

7. Problems encountered:

A. This LMC was marked by a number of ground and air aborts. It required the SARCO and maintenance to work a lot harder to keep forces on station but apparently there is no solution to this problem.

B. Both Jollys on scene went to refuel at the same time. If one of the forces should go down at that time in a permissive area, no rescue chopper would be on hand to make a pickup. It may be against the principles or procedures of the Jollys to go in alone, but in some cases the option should be available.

C. Two tactics which have not been considered up till now are:

(1) When a survivor has gone down in the afternoon, or the SAR runs two days, we should arrange for either a recce photo, or a Nail photo of the area for use the next day. Recce photos would have to be couriered over here while we should be able to get immediate development locally for the 35mm Nail shots. They would help considerably in briefing the forces on the location of the survivors and enemy defenses.

(2) We should consider interdiction of main routes leading to the area, and also the placing of delayed ordnance around the survivors late in the evening. Both would be positive deterrents to enemy activity during the night.


RICHARD E. MICHAUD, Lt Colonel, USAF
Commander

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13

SAR Efforts:

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(S) During this quarter, the Wing Sandy Force participated in a total of nine (9) Search and Rescue efforts. A brief resume of those SARs follows.

(S) ^{6/}On 6-7 April, a successful rescue was conducted for Laredo 02 Alpha and Bravo. The aircraft, an F-4, was making a pass on an interdiction point in the east end of the Ban Ban Valley and took a 37mm hit. The aircraft burst into flames and the pilots ejected immediately, landing a short distance to the southeast of the interdiction point, near the main supply route of that area, at approximately 1700L.

(S) The area of the SAR was one of the very worst locations in the Barrel Roll. It was studded with guns and infested with ground troops. The main route was just a half mile or less to the north, and the interdiction point perhaps three-quarters of a mile to the northeast. The survivors landed on the north slope of the hills south of the road. The entire area was generally mountainous to the south with a mountainous plateau to the north. There were six to seven 23/37mm, and four to five active ZPU gun sites within range of the survivors. Weather was not a problem the first evening, but a low ceiling held-up the first light effort on the 7th until 0800L, at which time the low fog and stratus broke up, allowing the SAR forces to operate.

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7/
(S) Hockey, a fast mover strike aircraft, took over as On-Scene Commander until the arrival of Raven 48, a T-28 FAC. Sandys 03 and 04 were flying the Tango Orbit and at 1710L they were notified to proceed to the scene. It is not known whether Hockey or Raven originally established voice contact with the two survivors, but Sandys 03 and 04 re-established contact upon arrival on-scene at 1725L. Sandy 03 confirmed that Alpha and Bravo were all right and determined their position relative to the chutes, which could be easily seen. At that time there was no movement in the survivor's area. During this time, the Sandys were taking considerable medium AA and small arms/automatic weapons fire. Sandy 03 put in Zorros 22 and 23 to suppress flak, but there were too many guns for the Sandys and the one slow mover flight to handle. After getting "hosed" viciously on a number of passes in the area, Sandy 03 decided to hold off and wait for the arrival of more ordnance. At 1808L, he took a 37mm hit, and when his A-1 burst into flames, he attempted an extraction. The seat failed and he had to crawl over the side at a very low altitude. All was confusion for a while. Sandy 04 took several ground fire hits shortly thereafter and returned to base, turning the situation over to Zorro 22. Zorro 22 lead tried to get the Jolly Green in, as he had Sandy 03 located, but it wasn't until Sandy 05, who had just arrived from the November

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Orbit, "latched on" to the Jolly and strongly directed him, that the rescue attempt began. Adding to the confusion was Raven 48's constant communication with Laredo Alpha and Bravo, who had suddenly become the secondary effort. The Jolly was finally directed over Sandy 03 and a successful pick-up was made. Sandy 05 then assumed On-Scene Command for Laredo 02. At this point it was determined that it was too dark to continue, so the SAR effort was terminated and Sandy 05 bedded down the survivors with instructions to come up on the radio at 0400L, 7 April.

