

CONFIDENTIAL

MISSION NARRATIVE REPORT

DATE: 5 April 1970

MISSION NUMBER: 1-3-025

FLIGHT DESIGNATION: Jolly Green 21 & 07

MISSION OBJECTIVE: Rescue/Recovery

LOCATION: 16° 10' N; 108° 02' E

SAVES: 14 Combat Saves Credited

Classified by 101 320164
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

1. (C) SUMMARY OF SAR ACTIONS: A "Mayday" call was recorded in the 37th AFMS Operations Center at 0056Z 5 April 1970. Scarface 25 made the call saying that Cattle-Call 05 (CH-46) had crashed at UTM AT836890. Queen immediately scrambled the Alpha Alert Force. Jolly Green 21 (Low) and Jolly Green 07 (High) scrambled and were airborne at 0100Z and 0102Z respectively. Both Jolly Greens were on scene at 0110Z. The on-scene commander Lopez 05 (OV-10) reported that Cattle-Call 05 had 7 souls on board and all were in good shape. He said that the Cattle-Call aircraft was preparing to make an "emergency extraction" of a seven man reconnaissance team, but that his rotor blades hit the side of the hill while hovering for the pickup. Several small enemy units were operating in the area, and the reconnaissance team and the CH-46 crew were under imminent danger of coming under enemy contact if not extracted. Also on scene at this time were two Huey Cobra gunships, Scarface 25 and 26, who were circling the burning CH-46. Hostage Stud (OV-10), Spad 11 and 12, and King 4 arrived on the scene shortly. Very steep mountain slopes leading down to a creek bed on three sides of the rescue site confined the area so severely that it would have been extremely difficult for the Spads to work over the area close to the survivors effectively, if it had been necessary. The Cobra Gunships, however, provided excellent cover for both Jolly Green aircraft while hovering in the confined area. None of the aircraft circling the crash site drew ground fire. A short delay in attempting the pickup was caused by the ground troops being too close to the burning CH-46. In order for the survivors to get away from the potentially explosive CH-46, Scarface 25 directed them to climb down the hill about 50 meters into a low creek bed from which the Jolly Greens could more safely make a rescue attempt. Once the troops on the ground reached the creek bed, they popped a yellow smoke. Jolly Green 21 then jettisoned his tip tanks,

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after 12 years

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descended into the area, and established a hover over the survivors at 0120Z. Hover conditions and time for Jolly Green 21 were: 0120Z to 0135Z, 20°C, and approximately 400'. Nine survivors were hoisted aboard Jolly Green 21, and then Jolly Green 07 proceeded in and was in a hover from 0135Z to 0145Z. A total of five more survivors were hoisted aboard Jolly Green 07 while Jolly Green 21 flew cover. The SAR was completed with no known ground fire due to the especially effective cover given by the Cobra Gunships. The crew of Jolly Green 21 functioned extremely well together with Major Barnes doing most of the precision hover work. Special recognition should be given to TSgt. Hartzel (Jolly Green 21) and Sgt. Vai (Jolly Green 07) for their outstanding directions while in the hover, and flawless operation of the hoist in the recovery of fourteen survivors with a minimum of confusion and hover time. Jolly Green 07 was unable to jettison the left tip tank until Sgt. Vai provided the skillful assistance necessary to force the emergency jettison handle to operate. Both Jolly Greens departed the area at 0145Z and landed at the Marine Pad LZ 401, where the 1st Recon team was let off. Jolly Green 21 then landed at Marble Mountain at 0205Z where the Cattle-Call crew was let off. Both aircraft returned to Da Nang, and the mission terminated at 0215Z.

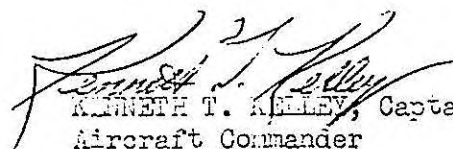
2. (U) 2 Sorties/2.4 hrs/ HH-3E/37 APRS; 2 Sorties/1.0 hrs/A-1E/OLAA 56 SOW;
1 Sortie/0.9 hrs/HO-130P/39 APRS.
3. (U) No ground vehicles or personnel were employed.
4. (U) No fixed or mobile radios were employed.
5. (U) Jolly Green Crews

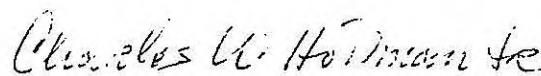
Jolly Green 21

AC Capt. Kenneth T. Kelley
CP Maj. Walter E. Barnes III
FE TSgt. Gerald L. Hartzel
RS Sgt. Terry L. Metzel

Jolly Green 07

AC Capt. Charles W. Hoilman, Jr.
CP Capt. Travis H. Scott, Jr.
FE Sgt. Joseph J. Vai
RS Sgt. Edward K. Randle


KENNETH T. KELLEY, Captain, USAF
Aircraft Commander


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

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DATE: 5 April 70

9 April 70

MISSION NUMBER: 1-3-025-05 Apr 70

AIRCRAFT DESIGNATION: KING 4

LOCATION: 305/13/77

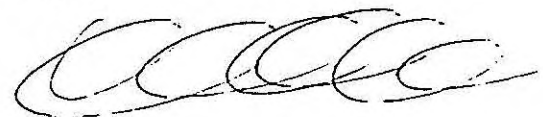
DISTRESSED AIRCRAFT: CATTLE CALL 5

SAVES: 14 Combat

1. (C) While orbiting over the Jake 12 search area we heard a broken may day call. The distress call was given by Scarface 25 and the position was north of Danang.
2. (C) Queen had scrambled the Jollys the same time as we requested them. There were several Army "package" teams in the area with Dust-off aircraft. From conversations between Scarface 25 and Peach Med-evac it was determined that penetrators pickups were necessary.
3. (U) At 0105Z communications was established with Lopez 05 and he was appointed On Scene Commander. The survivors moved down the hill away from the burning helicopter.
4. (C) It was determined that Cattle Call 5 was not downed by enemy fire and that the area appeared to be free of unfriendly ground forces. Scarface 25 and 29 were helicopter gunships that accompanied Jolly Green 21 into the hover and began picking up the survivors at 0117Z. Hostage Stud an armed OV-10 plus Spads 11 and 12 orbited in the area in the event they were needed. Jolly Green 21 completed picking up the first nine survivors at 0134Z.
5. (C) Jolly Green 07 commenced pickups at 0135Z and had the fifth and last survivor (for a total of 14) aboard at 0142Z.
6. (C) Jolly Green 21 & 07 RTB'd to LZ 401 and Marble Mt West to drop off the survivors prior to returning to Ch 77. All survivors were reported in good condition. All forces were released to RTB or proceed on their normal mission.
7. (C) The crews of Lopez 05, Scarface 25, 29, Hostage Stud, Jolly Green 21 & 07 and Spads 11 & 12 are to be commended for their outstanding performance in this mission. I would be remiss if I failed to comment on the outstanding performance of the crew on King 4.
8. (U) King 4 Crewmembers:

AC/AMC	MAJ FLEMING
P	CAPT CAMPBELL
CP	LTC HATFIELD

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YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 71



37 ARRSq History, Apr-Jun 1970

SUPPORTING DOCUMENT #1

<u>SAVE</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>DATE</u>	<u>MISSION NUMBER</u>
526	R.L. Campbell	1/Lt-USMC	5 Apr	1-3-025
527	L.J. Zilka	Maj-USMC	5 Apr	1-3-025
528	J.E. Kelly	L/CPL-USMC	5 Apr	1-3-025
529	C.H. Silver	1/Lt-USMC	5 Apr	1-3-025
530	S.D. Erxleben	L/CPL-USMC	5 Apr	1-3-025
531	F.E. Smiley	L/CPL-USMC	5 Apr	1-3-025
532	J.A. Bowling	CPL-USMC	5 Apr	1-3-025
533	A.A. Morelli	CPL-USMC	5 Apr	1-3-025
534	Vo-Ba	CPL-RVN	5 Apr	1-3-025
535	E.E. Jarrell	Sgt-USMC	5 Apr	1-3-025
536	A.R. Kendall	L/CPL-USMC	5 Apr	1-3-025
537	R.P. Fornal	CPL-USMC	5 Apr	1-3-025
538	D.V. Delozier	PFC-USMC	5 Apr	1-3-025
539	Nguyen-Minh	CPL-RVN	5 Apr	1-3-025
540	M.P. Hamilton	Lt(JG)-USN	7 Apr	1-3-026
541	Pickett	LtCol-A	14 Apr	1-3-027
542	Khoa	1/Lt-A	14 Apr	1-3-027
543	Waltz	CWO-A	14 Apr	1-3-027
544	Ulmer	SP4-A	14 Apr	1-3-027
545	Burke	SP4-A	14 Apr	1-3-027
546	Bonwette	Maj-A	14 Apr	1-3-027
547	Welty	WO-A	14 Apr	1-3-027

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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)

DOWNGRADED TO
CONFIDENTIAL ON 13 APR 73
IAW EX. ORDER 11652

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

DECLASSIFIED ON 21 Dec 78

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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40-70-0055
GROUP 4 AD 70-0055
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ATL 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 draw was accomplished. The pickup of Sandy 03 was completed at 1835L 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
FRANK S. CATLIN, Lt Colonel, USAF
Aircraft Commander, Jolly Green 80

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DOWNGRADED TO 1
CONFIDENTIAL ON 9/10/13
IAW EX-ORDER 11652.

