

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



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

9 April 1970

SUBJECT: Mission Narrative Report

~~CONFIDENTIAL~~

to: 3 ARRGp (JRCC)
APO 96307

DATE: 7 April 1970

MISSION NUMBER: 2-3-023-6 Apr 70

FLIGHT DESIGNATION: Jolly Green 77

MISSION OBJECTIVE: Laredo 02A & B

LOCATION: Laredo 02A, UG668642
Laredo 02B, UG667642

SAVES: Two Combat (LAREDO 02 A & B)

SUMMARY OF SAR ACTIONS:

1. (S) Reference mission narrative #2-3-023-6 Apr 70 by Lt Col Catlin. Jolly Green 82L and 80H were launched at 0430L, 7 Apr 70 as primary aircraft in support of a first light effort for Laredo 02A & B. Jolly Green 77 and 79 were launched at 0927L. Take-off weather was 4001000 7 mi vis; enroute, 1000 clear above and 5 mi in haze below; SAR area, 800 7 mi vis. Jolly Green 77 and 79 joined Jolly Green 82, 80 and escort Sandys 11 and 12, proceeding to the forward holding point (065/40/108) at 10,000' MSL. The holding point was over mountainous terrain 3.5 nm SSW of the SAR area. The entire SAR area was in view during the 2.3 hour orbit. In addition to airborne FACs directing strikes, Laredo 02A & B conducted ground controlled strikes in their immediate vicinity. At 1100L Sandy (OSC) estimated a recovery attempt at 1200L. Jolly Green 77 flight attempted an air refueling rendezvous at 1115L to be completed prior to Jolly Green 82's recovery attempt. SAR forces were delayed locating a 23mm gun and revised the pick-up ETA to 1415L. Jolly Green 77 flight completed air refueling at 1230L, returned to the holding point at 1255L as primary recovery aircraft. At 1410L, Jolly Green 77 flight was briefed by Sandy 15 (OSC); at 1415L Smoke flight screened the survivor area (1nm south of route 7, Ban-Ban Valley) east to west and then north to south on the west end. The apex of the "L" was located just SE of an interdiction point. The survivors were shielded by mountainous terrain to the north and east. At approximately 1418L, Jolly Green 77 departed the holding area, contour following a creek bed

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CONFIDENTIAL 20/10/73
IA EX. ORDER 11-52

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SCHEDULE OF EXECUTIVE ORDER 11652
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YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

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atcl 6 AD-70-1084
40-70-0050
GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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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 Catlin/2687)

10 April 1970

SUBJECT: Mission Narrative Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 6 April 1970

MISSION NUMBER: 2-3-023-6 Apr 70

FLIGHT DESIGNATION: Jolly Green 80

MISSION OBJECTIVE: Laredo 02A & B; Raven 48A & B; Sandy 03

LOCATION: Laredo, 060/53/108

Raven, 360/50/70

Sandy, 062/53/108

SAVES: Sandy 03 & Raven 48A (Two combat saves)

SUMMARY OF SAR ACTIONS:

1. (S) While on Tango Orbit, 6 Apr 70 at 1730L, Jolly Green 80L and 82H were notified by King 02 that Laredo 02A & 02B were down at an approximate position of 060/53/108. JG 80 and 82 were given a holding point of 062/45/108. Ch 108 was off the air so JG 80 requested escort to the holding area. Hobo 30 and 31 escorted JG 80 and 82 to the holding point. JG 80 and 82 arrived on scene at 1800L. The weather in the area was clear with 5-7 miles visibility however darkness was rapidly approaching. At 1811L, Sandy 03 was shot down and bailed out at 062/53/108. Sandy 04 also took a hit and departed the area leaving Zorro 22 as on-scene-commander who along with Raven 48 and JG 80 decided that if an immediate attempt was made, Sandy 03 could be picked up with minimum enemy opposition. At 1820L, JG 80 descended into the area under the direction of Zorro 22. Sandy 03 was located in a V shaped draw approximately 200' deep, 1/2 to 1/4 mile SE of his aircraft wreckage. A high speed, low level approach to the SW side of a protective ridge line was made. Upon reaching the ridge pinnacle a "pop over" maneuver was executed into the Ban-Ban Valley. Zorro 22 gave instructions for a 90° left turn whereupon the Sandy wreckage could be seen "cooking off". Continuing on a heading of about 340° JG 80 passed over Sandy 03 who came up on guard and

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IAW EX. ORDER 11652
20 Apr 73

Classified by 46 RLS
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YEAR INTERVALS.

