

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



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

28 APR 1970

SUBJECT: Mission Narrative Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 21 April 1970

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

FLIGHT DESIGNATION: Jolly Green 82

MISSION OBJECTIVE: Hostage Man, Cowpoke 18 and Sandy 1

LOCATION: YC 6708

SAVES: One Combat (Sandy 1)

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

SUMMARY OF SAR ACTIONS:

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

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YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

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

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40-70-0081
AD-71-1196
Att 3 AD-70-1336
GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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

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

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

Donald Y Thompson

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

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SUPPLEMENTAL MISSION NARRATIVE REPORT

Classified by DAI 3 A226P
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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DATE: 21 April 70

MISSION NUMBER: 1-3-030

FLIGHT DESIGNATION: Jolly Green 07 and 35

MISSION OBJECTIVE: Hostageman & Cowpoke 18

LOCATION: YC705056

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IA EX. ORDER 11 52

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

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AD-70-1336

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

2. 2 Sorties; 5 hours; 37 ARRS

3. N/A

4. N/A

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

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

6. JOLLY GREEN CREWS:

Jolly Green 07

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

Jolly Green 25

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

Charles W Hoilman Jr.

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

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



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

28 APR 1970

SUBJECT: Mission Narrative Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 21, 22 April 1970

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

FLIGHT DESIGNATION: Jolly Green 83

MISSION OBJECTIVE: Hostage Man and Cowpoke 18

LOCATION: YC 6708

SAVES: One Combat (Cowpoke 18)

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

SUMMARY OF SAR ACTIONS:

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

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AD-70-1191 still
GROUP 4 AD-70-1336
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maintained a hover 15 yards south of the survivor until the pilot sighted same. Hoist operator regained interphone control and sighted survivor at the same time. The pickup was completed at 0630Z with approximately five minutes in a hover. Cowpoke 18 had no visible injuries nor was he in shock. Light ground fire was received during ingress and egress. Concentrated 23mm and 37mm gun implacements had been subdued by Strike forces, napalm, smoke and CBU-19. Egress route (230) was the reciprocal of inbound, prior to egress Spad 01 had been hit, proceeded to a safe area and ejected just SE of JG 82's holding point. JG 82 had Spad 01 in sight as well as JG 83. JG 82 effected an immediate pickup with JG 83 as cover. JG 83, JG 82 and Spad 02 RTB'd without further incident.

2. (U) The survivor was Cowpoke 18, Capt C.E. Hatch, USMC, VMO-2, MAG 11

3. (U) The crewmembers of Jolly Green 83 were:

AC: Lt Col Hegewald

CP: Capt Sattler

FE: Sgt Corcoran

PJ: Sgt Pambrun

PJ: Sgt Werber

Richard F. Hegewald

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

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DATE: 21 APR 70

25 April 1970

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

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IAW EX. ORDER 11652
91282-13

AIRCRAFT DESIGNATION: KING 4

(S) LOCATION: YC 705056 (226/54/77) Classified by [redacted] / [redacted]
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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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Atch 7 Part 1 100-20-1336
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39-70-084

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

6. (C) Resources Utilized:

Slow

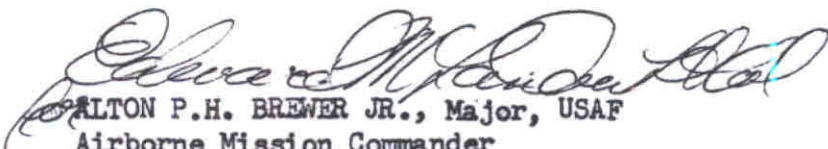
Lopez 15 (O-2 released prior to use)
Covey 214 (OV-10 On-Scene Commander then FAC)
Hostage Zulu (OV-10 On-Scene Commander then RTB)
Spad 11 (A-1 On-Scene Commander)
Spad 12
Jolly Green 35 & 42

Fast

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

7. (U) King 4 Crewmembers:

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


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

GROUP-4

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AP-76-1210
39-76-084

DATE: 22 APR 70

28 April 1970

99

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

AIRCRAFT DESIGNATION: KING 4

(8) LOCATION: YC 705056.

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

SAVES: None

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

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

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

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

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

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

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

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

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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. RESOURCES:

SAR FORCES

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

FM (expended)

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

FAC's

Covey 297
Covey 210

RECONNAISSANCE

Falcon 22

FM (available)

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

10. (U) Crewmembers:

KING 6

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

KING 7

AC MAJ MCFARLAND
CP MAJ POWELL
N CPT 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

GROUP-4

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DATE: 21 APR 70

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25 April 1970

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

AIRCRAFT DESIGNATION: KING 8

DOWNGRADED TO
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(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 organized 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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Oct 7 Part 2 PD-70-1336
AD 70-1240
39-70-684

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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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39-70-084

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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 211, 219, 239, 517, 544
Hostage 6
Misty 13
Playboy
Speedy 15

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GROUP 4

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

37-70-084

DATE: 22 APR 70

25 April 1970

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

Classified by 73000P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 78

AIRCRAFT DESIGNATION: KING 6

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

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

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

DOWNGRADED TO
CONFIDENTIAL ON 9 Dec 76
IA EX. ORDER 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

GROUP-4
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AD-76-1336

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

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

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

8. (C) REMARKS:

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

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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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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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39-70-084

