

~~CONFIDENTIAL~~

DATE: 23 APR 70

28 April 1970

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

FLIGHT DESIGNATION: KING 6

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

DISTRESSED AIRCRAFT: STORMY 03 (F-4)

SAVES: 2 Combat

DECLASSIFIED

Classified by *081 30-2264*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *7/1/76*

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

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

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

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

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

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

atd 1

~~CONFIDENTIAL~~

FACs

Nail 06, 51, 57

Playboy 08

Playboy 02 (not used)

Other Aircraft Available (not used)

Champion 405

Vanguard 945

Atlanta 11

Bilk 35

Bobcat 46

Jolly Green 33, 21

Shad 01, 02

5. (U) King 6 Crewmembers:

AMC/AC	LTC PREWETT
CP	MAJ KIMMEL
N	CPT FOLLMER
RO	SSG GARNER
FE	MSG KILGORE
FE	TSG NEPHEW
LM	SGT HATTON

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

CIA 100-4
Declassify at 3 year intervals.
Declassified at 12 years.

~~CONFIDENTIAL~~

DECLASSIFIED

MISSION NARRATIVE REPORT

DATE: 23 April 1970

MISSION NUMBER: 1-3-032 23 April 1970

FLIGHT DESIGNATION: Jolly Green 42 and Jolly Green 22

MISSION OBJECTIVE: Search and rescue Stormy 03

LOCATION: 16° 23'N 106° 37'E

SAVES: Two Combat Saves.

**DOWNGRADED TO
CONFIDENTIAL ON 11/13/83
IAW EX. ORDER 1152**

Classified by ed/3-2-2-2
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

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

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

3. None

4. None

5. N/A

AD 70-1337 at 1

Copy 1 of 10 Copies

Control 70-37-0050
GROUP 4

Downgraded at 3 year
Intervals: declassified
after 12 years

6. JOLLY GREEN CREWS:

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Jolly Green 42

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

Jolly Green 22

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

Charles W. Bond

CHARLES W. BOND, Major, USAF
Aircraft Commander

FROM: 180SC

SUBJECT: SAR Report - Stormy 03

TO: DCO

PROJECT CORON

25 Apr 70
VEST

DO NOT DESTROY

No. 023

DECLASSIFIED

1. A successful rescue was conducted on 23 April 1970 for Stormy 03 A&S. The aircraft, an F-4, went down at approximately 0500Z at 010/15/72. This report covers those activities relating to the Sandys during the rescue effort.
2. Stormy 03 was hit by enemy ground fire at approximately 0500Z on the 23 of April and both aircrew were required to eject shortly afterward. Very little was known prior to the initial launch of Sandy 01 & 02 due to the fact that no one actually had made contact with the survivors. Contact was made shortly afterward however and both survivors were determined to be in good shape.
3. Sandys 01 & 02 were scrambled at 0504Z and were airborne at 0520Z. At 0520Z Sandys 03 through 06 were scrambled and they were airborne at 0530Z and 0543Z. Spads 11 and 12 were scrambled from Channel 77 to escort Jolly Green 42 and 22 into the area. Two more Jolly Greens were ordered out of Channel 70 and two from Channel 108. These four additional Buffs were to rendezvous over Channel 39 and proceed into the southern November orbit area with Sandy 05 & 06 as escorts. Nail 51 was appointed On-Scene Commander and was assisted by Nail 06. No jet resources were utilized however they available on a rotating basis. Four Smoke, 4 Whippy and 4 additional Sandys were ordered generated but never participated.
4. The area where the survivors were located was hilly karst in rather dense jungle. Elevation was approximately 2800' and some 5 kilometers from any major trail segment. There was no known defenses in the immediate vicinity and a friendly ground team was established somewhere in the surrounding area. Weather at the time of the crash was low stratus with bases 300 to 400' but was starting to break up somewhat by the time Sandy 01 & 02 arrived.
5. Nail 51, being familiar with the area let down under the cloud deck and established the location of both survivors and was able to lead Sandy 01 into the area to further pinpoint their exact position. No strikes were put in the area due to the presence of friendly troops and the fact that no opposition had been encountered.
6. No action had been taken prior to the arrival of the Sandys except to locate the position of the survivors and determine their position. All necessary rescue resources were ordered by King 06 and all were enroute to the scene.
7. Sandy 01 & 02, through the aid of Nail 51, pinpointed the survivors and expended only one Willie Pete bomb to mark the location in case the weather closed in. Determining that there were no active defenses and weather improving to the point that a pick up could be made Sandy 01 called in only