DECLASSIFIED ON 21 Dec 78

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40-70-0055
GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years
Oct 5 AD-70-1084

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popped his M-13 flare. A hover was established over the survivor and a descent into the area was accomplished. The pickup of Sandy 03 was completed at 1935L under partial cover of approaching darkness. Upon egress from the area, JG 80 took small arms fire. JG 80 returned the fire with all three guns. JG 80 returned to the holding area while JG 82 descended to attempt a pickup of the Laredos. Total darkness occurred as JG 82 held low waiting to be cleared in. As he held, JG 82 took ground fire from a ZPU site and from a 37mm site. Since it was so dark by now, Sandy 01 who was now on-scene-commander, decided to RTB the forces and return in the morning for a first light effort. As JG 80 and 82 were heading home they learned that Raven 48 had bailed out on the 360/50/70 and was suspended in the trees about 100' from the ground. JG 80 confirmed with King 02 that the area was safe and that JG 80 had enough fuel aboard to go check out the area. JG 82 had to RTB because he was at Bingo fuel. JG 80 proceeded to the area by Sandy 01 and 02 and contacted a Spud 22 that was attempting to pinpoint Raven 48's position. JG 80 arrived in the SAR area at 1930L. The weather was clear with 7 miles visibility. JG 80 with the aid of the Spud aircraft used searchlights in an attempt to locate Raven 48A. JG 80 requested a flareship and was informed that one was on the way. By talking with Raven 48A and using the searchlights, JG 80 was able to determine Raven 48A's position within about a 100 meter circle. When the flareship, Blindbat 11, arrived on scene, JG 80 briefed him to drop his flares in sets of three and to keep dropping as long as the helicopter was in a hover. As the first three flares were dropped, JG 80 started a descent from 3500 feet. By using the flare lights and the searchlights from the aircraft, JG 80 was able to see the surrounding terrain. The elevation of the area was about 600 feet and there was approximately a 100 foot jungle canopy. As JG 80 passed through 1500 feet, Raven 48A was told to pop the night end of a Mark 13 flare. JG 80 immediately saw the flare and pulled into a hover over Raven 48A at 2018L. Because Raven 48A was suspended in such a way as to preclude him from reaching his pen gun flares or other survival gear it was necessary to lower a pararescueman on the hoist to provide assistance in removing him from the trees. As the hover was established over the survivor the PJ started down the hoist. The PJ requested that he be lowered to the ground because he was unable to reach the survivor due to the nature of the trees. As he reached the ground, he realized that the survivor was only 10-15 feet in the air and therefore could release himself and climb down a vine. When the survivor was on the ground, both men climbed on the penetrator and were raised to the helicopter. The unopposed pickup was made at 2030L. JG 80 exited the area with Sandy 01 and 02 as escorts. JG 80 landed at Ch 70 at 2100L.

(U) Survivors were: Sandy 03, 1st Lt Mathews, 602 SOSq
Raven 48A, Capt Wages, Det1, 56 SOWg

(U) Jolly Green 80 crewmembers were: Jolly Green 82 crewmembers were:

AC: Lt Col Catlin
CP: Capt Sattler
FE: SSgt LeBeau
PJ: Sgt Caffery
PJ: Sgt Bherends

AC: Capt Horne
CP: Lt Col Modica
FE: SSgt Blakeney
PJ: Sgt Riddick
PJ: Sgt Hoberg

FRANK S. CATLIN, Lt Colonel, USAF
Aircraft Commander, Jolly Green 80

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DOWNGRADED TO 3
CONFIDENTIAL ON 9 Apr 78
IAW EX ORDER 11652

Classified by 2042-2-3-4000
SUBJ: JG 80
DECLASSIFICATION
AUTHORITY: EXECUTIVE ORDER 11652
DATE: 10/10/2001
REASON: DOWNGRADED AT TWO
DECLASSIFIED ON 10/10/2001

DECLASSIFIED

DEPARTMENT OF THE AIR FORCE

7TH AIRBORNE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



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

10 April 1970

SUBJECT: Mission Narrative Report

to: 3 ARRGp (JRCC)
APO 96307

DATE: 6 April 1970

MISSION NUMBER: 2-3-023-6 Apr 70

FLIGHT DESIGNATION: Jolly Green 80

MISSION OBJECTIVE: Laredo 02A & B; Raven 48A & B; Sandy 03

LOCATION: Laredo, 060/53/108

Raven, 360/50/70

Sandy, 062/53/108

SAVES: Sandy 03 & Raven 48A (Two combat saves)

SUMMARY OF SAR ACTIONS:

1. (S) While on Tango Orbit, 6 Apr 70 at 1730L, Jolly Green 80L and 82H were notified by King 02 that Laredo 02A & 02B were down at an approximate position of 060/53/108. JG 80 and 82 were given a holding point of 062/45/108. Ch 108 was off the air so JG 80 requested escort to the holding area. Hobo 30 and 31 escorted JG 80 and 82 to the holding point. JG 80 and 82 arrived on scene at 1800L. The weather in the area was clear with 5-7 miles visibility however darkness was rapidly approaching. At 1811L, Sandy 03 was shot down and bailed out at 062/53/108. Sandy 04 also took a hit and departed the area leaving Zorro 22 as on-scene-commander who along with Raven 48 and JG 80 decided that if an immediate attempt was made, Sandy 03 could be picked up with minimum enemy opposition. At 1820L, JG 80 descended into the area under the direction of Zorro 22. Sandy 03 was located in a V shaped draw approximately 200' deep, 1/2 to 1/4 mile SE of his aircraft wreckage. A high speed, low level approach to the SW side of a protective ridge line was made. Upon reaching the ridge pinnacle a "pop over" maneuver was executed into the Ban-Ban Valley. Zorro 22 gave instructions for a 90° left turn whereupon the Sandy wreckage could be seen "cooking off". Continuing on a heading of about 340° JG 80 passed over Sandy 03 who came up on guard and

DOWNGRADED TO
CONFIDENTIAL 21 Apr 73
IAW EX. ORDER 11652

Classified by 46 RLSH
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

DECLASSIFIED ON 21 Dec 78

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40-70-0055
GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

ATL 5 AD-70-1084

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DATE: 6 APR 70

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MISSION NUMBER: 2-3-023-6 APR 70 (Part 4)

AIRCRAFT DESIGNATION: KING 3

Classified by *J. J. [unclear]*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *1/10/76*

LOCATION: UG673646 & 245/52/70

DISTRESSED AIRCRAFT: LAREDO 02, RAVEN 48B

SAVES: 3 Combat

1. (C) King 3 launched from Channel 83 at 2140Z 6 April 70 as Mission Commander for Raven 48B mission and tanker for Laredo 02 A & B. Arrived on scene 356/37/70 at 2320Z. Coordinated search for Raven 48B (call sign Robin 06) with Raven 21 and Jolly Green 33 & 36 who were on scene. Raven 21 had an interpreter on board and was in contact with Dragon Control and friendly ground units in the area.
2. (C) At 2332Z descended and refueled Jolly Green 82 & 80 in support of Laredo 02 mission. Completed AR at 2350 and proceeded from 060/20/108 to 360/40/70 to refuel Jolly Green 33 & 36. While in the process of refueling Raven 21 informed King 3 that a friendly unit had located a chute at 245/52/70 and he wanted to check out the sighting with Dragon control. Completed AR with Jolly Green 33 & 36 at 0050Z 7APR 70. Raven 21 informed King 3 that the friendly unit did have Robin 06 and Air America Helicopter 12F had picked up Robin 06 at 0048Z and were taking him to Vienten. Mission terminated at this time and Jolly Green 33 & 36 cleared to RTB, ETA Channel 89 0150Z.
3. (C) King 3 returned to Channel 108 area in support of Laredo 02. At 0230Z descend to refuel Jolly Green 82 & 80 and were informed that more refuelings would be required and no other tanker would be available. RTB Ch 70 at 0335Z and refueled and took off at 0455Z. At 0518Z descended to refuel Jolly Green 77, 79, 80, & 82. Completed AR at 0611Z and maintained orbit until 0805Z when cleared to RTB after successful pick up of Laredo 02 A & B by Jolly Green 77. Total fuel offload 53,340 lbs 10 refuelings.

4. (U) King 3 Crewmembers:

AC/AMC CPT ADELMAN
CP MAJ JONES
N MAJ BEGLEY
RO SSG STARKEY

FE TSG TUCKER
FE TSG MITCHELL
FE TSG EMERY
LM TSG CORNELL

Philip J. Adelman

PHILIP J. ADELMAN, Captain, USAF
Aircraft Commander/Airborne Mission Commander

Part 4 of 4 AD-70-1234

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39th ARRSq History, Apr - Jun 70 SUPPORTING DOCUMENT 3

DATE: 07 April 1970

10 April 1970

87

MISSION NUMBER: 2-3-023-06 Apr 70 (Part 3)

MISSION DESIGNATION: KING 2

LOCATION: UG673646 (060/51/108)

DISTRESSED AIRCRAFT: LAREDO 02 (F4)