Classified by 226-2-3000
SUBJ: JOLLY GREEN 80
REASON: EXECUTIVE ORDER 11852
DATE: 11/11/13
NO. 11652
DECLASSIFIED ON 11/11/13

~~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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40-70-0050

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after 12 years

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towards a smoke marker with Sandy 15 requesting an airspeed slow down at the marker. At this point Laredo 02A had us in view and gave us a vector to his position. He popped his smoke on request, we had him in view completed our approach from 50kts to hover in approximately 200 yards. Jolly Green 77's hover was about 50' AGL (3000'PA, 25°C). As Laredo 02A was coming up the hoist, 02B was directed to pop his smoke, his smoke was sighted and a hover turn initiated to keep 02B in view approximately 50 yards to the NW. Jolly Green 77 started an air taxi to 02B's position, 02A was aboard just prior to arrival at 02B. The penetrator was lowered 30' for the second pickup, Jolly Green 77 egressed the reciprocal of the inbound route, arriving at the holding point at 1425L. Jolly Green 77 flight climbed to altitude in the holding area and returned to Channel 70, landing at 1540L. No battle damage was incurred. The mini-guns were used during egress only.

2. (U) 40 ARRSq Jolly Greens 82, 80, 77, 79, 68, 70. Total hours 42.4. Remaining SAR aircraft hours unknown at this time.

3. (U) None.

4. (U) Unknown

5. (C) Both survivors received minor facial burns from a flash fire in their aircraft prior to ejection. No treatment was given in flight. Laredo 02A & B were admitted at Udorn RTAFB hospital after landing.

6. (U) Jolly Green 77
AC: Lt Col Hegewald
CP: Maj Bleier
FE: SSgt Nelson
PJ: Sgt Carmichael
PJ: Sgt Howard
AP: Sgt Banas

Laredo 02A: Van Brunt, Ralph
Major, 555 TFS

Laredo 02B: Lloyd, Herbert
1/Lt, 13 TFS

Richard F. Hegewald
RICHARD F. HEGEWALD, Lt Colonel, USAF
Aircraft Commander, Jolly Green 77

DOWNGRADED TO
CONFIDENTIAL ON 4 APR 13
IAW EX. ORDER 11 32

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DECLASSIFIED ON *31 Dec 78*

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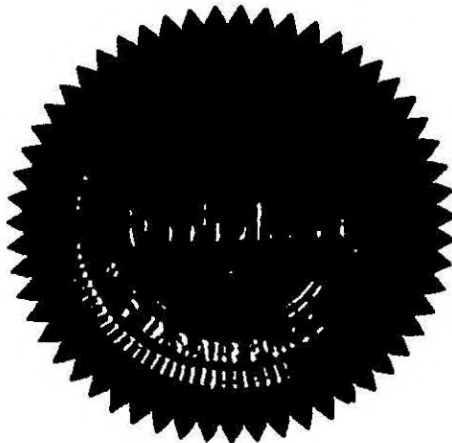
CITATION TO ACCOMPANY THE AWARD OF

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.

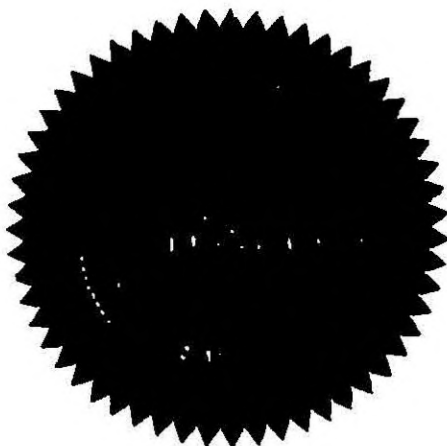


CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
(THIRD OAK LEAF CLUSTER)

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 intricate and hazardous mission to affect the immediate rescue of an American airman downed in hostile territory. Sergeant Caffery penetrated a known hostile area at night and descended on the rescue hoist through thick layer of jungle foliage to provide medical aid and affect the recovery of an injured pilot. Through his tireless perseverance in the energetic application of knowledge and skill Sergeant Caffery was able to pursue the rescue through to its successful completion, thus saving a fellow airman from further injury and possible death. The outstanding heroism and selfless devotion to duty displayed by Sergeant Caffery reflect great credit upon himself and the United States Air Force.





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

40th ARRSq Hist, 1 Apr - 30 Jun 1970

42

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).

FILE = RAVEN 48A



CAFFERY1.JPG

RAVEN 48 SAR

6 APR 70

40 APPS 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



40th ARRSq Hist, 1 Apr - 30 Jun 1970

42

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

DATE: 6 APR 70

~~CONFIDENTIAL~~ 1 1970

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

AIRCRAFT DESIGNATION: KING 1

LOCATION: UG673646

DISTRESSED AIRCRAFT: LAREDO 02

SAVES: 2 Combat

DOWNGRADED TO
CONFIDENTIAL 09 APR 73
IA EX. ORDER 11-52

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. (C) 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. (C) 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. FACs 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. Jolly 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 this

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DECLASSIFIED ON 3/12/78

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39-70-062

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time also requested BLU-52 and Paveway ordnance for use on the road and against the larger guns. Nail 11 and Nail 09 replaced Nails 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. (C) 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

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IAW EX. ORDER 11 52

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. (S) 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. (C) 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 LUURTSEMA	FE TSG MILLER
RO SSG FREEBURGER	LM TSG SWANEY

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

~~CONFIDENTIAL~~

42-705877
39-70-662

~~CONFIDENTIAL~~

DATE: 07 April 1970

10 April 1970

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

Classified by 01230000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 01 Dec 78
DECLASSIFIED ON

1. (C) 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. (C) Sandy 15, 16 & 17 arrived on scene at 0630Z. Sandy 15 was briefed by Sandy 09 and Sandy 15 assumed OSC at 0648Z. Ascar 41, 42, 43 & 44 had RTB'd at 0620Z. Ascar 45 & 47 were inbound with an ETA of 0720Z. Ascar 46 & 48 were launched but had to return to Ch 89 due to aircraft difficulties. Sandy 09, 10, 13 & 14 expended their ordinance then they were RTB'd. More Ascar was requested at 0700Z, but Jack replied there was no more available.

3. (C) 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. (C) 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. (C) Sandy 15 briefed the SAR forces. He assigned Sandy 17 to

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PART 3 of 4 PD-70-1084
PD-70-0897
39-70-062

~~CONFIDENTIAL~~

escort Jolly Green 77 & 79 in for the pickup attempt. Jolly Green 77 was the low helicopter. Nail 07 was told to strike any AAA activity 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

Classified by pt 2 3000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT
YEAR INTERVALS.
DECLASSIFIED ON 51 Dec 76

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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39-70-052

UNCLASSIFIED

AC/AMC MAJOR MAZACHEK
P 1LT URBACH
N CAPT FRANCIS
BO SSGT KLEM
FE MSGT KILGORE
FE SSGT REAVES
LM SSGT HERRING

Dale B. Mazachek

DALE B. MAZACHEK, Major, USAF
Aircraft Commander/Airborne Mission Commander

~~Classified by~~

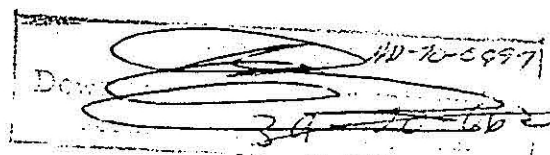
~~SUBJECT TO GENERAL DECLASSIFICATION~~

~~SCHEDULE OF EXECUTIVE ORDER 11652~~

~~AUTOMATICALLY DECLASSIFIED AT TWO~~

~~YEAR INTERVALS.~~

~~DECLASSIFIED ON~~



DATE: 6 APR 70

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

FLIGHT DESIGNATION: KING 2

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

10 April 1970

Classified by 012380 RPA
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

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

SAVES: 2 Combat

DOWNGRADED TO
CONFIDENTIAL ONLY
IA EX ORDER 11652

1. (C) 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 implacements firing. Fast movers were requested, but we were informed there were none immediately available except Hocky and Falcon flight, who were expended by 1020Z. MIG CAP was requested due to the close proximity of the boarder.

3. (C) 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 OSC and Hocky flight told to RTB. At 1020Z we were informed that the MIG CAP and Sandy 1 & 2 were airborne, and Sandys 5 & 6 were enroute from Tango orbit.

4. (C) 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 (2 A1'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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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)

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 insuing 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 360/49 $\frac{1}{2}$ /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.

