spads were strafing on both sides, below, behind, and in front of Jolly Green 15. When the survivors were on board Jolly Green 15, I backed the aircraft and made a 180 degrees climbing turn in IFR conditions. I notified Spad 11 and the SAR forces that we had the two survivors and of my immediate intentions concerning the escape route. During this time the PJ reported hostile gunfire from nine o'clock from the ridge-line. Both PJ's opened return-fire with our M-60 machine guns and we received no-hits. We became VFR and Spad 11 strafed under us clearing a sterilized exit path. Spad 12 and the Cobra gunships assisted in sterilizing the escape route and no further incidents occurred. Enroute to Da Nang my PJ administered aid to the survivor and reported he had first degree burns and that the survivor was in mild shock. He administered an I.V. to the survivor, while I reported the survivors status to Queen and King Four. The PJ who had been with the survivors, was in excellent condition and required no first aid. Queen advised us that an ambulance and doctor were waiting for us at Da Nang. Spad 11 and 12 escorted us back to Da Nang. We landed at 0455Z. The survivor was met by the medics. Rotor and engine shut-down was normal. We assumed Alert status as soon as tip tanks were installed and the aircraft refueled.

2. 4 Sorties/4.9hrs/HH-3/53/37 ARRS; 4 Sorties/11.4hrs/A-1E/OLAA 56 SOW; 1 Sortie /3.4hrs/HC-130P/39 ARRS; 1 Sortie/0.4hr/HH-43/Det 7, 38 ARRS.

3. None

4. None

5. a. 1 PJ
b. Penetrator
c. Two
d. Mild shock-First degree burns.
e. IV. administered to one survivor on Jolly Green 15
f. One survivor to 95th Medevac Hospital; 1 to Da Nang Dispensary
g. Satisfactory

Good mission!

CONFIDENTIAL

6. JOLLY GREEN CREWS:

Jolly Green 33

AC Capt. Joseph M. Nall
CP Capt. Richard C. Tobin
FE Sgt. Ronnie L. Painter
RS SSgt. Jules C. Smith

Jolly Green 15

AC Maj. Edward L. Hlavaty
CP Maj. George C. Hitt
FE Sgt. Joseph J. Vai
RS Sgt. Robert Reisig

Joseph M Nall
JOSEPH M. NALL, Captain, USAF
Aircraft Commander Jolly Green 33

Jolly Green 86

AC Capt. Jerald A. Brown
CP Capt. Albert W. Palmer
FE SSgt. Edward J. Koebernik
RS MSgt. Harold W. Harvey
RS TSgt. John F. Heitsch

Jolly Green 36

AC Maj. Emmett E. Hatch, Jr.
CP Capt. John Hamiga
FE Sgt. Brian W. Murray
RS MSgt. Malcolm E. Williams

Edward L Hlavaty
EDWARD L. HLAVATY, Major, USAF
Aircraft Commander, Jolly Green 15

DATE: 28 Apr 70

30 April 1970

MISSION NUMBER: 1-3-035-28 APR 70

AIRCRAFT DESIGNATION: KING 4

(S) LOCATION: 253/24/77

DISTRESSED AIRCRAFT: COMPRISE 45 UH-1

SAVES: 21 Combat A MEX. ORDER 11652

Classified by DAI 301169
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (C) At approximately 0225Z Hostage Duke gave a Mayday call for King on 243.0 mhz. He stated he had an aircraft down. He was told to change to 364.2 which he did and said that an UH-1 had crash landed. He was in the area with two Cobra gunships and the downed aircraft was burning. Voice contact was established with the survivors and the initial report was given as 4 survivors with 1 missing. This later was corrected to a total of 3 persons aboard and of the 3, one was missing.

2. (C) Jolly Green 33(L) & 86(H) plus Spads 11 & 12 were launched from Ch 77. Hostage Duke reported that the weather and terrain precluded the use of fastmovers. The weather was 3800 broken and the survivors were at the 2300 ft level.