SAVES: 2 Combat

1. King 2 assumed the mission from King 1 at 0550Z. The forces on scene at this time were Jolly Green 77, 79, 80 & 82, Sandy 09, 10, 13 & 14 (bingo fuel at 0645Z); Ascar 41, 42, 43 & 44 (bingo fuel at 0620Z); Strike 71, 72 & 73 (bingo fuel at 0645Z); Smoke 25, 26, 27 & 28 (bingo fuel at 0730Z); Nail 07 (bingo fuel at 0800Z); Laredo 05; and King 3. Fast mover strike aircraft and mig cap were airborne with Iron Hand aircraft on ground alert. The weather was clear, temperature 22°C and pressure altitude 210 feet. Sandy 09, the OSC, was in radio contact with both survivors and their condition was reported good. Nail 07 and Laredo 05 were working fast mover aircraft against AAA located to the north and west of the survivors. The survivors were located approximately 150 to 200 meters apart.
2. Sandy 15, 16 & 17 arrived on scene at 0630Z. Sandy 15 was briefed by Sandy 09 and Sandy 15 assumed OSC at 0640Z. Ascar 41, 42, 43 & 44 had RTB'd at 0620Z. Ascar 45 & 47 were inbound with an ETA of 0730Z. Ascar 46 & 48 were launched but had to return to Ch 89 due to aircraft difficulties. Sandy 09, 10, 13 & 14 expended their ordnance then they were RTB'd. More Ascar was requested at 0700Z, but Jack replied there was no more available.
3. At 0700Z Laredo 05 RTB'd. Laredo 06 was inbound to replace Laredo 05 and Nail 25 was inbound to replace Nail 07. At 0709Z Jack directed Jolly Green 80 & 82 to RTB. Jolly Green 70 & 68 were inbound to the area with an ETA of 0735Z. Ascar 45 & 47 were told to join with Jolly Green 70 & 68 to escort the Jolly Greens to the holding area.
4. Sandy 15 and Nail 07 agreed that the AAA activity was quiet enough to attempt a pickup. There was one 23mm AAA periodically firing but was located far away from the SAR scene. Sandy 15 and Nail 07 felt a smoke screen layed down to the north and west of the survivors along with a low level ingress and egress would provide screening from the one 23mm AAA that was firing and any other AAA that may not have been put out of action previously.
5. Sandy 15 briefed the SAR forces. He assigned Sandy 17 to

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Downgr ded at 3 year intervals.
Declassified af er 12 years.

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escort Jolly Green 77 & 79 in for the pickup attempt. Jolly Green 88 77 was the low helicopter. Nail 07 was told to safety that came up north of the survivors.

6. (C) The pickup was successfully accomplished on both survivors at 0728Z. Jolly Green 77 made one run picking up Laredo 02 Alpha first, then Laredo 02 Bravo. There was negative ground fire in the vicinity of the helicopters. All forces were accounted for and RTB'd at 0735Z.

7. (C) RESOURCES

a. SAR:

JOLLY GREEN 77/79, 82/80, 70/68

SANDY 09/10, 13/14, 15/16, 17

ASCAR 41/42, 43/44, 45/46

SMOKE 25/26, 27/28

STRIKE 71/72, 73

KING 3, 7

b. FAC:

NAIL 07, NAIL 25, LAREDO 05, LAREDO 06

c. RESCAP:

FALCON 61, FENWAY, COSMIC, DROOPY, BEAR 1/2, 3/4; MUSKET, GALLUP 3/4, BARRACUDA 1/2, 3/4; BIGGOT

d. MIG CAP:

GUNFIGHTER 51/52, PAPA 2, 3/4

e. IRON HAND - on ground alert

8. (C) AIR REFUELING REQUIREMENTS: King 3 was available on scene for air refueling of the Jolly Greens. When King 2 assumed the mission King 3 had just completed refueling Jolly Green 77/79. King 7 had been launched to replace King 3, but the recovery was accomplished prior to King 7 arriving on scene. There was no further refueling requirements although King 3 had accomplished multiple refuelings prior to King 2 assuming the mission.

9. (U) King 2 Crewmembers:

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39th ARRSg History, Apr - Jun 70 SUPPORTING DOCUMENT 1
DECLASSIFIED

DATE: 6 APR 70

10 April 1970

82

MISSION NUMBER: 2-3-23-6 APR 70 (Part 1)

FLIGHT DESIGNATION: KING 2

LOCATION: LAREDO 02 & SANDY 03: UG647662
RAVEN 48: TF800101

DISTRESSED AIRCRAFT: LAREDO 02 (F4), SANDY 03 (A1), & RAVEN 48 (T28)

SAVES: 2 Combat

1. (S) At 1003Z we received a call from Hocky Lead informing us that Laredo 02 had gone down after receiving ground fire. He had two good chutes and a visual on their location. Channel 108 and Skyline RBN were inoperative at this time, and remained inoperative throughout the mission. We appointed Hocky Lead as On-Scene Commander (OSC) and proceeded to the estimated position of the survivors. Falcon 63 flight, 2 F4's, were in the area and were used against known AAA sites in the immediate vicinity.