Classified by 61-2-3ACD
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

CONFIDENTIAL

Declassified
80-70-0927
39-70-062

~~CONFIDENTIAL~~

11. (C) 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. (C) 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. (C) REFUELING: 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. (S) RESOURCES:

a. FAST MOVERS

CALL SIGN	NUMBER	TYPE	MISSION
HOCKY LEAD	2	F4	FAC
FALCON 63	2	F4	ORDANCE
FALCON 71	2	F4	ORDANCE
FALCON 73	2	F4	(Released, Forces RTB)
BUDLEY FLT	2	F4	(Released, Forces RTB)
HEADPIN FLT	2	F4	(Released, Forces RTB)

b. SLOW MOVIES

ZORRO 22/23	2	A1	ORDANCE
HOB0 30/31	2	A1	ORDANCE
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 WAREHAM

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

~~CONFIDENTIAL~~

DATE: 6 APR 70

12 April 1970

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

AIRCRAFT DESIGNATION: KING 3

Classified by J. 372200
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 1/10/84

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 7 APR 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 EMBREY
LM TSG CORNELL

Philip J. Adelman

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

Part 4 of 4 4 APR 70-1084

3-7-70-662

~~SECRET~~

9

4OARRSq Hist, 1 Apr - 30 Jun 1970

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

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

File 584

20 APR 1970

FROM: 502nd SOG (C)/Lt Col Richard

SUBJECT: Iaredo 02A/B SAM

TO: DCC

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 UG66653. This report covers those activities relating to the Samlys 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 northeast 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-46, a T-28 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>Callsign</u>	<u>Pilot's Name</u>	<u>Takeoff Time</u>
6 April 1970		
Sandy 01	Lt Ballman	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 Morvant	1720 (divert from strike)
31	Lt Morrison	1720
7 April 1970		
Sandy 01	Capt Nordhaus	0400
02	Lt Miller	0400
03	Lt Wylie	0410
04	Capt Keeling	0410
05	Maj Hanley	0405
06	Lt Howard	0405
07	Lt Col Lowman	0700
08	Col Ransom	0700

Sandy 09	Maj Hoffman	1025 (Ground abort first try)
10	Maj Pritch	1025
11	Maj Williams	0745 (replanned 8-09)
12	Lt Coleman	0745
13	Capt. Brown	1025
14	Capt. Fohl	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 Whidery	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 Pan Ban Valley, it was studded with guns and crisscrossed 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 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 survivor's area. During this time, the bandys were taking considerable AAA and ground fire. Sandy 03 put in Zorro 2/23 but there were too many guns for the carryn 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 RFLJ. 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 comition. 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 spotted him at 12 o'clock. As Alpha went up the penetrator, Bravo led his smoke and the Jolly moved directly to him and picked him up. The egress was successful.

7. Problems encountered:

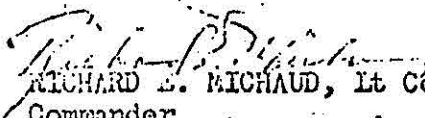
A. This unit was marked by a number of ground and air aborts. It required the SAIGO and maintenance to work a lot harder to keep forces on station but apparently there is no solution to this problem.

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 Mail 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 Mail 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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SAR Efforts:

(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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14

(S) ^{7/}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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ZITSZYUW 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/4IARRWG/PROCP/HICKAM AFB HAWAII

RUSQSNA/3ARRGP/3JRCC/TSN AB RVN

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

RUCIEUA/MAC/MCP/MAOCDA

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

RUKLAAA/TAC/DOSLR

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RUHHHQA/CINCPAC/CC

RUEOGDA/ARDC/ABERDEEN PROVING GROUND MD

RUEKAAA/AFEOC/FT RITCHIE MD

RHMSMVA/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 3ARRGP 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. A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/UNK/

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

H. 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. H/ NNE

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

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/OV10/23TASS;

18/A1E/56SOW, 2/HC130P/39ARRS; 4/HH53/40ARRS H. LAREDO 021

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 FORM

NOVEMBER 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 021S POSITION. SANDY 5 TOOK OVER AS ON

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

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FLASH

P 0379

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CONFIDENTIAL

2/2

BY JG 80 AT 06/1139Z. THE PILOT OF SANDY 3 IS 1/LT. JAMES R. MATTHEWS, 602SOW. 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., SGT. LE: 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 PHOTOGRAPHER 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 GH 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 SOW. AIR REFUELINGS ACCOMPLISHED. GP-4

14 NNE
VIENTIANE

BT
#0936

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SZYUW RHMUABA0963 097120

ZNY SSSSS

Z 0 071208Z APR 70

FM OL 2 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/CSAF/AFXOTZB

RUCJLHA/HQ ARRS SCOTT AFB ILL

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/DOT/DOT/DP/DI/BOPMP/TACC/CC/TSN AB RVN

RUKLAAA/TAC/DOSLR/LANGLEY AFB VA

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TX

RUHHHQA/CINCPAC/CC/CAMP HM SMITH HAW

RUEOGDA/ARDC/ABERDEEN PROVING GROUND

RUEKC/AFEOC/FT RITCHIE MD

RHMFMTA/MACV SAIGON RVN

RUHHABA/CINCPACAF/CC/HICKAM AFB HAW

RUMLJHA/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

ZEN/40ARRS UDORN RTAFB THAI

RUMLJBB/OL1 3ARRGP SON TRA AB RVN

BT

JOPREP JIFFY/OL-2, 3ARRGP RESCUE/033/061005Z APR 70.

RESCUE CLOSING REPORT 7 APRIL 1970. 2. 2-3-023-6 APR 70.

P. B. 2220Z-0315Z: BASES 3800FT, TOPS 5000FT. VIS 2 MILES. AFTER

0315Z CLEAR VIS 7 MILES. 10. OL-2, 3ARRGP, LT COL D. L. STEPHENS,

MAJ W. H. SPANGLER, CAPT J. B. 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/

70/0/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, MICHEAL 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, 158.2: LOYD,

PAGE 3 RHMUABA0963

OLIVER H. 1LT, 13TFS, USAF. 19. H. ARRS CREDITED WITH 4 USAF COMBAT

MEMBER SAVES. (2 PREVIOUSLY REPORTED ON OPENING REPORT) RS WAS

EMPLOYED 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

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CONFIDENTIAL

ODC/FOI

FLASH

Classified by 642352

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS.

DECLASSIFIED ON 31 Dec 78

Individual	Local Time	and Date:
Contacted: SAIRGV	0710L	

DOWNGRADED TO

CONFIDENTIAL ON 10/10/83

IAW EX. ORDER 11652

78
46 158.2

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

FLASH

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7/2
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. ~~SECRET~~ 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 ~~SECRET~~

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 BRIEFED THE SAR FORCES ON THE PICKUP. AT 070715Z JG'S 79X77, 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

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MISSION NARRATIVE REPORT

DATE: 7 APRIL 1970

MISSION NUMBER: 1-3-026 7 APR 70

FLIGHT DESIGNATION: JOLLY GREEN 21 AND JOLLY GREEN 07

MISSION OBJECTIVE: MARINE 304, SEARCH AND RESCUE

LOCATION: 15°15' N 107°06' E

STATUS: ONE COMBAT SAVE CREDITED

DOWNGRADED TO
CONFIDENTIAL 20900073
IA EX. ORDER 11 52

Classified by AD1 300000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 12 Dec 76

1. (S) SUMMARY OF MAIN ACTIONS: Jolly Greens 21 and 07 were scrambled at 07/0446Z and were airborne at 07/0453Z. No difficulty was encountered during launch. He proceeded to the area 123/40/72. Enroute hostile fire was noted while crossing of 946 at 15°26' N-107°26' E. Both aircraft received small arms and automatic weapons fire as well as at least two near miss airbursts of probable 37mm. Jolly Green 07 returned fire to sighted enemy positions. This fire continued sporadically for the next 20 miles. Weather at launch was no factor, however enroute thunderstorms required deviations from pre-planned course and caused us to reorganize the route structure. Teamwork with Spad 11 & 12 was extremely effective in avoiding additional ground fire. As we arrived in the pick-up area Total-62 (an S-34 from Air America) was asking the pick-up. Due to fuel limitations the S-34 had to proceed directly to P.S.-22 14°57' N 106°48' E. The survivor was suffering from shock and Jolly Green 21 was directed by King to again cross the route structure and proceed to P.S.-22 and immediately pick-up the survivor in order for our Rescue Specialist to treat him for shock enroute to nearest hospital. Jolly Green 07 remained in high orbit over P.S.-22 while Jolly Green 21 made the pick-up at approximately 0425Z. Enroute back to Channel 77 a more southern route was used to minimize ground fire. A fast wet air refueling with King was conducted 10 NM north of Channel 74. The survivor was taken to MSA hospital at Marble Mountain at 0420Z. Jolly Green 21 & 07 landed at Channel 77 at 0530Z.

2. (U) 2 sorties/7.4 hrs/221Z/37ARRS; 6 sorties/11.7 hrs/11E/OLAA 16 20Z;
2 sorties/2 hrs/10-130P/39 ARRZ.

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GROUP 4
Downgraded at 8 year
intervals; declassified
after 12 years

COPY 5 OF 10 COPIES
Control No. 75-7037070
at 6 107-7037070

3. None

4. None

5. (U) MEDICAL TREATMENT OF SURVIVOR:

- a. One Pararescueman.
- b. Treatment given on board aircraft.
- c. One survivor.
- d. Suffering medium shock and pulled muscles in legs and shoulders from parachute opening shock.
- e. Survivor was treated for shock and placed at rest on aircraft stretcher.
- f. Naval Support Activity, Marble Mountain, RVN.
- g. Survivor was weak and confused but ambulatory.

6. (U) JOLLY GREEN CREWS:

Jolly Green 21

AC Capt. Charles W. Hollman Jr.
CP Capt. Leonard A. Seagren
FE Sgt. Jimmie D. Rash
RS SSgt. Curtis W. Phythien, Jr.