3. (C) At 0307Z Jolly Green 33 commended the pick up with Spads 11 & 12 and Hostage Duke standing by to provide suppression fire power. No unfriendly forces or ground fire had been observed by the survivors or aircraft prior to Jolly Green 33 commencing its hover. At 0316Z Jolly Green 33 announced that he had one survivor aboard, that he had taken ground fire and one T.R. unit was inoperative and he had left his P.J. on the ground. Jolly Green 86 escorted Jolly Green 33 back to DaNang.

4. (C) Spad 11 & 12 proceeded to sterilize the area. Hostage Igor replaced Hostage Duke as on scene FAC. Jolly Green 15 & 36 were held high until Spad 01 & 02 joined forces with Spads 11 & 12. The area was further sterilized by the Spads and helicopter gunships directed by Hostage Igor.

5. (C) At approximately 0416 Jolly Green 15 commenced pick up operations and retrieved the remaining survivor and Jolly Green 33's P.J. at 0426Z. Jolly Green 15 & 36 RTB'd to Ch 77 along with Spads 01 & 02. Spad 11 & 12 remained in the area looking for the missing man. Hostage Igor put in a request for a ground team to be inserted to search for the missing man. The missing man was the DCP operator.

AD-70-1337 atel 2
GROUP 4
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Declassified at 12 years
39-70-088

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6. (C) Resources:

Forces Used

SAR

Jolly Green 33 & 86, 15 & 36
Spad 11 & 12, 01 & 02

Fire Suppression Forces

Hostage Duke
Hostage Igor
Hostage Alpha
Hostage Fox
Scarface 53, 21, 24, 26
Comprise 10 & 4

Forces Not Used

Misty 13
Lovebug 008 flight
Lopez 12
Chatterbox (2 flights Ch-46)

7. (U) Negative air refueling.

8. (U) All forces are to be commended on their professional approach to this SAR effort.

9. (U) King 4 Crewmembers:

AC/AMC MAJ FLEMING
CP MAJ SCHERER
N CPT SEEGER
RO TSG GILMORE
FE SSG MCDANIEL
FE SSG REAVES
LM SSG ROSS

Russell A. Fleming
RUSSELL A. FLEMING, Major, USAF
Aircraft Commander/Airborne Mission Commander

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

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39-70-088

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IMMEDIATE

PT 00172

JTTCZYUW RUMLJBA3946 1180740-CCCC--RUCIEUA.