2. (S) The SAR forces on airborne alert were directed to the scene with Jolly 80 and 82 given a suggested holding point in the immediate vicinity of LS 02. Weather in the area was good, with approximately one hour and 40 minutes of day light remaining. The area was determined to be extremely hostile with numerous 23MM and 37MM AAA placements firing. Fast movers were requested, but we were informed there were none immediately available except Hocky and Falcon 1 flight, who were expended by 1020Z. MIG CAF was requested due to the close proximity of the boarder.

3. (S) Raven 48, T-28 FAC, moved into the area at 1011Z, and was briefed by Hocky Lead on the situation. Laredo 02 Alpha came up on the radio and reported he was in good shape and in no immediate danger even though he could hear enemy forces in all quadrants and had seen troops within 100 meters of his position. With Hocky Lead approaching bingo fuel, Raven 48 was appointed CSC and Hocky flight told to RTB. At 1020Z we were informed that the MIG CAF and Sandy 1 & 2 were airborne, and Sandys 5 & 6 were enroute from Tango orbit.

4. (S) Sandys 03 & 04 arrived on scene at 1023Z with a transfer of OSC to Sandy 03 after a briefing by Raven 48. Zorro 22 flight (2A1's) arrived on scene to be used as fire suppression. Sandy 03 used these aircraft on AAA positions firing in the vicinity. At 1037Z Laredo 02 Bravo checked in for the first time and reported himself to be in good shape and secure. It was determined by Sandy 03 that the survivors were at UG 647662 and within 100 meters of each other. The downed aircraft was a short distance to the south burning and cooking off 20 MM. These exploding shells were at first thought to be ground fire from automatic weapons.

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Downed at 3 car intervals.
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39th ARRSq History, Apr - Jun 70

5. (C) Sandy 03 and Raven 48 jointly moved around the area to evaluate the situation for a possible pickup as soon as the Jollys arrived. Sandy 03 had repeatedly requested fast movers, but none were available, and an estimated time of their availability could not be obtained. We were informed at 1052Z no Ascar would be available because of remaining light. The Jolly Green's arrived at their holding point at 1100Z and were given air cover by Hobo 30 flight (2 Al's) 83
6. (C) While making a pass through the area at 1107Z, Sandy 03 & Raven 48 were hit by AAA. Sandy 03 started to burn, so he turned south and ejected over a ridge line approximately 3 kilometers south of the survivors. Raven 48 reported he did not know the extent of his damage, but he did not believe he was in any danger. Sandy 05 checked in on scene and took over as OSC for both efforts.
7. (C) Sandy 05 evaluated the situation and decided an immediate pickup of Sandy 03 could be made. The Jollys were told to move in with the Hobos for cover. Raven 40 arrived on scene and took over as FAC from Raven 48, who was approaching bingo fuel. The first flight of fast movers, Falcon 71 & 72 (F4's), arrived at 1130Z and were put to work by Raven 40. A successful pickup of Sandy 03 was made at 1137Z by Jolly Green 80 with only minor small arms fire received on ingress and egress.
8. (C) Because of ensuing darkness, fast movers could not be safely utilized to silence the AAA around the Larado survivors position. All factors considered it was decided to put the survivors to bed and set up a first light effort for 7 April. Sandy 05 briefed the survivors on our intentions and was acknowledged by 02 Alpha, but 02 Bravo did not respond to any further calls. The remaining flights of fast movers were returned to ABCCC (Alley Cat). The Jolly Greens were to be escorted by Sandy 01 & 02 and inflight refueling would not be required for the flight to Channel 70.
9. (C) At 1200Z we were informed by Cricket pilot that Raven 48 was down, after running out of fuel. Cricket said he had contact with 48 Alpha. We headed for the area and received updated positions of the survivor. Raven 48 Alpha said he thought Bravo went in with the aircraft as he didn't see him get out.
10. (C) We arrived in the area and confirmed Alpha's position to be 360/492/70. Because of the favorable terrain features, and lack of reported enemy activity it was decided that Jolly Green 80 would come into the area and evaluate the possibilities for an immediate night extraction. A flare ship was requested to move in and stand by in the event it was needed. During the time we were in the area and talking to Alpha, an occasional beeper was heard and on one occasion an indigenous voice was heard on guard frequency.