Jolly Green 07

AC Maj. Charles W. Bond
CP Maj. Travis Wofford
FE Sgt. Robert J. P. Lafrenboise
RS Sgt. Gary E. Osborne

Charles W. Hollman Jr.
CHARLES W. HOLLMAN JR., Captain, USAF
Aircraft Commander

DOWNGRADED TO
CONFIDENTIAL ON 11/13/13
IA EX. ORDER 11 52

Classified by *DA 1 332004*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *5/1/76*

37 ARRSq History, Apr-Jun 1970

SUPPORTING DOCUMENT #1

<u>SAVE</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>DATE</u>	<u>MISSION NUMBER</u>
526	R.L. Campbell	1/Lt-USMC	5 Apr	1-3-025
527	L.J. Zilka	Maj-USMC	5 Apr	1-3-025
528	J.E. Kelly	L/CPL-USMC	5 Apr	1-3-025
529	C.H. Silver	1/Lt-USMC	5 Apr	1-3-025
530	S.D. Erxleben	L/CPL-USMC	5 Apr	1-3-025
531	F.E. Smiley	L/CPL-USMC	5 Apr	1-3-025
532	J.A. Bowling	CPL-USMC	5 Apr	1-3-025
533	A.A. Morelli	CPL-USMC	5 Apr	1-3-025
534	Vo-Ba	CPL-RVN	5 Apr	1-3-025
535	E.E. Jarrell	Sgt-USMC	5 Apr	1-3-025
536	A.R. Kendall	L/CPL-USMC	5 Apr	1-3-025
537	R.P. Fornal	CPL-USMC	5 Apr	1-3-025
538	D.V. Delozier	PFC-USMC	5 Apr	1-3-025
539	Nguyen-Minh	CPL-RVN	5 Apr	1-3-025
540	M.P. Hamilton	Lt(JG)-USN	7 Apr	1-3-026
541	Pickett	LtCol-A	14 Apr	1-3-027
542	Khoa	1/Lt-A	14 Apr	1-3-027
543	Waltz	CWO-A	14 Apr	1-3-027
544	Ulmer	SP4-A	14 Apr	1-3-027
545	Burke	SP4-A	14 Apr	1-3-027
546	Bonwette	Maj-A	14 Apr	1-3-027
547	Welty	WO-A	14 Apr	1-3-027

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DATE: 7 APR 70

10 April 1970

MISSION NUMBER: 1-3-026- 7 APR 70

AIRCRAFT DESIGNATION: KING 6

LOCATION: Channel 72, 1250 Radial, 39 DM

DISTRESSED AIRCRAFT: WAR ACE 302 (A-7)

SAVES: 1 Combat

Classified by *132008*

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 Dec 76*

1. (C) At 0444Z War Ace 302 made a garbled broadcast on Guard that he had been hit. King 6 answered his call, but the only reply was made by Bilk 19 who advised he was close to the downed aircraft, but that Covey 214 was directly overhead the scene.
2. (C) Covey 214 was contacted, and after confirmation of downed aircraft's position and Covey's bingo time, he was designated On-Scene Commander. At this time Covey 214 advised he had War Aces 301, 303, 304, & 307 overhead with 1 hour fuel remaining and MK 82's extended as ordnance. He immediately began putting in these strike aircraft as War Ace 302 reported enemy movement and groundfire in his area.
3. (C) War Ace 302 reported he was in good condition, but that he could hear the enemy in his vicinity. The weather was seven hundred scattered, seven thousand scattered cumuloform, 12 thousand broken, temperature 180 C. High terrain in the area was 3700 ft., and the elevation of the location of the survivor was 3200 ft.
4. (C) Smoke flights and Ascar was requested at this time, and Spads 05 & 06 were diverted from their fragged targets to the SAR scene through Hillsboro. Spads 11 and 12 and Jolly Greens 07 & 21 were launched from Channel 77 at 0451Z. King 6 also requested 4 additional Spads launched and slow movers strike aircraft uploaded with soft ordnance and launched from Channel 89 immediately.
5. (C) King 6 also made a call on 119.1 VHF for any Air America helicopter in the Saravane area and H-44 answered. After being informed of the situation H-44 volunteered his services, and he was instructed to contact another Air America helicopter and proceed to the scene. At this time H-53 answered the call, and he too proceeded to the SAR scene.
6. (C) After arriving on scene and having been briefed thoroughly by King 6 and Covey 214, Spad 05 was designated the On-Scene Commander and he began putting down ordnance around the survivor using A-1 & A-7 resources.

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7. (C) With the Jolly Greens ten minutes away from their holding point, Hotel 53 suddenly appeared on the scene. Evidently, he had miscalculated his arrival time, because he had reported he was 20 minutes out. Spad 05 asked for permission to use H-53 and after considering the proximity of enemy to survivor, element of surprise, and the covering ability of the Jolly Greens only 10 minutes away, permission was given.
8. (C) During the hover H-53 picked up ground fire, but his courageous effort and the suppressing fire of Spad 05 & 06 silenced the gun positions long enough to allow the recovery. An egress heading was given to the SAR force by King 4, and the Air America Helicopter headed for Papa Site 38 (XB8243) to land. This strip was determined to be friendly and the helicopter had a fuel consideration.
9. (C) The Jolly Greens were instructed to follow H-53 into P.S. 38 with Spads 11 & 12 as escort and recover War Ace 302 to Channel 77 (Da Nang). H-53 changed his mind at this point however and went into P.S. 22 (XB9168) which was closer and also friendly. The Jolly Greens (07 & 21) were advised of the plan change and the survivor exchanged at P.S. 22 was uneventful even though Jolly Green 07 & 22 reported numerous anti aircraft attacks as they proceeded to their destination.
10. (C) King 6 acted as weather reconnaissance aircraft and escort for Spad 11 & 12 and Jolly Green 07 & 21 as they proceeded from P.S. 22 Southeast to Dakto and thence to Da Nang. Jolly Green 21, who now had the survivor on board reported he would be emergency fuel at Da Nang so King 6 descended and effected an air refueling west of Chu Lai headed out over the coastline.
11. (C) The survivor was taken to the Navy hospital at DaNang and reported to be in good condition. All SAR forces returned to base safely.
12. (C) Slow mover forces utilized were Covey 214 (OV-10), Bilk 19 (O-1), Spads 05, 06, 07, 08, 11, & 12.
Fast mover forces utilized were War Ace 301, 303, 304, 306, and 307 (A-7's). Fast mover resources held, but released and not utilized were Cash 72, 73 (F-4s), Litter 23, 24, (F-100), Cobra 03, 04 (F-4).
13. (U) Airrefueling: King 6 refueled Jolly Green 21.
14. (U) King 6 Crewmembers:
- | | | | |
|--------|-------------|----|-------------|
| AC/AMC | CPT WILSON | FE | MSG BLOOM |
| CP | MAJ WALLER | FE | TSG SUMNER |
| N | CPT SEEGER | LM | TSG TILLMAN |
| RO | TSG GILMORE | | |

Classified by *31 Durt*
EXEMPTED FROM AUTOMATIC DECLASSIFICATION
SCHED. 1E BY EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS

George E. Wilson III
GEORGE E. WILSON III, Captain, USAF
Aircraft Commander/Airborne Mission Commander

40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



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

11 April 1970

SUBJECT: Mission Narrative Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 9 April 1970

MISSION NUMBER: 2-3-024-9 April 1970

FLIGHT DESIGNATION: Jolly Green 79

MISSION OBJECTIVE: Jolly Green 80 A, B, C, D and E

LOCATION: 030/52/70

SAVES: Two non-combat (Jolly Green 80 A and C)

SUMMARY OF SAR ACTIONS:

1. At 1500L, 9 Apr 70, I was ordered by Operations to come to the squadron with my crew immediately. We arrived at the squadron about 1515L after dropping the CP off at TUOC. We were sent to our aircraft (Jolly Green 79) where two other pilots were running it up. We took off at 1525L and headed 030°. Brigham helped by giving us vectors to the King aircraft. When we arrived after about 40 minutes of flight we had a little difficulty finding the spot, since King had lost sight and our ADF was out, but by holding down on UHF the Sandys gave us a DF steer. By following their directions we found the spot, about 025° for 51nm off Ch 70, and after a high recon we landed to the south of the downed aircraft (Jolly Green 80). We held on the ground while our PJs went to their bird (Jolly Green 80) and the AC and FE came from Jolly Green 80. After waiting for a Recce aircraft to come over, we took off and headed back to Ch 70. Jolly Green 79 landed Ch 70 at 1745L. An ambulance was waiting to meet the aircraft.

2. Jolly Green 79 crewmembers were:

The survivors were:

AC: Capt Edward J. Sichterman
CP: Capt Joseph R. Brown
FE: Sgt Haven V. Richardson
PJ: Sgt Charles L. Colbert
PJ: Sgt Terry E. Caffery

JG 80A: Lt Col Frank S. Catlin
JG 80C: SSgt Jack L. Hartman

Edward J. Sichterman

EDWARD J. SICHTERMAN, Captain, USAF
Aircraft Commander, Jolly Green 79

THIS PAGE UNCLASSIFIED

Atch 1

[REDACTED]

41ST ARRWG HISTORY
1 April 1970 - 30 June 1970

14

V SAFETY

During this period the Wing experienced one accident not involving aircraft damage, and two ground accidents.