(S) ^{8/} The first light effort was organized and Sandys 01 and 02 arrived on-scene prior to first light. Blindbat 31 had already talked to the survivors and they were still in good condition. The area however, was covered by a blanket of low stratus. Sandy 01 tried to work through a hole, but the fast mover aircraft couldn't work under the low ceiling, so the effort was stalled until the weather improved. Sandy 01 was relieved by Sandy 07 at a time of improving weather. Sandy 07 spent his time locating guns, supervising the fast mover FAC killing guns and the slow mover FAC in sanitizing the ground area around the survivors. At 1115L Sandy 07 passed the On-Scene Command to Sandy 09 who continued to supervise the killing of guns and the placement of personnel ordnance around the survivor's positions and

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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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4OARRSq Hist, 1 Apr - 30 Jun 1970

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MISSION SYNOPSIS

A unique night recovery and a two day rescue effort highlighted the first pick ups of this quarter on 6 and 7 April. The original objective was the crew of an F-4 down at 060/45/108.¹⁰ Hostile action and impending darkness postponed a successful attempt until the following day. However, during the first rescue attempts on the 6th a Sandy (A-1E) pilot and a Raven (T-28) pilot were forced to bail out of their crippled aircraft. Both were recovered although the Raven rescue was made in total darkness utilizing flares and aircraft floodlights. On the 7th the mission was completed with the successful recovery of the F-4 crew. Both pilots received minor facial burns from an aircraft flash fire prior to ejection.¹¹

On 9 April a Jolly Green crew encountering control difficulties was forced to make an emergency landing in friendly territory. Prior to landing, the aircraft commander elected to bail the remainder of his crew out. Three crewmembers did leave the aircraft with good parachutes. The aircraft commander and the flight engineer elected to remain aboard and managed to get the aircraft on the ground. The three members who bailed out were recovered by the second Jolly Green crew. A third Jolly Green crew was dispatched from Udorn to recover the aircraft commander and the flight engineer. All five personnel were returned to the base with the only major injury, a broken ankle, being sustained by a pararescueman.¹²

~~CONFIDENTIAL~~

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

DECLASSIFIED

FLASH

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DECLASSIFIED

00379

Z/TSZYUW RHMUABA0936 096164 -RUCIEUA.

ZNY SSSSS

Z 0 061634Z APR 70

FM OL 2 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/CSAF/AFXOTZB

RUCIEUA/HQ ARRS SCOTT AFB ILI

RUHHABA/41ARRWG/PROCP/HICKAM AFB HAWAII

RUSQSN/3ARRGP/3JRCC/TSN AB RVN

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

RUCIEUA/MAC/MCP/MAOCDA

RUSQSN/7AF/DO/DO/DP/DI/BDPMP/TACC/CC/TSN AB RVN

RUKLAAA/TAC/DOSLR

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RUHHHQA/CINCPAC/CC

RUEOGDA/AROC/ABERDEEN PROVING GROUND MD

RUEKAAA/AFEOC/FT RITCHIE MD

RHSMVA/MACV SAIGON RVN

RUHHABA/CINCPACAF/CC

RUMLJHA/39ARRS TUY HOA AB RVN

ZEN/7/13AF TACC UDORN RTAFB THAI

RUMOREA/56SOW NKP RTAFB THAI

ZEN/DET-1 56SOW UDORN RTAFB THAI

PAGE 2 RHMUABA0936 ~~SECRET~~

RUMOUVA/AIRA VIENTIANE LAOS

E/432TRW UDORN RTAFB THAI

RUMLJBB/OL 1 3 ARRG MYM RVN

BT

JOPREP JIFFY/OL-2, 3ARRGP RESCUE/032/061005Z APRIL 1970

1. RESCUE OPENING REPORT 06 APRIL 1970. 2. 213-023-06 APRIL 70.

3. ~~SECRET~~ A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/UNK/F4

D. USA E. USAF/432TRW F. MAJOR RALPH S. VANBRUNT G. ~~POB~~

H. ~~USAF STANDARD~~ 4. HOCKEY LEAD (F4) 06/1005Z 5. SE

6. 1/HC130P/39ARRS/ 06/1005Z; 2/HH53/40ARRS/ 06/1005Z; 6/A1E/

56SOW/ 06/1005Z 7. KING 2 DIVERTED AT 06/1005Z. SANDYS 3/4/5/6

DIVERTED AT 06/1005Z, SANDYS 1/2 LAUNCHED AT 06/1120Z. 8. ~~SECRET~~

9. A. CLEAR C. 500 OVERCAST UNTIL 07/0200Z THEN CLEAR.

10. OL-2, 3ARRGP, MAJ RICHARD O. JULIAN, LTCOL DELBERT L. STEPHENS,

MSGT PAUL T. FOXWORTH, SSGT ALFREDO L. MIMBS, 11. 7ABCCC, DET 1

56SOW 19. C. 5 MILE RADIUS OF 1935N 10343E D. 4/0V10/23TASS;