ZNY CCCCC

O 280722Z APR 70

FM 37 ARRSQ DANANG AB RVN

TO RUEFHQA/CSAF

INFO RUEKAAA/AFEOC FT RITCHIE MD

RUCWAAA/HQ USAF ALT CP MAXWELL AFB ALA

RUCIEUA/MAC/CP

RUCIEUA/ARRS/AROC/SCOTT AFB ILL

RUHHABA/41 ARRWG HICKAM AFB HAWAII

RUSQNA/3 AFFGP TAN SON NHUT AB RVN

RUHHABA/CINCPACAF/CC

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

ZEN/366TACFTRWG/TUOC/DA NANG AB RVN

BT

C O N F I D E N T I A L / JOPREP JIFFY/37(0)/OPREP-BEELINE 010

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

B. N/A

C. RESCUE MISSION NUMBER 1-3-035, 28 APR 70

D. N/A

E. AIRCRAFT BATTLE DAMAGE

F. APPROXIMATELY 28°0315Z APR 70, APPROXIMATE LOCATION 1555N, 10748E

G. AT APPROXIMATELY 0315Z, 28 APR 70, HH-3E-67-14704, 37 ARRSQ DANANG AB, RVN, WHILE ENGAGED IN AN AIRCREW RECOVERY OPERATION, SUSTAINED BATTLE DAMAGE FROM ENEMY GROUND FIRE WHILE HOVERING OVER SURVIVORS, APPROXIMATE LOCATION: 1555N 10748E, 25 NM WSW OF DA NANG AB RVN. WEATHER IN AREA: 3 TO 4 THOU FT SCATTERED, VARIABLE. BROKEN, WND LIGHT AND VARIABLE, CEILING RAGGED, CB NORTH THRU NORTHWEST. THERE WERE NO CASUALTIES. AIRCRAFT RECEIVED SEVEN HITS FROM AUTOMATIC WEAPONS, BELIEVED TO BE AK-47. RESULTS OF HITS: POSSIBLE MAIN ROTOR HEAD CHANGE, FOUR DAMAGED TAIL ROTOR BLADES, TWO DAMAGED MAIN ROTO BLADES, EXTENSIVE DAMAGE TO ELECTRICAL WIRING SYSTEMS. HIT(S) IN RADIO COMPARTMENT RESULTED IN A FIRE IN THAT AREA. AIRCRAFT WAS LANDED 13 MILES WEST OF DANANG TO EXTINGUISH FIRE. FIRE EXTINGUISHED, THE AIRCRAFT WAS FOWN BACK TO DANANG AB. OTHER MALFUNCTIONS RESULTING FROM HITS WERE: FORWARD FUEL TANK FEED FAILURE, NUMBER ONE TRANSFORMER RECTIFIER OUTAGE, CO-PILOT'S ATTITUDE INDICATOR OUTAGE, AFCS MALFUNCTION RESULTING IN SHUTDOWN OF SYSTEM, AND J-4 COMPASS OUTAGE. AIRCRAFT IS UNDER NORMAL SECURITY AT HOME STATION.

H. N/A

GP-4

BT

#3946

NNNN#

OPR	CYR
MCD	1
INFO	CYR
CLS	2
ODC	9
STA	1
FOI	1
EG	1
OLD	1
PDC	2
ARRS	1

19
D

ODC/MDE

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DECLASSIFIED ON 31 Dec 76

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O 300052Z APR 70
FM HQ 41ARRWG HICKAM AFB HI
TO HQ ARRS AROCP SCOTT AFB IL
BT

THE FOLLOWING RESCUE OPENING/ PROGRESS REPORT 280837Z APR 70 FROM
OL-1 3 ARRGP IS TRANSMITTED FOR YOUR INFO.

1. RESCUE OPENING/ PROGRESS REPORT-28 APRIL 70

2. MISSION NUMBER 1-3-035-28 APRIL 70
3. A. TACTICAL B. UNK C. CAMOUFLAGED/151280/UH-1E/COMPRISE 45
D. USA E. HML-167, 1 MAW F. 1/LT BILL CLARK, USMC G. 3
H. SURVIVAL RADIOS, PERSONAL WEAPONS
4. KING 4 ALERTED OL-1, 3 ARRG P AT 28/0227Z
5. N/A
6. JOLLY GREENS 33 AND 36, SPADS 11 AND 12 ALERTED 28/0229Z
7. SAME AS 6
8. 15-54N, 107-48E
9. WEATHER A. 4500BROKEN, VIS 5 MILES RAIN B. N/A C. N/A
10. OL-1, 3ARRGP. MAJOR L.W. DIXON, MSGT D. E. GRAGG, A1C K. EVERTS

11. TADC, HOSTAGE FACS
12. HOSTAGE DUKE WAS ON SCENE (15-54N, 107-48E)
13. 37ARRS/HH-3E/STOKES LITTER-0315Z/PENETRATOR-0425Z
3/2/2/2/1/0
15. CO-PILOT TAKEN TO 95TH EVAC HOSP, PILOT TAKEN TO DANANG AB
HOSP.
16. 4/4.9/HH-3E/37ARRS; 4/11.4/A-1E/OL-11,56SOW; 1/3.4/HC-130P/
1/0.4/HH-43B/DET 7, 38ARRSQ.
39 ARR
17. 0/0/0/0/0/0/1/UNK
18. A. JOLLY GREEN 33/AC CAPT RICHARD C. TOBON, CP JOSEPH M.
NAIL, FE SGT RONALD L. PAINTER, RS SSGT JULES C. SMITH
B. 1/LT JAMES S. MYERS, USMC
A. JOLLY GREEN 15/AC MAJOR EDWARD L. HLAVATY, CP MAJOR
GEORGE C. HITT, FE SGT JOSEPH J. VIA, RS SGT ROBERT REISIG.
B. 1/LT BILL CLARK, 0102471, USMC
19. A. 100 PERCENT EFFECTIVE. B. S/E H. TWO USMC CREW MEMBERS/
TWO COMBAT ARRS SAVES CREDITED/HELO NOT DOWN DUE TO HOSTILE
ACTION/ NO AIR REFUELIGS/ ONE PJ DEPLOYMENT. COMPRISE 45 WENT
DOWN DUE TO MECHANICAL FAILURE AT 28/0225. THIS RCC IM-