MAJOR AIRCRAFT ACCIDENTS

On 9 April 1970, HH-53, 68-10357, 40 ARRS, while on a mission to a forward operating location experienced complete loss of hydraulic pressure in the utility system, and control of the aircraft became extremely difficult. The pilot thought the aircraft had been hit by hostile fire and ordered the crew to bail out. The two Pararescuemen and the Co-pilot bailed out and the flight engineer and pilot remained with the aircraft. Subsequently, sufficient hydraulic pressure to control the aircraft was received and the aircraft landed successfully in a rice paddy. The bail outs were made into 15 foot trees and the personnel received minor injuries.

Major Richard C. Goven, [REDACTED] Chief of Safety, 3ARRGp was appointed to investigate the accident.

GROUND ACCIDENTS

On 18 May 1970 an NCO from the 36ARRSq sustained a sprained back while moving office furniture. He was relocating a table weighing approx 351bs; when he tried to lift it he experienced intense back pain.

[REDACTED]
FOR OFFICIAL USE ONLY

~~SECRET~~
4OARRSq Hist, 1 Apr - 30 Jun 1970

9

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

~~SECRET~~

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

JOINT MESSAGE			
SECURITY CLASSIFICATION			
TYPE MSG	BOOK	MULTI	SINGLE
PRECEDENCE			
ACTION	IMMEDIATE		
INFO	DTG		

INTENDED FOR COMMUNICATION CENTER

382

81

~~SECRET~~

FILE 24

12/1128 Z

FROM: 40 ARRSQ UDORN RTAFB THAILAND

SPECIAL INSTRUCTIONS

TO: ARRS/AROC/SCOTT AFB ILL

41 ARRG HICKAM AFB HAWAII

3 ARRG TAN SON NHUT AB VIETNAM

SECRET 400

Final OPRFP IAW ARSM 55-1, par 2-3.

Ref A: 40 ARRSQ msg 091335Z Apr 70

Ref B: 432 TRWG msg 090843Z Apr 70

Ref C: 432 TRWG msg 100627Z Apr 70

Ref D: 05-2, 3 ARRGp msg 091230Z Apr 70

Approximately five minutes after dropping off the tanker Jolly Green 80 experienced a loss of second stage hydraulic pressure. Position at this time was roughly 9NM SW of LS 63 (Coordinates 1850N 10425E). Flight level was 8000'. After completing appropriate emergency procedures a decision was made to return to Channel 70 where unit level maintenance could be effected. Rendezvous with Jolly Green 82 was completed at the fence. After approximately ten minutes of flight the utility system pressure dropped to zero psi and control

40-70-0056

DATE	TIME
11 APR 70	
MONTH	YEAR
APR	70
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TYPED NAME AND TITLE	SIGNATURE
FRANK S. GARNER, Lt Col, USAF Operations Officer	

SECURITY CLASSIFICATION	CONTROLLING INSTRUCTIONS
SECRET	

ABSTRACT JOINT AIRCRAFT FORM and/or CONTINUATION SHEET		82 383 SECRET	
REFERENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
INFO			

of the aircraft became marginal at best. Flight level was between 2500' and 3000' MSL. Bailout of PJs was directed. Ely of the bailout area was 550' ASL. After approximately ten seconds partial return of utility system pressure occurred (approximately 300-1000 psi). Adequate control of the aircraft was again achieved. A suitable emergency landing site was selected and a decent started. After approximately 500-700' of altitude loss total loss of utility system pressure occurred coupled with moderate to severe control jerks on both the cyclic and collective sticks. Bailout of the remaining crew members was ordered. The copilot bailed out at approximately 1500 MSL. Approach to the landing site was continued with a concentrated effort being made to avoid 300' high trees at the approach end. Winds were no factor. After clearing the trees the landing gear handle was placed in the down position and the emergency gear lowering system was actuated. A flare to a touch down was accomplished coupled with simultaneous return of the utility system pressure to 3000 psi which caused control pressure to return to near normal. The two pararescuemen and copilot were subsequently picked up by Jolly Green 82. One pararescueman sustained a broken ankle and one a strained back. The copilot sustained a strained back. Subsequent maintenance investigation revealed a ruptured line in the second stage system which allowed all

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	DATE
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REGRADING INSTRUCTIONS	SECURITY CLASS SECRET
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ARMY/NAVY JOINT MESSAGE NO.
and/or CONTINUATION OF

SECURITY CLASSIFICATION 384

PRESIDENCE	RELEASED BY	DRAFTED BY	ONE
ACTION			
INFO			

fluid to leak out into the hydraulic compartment. A faulty #2 AFCS turn on valve allowed the utility system fluid to transfer into the second stage system which ultimately depleted the utility system fluid and caused the utility system failure. The return of 3000 psi utility pressure simultaneous with actuation of the emergency gear lowering handle was caused by a faulty emergency landing gear valve which allowed the discharge/nitrogen to flow into the utility system which caused the approximate 1/2 cup of fluid that remained to be forced back into the pump momentarily repressurizing the system. The aircraft was repaired at the landing site and flown to home station at 0300Z 10 Apr

19:00

Gp-4

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DDO DIR 5200.10

CONTROL NO.	TOP/TOO	PAGE NO. 3	NO. OF PAGES 3	MESSAGE IDENTIFICATION	INITIAL
REGRADING INSTRUCTIONS				SECURITY CLASS	SECRET

DD FORM 173-1

DO NOT WRITE IN THESE SPACES WHICH MAY BE USED

ODC CP F01 CC0
362

-PT 00364
OTTEZYUW RHMUABA0022 0991351-EEEE--RUCIEUA.
ZNY EEEEE

O 091335Z APR 70
FM 40 ARRSQ UDORN RTAFB THAI
TO RUCIEUA/ARRS/AROC/SCOTT AFB ILL
RUHHABA/41 ARRWG HICKAM AFB HAW
RUSQSNA/3 ARRG TSN AB RVN
BT
UNCLAS E F T O FOR OFFICIAL USE ONLY 400
OPREP REPORT IAW ARRS 55-1, PAR 2-3.

WHILE ON A CLASSIFIED MISSION JOLLY GREEN 80 WAS REFUELING AND LOST SECOND STAGE HYDRAULICS. THEY DISENGAGED FROM KING 3 AND IMMEDIATELY EXPERIENCED CONTROL PROBLEMS. UTILITY HYDRAULICS WERE FLUCTUATING SEVERELY. AIRCRAFT AT THIS POINT WAS OUT OF CONTROL. AIRCRAFT COMMANDER ORDERED 'PREPARE TO BAILOUT'. HE ORDERED BAILOUT AND THREE CREWMEMBERS BAILED OUT. SUBSEQUENTLY HE DECIDED TO ATTEMPT A LANDING AND ATTEMPTED TO PUT THE GEAR DOWN BY NORMAL MEANS. RED LIGHT IN GEAR HANDLE STAYED ON SO HE USED EMERGENCY AIR BOTTLE TO BLOW DOWN GEAR. AS SOON AS GEAR SHOWED SAFE INDICATION, THE UTILITY HYDRAULIC PRESSURE CAME UP FROM ZERO TO APPROXIMATELY NORMAL READING. WHEN THE UTILITY HYDRAULIC PRESSURE RETURNED, CONTROL OF THE AIRCRAFT WAS REGAINED AND A SUCCESSFUL EMERGENCY LANDING ACCOMPLISHED. CONDITIONS OF

PAGE 2 RHMUABA0022 UNCLAS E F T O

SURVIVORS: ONE PJ WITH BROKEN ANKLE WILL BE AIR-EVAC'D TO UTAPAO RTAFB THAILAND ON 10 APR 1970. ONE PJ AND CP HAD MINOR SCRATCHES AND BRUISES. THIS MEDICAL REPORT ONLY PRELIMINARY. AIRCRAFT COMMANDER AND FE HAD NO INJURIES.
2. NO AIRCRAFT DAMAGE. THE MAINT TEAM DISPATCHED AT 1020Z WITH NECESSARY PARTS FOR AIRCRAFT REPAIR PLUS TWO THAI GUARDS, ONE USAF GUARDS.
3. AIRCRAFT IS LOCATED IN-COUNTRY. FOLLOW UP MESSAGE WILL BE FORTH COMING WHEN MORE INFO IS AVAILABLE.
FOR OFFICIAL USE ONLY

BT
#0022

NNNN#

MISSION INFORMATION	
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and Date:	

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IMMEDIATE

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Classified by 4271R
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED 2 TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 5/2/78

DOWNGRADED TO
CONFIDENTIAL ON 04/28/96
IAW EX. ORDER 11 52

H3. NA

ODC / MDC

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

DATE: 9 APR 1970

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		AROCE		
		AROPC		

IMMEDIATE

BT
 ZEN/40ARRS UDORN RTAFB THAILAND
 ZEN/CCCC
 ZEN/091239Z APR 70
 FM OL 2 3ARRGP UDORN RTAFB THAILAND
 TO RUEFHQA/CSAF/AFXOTZB
 RUCIEUA/HQ ARRS SCOTT AFB ILL
 RUHHABA/4IARRWG/PROCP/HICK AFB HAWAII
 RUSQSNA/3ARRGP/3JRCC/TAN SON NHUT AB RVN
 INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA
 RUCIEUA/MAC/MCP/MAOCDA/SCOTT AFB ILL
 RUSQSNA/7AF/DO/DO/DP/DI/BOPMP/TACC/CC/TSN AB RVN
 RUKLAAA/TAC/DOSLR/LANGLEY AFB VA
 RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TE
 RUHHHQA/CINCPAC/CC/CAMP HM SMITH HAWAII
 RUMUJHA/39ARRS TUY HOA AB RVN
 ZEN/7/13AF TACC UDORN RTAFB THAILAND
 RUMOREA/56SOW NAKHON PHANOM RTAFB THAILAND
 RUEOGDA/ARDC/ABERDEEN PROVING GROUND MD
 RUEKAAA/AFECC/FT RITCHIE MD
 RHMSMVA/MACV SAIGON RVN
 RUHHABA/CINCPACAF/CC/HICKAM AFB HAWAII
 ZEN/40ARRS UDORN RTAFB THAILAND

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MESSAGE NOTIFICATION

Individual
 Contacted:

Local Time
 and Date

Classified by *OL 2 3ARRGP*
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON *21 Dec 76*

PAGE 2 RHMUABA0017 ~~C O N F I D E N T I A L~~
 ZEM/432TRW/TUOC/UDORN RTAFB THAILAND
 BT
~~C O N F I D E N T I A L~~/JOPREP JIFFY/OL-2, 3ARRGP RESCUE/036/090749Z
 APRIL 1970.