180S-70-000011 GROUP-4

Downgraded at 3 year intervals:
Declassified after 12 years.

~~UNCLASSIFIED~~

one Jolly Green, 42, and had the remaining forces stay on top of the now thinning cloud deck. Mail 06 led Jolly 42 into the area and Sandy 01 directed him over the survivor. The pick up was made at 0720Z on Alpha and 0727Z on Bravo. The details of the actual pick up are described in the attached statement by Major Martin, Sandy 01.

8. There still appears to be a communication problem between the ship and the rescue forces. Initially there were too many Sandys scrambled and two of them had to egress from the scene to an area some 50 miles distant to rendezvous with the Jollys. The requirement should have been foreseen and Sandys 03 through 06 could have been sent directly to a rendezvous point with the Jolly Greens thus eliminating the confusion of trying to generate additional resources or diverting other strike aircraft from a fragged mission to do the job. The total resource requirement should have been studied then a plan made instead of the reverse.

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

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

Wallace E. Lowman
WALLACE E. LOWMAN, Lt Colonel, USAF
Commander/SARCO

2 Atchs.

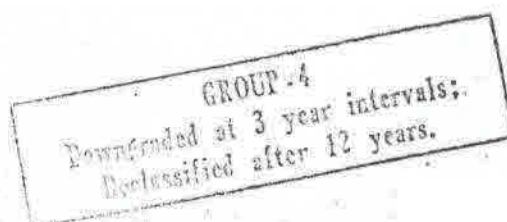
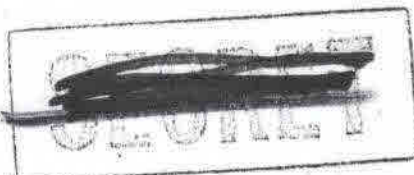
1. Statement, Sandy 01

Major Martin, 1S03

2. Resources generated and used.

2

1S03-70-000011



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IMMEDIATE

PT 00035
DTTCZYUW RUMLJBB0164 1131130-CCCC--RUCIEUA.
ZNY CCCCC

O 231117Z APR 70
FM OL-1 3ARRGP SON TRA AB RVN
TO RUEFHQA/CSAF AFXOTZB
RUCIEUA/HQ ARRS AROCP SCOTT AFB ILL
RUHHABA/41 ARRWG PROCP HICKAM AFB HAWAII
RUSQNSA/3ARRGP TAN SON AB RVN
INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA
RUCPAAA/MAC/MCP SCOTT AFB ILL
RUSQNSA/7AF/DO/DO/DP/DI/BDPMP/TACC/CC TSN AB RVN
RUKLAAA/TAC DCOSLR LANGLEY AFB VA
RUWTFJA/USAFMPC/AFPMSC RANDOLPH AFB TEXAS
RUHHHQA/CI/CPAC CC HM SMITH HAWAII
RUMSMVA/MACV SAIGON RVN
RUEJDA/ARDC ABERDEEN PROVING GROUND MD
RUEKHZ/AFEOC FT RITCHIE MD
RUHJPM/CTF SEVEN SEVEN POINT ZERO
RUCIEUA/MAC MAOCDA SCOTT AFB ILL
RUMUABA/OL-2 3ARRGP UDORN RTAFB THAI
RUMOREA/56SOW NAKON PHANOM RTAFB THAI
RUMLJBA/OL-AA 56 SOW DANANG