[illegible]

IMMEDIATELY LAUNCHED JOLLY GREENS 33 AND 36, SPADS 11 AND 12. THE JOLLYS WERE AIRBORNE AT 0240Z AND THE SPADS 5 MINUTES LATER. HOSTAGE DUKE (OV-10FAC) WAS ON SCENE COMMANDER UNTIL SPAD 11 ARRIVED AT 0256Z. THE AREA APPEARED TO BE SECURE.

DECLASSIFIED ON 3/10/76

IMMEDIATE

CONFIDENTIAL

IMMEDIATE

PT 00156

* ~~CONFIDENTIAL~~ *

SO JOLLY GREEN 33 HOVERED OVER THE CRASH, LOWERED A PJ TO ASSIST THE TWO INJURED SURVIVORS, PICKED UP ONE WITH A JUNGLE PENETRATOR, AND THEN WAS FORCED TO PULLOUT DUE TO GROUND FIRE. JOLLY GREEN 33 TOOK HITS THAT DISABLED PART OF HIS ELECTRICAL SYSTEM. HE PROCEEDED TOWARD DANANG ESCORTED BY JOLLY GREEN 86. ADDITIONAL FORCES WERE SCRAMBLED AFTER GROUND FIRE WAS RECEIVED. JOLLY GREENS 15 AND 36, SPADS 01 AND 02 WERE AIRBORNE AT 0325Z. ALSO, FOUR SCARFACE COBRA GUNSHIPS WERE LAUNCHED BY TADC AT DANANG. SPADS AND GUNSHIPS EXPENDED ORDNANCE FOR ABOUT ONE HOUR TO SILENCE GROUND FIRE, A SMOKE SCREEN WAS PUT DOWN, AND JOLLY GREEN 15 WAS CALLED INTO THE AREA AT 0416Z. JOLLY GREEN 15 ATTEMPTED AN EARLIER PICKUP AT 0343Z, BUT WAS FORCED TO PULL OFF BY GROUND FIRE. PICKUP OF ONE SURVIVOR AND THE PJ WAS COMPLETE AT 0425Z. NO HITS WERE TAKEN, ONE CREW MEMBER OF COMPRISE 45 IS MISSING. THE RADIO OPERATOR WAS NOT SEEN AFTER THE CRASH BY EITHER THE RECOVERED SURVIVORS OR THE PJ, WHO WAS ON THE GROUND 1 HOUR LUS 15 MINUTES. THE HELO BURNED AFTER THE CRASH, AT THIS TIME A MARINE GROUND TEAM IS ATTEMPTING TO REACH THE CRASH SITE BUT IS ENCOUNTERING SEVERE HOSTILE ACTION. THIS RESCUE MISSION WILL REMAIN OPEN PENDING INFORMATION FROM THE 1ST MAW CONCERNING RECOVERY EFFORTS BY GROUND FORCES. SURVIVOR OFF JOLLY GREEN 33 WAS TAKEN TO 95TH EVAC HOSP BY HH-43 HELO FROM DET 7, 38ARRSQ.

GP-4.

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

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~~CONFIDENTIAL~~ 41(OC)

THE FOLLOWING RESCUE OPENING/ PROGRESS REPORT 280837Z APR 70 FROM
OL-1 3 ARRGP IS TRANSMITTED FOR YOUR INFO.