1. RESCUE OPENING CLOSING REPORT - 9APRIL 1970. 2. 2-3-024-9 APR 70.
 3. JOLLY GREEN 80 A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/357/
 HH53C D. USA E. USAF/40ARRS F. LT COL FRANK CATLIN G. 5 POB H.
 USAF STANDARD 4. KING 3. 090749Z 5. SE 6. N/A 7. JG 82. HOBQ 42.
 43 WERE DIRECTED TO ESCORT JG 80 AT 090749Z 8. 1809N 10313E 9. A.B.
 G. NOT A FACTOR 10. OL-2, 3ARRGP, LCOL D.E. STEPHENS, MAJ E.M.
 WAGNER, CAPT R.D. SMITH, TSgt R.A. LINCK, SSGT W.W. OLIVER 51. SE
 12. JOLLY GREEN 82/090810Z/1809N 10313E 13. 40ARRS/HH53C/2 BE FORREST
 PENETRATOR. 1 BY ELTER. 2 BY LANDING. ALL PICKUPS COMPLETE BY 090906Z
 14. 5/5/5/5/0/0 15. TAKEN TO UDORN RTAFB THAILAND 16. 2/2.3/40ARRS/
 HH53C: 1/1.3/39ARRS/HCL30P. 17. A. 0/0/0/0/NOT AVAIL/0/0/1 18. A.
 CREWS MAKING SAVES: JG 82: AC BARBER, DAVID M. CAPT, CP THOMPSON,
 DONALD Y. CAPT, FM CRAWFORD, INUS G. SGT, RS HOBERG, JOHN K. SGT, RS
 FLEMING, RICKY L. SGT, JG 72: AC SICHTERMAN, EDWARD J. CAPT, CP BROWN,
 JOSEPH R. CAPT, FM RICHARDSON, HAVEN V. SGT, RS CAFFERY, TERRY E. SGT,
 RS COLBERT, CHARLES L. SGT. ALL ASSIGNED TO 40ARRS. B. PERSONNEL

PAGE 3 RHMUABA0017 ~~C O N F I D E N T I A L~~
 SAVED: AC CATLIN, FRANK S. LT COL, CP FOUTS, JOE E. MAJ, FM HARTMAN,
 JACK L. SSGT, RS ELDRIDGE, JOHN J. SSGT, RS ODINEK, RICHARD T. SSGT.
 19. H. ARRS CREDITED WITH 5 USAF NON-COMBAT AIRCREW MEMBER SAVES. RS

FLASH

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

FLASH

PT 00342

CONFIDENTIAL

2/2

WAS DEPLOYED. NO AIR REFUELINGS ACCOMPLISHED. AT 090749Z KING 3 REPORTED JG 80 HAD A HYDRAULIC LEAK AND WAS LOSING SECOND STAGE PRESSURE. JG 80 WAS RTB'D AND JG 82 ALONG WITH HOB0'S 42,43 WERE TO ESCORT HIM BACK TO UDORN RTAFB. AT 090803Z JG 80 INDICATED HE MIGHT HAVE TO LAND AS HYDRAULIC PRESSURE WAS DECREASING. ALSO REPORTED HE WAS ACROSS THE FENCE AT THIS TIME. AT 0810 KING 3 REPORTED 3 OF THE CREW ON JG 80 HAD BAILED OUT, AND THAT 3 GOOD CHUTES WERE OBSERVED. AT 0819Z KING 3 REPORTED JG 80 ON THE GROUND SAFELY. JG 82 MADE PICKUP OF THE SURVIVORS AS FOLLOWS: RESCUE SPECIALIST/LITTER/090843Z, CP AND 2ND RESCUE SPECIALIST/FORREST PENETRATOR/0845Z. JG 72 PICKED UP THE PILOT AND FLIGHT ENGINEER AFTER LANDING AT 0914Z. ALL SURVIVORS WERE IN GOOD CONDITION EXCEPT FOR THE RESCUE SPECIALIST (SSGT ODINEK) WHO SUFFERED A BROKEN LEG. ALL PERSONNEL WERE TAKEN TO UDORN RTAFB AND THE MISSION WAS CLOSED AT 090946Z WHEN JG 72 LANDED AT UDORN RTAFB. MAINTENANCE PERSONNEL AND GUARDS WERE TAKEN TO THE AREA TO MAKE REPAIRS ON JG 80. AT 091115Z IT WAS DETERMINED BY THE MAINTENANCE CREW THAT IT WOULD TAKE AT LEAST 2 HOURS TO MAKE REPAIRS AND CHECK

PAGE 4 RHMUABA0017 C O N F I D E N T I A L
THE SYSTEMS OUT. IT WAS DECIDED TO RETU1970. GUARDS
WILL REMAIN OVERNIGHT WITH THE AIRCRAFT. GP-4

BT

#0017

NNNN#

40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



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

11 April 1970

SUBJECT: Mission Narrative Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 9 Apr 70

MISSION NUMBER: 2-3-024-9 April 1970

FLIGHT DESIGNATION: Jolly Green 82

MISSION OBJECTIVE: Jolly Green 80 A, B, C, D, E

LOCATION: UF 074 090

SAVES: Three non-combat (Jolly Green 80 B, D, and E)

SUMMARY OF SAR ACTIONS:

1. At 1505L on 9 April 70, Jolly Green 82 was escorting Jolly Green 80 which had encountered flight control difficulties. As the flight continued to RTB to Ch 70, JG 80 encountered additional problems and elected to bail out the crew. At 1515L, a formal MAYDAY was transmitted by JG 80. JG 82 next observed two good parachutes. JG 82 continued to follow JG 80s progress and later observed a third good parachute. Once JG 82 had observed the successful emergency landing of JG 80, a 180° turn was made to commence the recovery of the parachutists. However, as a result of the thick canopy jungle area in which the three survivors had landed, JG 82 was unable to locate any of the three since none of the parachutes remained in the tree tops. JG 82 circled the general area to wait for the three survivors to check in on 243.0 UHF. The radio check-in was immediately accomplished and it was learned that JG 80 A and C were safe with the down helicopter, JG 80 B was on the ground in good condition, JG 80 D was on the ground with a possible broken leg, and JG 80 E was on the ground in fair condition. JG 82 then advised JG 80 D to ignite his day smoke. Once the red smoke was observed filtering up through the trees, JG 82 accomplished an approach to a hover over the smoke and sent down PJ #1 on the forest penetrator. While in the hover, JG 80 E advised JG 82 that he was 100 feet forward of the helicopter. [JG 82 notified PJ #1 that JG 82 would recover JG 80 E while he was busy administering aid.] JG 82 then air taxied forward and lowered the penetrator to the ground. The penetrator was on the ground approximately two minutes before JG 80 E could make his way to it and get on. When JG 80 E was safely

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Attd 2

On board, JG 82 returned to a hover over JG 80 D. The PJ #1 advised JG 82 to send down a Stokes Litter and PJ #2. PJ #2 immediately descended to the ground with the Stokes Litter. JG 82 remained in a hover approximately ten minutes while the two PJs prepared the survivor for the ride up. Upon signal, JG 82's hoist operator began threading the Stokes Litter and survivor up through the trees to the helicopter. Once the litter was above the tree tops, the rotor wash caused it to spin uncontrollably. The CP had to operate the hoist from the cockpit to enable the hoist operator to reach down and stop the oscillating litter and drag it on board. Once the survivor was secured, the penetrator was reattached to the hoist cable and PJ #1 and 2 were then recovered. Radio communication was reestablished with JG 80 B who then directed JG 82 to his position. Once in a hover, JG 80 B was recovered uneventfully. With the three survivors on board, JG 82 elected to RTB at 1540L in order to get any survivor injuries treated ASAP. JG 80 A and C were notified and concurred. JG 82 landed at Ch 70 at 1615L where an ambulance was waiting.

2. Jolly Green 82 crewmembers were:

AC: Capt David M. Barber
CP: Capt Donald Y. Thompson
FE: Sgt Inus G. Crawford
PJ: Sgt Jon K. Hoberg
PJ: Sgt Ricky L. Fleming

3. The survivors were:

JG 80B: Capt Joe E. Fouts (CP)
JG 80D: SSgt John J. Eldridge (PJ)
JG 80E: SSgt Richard T. Odinek (PJ)

David M. Barber

DAVID M. BARBER, Captain, USAF
Aircraft Commander, Jolly Green 82



40th ARRSq Hist, 1 Apr - 30 Jun 1970

Buff bailout on 9 April. The first picture shows Maj J. C. Fouts (CP) on the mission.