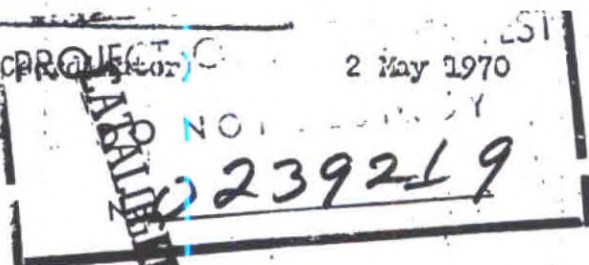
DECLASSIFIED

REPLY TO:
ATTN OF: 22nd Sp Op Sq/Lt Col Miller (SAR PROJECTOR)

2 May 1970

SUBJECT: Hostage Man/Cowpoke 18 SAR Report

TO: DCO



1. A partially successful Search and Rescue mission was conducted on 21 - 22 April 1970 for Hostage Man/Cowpoke 18 front and back seat occupants respectively of a Marine CV-10 which went down at 0317Z as a result of enemy groundfire. The survivors were located at 0400 for 60 NM off Channel 72. This report covers those activities related to the Sandys/Spads during the rescue effort.

2. At 0315Z, Spad 11 and 12, Capt Friedland and Lt Coleman were scrambled to the SAR area and arrived at 0345Z. They set up holding points for resources and requested fast movers to work the enemy gun positions with the local area FAC, Covey 04. Radio communication with the survivors was poor. At 0420Z Spad 05 and 06, Major DeTar and Maj Williams, were also scrambled to the area. At 0530Z Hostage Man reported enemy activity in his area and Spads 11, 12, 05 and 06 began putting 20mm and CBU-25 within 50 meters of both survivors. Neither pilot was more than 25 meters from his chute which provided good reference points. The survivors reported hearing automatic weapons fire, but troop activity had ceased. At 0645Z, Spad 11 and 12 were forced to RTB to DaNang for fuel leaving Spad 05 as On-Scene Commander. At 0715Z, Sandy 01, 02, 03, and 04 who had scrambled from NKP were in the SAR area and Spad 05 began briefing Sandy 01 preparatory to his assuming on-scene command. As yet, no pickup had been attempted, since groundfire was still quite heavy. Sandy 01 located two ZPU guns, and as he marked the guns, Sandy 01 was hit by at least three 37mm projectiles. He had an immediate loss of control, and the cockpit was engulfed in flames as the engine quit. Sandy 01 extracted at 0723Z. At this time, Spad 05 had to RTB to DaNang for fuel.

3. Sandy 01, although subjected to heavy small arms fire while in his descent, made a safe landing approximately 150 meters from the other two survivors. Spad 05 took Sandy 02 on his wing and dispatched Sandy 03 and 04 to escort Jolly Greens 77 and 68 into the area for an immediate attempt to pickup Sandy 01. Spad 05 used the smoke available and directed Sandy 01 to use his mirror. Although Sandy 01 did not believe his mirror to be effective because of the sun angle and terrain masking, the rescue forces stated it was very effective. Unfortunately Hostage Man and Cowpoke 18 flashed their mirrors at the same time causing some confusion. This confusion caused the Jolly to flounder in the threat area for an unnecessarily long time and as a result, the rescue helicopter was hit with groundfire and a PJ wounded. At about 0730Z Sandy 03 was hit and began trailing smoke. He exited the area to the south accompanied by Sandy 02 and 04. Sandy 03 was able to stay with his aircraft until reaching a relatively safe area and extracted at 0758Z. At this time the rescue force was in a

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state of disarray and the problem further compounded with two more survivors on the ground. Spad 05 directed Jolly Green 68 to Sandy 03 who had landed in waist deep water in a creek. He was safely picked up at 0808Z. Spad 05 was critically short of fuel and called Sandy 05 into the area to relieve him as On-Scene Commander. While trying to point the location of Sandy 01 whose chute had been blown from the trees on the abortive rescue attempt, Spad 05 was hit by a 12.7mm API round which exploded in the cockpit. Spad 05 immediately withdrew and recovered safely at DaNang.

4. Sandy 05, Maj Martin, and Sandy 06, Lt. Miller, found Sandy 01 and the original survivors in an area of heavy growth that was surrounded by roads. The distance to the roads varied from one-half to one kilometer. All the roads were heavily defended by weapons including 37mm, 23mm, 14.5mm, 12.7mm, Quad 21s, automatic weapons and numerous small arms. The most heavily defended areas were to the north, east, and west. The southern road was the least heavily defended and thus afforded the safest direction for the pickup approach. Sandy 05 had previously pinpointed the location of Hostage Man and Cowpoke 18 from mirror signals, but he still did not have an exact position on Sandy 01. By making low passes over the area and maintaining radio communication with Sandy 01, Sandy 05 was able to establish his position, locate several guns which he had a Covey FAC work with fast mover strikes, and survey likely ingress routes for the Jolly Greens. Sandy 05 brought the rescue helicopters with Sandy escorts into an area relatively close to the survivors thus permitting them to observe the proceedings. While pointing out the ingress route to Sandy 07, Sandy 05's aircraft was hit by heavy groundfire causing a loud explosion. Sandy 06 spotted the gun which had hit Sandy 05, and 05 and 06 proceeded to silence the guns. Sandy 05 directed strikes along the ingress and egress routes, then brought the Smoke and Special stores aircraft in for the pickup briefing. His plan was to lay smoke along the roads to the north, west, and east masking the survivors and the approach route from the enemy defenses. Sandy 05 marked the area which he wanted masked with smoke rockets. The plan was for Sandy 05 and 07 to lead in Jolly Green 82 for a pickup of Sandy 01. Spad 11, who had relaunched from DaNang and was familiar with the location of the OV-10 survivors, was to bring in Jolly Green 83 for a double pickup once Sandy 01 was out. The smoke screen was perfect, and Sandy 05, 06, and 07 set up a protective daisy chain around Jolly Green 82. At this time Sandy 05's aircraft was again hit by a ripple of ground fire damaging some of his radio equipment; however, the pickup was successful and Sandy 01 was rescued at 1025Z. By this time the smoke screen had drifted over Hostage Man and Cowpoke 18, and the second Jolly Green, unable to visually acquire the survivors position, was forced to withdraw. Darkness was now rapidly approaching, and although he was below bingo fuel, Sandy 05 recognized that if a rescue was going to be successful, it would have to be attempted immediately. Only through use of position lights were the aircraft able to maintain visual contact in the fading light. Although resources were now limited, Sandy 05 felt that darkness might provide the necessary shield, so he called in Jolly Green 70, but the ground fire was too intense; the helicopter was hit and withdrew with one crewmember wounded. Sandy 05 and 06, critically short of fuel recovered at DaNang while Sandy 09 and 10 escorted the helicopters home.