C O N F I D E N T I A L/JOPREP JIFFY/OL-1,3 ARRG/RESCUE 035-28 APR70

1. RESCUE OPENING/ PROGRESS REPORT-28 APRIL 70

2. MISSION NUMBER 1-3-035-28 APRIL 70

3. A. TACTICAL B. UNK C. CAMOUFLAGED/151280/UH-1E/COMPRISE 45

D. USA E. HML-167, 1 MAW F. 1/LT BILL CLARK, USMC G. 3

POB H. SURVIVAL RADIOS, PERSONAL WEAPONS

4. KING 4 ALERTED OL-1, 3 ARRGP AT 28/0227Z

5. N/A

6. JOLLY GREENS 33 AND 36, SPADS 11 AND 12 ALERTED 28/0229Z

7. SAME AS 6

8. 15-54N, 107-48E

9. WEATHER A. 4500BROKEN, VIS 5 MILES RAIN B. N/A C. N/A

10. OL-1, 3ARRGP. MAJOR L.W. DIXON, MSGT D. E. GRAGG, A1C K. EVERTS

PAGE 2 RUHHABA1691 C O N F I D E N T I A L

11. TADC; HOSTAGE FACS

12. HOSTAGE DUKE WAS ON SCENE (15-54N, 107-48E)

13. 37ARRS/HH-3E/STOKES LITTER-0315Z/PENETRATOR-0425Z

• 3/2/2/2/1/0

15. CO-PILOT TAKEN TO 95TH EVAC HOSP, PILOT TAKEN TO DANANG AB HOSP.

16. 4/4.9/HH-3E/37ARRS; 4/11.4/A-1E/OL-11,56SOW; 1/3.4/HC-130P/
1/0.4/HH-43B/DET 7; 38ARRSQ.

39 ARRS

17. 0/0/0/0/0/0/1/UNK

18. A. JOLLY GREEN 33/AC CAPT RICHARD C. TOBON, CP JOSEPH M. NAIL, FE SGT RONALD L. PAINTER, RS SSGT JULES C. SMITH

B. 1/LT JAMES S. MYERS, USMC

A. JOLLY GREEN 15/AC MAJOR EDWARD L. HLA VATY, CP MAJOR

GEORGE C. HITT, FE SGT JOSEPH J. VIA, RS SGT ROBERT REISIG.

B. 17/LT BILL CLARK, 0102471, USMC

19. A. 100 PERCENT EFFECTIVE, B. S/E H. TWO USMC CREW MEMBERS/
TWO COMBAT ARRS SAVES CREDITED/HELO NOT DOWN DUE TO HOSTILE
ACTION/ NO AIR REFUELGIS/ ONE PJ DEPLOYMENT, COMPRISE 45 WENT
DOWN DUE TO MECHANICAL FAILURE AT 28/0225. THIS RCC IM-

PAGE 3 RUHHABA1691 C O N F I D E N T I A L

MEDIATELY LAUNCHED JOLLY GREENS 33 AND 86 SPADS 11 AND 12.

THE JOLLYS WERE AIRBORNE AT 0240Z AND THE SPADS 5 MINUTES

LATER, HOSTAGE DUKE (OV-10FAC) WAS ON SCENE COMMANDER UN-

TIL SPAD 11 ARRIVED AT 0256Z. THE AREA APPREARED TO BE SE

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS.

DECLASSIFIED ON 3/16/76

IMMEDIATE

CONFIDENTIAL

IMMEDIATE

PT 00156

* ~~CONFIDENTIAL~~ *

SO JOLLY GREEN 33 HOVERED OVER THE CRASH, LOWERED A PJ TO ASSIST THE TWO INJURED SURVIVORS, PICKED UP ONE WITH AJUNGLE PENETRATOR, AND THEN WAS FORCED TO PULLOUT DUE TO GROUND FIRE. JOLLY GREEN 33 TOOK HITS THAT DISABLED PART OF HIS ELECTRICAL SYSTEM. HE PROCEEDED TOWARD DANANG ESCORTED BY JOLLY GREEN 86. ADDITIONAL FORCES WERE SCRAMBLED AFTER GROUND FIRE WAS RECEIVED. JOLLY GREENS 15 AND 36, SPADS 01 AND 02 WERE AIRBORNE AT 0325Z. ALSO, FOUR SCARFACE COBRA GUNSHIPS WERE LAUNCHED BY TADC AT DANANG. SPADS AND GUNSHIPS EXPENDED ORDNANCE FOR ABOUT ONE HOUR TO SILENCE GROUND FIRE, A SMOKE SCREEN WAS PUT DOWN, AND JOLLY GREEN 15 WAS CALLED INTO THE AREA AT 0416Z. JOLLY GREEN 15 ATTEMPTED AN EARLIER PICKUP AT 0343Z, BUT WAS FORCED TO PULL OFF BY GROUND FIRE. PICKUP OF ONE SURVIVOR AND THE PJ WAS COMPLETE AT 0425Z. NO HITS WERE TAKEN, ONE CREW MEMBER OF COMPRISE 45 IS MISSING. THE RADIO OPERATOR WAS NOT SEEN AFTER THE CRASH BY EITHER THE RECOVERED SURVIVORS OR THE PJ, WHO WAS ON THE GROUND 1 HOUR LUS 15 MINUTES. THE HELO BURNED AFTER THE CRASH, AT THIS TIME A MARINE GROUND TEAM IS ATTEMPTING TO REACH THE CRASH SITE BUT IS ENCOUNTERING SEVERE HOSTILE ACTION. THIS RESCUE MISSION WILL REMAIN OPEN PENDING INFORMATION FROM THE 1ST MAW CONCERNING RECOVERY EFFORTS BY GROUND FORCES. SURVIVOR OFF JOLLY GREEN 33 WAS TAKEN TO 95TH EVAC HOSP BY HH-43 HELO FROM DET 7, 38ARRSQ.