112
42M
541DZ
SC
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PAGE 2 RUMLJBB0164 ~~C O N F I D E N T I A L~~

RUMLJBA/37ARRS DANANG AB RVN
RUMUABA/40ARRS UDORN RTAFB THAI
RUMLJHA/39ARRS TUY HOA AB RVN
RUMLJBA/390TFS DANANG AB RVN
BT

Classified by *12/2/2016*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *12/2/2016*
RESCUE 032

1. RESCUE OPENING/CLOSING REPORT-23 APR 70

2. 1-3-032-23 APR 70

3. A. CLASSIFIED B. TACTICAL C. CAMOUFLAGED/66-8775/F-4/
STORMY 03 D. USA E. 390 TFS DANANG AB, RVN F. CAPT MICHAEL
W. NELSON G. 2 POB H. US STANDARD

4. KING 6 23/0500Z

5. S/E

6. KING 6 DIVERTED AT 0500Z; JOLLY GREEN'S 42/22 SCRAMBLED.

SANDY 1 THRU 6 WERE SCRAMBLED AT 0510Z.

7. SAME AS ITEM 6.

8. 16-22N 106-39E

9. A. 100 TO 200 FEET OVERCAST. B. AT TIME OF RECOVERY NO
CEILING WITH GOOD VISIBILITY. C. NOT A FACTOR

10. OL-1, 3ARRGP MAJ OL HORSCH, TSGT. R.L. BUCKNER, A1C K. EVERTS.

PAGE 3 RUMLJBB0164 ~~C O N F I D E N T I A L~~

11. JRCC, OL-2 3ARRGP, 20 TACC

12. NAIL 51 0520Z

13. 37ARRS/HH-3E/JUNGLE PENETRATOR/0720-0727Z

14. 2/2/2/2/0/0

15. SURVIVORS RETURNED TO DANANG AB, RVN

IMMEDIATE

MESSAGE NOTIFICATION

Individual
Contacted:

Local time
and Date:

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains.

 $\frac{v}{v}$

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19. A. 1 MILE RADIUS OF 16-22N, 106-39E 100 PERCENT EFFECTIVE.
B. S/E H. 2 COMBAT USAF AIRCREW MEMBER ARRS SAVES/2 AIR
REFUELINGS/ AIRCRAFT DOWNED BY HOSTILE FIRE/2AIR CREW/ NEG
PJ DEPLOYMENT. INITIAL REPORT FROM KING 6 WAS HAVING HEARD
THAT STORMY 03 HAD BEEN HIT AND WAS GOING DOWN. THE INITIAL
INDICATIONS THAT THE CREW SURVIVED WAS RECEPTION OF BEEPER
FOR SHORT DURATION. GROUND FIRE WAS REPORTED IN THE VICINITY.
THE SAR FORCES WERE SCRAMBLED AT FIRST REPORT OF STORMY 03

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

NNNN#

$$\begin{array}{r} 4 \quad 11.9 \\ 4 \quad 10.7 \\ \hline 10 \quad 37.2 \end{array}$$

DATE: 23 APR 1970

Actn	Info	ROUTING	Mail	File
		ATOC		
		AROC		
		AROC		

Rem...

~~SECRET~~

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

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

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

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DECLASSIFIED

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22

72. The aircraft had been hit by ground fire at 1400G, and both crew members were forced to eject almost immediately. Sandys 01 through 04 were launched and received the position of the survivors from King 06. Spads 11 and 12 were also dispatched to the scene to rendezvous with Jolly Greens 42 and 22. Nails 06 and 51 were on-scene as the SAR force was launched, and Nail 51 was appointed initial On-Scene Commander.