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

0317Z - Hostage Man/Cowpoke 18 reported down.
0345Z - Spad 11 On-Scene Commander. no attempted pickup.
0645Z - Spad 05 On-Scene Commander.
0723Z - Sandy 01 hit and extracted.
0750Z - Spad 05 attempted pickup of Sandy 01. Jolly Green hit, PJ wounded - unsuccessful.
0753Z - Sandy 03 hit and extracted.
0808Z - Spad 05 with Jolly Green 68 rescued Sandy 03.
0810Z - Spad 05 hit, RTB'd DaNang.
0810Z - Sandy 05 On-Scene Commander.
1025Z - Sandy 05 with Jolly Green 82 rescued Sandy 01.
1030Z - Rescue attempt for Hostage Man/Cowpoke 18 aborted.
1045Z (Approximate) - Sandy 05 and Jolly Green 70 attempted pickup of OV-10 crew. J.G. 70 hit and withdrew.
1050Z (Approximate) - All forces RTB.

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

SORTIES

GENERATED
34

FLOWN
32 (1 A/A)

LOSSES

Sandy 01 Acft 336

Sandy 03 Acft 070

BATTLE DAMAGE

Sandy 04 Acft 286

Sandy 05 Acft 257

Spad 05 Acft 779

(J.G. 77 or 68 W/1 WLA

J.G. 70 W/1WLA)

NKP SORTIES RECOVERED AT DANANG

Sandy 02
Sandy 04

Sandy 05
Sandy 06

Sandy 07
Sandy 08

7. Shortly after the final pickup attempt the forces RTB'd and the survivors were bedded down for the night. Planning for a first light effort began, with the Sandy role to be played by the Spads and the Sandys who had recovered at DaNang with support forces to be furnished from NKP. The initial requirement was for eight Grubby, later reduced to four, and four Smoke aircraft to be on scene at first light. No requirement was levied on the 33rd BOW for Strike aircraft.

8. Spad 11, Lt Colonel Wold, Spad 12, Lt Blanchard, Spad 01, Capt Priestad, and Spad 02, Major Williams arrived on scene at 2230Z only to find the weather overcast. Intermittent radio contact was established with both survivors. At 0130Z the Spads were forced to RTB for fuel, and Grubby 31-34 also RTB to Channel 82 without expending. Smoke 21-24 as well as Handys 01-04 had been diverted to work the Adlib SAR and were successful in recovering the one survivor. The Adlib SAR is covered in a separate report, but is mentioned here, because of the diversion of some of the resources that had previously been allocated to the Hostage Man/Cowpoke 18 SAR.

9. Spad 09, Capt Hanna and Spad 10 took on-scene command at 0130Z. The weather by this time was 4500' scattered to broken with some rainshowers in the area. Spad 09 was able to establish radio contact with Cowpoke 18 but not with Hostage Man. Cowpoke 18 reported hearing an enemy patrol to the southwest, so fast mover strikes were put in by Covey 253 and 297 around the survivor. The fast movers were not picking up ground fire, and Spad 09 made a number of low passes through the area unopposed. Spad 09 then decided to attempt a pickup and prepared and briefed his forces. Smoke 25, 26, and 27 laid the smoke screen and Spad 09 took Jolly Green 83 in for the pickup attempt. The Jolly was a little late and the smoke began to drift over the survivors. At this point the Jolly became confused and made a wrong turn losing precious time. JG 83 thought he was hit, lost the survivor in the smoke and withdrew. The Grubby flight, 36-38, had reached bingo fuel and were unavailable for the pickup attempt.

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

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

- 2230Z - Spad 11 On-Scene Commander, no pickup attempt due to weather.
- 0130Z - Spad 09 replaced Spad 11 as On-Scene Commander. Attempted pickup of Cowpoke 18 but aborted due to smoke obscuration.
- 0420Z - Spad 11 relieved Spad 09 as On-Scene Commander.
- 0630Z - Spad 11 and Jolly Green 83 successfully rescued Cowpoke 18.
- 0640Z - Spad 01 and Spad 12 took battle damage.
- 0645Z - Spad 01 extracted and was immediately rescued by Jolly Green 82.
- 0650Z - All forces RTB assuming Hostage Man had been found by the enemy.

12. The Figure of the A-1 based upon completion of the SAR with an outcome. The Figure within the brackets are totals for 22 April. The figures in the brackets are the totals for both days.