The second picture shows SSgt R. T. Odinek (PJ). Odinek sustained a broken ankle in the bailout.

The third picture shows Sgt J. J. Eldridge (PJ). Eldridge suffered back injuries in the bailout.

PHOTO #2 FILE NAME 9 APR 70

FILE = 9 APR # 1
9 APR # 2

~~CONFIDENTIAL~~

R
13

MISSION NARRATIVE REPORT

DATE: 13, 14 April 1970

MISSION NUMBER: 1-3-027

FLIGHT DESIGNATION: Jolly Green 22, 07, 27, and 21.

MISSION OBJECTIVE: Rescue Recovery of Brandy 22.

LOCATION: 16° 18'N 107° 58'E

SAVES: Seven Saves

Classified by 011 302201
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 15 Dec 76

1. (C) SUMMARY OF SAR ACTIONS:

a. At 1010Z on 13 April Jolly Green 27 and 21 were scrambled after a UH-1 that had crash landed on the side of a mountain. Jolly Green 27 and 21 arrived on scene at 1045Z and Jolly Green 27 was appointed on scene commander by Spad 11 who had determined the area was apparently secure. Jolly Green 27 began a search and was able to locate Brandy 22's approximate position by radio contact and vectors from Brandy 22. The weather was overcast at 500', later lifting to 1100' but covered the survivors who were at approximately 1300'. The condition of the survivors was received and Jolly Green 27 decided to make an attempt to reach the survivors. Several attempts were made, just prior to and after full darkness. Jolly Green 27 was able to hover to within approximately 150' downhill of the survivors before the weather and darkness prevented him from getting any higher. Because of the severity of the terrain and the extent of the survivors injuries they were unable to work downhill to the helicopters hover point. The pickup attempt was terminated and because of darkness Jolly Green 27 and 21 returned to base, 1215Z. Jolly Green 27 and 21 landed at 1232Z.

b. On 14/2200Z Jolly Green 22 and 07 were launched on a first light attempt to rescue the survivors. The weather in the area was 1000' broken to overcast. Jolly Green 22 arrived in the area at 2225Z and established immediate contact with Brandy 22. All survivors were cold and damp but survived the night and were in good spirits. The weather in the area was 1000' overcast but in the survivors immediate position on the down wind side of the mountain the clouds were spilling over down to 700'. Spad 11/12 arrived in the area at 2230Z and Spad 11 took over on scene command. King 04 was mission commander. Brandy 22's exact position was established by the use of voice vectors and flare firing. Throughout the entire rescue mission Brandy 22 did an exceptional job of aiding the rescue forces. He remained calm, gave accurate reports of his position and the condition of his people. He wisely conserved his radio and he also made no attempt to have the SAR forces try a hasty but unsafe rescue. Brandy 51 came on scene as airborne Army Liason and the decision was made to insert an Army

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Atch 11

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ground team and the Pararescuemen on the side of the hill. They were to climb to the survivors. At 0050Z ten Army troops were deployed from two UH-1's. Jolly Green 22 then inserted two P.J.'s using the hoist and Jolly Green 07 put one P.J. down using the hoist. Downdrafts complicated the insertion. Jolly Green 22 and 07 then flew to Channel 69 to refuel at 0120Z. The P.J.'s had to negotiate an extremely steep slope, dense with trees, and they were traveling with medical equipment and litters. At 0210Z both Jollies returned from refueling and we noticed that the clouds had lifted to near the 1200 foot level. Jolly Green 07 made a pass up the side of the hill and spotted the survivors standing near the wreckage at the 1350 foot level. The last 150 feet of the pass was IFR. Jolly Green 22 then dropped his tanks and flew in to extract his P.J.'s who were then still 200 meters below the survivors. He made a second pass and Jolly Green 07 led him in to the survivors. The hovering pickup over the survivors was conducted in IFR conditions with downdrafts and turbulence. Jolly Green 22 was blown out of his hover and had to re-enter. The work of the Flight Engineers and Pararescue men on both Jolly Green 22 and 07 was outstanding. The F.E.'s did an extremely fine job controlling the hover. Jolly Green 22 picked up five survivors, the last at 0355Z. Jolly Green 07 picked up the last two survivors and three pararescuemen. Both helicopters then flew to Channel 69 to off load survivors. The altitude of the crash was 1350 MSL and the temperature 16°C. Both helicopters weighed approximately 18,500 pounds during the pickup. The Stokes litter was used for all the survivors. As each was brought on board, he was transferred from the Stokes to a stretcher and the Stokes was sent back down. Both aircraft landed at Da Nang AB, RVN at 0540Z 15 April 1970.

2. 8/17.8/HH-3E/37 ARRS

3. One Army team, 10 personnel.

4. None.

5. Three pararescuemen were involved in the actual recovery. They were deployed on the hoist using the forest penetrator and recovered the same way. All seven survivors required medical treatment. No medical treatment was given by the pararescuemen due to the proximity of the hospital. All appeared to have broken bones and lacerations. The Army hospital at Hue Phu Bai was the evacuation point. All survivors were conscious and none were in severe shock when we arrived at Hue.

6. JOLLY GREEN CREW:

Jolly Green 27

AC Charles W. Bond, Maj
CP John A. Raper, Maj
FE Frank Gaydos Jr. TSgt.
RS Terry L. Wetzal, Sgt

Jolly Green 21

AC Miguel Garcia, Capt.
CP Joseph M. Nall, Capt
FE Gerald L. Hartzel, TSgt
RS Edward K. Rendle, Sgt.

~~CONFIDENTIAL~~

CONFIDENTIAL

Jolly Green 22

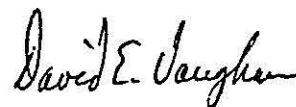
AC Lewis E. Garrett, Maj.
CP Travis Wofford, Maj.
FE Jimmie D. Rash, Sgt.
RS Stephen V. Samo, Sgt.
RS Luther E. Davis, SSgt.



LEWIS E. GARRETT, Major, USAF
Aircraft Commander

Jolly Green 07

AC David E. Vaughan, Maj.
CP Jimmie Blackwood, Capt.
FE Claude C. Franks, TSgt.
RS Dennis T. Duffy, SSgt



DAVID E. VAUGHAN, Major, USAF
Aircraft Commander

CONFIDENTIAL

~~CONFIDENTIAL~~

DATE: 13 APR 70

15 April 1970

MISSION NUMBER: 1-3-027-13 APR 70 (Part 1)

AIRCRAFT DESIGNATION: KING 6

LOCATION: 319/22/77

DISTRESSED AIRCRAFT: BRANDY 22 (UH-1H)

SAVES: None

Classified by *DB/3MR/6p*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *3/29/76*

1. (C) At 0915Z, Queen informed King 6 that Brandy 22 was down in the vicinity of Hue. No emergency transmissions had been heard prior to this initial notification. After several calls on Guard, we established voice communication with the survivors. The aircraft had crashed into the side of a mountain after inadvertently entering the weather. Brandy 22 believed he was in the 1407 grid square, north of Fire Support Base Tomahawk. He reported his position obscured by overhanging clouds and the visibility extremely poor. There were seven survivors, one of whom was seriously injured. The remaining survivors had varying degrees of injuries. No enemy activity was reported in the crash area. Brandy 22 had one emergency radio and pen gun flares.

2. (C) Several Army helicopters were directed to the combat aircrew recovery (ACR) area. Hawk 33 was appointed On-Scene Commander, and established contact with Brandy 22. There was a great deal of difficulty in pinpointing the crash site due to weather - 400 foot ceiling with the visibility down to one mile. King 6 took several DF cuts, and established the position as 310/26/77. The Jollies and Spads were requested to be launched.

3. (C) Jolly Green 27 was appointed On-Scene Commander after arriving in the area and being briefed by Hawk 33. By utilizing UHF/DF, both Jolly Green 27 and Spad 12 were able to refine the ACR area as 319/22/77.

4. (C) The effort was terminated because of darkness and weather, and Brandy 22 was advised of first light procedures.

5. (U) No aerial refueling was required.

6. (C) Resources:

Jolly Green 27 & 21
Roadrunner 17

Spad 11 & 12
Brandy 23

Hawk 33

7. (U) King 6 Crewmembers:

AC/AMC CPT EPSTEIN
CP MAJ MAZACHEK
N LTC LUURTSEMA

RO ALC WARE
FE MSG KILGORE

FE TSG BRANNAN
IM SGT HATTON

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

~~CONFIDENTIAL~~

at 1 -

~~CONFIDENTIAL~~

DATE: 14 APR 70

18 April 1970

MISSION NUMBER: 1-3-027-13 APR 70 (Part 2)

AIRCRAFT DESIGNATION: KING 4

LOCATION: 319/22/77

DISTRESSED AIRCRAFT: BRANDY 22 (UH-1)

SAVES: 7 Combat

Classified by Det 1 3A RAP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 1991

1. (C) Briefing at Squadron Intelligence revealed that a UH-1, Brandy 22, went down the previous day; King 4 was instructed to launch as soon as possible. At 2210Z King 4 arrived on scene over the SAR objective. Crossbill 3-1, C-117, who had been monitoring through out the night was released. Jolly Green 22 & 07 arrived in the area at 2220Z. Weather was 3 hundred scattered and 9 hundred overcast with 7 miles visibility. Spad 11 & 12 arrived in the area at 2230Z and Spad 11 was appointed On-Scene Commander (OSC).