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39th ARRSq History, Apr - Jun 70

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11. (U) At 1255Z Jolly Green 80 arrived on scene and pinpointed the survivors position. He decided a pickup could be made, and asked for flares. Blind Bat 11, set up a continuous light flare pattern and Jolly Green 80 lowered his PJ to assist Raven 48 onto the penetrator, and at 1330 both men were extracted. Alley Cat informed us that Dragon Control had received a report from ground forces in the area who had seen two good chutes from the aircraft and located the crash site at TF800101.

12. (U) Because of the anticipated language difficulty, and failure to get a position location on Bravo, the forces were told to RTB. A first light effort would be setup for Bravo.

13. (U) REFUELLING: The Jolly Greens on Tango Orbit were refueled at 0930Z, just prior to the mission. Therefore, no refueling was required during the execution or recovery from this mission.

14. (U) RESOURCES:

a. FAST MOVERS

<u>CALL SIGN</u>	<u>NUMBER</u>	<u>TYPE</u>	<u>MISSION</u>
HOCKY LEAD	2	F4	FAC
FALCON 63	2	F4	ORDNANCE
FALCON 71	2	F4	ORDNANCE
FALCON 73	2	F4	(Released, Forces RTB)
BUDLEY FLT	2	F4	(Released, Forces RTB)
HEADPIN FLT	2	F4	(Released, Forces RTB)

b. SLOW MOVERS

ZORRO 22/23	2	A1	ORDNANCE
HOBO 30/31	2	A1	ORDNANCE
RAVEN 48	1	T28	FAC
RAVEN 40	1	T28	FAC
SPUD 22	1	OV1	SEARCH
BLIND BAT II	1	C130	FLARE SHIP
SANDY 3, 4	2	A1	OSC & JC ESCORT
SANDY 5, 6	2	A1	JG ESCORT
SANDY 1, 2	2	A1	JG ESCORT
KING 2	1	HC130P	AMC & TANKER
JOLLY GREEN 80/82	2	HH53	

15. (U) King 2 Crewmembers:

AC/AMC LTC SIMPSON
CP LTC CRITES
N MAJ OTTEA
RO SSG MACCARTHY
FE MSG HOLMAN
FE SSG SHOREY
LM SSG WARHAM

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Downgraded at 3 year intervals.
Declassified after 12 years.

ALBERT L. SIMPSON, Lt Col, USAF
Aircraft Commander/Airborne Mission Commander

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39th ARRSq History, Apr - Jun 70 SUPPORTING DOCUMENT 2

DECLASSIFIED

DATE: 6 APR 70

10 April 1970

85

MISSION NUMBER: 2-3-023-6 APR 70 (Part 2)

AIRCRAFT DESIGNATION: KING 1

LOCATION: UG673646

DISTRESSED AIRCRAFT: LAREDO 02

SAVES: 2 Combat

1. (S) King 1 departed Udorn for the SAR area at 2145Z on 6 Apr 70 for a first light effort on Laredo 02. Location of the survivors had been briefed as UG 647662/UG673646. Nail 25 was appointed On-Scene Commander until he could be relieved by Sandy 1 at 2200Z. Evaluation of on scene weather by Sandy 1 was accomplished and fast mover resources were requested. Slow mover forces were also launched in preparation for a possible early attempted pickup if conditions were favorable. Holding points for slow movers had been prebriefed as 063/47/108, however this was modified by King 1 to the 065/40/108 based on SEADAP info. King 1 assumed a holding position of 005/70-100/70.
2. (S) Voice contact with Laredo 02 Alpha had been established by Candlestick prior to arrival of the SAR forces. Sandy 1 reestablished voice contact with both Alpha & Bravo at 2205Z and determined they were in good condition and high spirits. Further contact was limited to 15 minute intervals and subsequently modified to 30 minute intervals to conserve batteries. No troop movement was reported by either survivor in their immediate vicinity, however they did indicate that small arms & automatic weapons had been fired in the area in addition to larger guns west & north of their position.
3. (S) Dawn signaled a rapid deterioration of weather conditions with a 7/8 stratus layer developing over the SAR area at 3800 feet. Visibility was reported as approximately 2 miles in haze & ground fog beneath the bases of the clouds. A weather hold was placed on programmed resources after the initial attempt to put in strike forces on hand was aborted due to weather. FAGs at this time were Nail 25, 26 & Laredo 04. Falcon 50-51, 52-53, 60-61, 62-63, and Muscat flights were returned to Alleycat/Cricket Control when it became apparent that they could not be used until the weather improved. Jelly Green 80 & 82 were pulled back to a position south of Ch 108 for refueling with King 3 and Sandy 3-4, Strike 61-63, and Smoke 21-24 were RTB'd to Ch 89 to recycle. Sandy 7 replaced Sandy 1 as On-Scene Commander at 0100Z and Sandy 1-2 and 5-6 RTB'd Ch 89. During the next 1+30, activity was limited to 30 minute interval radio contact with the survivors while awaiting improvement of weather conditions. By 0230Z weather was again workable and fast mover resources were regenerated on a 15 minute cycle. Sandy 7 at 0145-4

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Downgraded at 3 year intervals.
Declassified after 12 years.