SORTIES

GENERATED
58 (92) (3 A/A)

FLIGHT
43 (73) (1 A/A)

LOSSES

Spad 01 Aircraft 015
(3)

BATTLE DAMAGE

Spad 12 Aircraft 738
(1)

NKP AIRCRAFT RECOVERED AT DANANG/UEON

Grubby 41/42/45/46

Smoke 63/64

Spad 13/14

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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19

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

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

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

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

304

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



40th ARRSq Hist, 1 Apr - 30 Jun 1970

56

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

FILE

22 APR 70

40th ARRSq Hist, 1 Apr - 30 Jun 1970

56

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

FILE = 22 APR 70



21 April 1970

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

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

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

A-1J 52-142070 602 SOS, 56 SOW, USAF, Nakhon Phanom
Maj C E Whinery (survived)

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

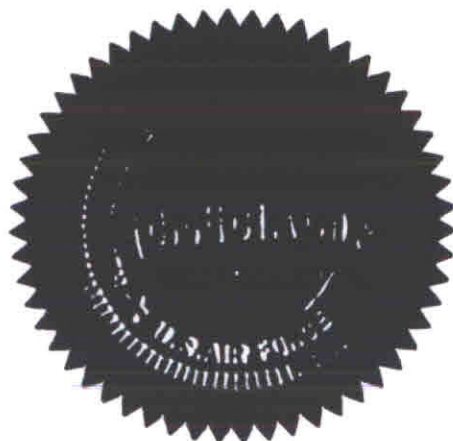
CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(FOURTH OAK LEAF CLUSTER)

TO

TERRY E. CAFFERY

Sergeant Terry E. Caffery distinguished himself by heroism while participating in aerial flight as an HH53 Pararescue Specialist in Southeast Asia on 21 April 1970. On that date, Sergeant Caffery and his fellow crewmember rescued a downed American airman from deep in heavily fortified hostile territory. Even though exposed to intense and accurate hostile ground fire that had driven off another helicopter and seriously wounded one crewmember, he maintained his unprotected position on the helicopter's ramp, providing precise maneuvering instructions to maintain rotor clearance, and laying down a steady stream of suppressive fire against the numerous gun positions during the extended hover required to complete the rescue. The outstanding heroism and selfless devotion to duty displayed by Sergeant Caffery reflect great credit upon himself and the United States Air Force.



James Corcoran

From: "Joe Copalman" <joe_vee_ten@hotmail.com>
To: <jcorcoran@ci.livonia.mi.us>
Cc: <benjieraymond@msn.com>
Sent: Wednesday, August 28, 2002 10:53 PM
Subject: Re: [FACNET] Cowpoke 18 SAR, 22 Apr 70

Mr. Corcoran,

I saw your request on the FACNET and thought I might be able to help. Eric Raymond (CCed in this message) is the OV-10 Bronco Association's listkeeper and might be able to put you in touch with Chuck Hatch.

Also, I'm not sure if Chuck Burin (ccburin14@msn.com) has contacted you about your request, but along with being the Bronco Association's historian, he served in VMO-2 at the same time Hatch and Eugene Wheeler (pilot, callsign HOSTAGE NAN) were shot down. He might be able to give some input. I think Peter Colt was actually airborne during the shootdown and witnessed some of the SAR, so you might want to track him down. The shootdown and SAR are also documented in the book "Ground Attack: Vietnam" (pg.133-164) by J.M. Moriarty, who was VMO-2's CO at the time of the shootdown - Wheeler was the squadron's new XO at the time.

Lastly, there's a story involving Capt. Hatch on our website that may be of interest, as it involves his first flight in an OV-10 since the shootdown. Here's the URL:
http://www.ov-10bronco.net/ov10stories_detail.cfm?NewsID=160 Hatch was a rarity among Marine Aerial Observers, as his background was in Armor, whereas most AOs came from the Artillery and Infantry communities.

Hope this helps some.

All the best,

Joe Copalman
 Researcher/Newlsetter Editor
 OV-10 Bronco Association

>From: "corcoran48154" <jcorcoran@ci.livonia.mi.us>
 >Reply-To: FACNET@yahoogroups.com
 >To: FACNET@yahoogroups.com
 >Subject: [FACNET] Cowpoke 18 SAR, 22 Apr 70
 >Date: Wed, 28 Aug 2002 12:13:14 -0000

>
 >I would like to contact a Charles E. Hatch. He was a Captain in
 >1970. Drove an OV-10 for VMO-2, MAG-11 USMC DaNang 1970. Call sign
 >was Cowpoke 18 during that period. I am helping do some research for
 >a retired Pararescueman who is writing his second book on SEA rescues.
 >The mission took place on April 21 and 22 1970. There was an OV-10
 >and at least 3 A1E's shot down and several Jolly Greens shot up. Any
 >help would be appreciated. Send me an e-mail at:
 > jcorcoran@ci.livonia.mi.us
 >

The OV-10 Bronco Association - OV-10Bronco.Net

Bronco Stories Archive[Site Menu](#)Category: [Stories - Serious Stories](#)URL(s): <http://www.ov-10bronco.net/contributors.cfm#RolfeHunt>

Created: 12/11/1999 12:00 AM

Updated: 11/12/2001 03:26 AM

ROCKS!! ROCKS!!*Rolfe Hunt's hair-raising tale of cutting things just a little too close in Elephant Valley!*

By Rolfe Hunt

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I served with Major Wheeler, Hostage Nan, in VMO-2 at the time he was shot down. A great guy and somewhat unusual among us OV-10 drivers - to me he seemed kind, gentle, thoughtful, dedicated to his family. Igor was also in VMO-2 at that time so I knew him.