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

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

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

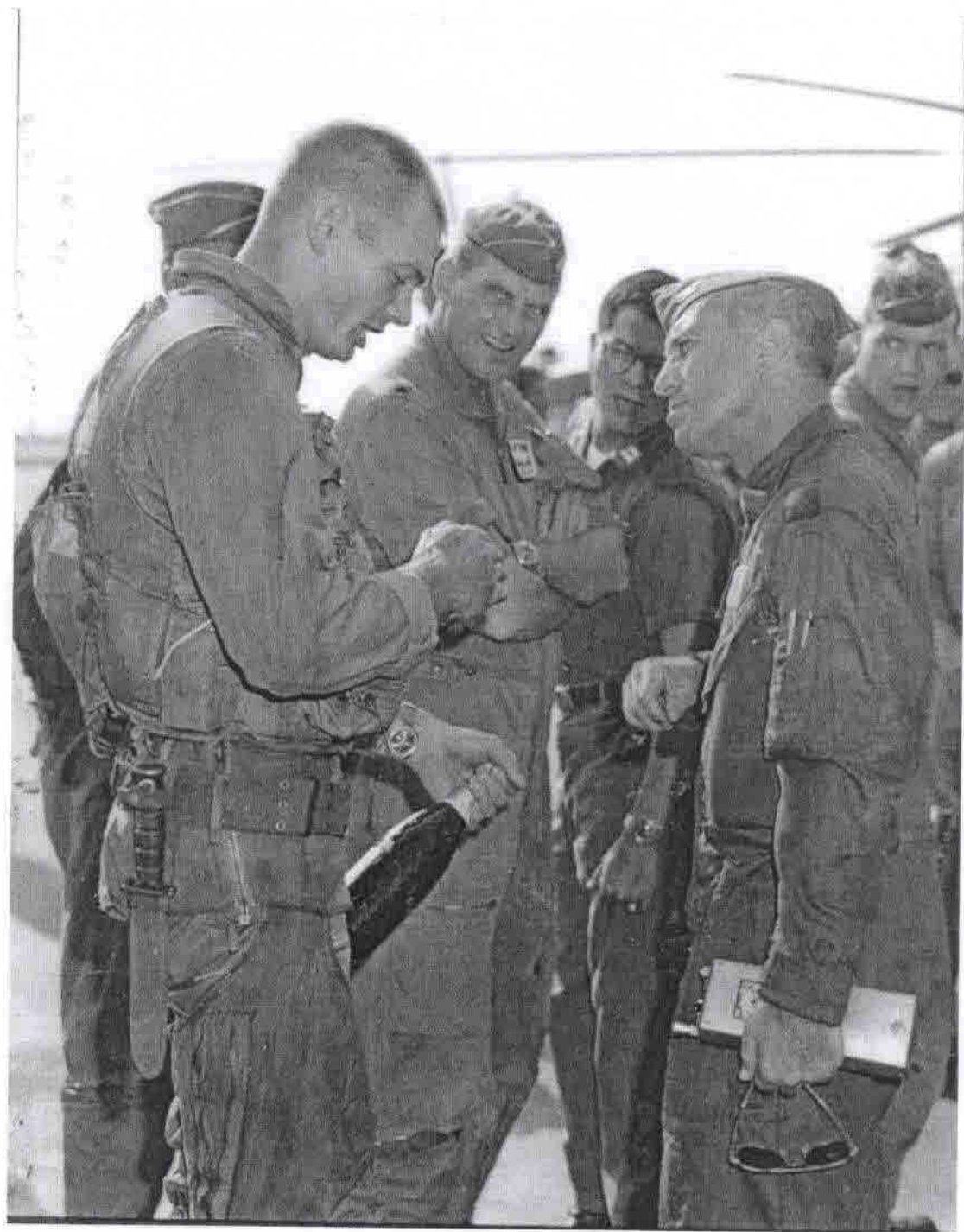
(S) Egress was effected without incident.

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

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

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SAVE 551. JPG

23 APR 70



TWO SATISFIED CUSTOMERS

551 and # 552

23 APRIL 1970

23Apr70.jpg

AF Museum Photo