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39th ARRSq History, Apr - Jun 70

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86

time also requested BLU-52 and Paveway ordnance for use on the road and against the larger guns. Nail 11 and Nail 09 replaced Nail 25 and 26 and began putting in ordnance with assistance of Laredo 05 who had replaced Laredo 04. This effort continued until 0550Z when we were relieved by King 2. The following resources were put in during this period:

SHORTY 3-4	STRIKE 65-66	FENWAY 1-4
FALCON 72-73	BIGOT 1-3	COSMIC 1-4
FALCON 80-81	FALCON 50-51	TORPEDO 1-3
FALCON 82-83	FALCON 52-53	

In addition continuous MIG CAP was on station from the beginning of the first light effort. Forces consisted of Gunfighter 53-54, Papa 1-2, Papa 3-4, Gunfighter 51-52.

4. (U) At 0415Z, Sandy 9 replaced Sandy 07 as On-Scene Commander and the slow movers were recycled. Slow mover resources which had been flown in support of the mission prior to King 1 being relieved included:

JOLLY GREENS 80-82, 79-77, 70-72
 SANDIES 1-8, 11-12
 STRIKE 61-63, 65-66
 SMOKE 21-24, 25-28
 ASCAR 41-44

Forces on hand at time of relief were as follows:

JOLLY GREENS 80-82, 79-77
 SANDY 09-10, 13-14
 STRIKE 71-73
 SANDY 15-18 enroute

5. (U) Jolly Green 70-72 returned to Ch 70 after a gun malfunction and ASCAR 41-44 RTB'd Ch 89 after 44 developed engine problems and it was determined that the remaining Ascars could not be used prior to their bingo. At 0550Z control of the mission was transferred to King 2.

6. (U) Aerial Refueling: The following aircraft were refueled by King 3 during the mission.

Jolly Green 80-82 (2 refueling operations)
 Jolly Green 79-77 (1 refueling operation)

7. (U) KING 1 Crewmembers:

AC/AMC MAJ COUGHRAN	RO SGT WISNOSKI
CP CPT WESTBROOK	FE TSG BRANNAN
N LTC LUURTSMA	FE TSG MILLER
RO SSG FREIBURGER	LM TSG SWANEY

Joe F. Coughran
 JOE F. COUGHRAN, Major, USAF
 Aircraft Commander/Airborne Mission Commander

GROUP-4

Revised at 3 year intervals,
 Declassified after 12 years.

39-70-062

17
F30
581

20 APR 1970

FROM: 102nd SOS (C)/Lt Col Richard

SUBJECT: Iaredo 02A/B SAM

TO: DCS

1. A successful rescue was conducted on 6-7 April 1970 for Iaredo 02A/B. The aircraft, an F-4, went down at approximately 1700 at UG006653. This report covers these activities relating to the Sandys during the rescue effort.

2. The F-4 was making a run on the interdiction point in that area and took a 37mm hit. The aircraft burst into flames and the pilot ejected immediately landing 1-400 meters southeast of the interdiction point on the main supply route of that area. Hockey, a fast mover strike aircraft, took over as On-Scene Commander until the arrival of Raven-48, a T-23 FAC.

3. Sandy 03/04 were flying the Tango orbit and they were notified at 1710 to proceed to the scene. The SAM aircraft which participated in the two-day effort are as follows:

<u>Call sign</u>	<u>Pilot's Name</u>	<u>Takeoff Time</u>
6 April 1970		
Sandy 03	Lt Riddison	1710 (from Tango orbit) (Shot down and bailed)
04	Maj Solley	1710 (Battle damage)
Zorro 22	Capt Bolstad	1710 (divert from strike)
23	Lt Engel/Capt Crowder	1710
Sandy 05	Capt Nordhaus	1710 (divert from Nov orbit) (Battle damage)
06	Lt Miller	1710
Hobo 30	Lt Norvant	1720 (divert from strike)
31	Lt Morrison	1720
7 April 1970		
Sandy 01	Capt Nordhaus	0700
02	Lt Miller	0700
03	Lt Wylie	0710
04	Capt Keeling	0710
05	Maj Hanley	0705
06	Lt Howard	0705
07	Lt Col Bowman	0700
08	Col Hanson	0700