A little sidelight: Captain Chuck Hatch was the AO shot down with him. Chuck spent a couple of nights on the ground with the bad guys beating the bushes all around him before he was finally rescued. He took a week or two off from flying then went back at it with me as pilot on his first flight back in action.

While we were doing a photo mission near the east end of Elephant Valley, we were called to support a recon team out in "Yankee Charlie" company, the area of YC map coordinates west toward the Laotian border. A low ceiling covered the tops of the mountains on both sides of the valley but rather than go around the long way I chose to go through the tunnel formed by the mountains on the side and the clouds overhead (flying VFR of course and with poor radio contact down in the valley). Fortunately I knew this valley like the back of my hand because after we were committed - not enough room to turn around - it began to rain. The OV-10 windshield wiper seems quite busy but does little good. I could see nothing but the rain whitened windshield.

I knew the valley just ahead dog-legged a little to the left so I hesitated a moment, made a slight turn and went to full power to climb straight ahead down the valley and punch up through the clouds. Just as I turned I heard Chuck yelling in the back seat over the sound of the engines at full power. Then he keyed the intercom and I realized he was yelling, "Rocks! Rocks!" Sure enough, a few feet off the right wing were the huge rain blackened rocks of the valley wall. My guess at where to turn had been correct but just barely. I went on the gauges and continued the climb straight ahead and contacted control for an IFR clearance.

We completed the mission with the recon team and returned home safely, but that was Chuck's last flight as an AO. Having cheated death on two flights in a row, he quit and went back to tanks.

Maybe he's online with us now and can add to this or correct any errors my memory allows after almost 30 years. He was one of the best of our AO's. I flew with him many times and enjoyed knowing and working with him in the air ground team.

Rolfe Hunt
Hostage Hornet
Danang, 1969-1970

If you have any additions or corrections to this item, please [let us know!](#)

[Go to Stories Index](#)

Cowpoke18, draft

On April 21, 1970

Jolly Green 82 and Jolly Green 83 had been sent to NKP from Udorn to stand "EAST" alert

The enlisted members of both crews were having lunch at the NCO club at NKP. The NCO club had a notice on the menu that they had received a shipment of fresh strawberries for strawberry shortcake and everyone was looking forward to having a special desert that we had not had for a long time. Just as the strawberry shortcakes had been served, the portable radios blared, "Launch the Jollies!" I couldn't believe the timing because we all really wanted the strawberry shortcake. I mentioned to Terry Caffery (who was sitting across from me) that it was a shame that we couldn't have the shortcake. He looked over at me, thought for a second, then picked up the shortcake in his bare hand and jammed the whole thing in his mouth. It was hilarious and I remember getting some real strange looks from everyone sitting around the dining room (non aircrew). We all ran out of the NCO club without paying for the lunch. I still laugh when I think about him jamming that whole cake in his mouth like that.

It turned out that the reason we were launched was one of the Jolly Greens on the cowpoke mission was diverted because Sgt. Colbert had been shot in the arm during an attempt. It also seems to me that at that point in time there were two people on the ground Cowpoke 18 Alpha and Hostage Nan. They had been in an OV-10 out of DaNang

We arrived in the holding area and began orbiting while the Sandy's were working the area over. From the radio traffic we could tell that there was a lot of very active and accurate Triple-A (23mm and 37mm) in that area. While the details are a little hazy of that day I seem to remember that the A1E's had their hands full and a number of them were taking serious hits. Either during the close-in orbit or during our first attempt we received ground fire that caused our #2 engine to either quit or leak fuel bad enough that we had to divert to Da Nang for repairs. We went to Da Nang because we did not want to cross the "route structure" back to NKP with just one engine. The repairs took long enough to prevent us from making another attempt that day so we remained over night a Da Nang.

April 22, 1970

We got up for a "first light effort" but the weather was Delta-Sierra (dog-shit) and we had to wait around for the ceilings to lift so we could take off. During the night one of the survivors was killed or captured. When the weather permitted us to take off we proceeded to the area and again orbited close to the survivors position. Our first attempt was abandoned because of some confusion on directions from the on-scene commander and/or ground fire. After the first attempt both Jolly Green 82 and 83 left the immediate area and hit a C-130 tanker and took on fuel. We then returned to the holding point, which was a couple of miles from the survivor's position. I clearly remember that while we were orbiting a couple of miles from the survivor I spotted the survivors signal mirror.

I was surprised at how clear it was and how much it helped orientate me as to where he was on the ground so I would know where to look for him when we went into a hover. While inbound during the second attempt we received small arms fire and Sgt Pambrum and Sgt Werber returned the fire with their miniguns. When we went into a hover I went on "hot mike" and lowered the penetrator. I had disconnected my intercom cord so there was some confusion that extended the time in a hover. I finally got the intercom working and spotted the survivor about 2/3 up a slope of tall grass with a line of small but thick trees along the top of the ridge. Because of the slope we had to hover down-slope and the survivor ran down the slope to the penetrator. He quickly secured himself to the penetrator and I reeled him up to the door. Our hover had put the helicopter level with the top of the slope, even with the tree line, which was about 100' straight-out from my position. While the survivor was coming up on the penetrator I looked around and spotted some bad guys sitting along the top of the slope in the tree line. I was really surprised on two accounts. One, that they were so close to me and two that the survivor had been hiding so close to them for an extended period of time. They had rifles and for some reason they did not bring accurate fire at us although back at Da Nang we did find several bullet holes around the entrance door where the hoist was. I also remember that when we got the survivor into the aircraft and off the penetrator he broke loose and ran back to the door. Initially I thought he had panicked and was about to run out the door but he stopped at the door and was giving the bad guys the finger.