GP-4.

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REPLY TO

ATTN OF: 38-7(0)

4 MAY 1970

SUBJECT: Mission Narrative (RCS: ARS V-6)

THIS PAGE UNCLASSIFIED

TO: 3rd ARRG (JRCC)

DATE: 29 April 1970

MISSION NUMBER: 7-38-018/29 Apr 70

FLIGHT DESIGNATION: Pedro 39

MISSION OBJECTIVE: USMC CH46, Callsign CATTLE CALL 72

LOCATION: 1556N 10817E

SAVES: Three (3) saves credited.

1. SUMMARY OF SAR ACTIONS.

a. Pedro 39 was notified by DaNang Tower at 1248Z and launched at 1253Z.

b. The only difficulty encountered enroute was communication with "Vice Squad", the Marine GCI facility at Monkey Mtn, who was in contact with all rescue forces as well as the survivors.

c. Weather was VMC with the exception of a patch of smoke in the immediate objective area which provided an excellent wind reference.

d. Cooperation and coordination with rescue forces was good. Two gunships and a flareship were orbiting the recovery area prior to, and during the rescue.

e. No problems were encountered with radio discipline.

f. Pedro 39 sighted objective at 1305Z - approximately 1556N 10817E.

g. Enemy action in the target area was nil, however ground fire 2 to 3 kilometers west of target area was reported by a gunship, but only once. No rescue aircraft came under fire and the gunships took no action against the reported ground fire.

h. The downed crewmen were very helpful. Aircraft was located by crewmen turning on anti-collision light when directed to do so by Pedro. Downed crew had previously reported no enemy activity by emergency radio.

THIS PAGE UNCLASSIFIED

TEL 7

i. Pedro 39 landed beside the downed aircraft which was located in a wide flat, sandy area. The three uninjured crewmen were boarded without incident.

j. The presumed location of the downed aircraft was given in reference to a radial of DaNang TACAN - the usual practice. Since HH43's are not equipped with TACAN, a bearing from Sierra Foxtrot LF Beacon was flown. The TACAN and Beacon are nearly co-located and the distance involved was not large, so the delay in reaching the supposed target area was not great.

k. No rescue aircraft received any battle damage.

l. N/A

m. Pedro 39 departed rescue area at 1310Z.

n. Rescued crewmen returned to own unit at Marble Mtn MAF at 1325Z and Pedro 39 terminated mission at DaNang AB at 1331Z.

o. None

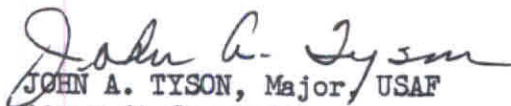
2. Pedro 39 flew one sortie, logging 0.6 hours. Time logged by Marine gunships and flareship not known.

3. None

4. One survival radio was used by downed crew.

5. N/A

6. Pilot	Maj	John A. Tyson	Det 7, 38th ARRSQ (MAC)
Copilot	Capt	Roger E. Hill	Det 7, 38th ARRSQ (MAC)
Flt Mech	SSgt	Joseph L. Coburn	Det 7, 38th ARRSQ (MAC)
PJ	Sgt	Robert Reising	37th ARRSQ (MAC)


JOHN A. TYSON, Major, USAF
Aircraft Commander

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APR 70 03 20z

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\$5

C O N F I D E N T I A L JOPREP JIFFY RESCUE, DET 7, 38ARRSXAPR 70.