Smoky 09	Maj Hoffman	1025 (Ground abort first try)
10	Maj Pritch	1025
11	Maj McElroy	0745 (no) (abort 5-09)
12	Lt Coleman	0745
13	Capt Gundy	1025
14	Capt Lohl	1025
15	Capt Holder	1235
16	Maj Krueger	1235
17	Capt Crowder	1235
18	Lt Col Miller	1235 (IFE-rough engine)
19	Lt Wylie	1420
20	Capt Keeling	1420
Ascar 41	Maj Whinery	1020
42	Maj Winkle	1020 (IFE-rough engine)
43	Lt Brown	1020 (Syn-Ascar 44)
44	Lt Cowger	1020 (IFE-rough engine)
45	Capt Bolstad	1250
46	Lt Johann	1250
47	Lt Partington	1340
48	Lt Heusinkveld	1340
Smoke 21	Maj Aimo	0530
22	Col Morris	0530
23	Capt Bolstad	0530
24	Lt Maloney	0530
25	Lt Col Johnson	1005
26	Lt Doolittle	1005
27	Maj Aimo	1005
28	Col Morris	1005
Strike 61	Capt Madden	0525
62	Capt Skelton	0525
63	Lt Dannelly	0525
64	Lt Brown	Ground Abort
65	Capt Monroe	1000
66	Lt McAuliffe	1000
71	Capt Madden	1115
72	Capt Skelton	1115
73	Lt Dannelly	1115
74	Lt Morrison	Ground Abort

4. The area of the SAR was in one of the very worst locations of the Barrel. Just south of the main interdiction point on the east end of the Ban Ban Valley, it was studded with guns and crawling 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 area is generally mountainous to the south and a mountainous plateau to the north. There were six to seven 37/23mm located within range of the survivors and 4-5 active ZFUs. Weather was not a problem the evening before dawn went down. However it held up the first-light effort until 0800 when the low fog and stratus broke up so the SAR forces could operate.

5. When Laredo 02 went down, Hockey lead took over as On-Scene Commander. He was soon replaced by Raven 48. It is not known which of them got voice contact with the two survivors, but Sandy 03/04 re-established contact upon arrival on scene at 1725. Sandy 03 confirmed that they 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 survivors area. During this time, the Sandys were taking considerable AAA and ground fire. Sandy 03 put in Zorro 2/23 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 1808, he took a 37mm and when his A-1 burst into flame, 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 as shortly thereafter, Sandy 04 also took several hits of ground fire. Sandy 04 turned the situation over to Zorro 22 and Lt. J. Zorro 22 lead tried to get the Jollys in as he had Sandy 03 located, but it wasn't until Sandy 05, who had just arrived from the November orbit, "latched on" to the Jolly and strongly directed him, was the rescue attempt begun. Adding to the confusion was Raven 48's constant communications with the Laredos, who had suddenly become the secondary effort. The Jolly was finally directed over the survivor and Sandy 03 successfully picked up. Sandy 05 then assumed On Scene Commander for Laredo 02. He located the chutes and while in the process of pin-pointing the survivors, also took several small arms hits. He elected to remain on scene and directed Raven 48 to FAC in a flight of fast movers on several of the guns. But 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 0400.

6. The first light effort was organized and Sandy 01/02 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. He also requested that all the standby special ordnance be launched. He passed the On Scene responsibility to Sandy 09 about 1115. Sandy 09 continued to supervise the killing of the active guns and the placement of personnel ordnance around the survivors and along the proposed ingress/egress route of the Jolly. Although he had most of the enemy activity suppressed, and the support forces in place and briefed, he was precluded from making an attempt because the Jollys had to leave midway in his tour for an air refueling. He turned over the command to Sandy 15 at approximately 1330. The guns were mostly silenced by now and both Sandy 09 and 15 had agreed that a pickup should be attempted. Sandy 15 moved the support forces close in on the south of the area so they could see it and be briefed on the proposed plan. Basically the plan was to use smoke and what CBU-30 was available (1 load) to screen off the main road on the north and the still somewhat dangerous area to the west. The Jolly would run down a valley to the marked IP and turn to a heading of 045 deg. The smoke birds laid their loads very well and Jolly followed instructions (for once) and when the first survivor, Alpha, popped his smoke, Jolly picked him up at 12 o'clock. As Alpha went up the penetrator, Bravo bedded his smoke and the Jolly moved directly to him and picked him up. The egress was uneventful.