With the survivor on board we began exiting the area as fast as we could with Sgt Pambrum & Sgt Werber suppressing ground fire with their miniguns. During the climb out one of the Sandy's (Spad 01) pulled up along side and the pilot bailed out. We followed his chute all the way down to the ground (it went around in large circles) and the Jolly Green 82 immediately picked him up. That could be the record for the shortest time on the ground in enemy territory. We then returned to Da Nang with both of the survivors.

During the time period this mission was going on I seem to remember that an AC-130 gun ship had been shot down somewhere near there and that rescue was going on at the same time, which really added to the overall confusion.

Crew of Jolly Green ____

Pilot: Lt. Colonel Hedgewald

Co-pilot: Captain Dennis H. Sattler

Flight Engineer: Sgt James Corcoran

Pararescuemen: Sgt. Dick Pambrum

Sgt. Bill Werber

This is to the best of my recollections

Jim Corcoran

Flight Engineer, 40 ARRS

James Corcoran

From: "CHARLES E BURIN" <ccburin14@msn.com>
 To: <jcorcoran@ci.livonia.mi.us>
 Sent: Wednesday, August 28, 2002 10:59 PM
 Subject: Fw: [FACNET] Cowpoke 18 SAR, 22 Apr 70

J,

I was a pilot with VMO-2 in Vietnam 6/69-7/70 and was the squadron safety officer from December 69 until I left.

I am not sure where Chuck Hatch is today. I understand he retired from the Marine Corps as a Col. Maybe the HQ USMC locator service could find him.

Here's some of what I know about the loss.

Gene Wheeler joined the squadron from the 1st MAW HQ just prior to the day he was shot down. Chuck Hatch was an Aerial Observer and had been flying with VMO-2 since at least late October 69. My log book shows I flew with him the first time October 27 and at least 7 times prior to the shootdown. I flew an orientation mission with Major Wheeler March 9 and Flight schedule copies show that Major Wheeler was flying missions as Hostage NAN by April 1.

There is a good write-up of the loss of Wheeler and Hatch in Lt. Col. J. M Moriarty's book, Ground Attack Vietnam: The Marines Who Controlled the Skies, pages 133-164. The account has several factual errors but is basically correct.

As to the other aircraft losses they included A-1H 52-135336 Captain J. M. Dyer; A-1J 52-142070 Major C. E. Winery and A-1J 52-142015 Captain D. E. Friestad (second shoot down) An F-4 was also damaged 4/21 as well as a Jolly shot up badly. Aircraft information is from Vietnam Air Losses by Chris Hobson.

They were flying Mission 76 which was a twice daily deep recon that required two aircraft. I had flown the same mission numerous times. This particular mission was deep in western Vietnam very close to the border with Laos. I complained about two weeks earlier when I flew a Msn 76 in the same area and inadvertently crossed into Laos. We were supposed to be looking for some trail or other in the jungle canopy. The weather was not the best and keeping track of where we were was difficult at best even with 4 sets of eyes trying to figure it out. I crossed over a ridgeline and saw what looked like a freeway built of dirt that split and went around a large hill. I headed over the road and realized I was obviously not where I was supposed to be. I added full power and quickly headed back east across the ridge line. All this was at 1000 Feet AGL or less. My wingman was probably at 2500 ft. AGL. My complaint to the Air Wing Intell was that we were not briefed about what was in Laos very near where we were doing our visual recon mission. The information would have helped keep us out of harms way. Gene made at least two passes over the same area in much better weather and was hit by a 37mm.

I have talked to one of the Covey FACs who was involved in the rescue. He said it was not a good area to be flying in at a low altitude. He said the area was designated Strike Zone Yankee.

If I can provide any further information please let me know.

Chuck Burin (Hostage IGOR)
 Bronco Association Founder, board member and Historian

----- Original Message -----
 From: corcoran48154

8/29/2002

Sent: Wednesday, August 28, 2002 7:13 AM
To: FACNET@yahoogroups.com
Subject: [FACNET] Cowpoke 18 SAR, 22 Apr 70

I would like to contact a Charles E. Hatch. He was a Captain in 1970. Drove an OV-10 for VMO-2, MAG-11 USMC DaNang 1970. Call sign was Cowpoke 18 during that period. I am helping do some research for a retired Pararescueman who is writing his second book on SEA rescues. The mission took place on April 21 and 22 1970. There was an OV-10 and at least 3 A1E's shot down and several Jolly Greens shot up. Any help would be appreciated. Send me an e-mail at:
jcorcoran@ci.livonia.mi.us

8/29/2002

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PAGE 2 RUSVAGA2424 ~~CONFIDENTIAL~~
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Individual
Contacted:
Local Name
and Date:

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

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

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

19. A. 15-25 N 107-32E 100 PERCENT

B. S/E
C. S/E

D. FOG/LOW LEVEL STRATUS IN VALLEY/HILL TOPS 1500 AND ABOVE CLEAR/
WIND 090/05 START TO BURN OFF AT 0200Z

E. S/E

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

PAGE 5 RUMLJBB0143 ~~CONFIDENTIAL~~

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

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2/3

WAS RECOVERED
SEP 22 APR PRG

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

PAGE 6 RUMJBB0143 ~~CONFIDENTIAL~~

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

GP-4.