18/A1E/56SOW, 2/HC130P/39ARRS; 4/HH53/40ARRS H. ~~LAREDO 02~~

DOWN TO HOSTILE FIRE, REPORTED BY HCOKEY LEAD TO CRICKET WHO

PASSED INFO TO KING 2 AND TANGO ORBIT FORCES. JG 82/80 AND

SY 3/4 WERE DIVERTED AT THAT TIME. SANDYS 5/6 DIVERTED FOROM

NVOVEMBER ORBIT AND SANDYS 1/2 LAUNCHED FORM CH 89. NIGHT

PAGE 3 RHMUABA0936

FELL BEFORE ANY PICKUP ATTEMPT COULD BE MADE. A FIRST LIGHT

EFFORT IS PLANNED FOR A TOT AT 06/2220Z. DURING THE MISSION

SANDY 3, WHO WAS ON SCENE COMMANDER WAS SHOT DOWN AT 06/1108Z

THREE MILES SW OF LAREDO 02'S POSITION. SANDY 5 TOOK OVER AS ON

SCENE COMMANDER AND DIRECTED THE PICKUP OF SANDY 3 WHICH WAS MADE

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ODC/FOIV

HC 130
HH 53

02106

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER
AUTOMATICALLY DOWNGRADED AT
10 YEAR INTERVALS.
DECLASSIFIED ON 01 Nov 78

MESSAGE NOTIFICATION

Individual SGT

Contacted: FRANCIS

Local time 1120

and Date: 6 APR 70

1	2	3	4	5	6	7	8	9	10

HL NNE
VIENTIANE

DOWNGRADED TO
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EX ORDER 1152
APR 78

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PT 0379

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BY JG 80 AT 06/1139Z. THE PILOT OF SANDY 3 IS 1/LT JAMES R. MATTHEWS, 602SOS. THE AIRCRAFT WAS A Q1H NBR 52139621 OF THE 56SOW. THE CREW MAKING THE SAVE IS: AC: CATLIN, FRANK S., LTCOL. CP: SATTler, DENNIS H., [REDACTED] E. LEBEAU, STEPHEN L., SSGT, RS: CAFFERY, TERRY E., SGT RS: BEHERENDS, DONALD C., SSGT. PHOTO: BOSWELL, GERALD G., SSGT., ALL OF THE 40 ARRS EXCEPT THE PHTO-GRAPHER FROM 601 PHOTO SQDN. RAVEN 48, WHO WAS A FAC USED EARLY IN THE MISSION FOR LAREDO 02, RAN OUT OF FUEL AT 1810, 10243E. THE PILOT AND HIS OBSERVER BAILED OUT. K-2 AND JG 80 STOPPED OFF ON THE WAY TO CH 70 AND PICKED UP THE PILOT OF RAVEN 48. A FIREST LIGHT EFFORT IS PLANNED FOR RAVEN 48B AT 06/23300Z. THE PILOT OF RAVEN 48 IS BRYAN WAGES OF DET 1 56SOW. A/C TAIL NUMBER AND REGISTRATION UNKNOWN. FOREST PENETRATOR WAS USED IN BOTH PICKUPS. ARRS CREDITED WITH 2 COMBAT SAVES AND AIR REFUELINGS ACCOMPLISHED. GP-4