TSN **CLASSIFIED** by 007388 nrs
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS. 31 Dec 76
 DECLASSIFIED ON 31 Dec 76

PAGE 2: RUMUJBA4367 C O N F I D E N T I A L

J. A. TACTICAL B. UNK C. OD, 154004, CH-46, CATTLE

161, USMC G. 3 H. 3 SURVIVAL VEST

5. N/A

7. PEDRO 39 LAUNCHED AT 1253Z/29 APR 70.

9. NOT A FACTOR

10. DET 7 38ARRS/MAJ TYSON

11. (1) USMC FLARESHIP (2) USMC GUNSHIP

12.DET 7 38ARRS/1556N 10817E/1305Z/29 APR 70.

13. DET 7 38ARRS/HH43F/1307Z/29 APR 70.

14. 3/3/3/3/0/0

15. TAKEN TO MARBLE MTN MAF, RVN.

16. 1/0.6/DET 7 38ARRS/HH43F

17. A. 0/0/0/0/4/0/0/1 B. 0/0/0/0/UNK/0/0/1

18. A. PILOT - MAJOR JOHN A. TYSON/DET 7 38ARRS (MAC)

COPILOT - CAPT ROGER E. HILL

PAGE 3 RUMLJBA4367 ~~CONFIDENTIAL~~

FLT ENG - SSGT JOSEPH L. COBURN

PJ - SGT ROBERT REISIG/37TH ARRSQ (MAC)

18. B. R. J. NORTON, 1/LT, USMC, 0102661

W. O. BERGER, CPL, USMC, 2398884

R. M. YOUNG, SSGT, USMC, 1592752

49. PEDRO 39 LAUNCHED BY DANANG TOWER FOR DOWNED CH46 APPROX

IMMEDIATE

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[illegible]

**Richard Nixon:
Address to the Nation
on the Situation in Southeast Asia
April 30, 1970**

Good evening my fellow Americans:

Ten days ago, in my report to the Nation on Vietnam, I announced a decision to withdraw an additional 150,000 Americans from Vietnam over the next year. I said then that I was making that decision despite our concern over increased enemy activity in Laos, in Cambodia, and in South Vietnam.

At that time, I warned that if I concluded that increased enemy activity in any of these areas endangered the lives of Americans remaining in Vietnam, I would not hesitate to take strong and effective measures to deal with that situation.

Despite that warning, North Vietnam has increased its military aggression in all these areas, and particularly in Cambodia.

After full consultation with the National Security Council, Ambassador Bunker, General Abrams, and my other advisers, I have concluded that the actions of the enemy in the last 10 days clearly endanger the lives of Americans who are in Vietnam now and would constitute an unacceptable risk to those who will be there after withdrawal of another 150,000.

To protect our men who are in Vietnam and to guarantee the continued success of our withdrawal and Vietnamization programs, I have concluded that the time has come for action.

Tonight, I shall describe the actions of the enemy, the actions I have ordered to deal with that situation, and the reasons for my decision.

Cambodia, a small country of 7 million people, has been a neutral nation since the Geneva agreement of 1954 - an agreement, incidentally, which was signed by the Government of North Vietnam.

American policy since then has been to scrupulously respect the neutrality of the Cambodian people. We have maintained a skeleton diplomatic mission of fewer than 15 in Cambodia's capital, and that only since last August. For the previous 4 years, from 1965 to 1969, we did not have any diplomatic mission whatever in Cambodia. And for the past 5 years, we have provided no military assistance whatever and no economic assistance to Cambodia.

North Vietnam, however, has not respected that neutrality.