BT

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NNNN#

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Robert LaPointe

From: Robert LaPointe [rlapointe@gci.net]
Sent: Thursday, November 28, 2002 10:24 AM
To: C Hatch
Cc: Corcoran, James
Subject: RE: Cowpoke 18 SAR 1970

21 APR 70 SAR

Glad to hear from you. Any time before the end of the year would work for me. I am presently working on several other stories and will finish them up first. Feel free to coordinate with Jim. I have been sharing everything I plan on putting into vol 2 that has anything to do with him anyways.

Have an enjoyable holiday season.

There are no ex-marines or PJ's. Only marines and PJ's who have moved on to other parts of their lives.

Semper Fi

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

From: C Hatch [mailto:hatch@telepath.com]
Sent: Wednesday, November 27, 2002 1:58 PM
To: Robert LaPointe
Subject: Re: Memories of yesteryear

Mr. LaPointe,

Greetings! Now that we have established lines of communication, I stand ready to assist you anyway I can. Please bear with me as I must collect my thoughts about the mission. I like others have probably forgotten the minute details but will be happy to provide you "my story". If you are not pressed for time, I would like to wait until after the Thanksgiving holidays as my schedule is rather hectic. I will attempt to get material to you between then and Xmas if that is ok with you. Let me know.

Glad you are undertaking this project. I believe that the world needs to know what a great job/mission that you and your comrades performed in Vietnam. Don't know how Jim Corcoran fits into the project, but I would like for him to see any material that I provide. As you are aware, he was the one that hauled my butt out of the jungle and for that I will always be indebted to him.

Trust you and your family have a wonderful Thanksgiving holiday.

Thank you for your kind words regarding my Corps. Though I am now considered a civilian, in my heart I will always be a Marine.

Semper Fi,
 Chuck Hatch

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

From: Robert LaPointe
To: James Corcoran ; hatch@telepath.com
Sent: Tuesday, November 26, 2002 10:13 PM
Subject: RE: Memories of yesteryear

Terry received a copy of the Boxer 22 SAR and had provided me some corrections to the story. I am just now finishing 1968 and 69 and have not yet started on 1970. Cowpoke 18 is still on my short list of probably stories for that year because I have a lot of primary source material. I am always looking for a

A lot of water has flowed under the bridge since that ill-fated day. Brought back some memories that I had put away. As to be expected after 30 years, Rolfe Hunt's account contained some errors. I did not stop flying after the shootdown. As I recall, the next flight I had was a night extract of a Marine recon team under fire. I was running arty and air strikes and it was DARK. As I recall, the front seat was a pain in the butt and kept interrupting the whole show. Thankfully, we were able to get the recon team out with no casualties. As with you, it was always a good feeling to get anyone out of a tight situation.

I must apologize to you and your crew as well as the Spad people for not trying harder to make personal contact with you guys afterwards. I sent a couple of cases of beer to you but you must not have received them. Bottom line-----I thank you so much for what you did. I will always be indebted to everyone that put their butts on the line for that mission. Prior to this event, I did not have a very high opinion of the Air Force but I have always spoken highly of the men in blue that pulled that mission off. The Spad driver that talked your pilot into the pickup zone (when he was trying to pull off) will always be my hero.

I have not heard from the gentleman authoring the book. Please feel free to forward my E-mail address to him and let him know that I will assist anyway possible.

I continued to fly for several more months until I had the opportunity to command a tank company. I eventually brought the last Marine tank company out of Vietnam.

I have only been to Michigan one time since I married my wife. Guess we are home bodies. She goes back quite often but we operate a cattle ranch in southern Oklahoma and I need to stay close. It sounds like you have a wonderful family and if I ever get up that way, I will try to contact you. Likewise, if for some reason you find yourself in Oklahoma, the welcome mat is always out.

Jan and I would like to extend to you and yours the very best of Thanksgiving holidays. Please keep in touch.

Semper Fi,
Chuck Hatch

Robert LaPointe

From: Robert LaPointe [rlapointe@gci.net]
Sent: Wednesday, August 21, 2002 10:15 AM
To: James Corcoran
Subject: RE: Cowpoke 18

Last night I pulled the Cowpoke 18 material from my files and put all of the proper declassification markers on it and made sure there were no SSN's listed next to any ones names. I have a written nondisclosure agreement with the AF Historical Research Agency to do this for any material I collected from them and then release into the public arena.

I copied the material this morning and it is ready to mail. Copy costs were \$4.80
 There are 32 pages of primary source material included. After reviewing it, I decided that this story will be included in volume two, Email me your postal address and I'll get it on the way to you.

Priority mail postage will be \$3.85. There is too much material to send via first class letter and it is easier for me to ship priority mail because the post office provides all the shipping materials

I hope that after you read all this material you will be inspired to write the mission story for publication in volume 2. I would really like to have a story in volume 2 that is told from the FE's perspective. If you are uncomfortable with writing it yourself, perhaps you could collaborate with friends to help you out. I would not need your draft story until January 2003.

There was an 8 x 10 black and white original photo in the 40 ARRS unit history and I scanned it at 600 dpi for use in the book. So I do not need another copy of the same photo. Thanks for the offer.

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

From: James Corcoran [mailto:jcorcoran@ci.livonia.mi.us]
Sent: Wednesday, August 21, 2002 4:39 AM
To: Robert LaPointe
Subject: Re: Cowpoke 18

Bob;

Tell me how much and where to send it. (for the cowpoke 18 material)

Also, do you think you will be able to use the photo's I sent? If you need the originals for any reason I will gladly send them to you. I think that what you are doing is wonderful and anything that I can do to help let me know.