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VIENTIANE

BT
#0936

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ZNY SSSSS

Z 0 071208Z APR 70

FM OL 2 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/CSAF/AFXOTZB

RUCIEUA/HQ ARRS SCOTT AFB TIL

RUHHABA/41ARRWG/PROCP/HICKAM AFB HAW

RUSQSNA/3ARRGP/3JRCC/TSN AB RVN

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

RUCPAAA/MAC/MCP/MAOCDA/SCOTT AFB ILL

RUSQSNA/7AF/DO1/DO/DP/DI/BDPMP/TACC/CC/TSN AB RVN

RUKLAAA/TAC/DOSLR/LANGLEY AFB VA

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB

RUEHHQA/CINCPAC/CC/CAMP HM SMITH HAW

RUEOGDA/ARDC/ABERDEEN PROVING GROUND

RUEKC/AFEOC/FT RITCHIE MD

RHHMTA/MACV SAIGON RVN

RUHHABA/CINCPACAF/CC/HICKAM AFB HAW

RUMLUHA/39ARRS TUY HOA AB RVN

ZEN/7/13AF TACC UDORN RTAFB THAI

RUMOREA/56SOW NKP RTAFB THAI

ZEN/DET1 56 SOW UDORN RTAFB THAI

PAGE 2 RHMUABA0963 S E C R E T

RUMOUVA/AIRA VTN LAOS

ZEN/432TRW UDORN RTAFB THAI

C/40ARRS UDORN RTAFB THAI

RUMLUJB/OL1 3ARRGP SON TRA AB RVN

BT

JOPREP JIFFY/OL-2, 3ARRGP RESCUE/033/061005Z APR 70. 39
 1. RESCUE CLOSING REPORT 7 APRIL 1970. 2. 2-3-023-6 APR 70.
 3. B. 2220Z-0315Z: BASES 3800FT, TOPS 5000FT. VIS 2 MILES. AFTER 39
 0315Z CLEAR VIS 7 MILES. 10. OL-2, 3ARRGP, LT COL D. L. STEPHENS,
 MAJ W. H. SPANGLER, C. SMITH, MAJ R. O. JULIAN, MSGT P. T.
 FOXWORTH, TSGT R. A. LINCK, SSGT A. L. MIMBS, SSGT W. W. OLIVER. 12.
 CANDLESTICK 31/062145X/193430N 10312E 13. 40ARRS/HH53/FOREST
 PENETRATOR/070725Z 14. 2/2/2/2/0/0 15. TAKEN TO UDORN RTAFB THAI-
 LAND. 16. (TOTAL TIMES FOR ENTIRE MISSION) 10/47.5/40ARRS/HH53; 2/
 8.0/37ARRS/HH3E; 46-158.2/56SOW/A1; 6/29.1/39ARRS/HC130P. 17. A. 0/0/
 /0/0/NOT AVAIL/0/0/1 B. 0/0/0/0/NOT AVAIL/0/0/0 18. A. CREW MAKING
 SAVE: AC HEGEWALD, RICHARD F. MAJ, CP BLEIER, ROBERT W. MAJ, RS
 CARMICHEAL, RANDALL S. SGT, RS HOWARD, MICHAEL J. SGT, FM NELSON,
 STANTON R. SSGT, AP BANAS, RAYMOND G. SGT. ALL ASSIGNED TO 40ARRS
 EXCEPT BANAS IS ASSIGNED TO DET-9, 601ST PHOTO SQDN. B. PERSONS
 SAVED: ALFA: VAN BRUNT, RALPH S. MAJOR, 555TFS, USAF, BRAD: LOYD,

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OLIVER H. 1LT, 13TFS, USAF. 19. H. ARRS CREDITED WITH 4 USAF COMBAT
 AIRCREW MEMBER SAVES. (2 PREVIOUSLY REPORTED ON OPENING REPORT) RS WAS
 DEPLOYED ON RAVEN 48A. TEN (10) AIR REFUELINGS WERE ACCOMPLISHED.
 RAVEN 48B: AT 062259Z KING 3 AND JG'S 33/36 WERE IN THE AREA THAT

ODC/FOI

FLASH

DECLASSIFIED BY 62 3000
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 31 Dec 78

REASON FOR DECLASSIFICATION

Individual

Contacted: S. A. K. S. V.

Local Time

and Date: 0710L

DOWNGRADED TO

CONFIDENTIAL ONLY

IAW EX. ORDER 11652

78
AI 46 158.2

40 10 47.5
 2 8.0
 6 29.1
 18 84.6
 46 158.2
 64 242.8

FLASH

CONFIDENTIAL

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T 00576

RAVEN 48 A WAS PICKED UP ON 6 APRIL. NO IMMEDIATE CONTACT WAS MADE AND A SEARCH WAS INITIATED BY RAVEN 21, KING 3 AND THE TWO JOLLY GREENS. THE AREA WAS DECLARED PERMISSIVE AND THUS THE FACT NO SANDY ESCORTS WERE USED. AT 070050Z, KING 3 ADVISED THAT 12F (AIR-AMERICA HELICOPTER) HAD LOCATED AND PICKED UP THE SURVIVOR AT 070048Z AT 1812N 10247E. SURVIVOR WAS TAKEN TO VIENTIANE, LAOS. ~~REDACTED~~ THE FIRST LIGHT EFFORT WAS EXECUTED AS PLANNED WITH NAIL 25, KING 1, SANDIES 1 THRU 6 AND JG'S 80/82 ON SCENE AT 062200Z. WEATHER IN THE AREA AT THIS TIME PREVENTED THE USE OF FAST MOVER STRIKE AIRCRAFT. SANDY 1 STATED THE AREA WOULD BE UNWORKABLE UNTIL ABOUT 070300Z. CANDLESTICK 31 CONTACTED THE SURVIVORS AT 062145Z AND BOTH STATED THEY WERE IN GOOD SHAPE. AT 070115Z SANDY 7 (ON-AXENE COMMANDER) AT THIS TIME CONTACTED THE SURVIVORS AGAIN. BRAVO MAN REPORTED NO HOSTILITIES AROUND HIM, HOWEVER ALFA REPORTED UNFRIENDLIES NEAR HIS POSITION AND PROCEEDED TO MOVE AWAY AT THIS TIME. CONTACT WAS MADE WITH SURVIVORS AT 30 MIN INTERVALS THROUGHOUT THE DAY UNTIL PICKUP WAS MADE. AT 0315Z SANDY 7 SAID THE