For the past 5 years - as indicated on this map that you see here - North Vietnam

well as the South Vietnamese, would be in an untenable military position. * Our second choice is to provide massive military assistance to Cambodia itself. Now unfortunately, while we deeply sympathize with the plight of 7 million Cambodians whose country is being invaded, massive amounts of military assistance could not be rapidly and effectively utilized by the small Cambodian Army against the immediate threat. With other nations, we shall do our best to provide the small arms and other equipment which the Cambodian Army of 40,000 needs and can use for its defense. But the aid we will provide will be limited to the purpose of enabling Cambodia to defend its neutrality and not for the purpose of making it an active belligerent on one side or the other. * Our third choice is to go to the heart of the trouble. That means cleaning out major North Vietnamese and Vietcong occupied territories < these sanctuaries which serve as bases for attacks on both Cambodia and American and South Vietnamese forces in South Vietnam. Some of these, incidentally, are as close to Saigon as Baltimore is to Washington. This one, for example, is called the Parrot's Beak. It is only 33 miles from Saigon.

Now faced with these three options, this is the decision I have made.

In cooperation with the armed forces of South Vietnam, attacks are being launched this week to clean out major enemy sanctuaries on the Cambodian-Vietnam border.

A major responsibility for the ground operations is being assumed by South Vietnamese forces. For example, the attacks in several areas, including the Parrot's Beak that I referred to a moment ago, are exclusively South Vietnamese ground operations under South Vietnamese command with the United States providing air and logistical support.

There is one area, however, immediately above Parrot's Beak, where I have concluded that a combined American and South Vietnamese operation is necessary.

Tonight, American and South Vietnamese units will attack the headquarters for the entire Communist military operation in South Vietnam. This key control center has been occupied by the North Vietnamese and Vietcong for 5 years in blatant violation of Cambodia's neutrality.

This is not an invasion of Cambodia. The areas in which these attacks will be launched are completely occupied and controlled by North Vietnamese forces. Our purpose is not to occupy the areas. Once enemy forces are driven out of these sanctuaries and once their military supplies are destroyed, we will withdraw.

These actions are in no way directed to the security interests of any nation. Any government that chooses to use these actions as a pretext for harming relations

not allow American men by the thousands to be killed by an enemy from privileged sanctuaries.

The time came long ago to end this war through peaceful negotiations. We stand ready for those negotiations. We have made major efforts, many of which must remain secret. I say tonight: All the offers and approaches made previously remain on the conference table whenever Hanoi is ready to negotiate seriously.

But if the enemy response to our most conciliatory offers for peaceful negotiation continues to be to increase its attacks and humiliate and defeat us, we shall react accordingly. My fellow Americans, we live in an age of anarchy, both abroad and at home. We see mindless attacks on all the great institutions which have been created by free civilizations in the last 500 years. Even here in the United States, great universities are being systematically destroyed. Small nations all over the world find themselves under attack from within and from without.

If, when the chips are down, the world's most powerful nation, the United States of America, acts like a pitiful, helpless giant, the forces of totalitarianism and anarchy will threaten free nations and free institutions throughout the world.

It is not our power but our will and character that is being tested tonight. The question all Americans must ask and answer tonight is this: Does the richest and strongest nation in the history of the world have the character to meet a direct challenge by a group which rejects every effort to win a just peace, ignores our warning, tramples on solemn agreements, violates the neutrality of an unarmed people, and uses our prisoners as hostages?

If we fail to meet this challenge, all other nations will be on notice that despite its overwhelming power the United States, when a real crisis comes, will be found wanting.

During my campaign for the Presidency, I pledged to bring Americans home from Vietnam. They are coming home.

I promised to end this war. I shall keep that promise.

I promised to win a just peace. I shall keep that promise.

We shall avoid a wider war. But we are also determined to put an end to this war. In this room, Woodrow Wilson made the great decisions which led to victory in World War I. Franklin Roosevelt made the decisions which led to our victory in World War II. Dwight D. Eisenhower made decisions which ended the war in Korea and avoided war in the Middle East. John F. Kennedy, in his finest hour, made the great decision which removed Soviet nuclear missiles from Cuba and the Western Hemisphere.

the President of the United States. Tonight, I depart from that precedent. What I ask is far more important. I ask for your support for our brave men fighting tonight halfway around the world - not for territory - not for glory but so that their younger brothers and their sons and your sons can have a chance to grow up in a world of peace and freedom and justice.

Thank you and good night.