Jim Corcoran

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

From: Robert LaPointe
To: James Corcoran
Sent: Wednesday, August 21, 2002 2:04 AM
Subject: RE: Cowpoke 18

Attached is the Jolly mission report for the Cowpoke 18 SAR. This is one of the missions I plan to use in volume 2. The reason is that it is a hot mission and I have a lot of primary source material. In addition to

Robert LaPointe

From: James Corcoran [jcorcoran@ci.livonia.mi.us]
Sent: Thursday, August 29, 2002 4:30 AM
To: Robert LaPointe
Subject: Fw: [FACNET] Cowpoke 18 SAR, 22 Apr 70

Bob:

I put out a request for information about Cowpoke 18. Here is the first of two responses.

Jim Corcoran

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

From: CHARLES E BURIN
To: jcorcoran@ci.livonia.mi.us
Sent: Wednesday, August 28, 2002 10:59 PM
Subject: Fw: [FACNET] Cowpoke 18 SAR, 22 Apr 70

J,

I was a pilot with VMO-2 in Vietnam 6/69-7/70 and was the squadron safety officer from December 69 until I left.

I am not sure where Chuck Hatch is today. I understand he retired from the Marine Corps as a Col. Maybe the HQ USMC locator service could find him.

Here's some of what I know about the loss.

Gene Wheeler joined the squadron from the 1st MAW HQ just prior to the day he was shot down. Chuck Hatch was an Aerial Observer and had been flying with VMO-2 since at least late October 69. My log book shows I flew with him the first time October 27 and at least 7 times prior to the shootdown. I flew an orientation mission with Major Wheeler March 9 and Flight schedule copies show that Major Wheeler was flying missions as Hostage NAN by April 1.

There is a good write-up of the loss of Wheeler and Hatch in Lt. Col. J. M. Moriarty's book, Ground Attack Vietnam: The Marines Who Controlled the Skies, pages 133-164. The account has several factual errors but is basically correct.

As to the other aircraft losses they included A-1H 52-135336 Captain J. M. Dyer; A-1J 52-142070 Major C. E. Winery and A-1J 52-142015 Captain D. E. Friestad (second shoot down) An F-4 was also damaged 4/21 as well as a Jolly shot up badly. Aircraft information is from Vietnam Air Losses by Chris Hobson.

They were flying Mission 76 which was a twice daily deep recon that required two aircraft. I had flown the same mission numerous times. This particular mission was deep in western Vietnam very close to the border with Laos. I complained about two weeks earlier when I flew a Msn 76 in the same area and inadvertently crossed into Laos. We were supposed to be looking for some trail or other in the jungle canopy. The weather was not the best and keeping track of where we were was difficult at best even with 4 sets of eyes trying to figure it out. I crossed over a ridgeline and saw what looked like a freeway built of dirt that split and went around a large hill. I headed over the road and realized I was obviously not where I was supposed to be. I added full power and quickly headed back east across the ridge line. All this was at 1000 Feet AGL or less. My wingman

8/29/2002

Robert LaPointe

From: James Corcoran [jcorcoran@ci.livonia.mi.us]
Sent: Thursday, August 29, 2002 4:30 AM
To: Robert LaPointe
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21 APR 70

Robert LaPointe

From: Robert LaPointe [rlapointe@gci.net]
Sent: Tuesday, November 26, 2002 7:14 PM
To: James Corcoran; hatch@telepath.com
Subject: RE: Memories of yesteryear

Terry received a copy of the Boxer 22 SAR and had provided me some corrections to the story. I am just now finishing 1968 and 69 and have not yet started on 1970. Cowpoke 18 is still on my short list of probably stories for that year because I have a lot of primary source material. I am always looking for a survivors perspective on the SAR. How they egressed, evaded, used survival gear, and how they thought the SAR went. Unfortunately, I have found very few survivors. It is great news that you found Chuck Hatch.

Hi Chuck - I am a 26 year active duty pararescueman who has now become an amateur historian. I was concerned that the history of air rescue in the Vietnam War would not be documented. So I've take up the task to do as best as I am capable. Now that you have the same primary source material as I (it was all collected at the AF Historical Research Agency) you can extrapolate what facts are missing or may be incorrect in the formal documentation. If you could email me the key points of your experience of being one of our customers, I would find that very valuable in writing up the story. I would provide you an advance copy of the draft material when it is written and allow you a great deal of editorial influence on the final story.

You can find out a lot about me and my history project at my website www.pjsinam.com

I have always believed that if I was on the ground and needed real warriors to fight, I needed marines. Many USAF pararescuemen went to USMC training courses after the Vietnam War. We simply needed to learn from the best. I was fortunate to attend the USMC jungle operations (mud school) in Okinawa to learn how marines patrol and conduct ground operations. The reason was to provide pararescuemen the skills to operate against conventional military patrols and also how to conduct counter ambush actions if we were stupid enough to walk into an ambush. I still have a huge admiration of all marines. They like PJs do not quit when things get tough and they fight to win.

Anyways, if you would like to provide information about your experience as a survivor you do not have to write it in a narrative format. An outline of key points is fine. Short sentences of memories are fine. I can work with almost anything. A photo of you next to or in your OV-10 would be great. You can read some of my work on my website and get an idea of my writing style. I am not Tom Clancy and I use formal historical format in my writing. One reason is that I want to use the final work as my masters thesis.

Thanks for your consideration.

Bob LaPointe

Bob:

I was able to find Cowpoke 18. I spoke with him for a few minutes and sent him a copy of the stuff you sent me. I just now received this email from him. Sounds like he will help you out with a narrative for your second book. Send him an email & introduce yourself and let him know what you would like.

Have a happy thanksgiving!!

Jim

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

From: C Hatch

11/26/2002