PAGE 4 RHMUABA0963 ~~REDACTED~~

WEATHER WAS BREAKING AND REQUESTED THE LAUNCH OF SMOKE, STRIKE, AND ASCAR (CBU 19) A1'S. SANDY 7 LOCATED 3 AA EMPLACEMENTS (37MM) AND DIRECTED FASTMOVER STRIKES AGAINST THEM. FAST AND SLOW MOVER STRIKE, SMOKE AND CBU 19, BLU 52 AND PAVEWAY FLTS WERE DIRECTED INTO THE AREA FROM 0300Z UNTIL APPROXIMATELY 0700Z. AT 070703Z SANDY 15 (O.S.C.) SAID HE WOULD MAKE A PICKUP ATTEMPT IN 15 MINUTES. AT 070712Z SANDY 15 BRIEFED THE SAR FORCES ON THE PICKUP. AT 070715Z JG'S 79/77. SYS 16, 17, AND SMOKES 26 THRU 28 STARTED IN FOR THE PICKUP. AT 070725Z JG77 HAD COMPLETED THE PICKUP OF THE SURVIVORS AND RTB'D TO UDORN RTAFB, THAILAND. ALL SAR FORCES WERE RTB'D AT THIS TIME AND THE MISSION WAS CLOSED AT 070845Z. BOTH SURVIVORS WERE REPORTED IN GOOD CONDITION. GP-4

BT

0963

ENDING

FLASH

CONFIDENTIAL

FLASH

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CAFFERY2.JPG

LOREDO 02 SAR

7 APR 70

AC LtCol Richard Hegewood
 CP Maj Bleier
 FE Sgt Nelson
 PJ Randy Carmichael
 PJ Mike Howard

Survivor 1 Maj Ralph VanBrunt
 2 1Lt Herbert Lloyd

Photo

Carmichael

40th ARRSq Hist, 1 Apr - 30 Jun 1970

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Buff crew that made the pick up of Raven 48A and Sandy
003. Standing from left: Capt Wages (survivor);
Lt Mathews (survivor); Lt Col F. S. Catlin (AC); Capt
J. H. Sattler (CP). Kneeling from the left: Sgt T. E. Caffery
(PJ); SSgt S. L. Lebeau (FE); Sgt D. G. Behrends (PJ).

FILE = RAVEN 48A



CAFFERY1.JPG

RAVEN 48 SAR

6 APR 70

40 APR 70 UDORN

Back Row: "CP" Captain Sattler, "AC" LtCol Frank Catlin, Survivor Capt Wages and crew chief name unknown

Front Row: "PJ" Terry Caffery, "FE" SSgt LeBeau, "PJ" Donald Behrends

ALSON

RAVEN48A. BMP

Buff crew that made the pick up of Raven 48A and Sandy
003. Standing from left: Capt Wages (survivor);
Lt Mathews (survivor); Lt Col F. S. Catlin (AC); Capt
D. H. Sattler (CP). Kneeling from the left: Sgt T. E. Caffery
(PJ); SSgt S. L. Lebeau (FE); Sgt D. G. Behrends (PJ).

RAVEN 48 6 APR

SANDY 3 21 APR 70

RAVEN 48A

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(SECOND OAK LEAF CLUSTER)

TO

TERRY E. CAFFERY

Sergeant Terry E. Caffery distinguished himself by heroism while participating in aerial flight as an HH-53 Pararescue Specialist in Southeast Asia on 6 April 1970. On that date, Sergeant Caffery flew an extremely hazardous mission under the constant threat of hostile ground fire to affect the recovery of an American airman downed in a heavily fortified area. Although in a known hostile area, Sergeant Caffery continually presented himself in an exposed position to provide assistance in pinpointing the survivor's location. When his aircraft came under intense hostile fire, Sergeant Caffery returned a steady stream of suppressive fire with only a hand-held weapon in his efforts to protect the aircraft and his fellow crewmembers. The outstanding heroism and selfless devotion to duty displayed by Sergeant Caffery reflect great credit upon himself and the United States Air Force.