2. (C) Radio contact with survivor revealed that several persons were injured, mainly broken bones and bad bruises. No ground fire or troop movement was reported in the area. The party had 7 flares, pen-gun type, a flash light, and plenty of drinking water; however they were wet and cold. The weather was preventing immediate recovery. Spad 11 recommended that the Army put in a ground team to escort 3 pararescue personnel to the site. At 0020Z two Army helicopters with 5 personnel each began rappelling into an area approximately 100 - 125 meters from the crash site. This was time consuming since the Army personnel were not proficient in rappelling. At 0113Z Jolly Green 22 deployed two PJs into the area, and Jolly Green 07 deployed his PJ in at 0118Z. This gave a moral lift to the survivors.

3. (C) Jolly Green 22 & 07 were RTB to Channel 69 for fuel, A/R could have been performed by King 4; however the decision was made to land and refuel at Channel 69. Spad 12 was RTB to Channel 77 for fuel. It was necessary to stagger the SAR forces due to no additional resources. Spad 11 RTB when Spad 12 replaced him as OSC at 0300Z. *why?*

4. (U) At 0300Z the weather began to improve greatly, Jolly Green 22 dumped fuel, recovered his PJs and made a visual contact with the survivors. At 0315Z Jolly Green 22 began extracting the survivors. He extracted 5 survivors, leaving his 2 PJs and 2 survivors, for Jolly Green 07. Jolly Green 07 began extracting the remainder of personnel at 0400Z.

~~CONFIDENTIAL~~

Oct 12

37 ARRSq History, Apr-Jun 1970

SUPPORTING DOCUMENT #1

<u>SAVE</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>DATE</u>	<u>MISSION NUMBER</u>
526	R.L. Campbell	1/Lt-USMC	5 Apr	1-3-025
527	L.J. Zilka	Maj-USMC	5 Apr	1-3-025
528	J.E. Kelly	L/CPL-USMC	5 Apr	1-3-025
529	C.H. Silver	1/Lt-USMC	5 Apr	1-3-025
530	S.D. Erxleben	L/CPL-USMC	5 Apr	1-3-025
531	F.E. Smiley	L/CPL-USMC	5 Apr	1-3-025
532	J.A. Bowling	CPL-USMC	5 Apr	1-3-025
533	A.A. Morelli	CPL-USMC	5 Apr	1-3-025
534	Vo-Ba	CPL-RVN	5 Apr	1-3-025
535	E.E. Jarrell	Sgt-USMC	5 Apr	1-3-025
536	A.R. Kendall	L/CPL-USMC	5 Apr	1-3-025
537	R.P. Fornal	CPL-USMC	5 Apr	1-3-025
538	D.V. Delozier	PFC-USMC	5 Apr	1-3-025
539	Nguyen-Minh	CPL-RVN	5 Apr	1-3-025
540	M.P. Hamilton	Lt(JG)-USN	7 Apr	1-3-026
541	Pickett	LtCol-A	14 Apr	1-3-027
542	Khoa	1/Lt-A	14 Apr	1-3-027
543	Waltz	CWO-A	14 Apr	1-3-027
544	Ulmer	SP4-A	14 Apr	1-3-027
545	Burke	SP4-A	14 Apr	1-3-027
546	Bonwette	Maj-A	14 Apr	1-3-027
547	Welty	WO-A	14 Apr	1-3-027

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MISSION NARRATIVE REPORT

CONFIDENTIAL

DATE: 15 April 1970

MISSION NUMBER: 1-3-028

FLIGHT DESIGNATION: Jolly Green 27 And Jolly Green 21

MISSION OBJECTIVE: Rescue of Survivors from Army UH-1 Helicopter

LOCATION: 14°52'N 107°42'E

SAVES: Three Combat Saves

DOWNGRADED TO
CONFIDENTIAL 207 APR 76 18 APR 70
IAW EX. ORDER 11652

Classified by *13 Melp*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Mar 78*

1. (S) SUMMARY OF SAR ACTIONS: Jolly Greens 27 and 21 were scrambled at 1330L to proceed to a fix of 340/53/107 for the rescue of four survivors of a Army UH-1 helicopter. Initial takeoff was made to the South and climbout to altitude was made on a heading of 150° to 6000' MSL. Jolly Green 27 obtained artillery clearance from Da Nang DASC, then our heading was changed to 210° to proceed direct to the area. ETA was passed to King 06 of 1425L. Enroute we were monitoring frequency 255.1 for the local area FAC, Tum 25. Prior to our arrival on scene, frequency was changed to 282.9. Initial holding point of 320/14/94 was relayed to Jolly Green 27 and 21. Spad 11 and 12 arrived on scene and changed the holding point to a position NNE of the survivors position. During the interim, Tum 25 was directing fast-mover strikes into the area around the survivors. Spads 03 and 04 were also on scene. Spad 11 encountered UHF radio problems and Spad 03 was directed to take over as On-Scene Commander. Jolly Green 27 and 21 were holding at 7500' MSL in the area specified. An inbound heading from the NNE was decided upon due to the terrain rising faster from that direction to the survivors, thus exposing Jolly Green 27 to a lesser amount of ground fire. The plan was briefed that the Spads would lay a double corridor of smoke to the survivors position. Spad 11 and 12 were to daisy chain to the right of Jolly Green 27 and two Huey Cobras were to daisy chain to the left. Elevation was 2450', temperature 24°C, broken cloud layer from 8000' MSL with thunderstorm activity in the area. Jolly Green 27 proceeded in to attempt the rescue. He received ground fire going in and exited to the South, both because of the ground fire and smoke being too intense to see the survivors. Jolly Green 27 made a climbing left turn, reported that they had received five hits, everything operational and were proceeding back to make a second attempt. The second attempt was commenced on the same heading as the first. Again Jolly Green 27 was repelled by intense ground fire and exited the area to the South. Jolly Green 21 had moved from the NNE holding position to a

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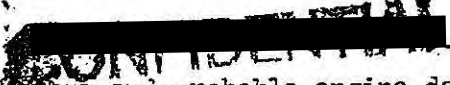
GROUP 4
Downgraded at 3 year
intervals, declassified
after 10 years

atcl AD-70-1336

~~CONFIDENTIAL~~

point over the area of the survivors at 5000' MSL to maintain visual contact on Jolly Green 27. After the second attempt Jolly Green 27 reported his aircraft and crew were still capable of making the pickup. The Spads and Cobras were making fire suppression passes while Jolly Green 27 made ready for his third attempt. This time Jolly Green 27 was able to establish a momentary hover near the survivors location before being driven off by intense ground fire. While egressing, Jolly Green 27 reported the loss of his aux-servo system. The crew of Jolly Green 21 saw fluid and flames from the engine area of Jolly Green 27 as he emerged from the smoke toward the South. Jolly Green 27 radioed that they would have to put the helicopter down. The crew of Jolly Green 21 observed wild aircraft gyrations just before Jolly Green 27 crashed, about one-half mile Southwest of the location of the original survivors. The co-pilot of Jolly Green 27 later described the rolls the aircraft was undergoing passed 90° left and right. He also said both he and the pilot were on the controls trying to right the aircraft. The aircraft crashed in a nearly level attitude, right side up, in a flat spin to the right with little forward speed. The aircraft impacted in a gully. The Co-Pilot exited through the broken front windscreen. He then attempted to remove the aircraft commander from his seat. The Co-Pilot observed bleeding from all cavities of the Aircraft Commander's face. Unable to free the Aircraft Commander, the Co-Pilot then saw the Flight Engineer and Pararescuer on fire in the rear of the aircraft. The Co-Pilot then ran to the cargo door where he found the Flight Engineer who had fallen from the aircraft. The Co-Pilot then pulled the Pararescuer from the aircraft. After the Pararescuer hit the ground he started rolling and the Co-Pilot beat the fire out with his hands. The Co-Pilot returned to where the Flight Engineer was lying ablaze and beat the fire out. He started pulling the Flight Engineer from the immediate area when he observed the Pararescuer was on fire again. He ran and put the fire out on the Pararescuer once again. The Pararescuer then went with the Co-Pilot to the Flight Engineer and together they moved him to a position approximately five yards from the aircraft. Approximately two minutes after the crash, Jolly Green 21 was in a hover into the wind over the crash site. The Pararescuer from Jolly Green 21 was deployed and as he passed the burning wreckage he observed the cockpit to be completely engulfed by fire. He then moved the three survivors another five yards from the wreckage. The location of the trees, the flaming wreckage and the survivors required that Jolly Green 21 hover downwind to effect the pickups. The aircraft was lifted out of the depression and turned 180° to downwind and then lowered into position to begin hoist operations. The fire and survivors were now on the right of the aircraft in view of the Flight Engineer. The survivors were located approximately 10 yards from the wreckage which was being totally consumed by flames. At this time, the ammunition aboard the wreckage began cooking off. The first survivor was hoisted aboard. Then the number two engine fire warning light came on. Hover power was still good, the engine instruments were stable except that engine turbine temperature was up to 750° C, hot, but not hot enough to indicate a fire in the engine compartment. Two more survivors came up on one hoist load. The number one engine fire warning light came on at this time. The hoist was lowered to pickup Jolly Green 21's Pararescuer. The aircraft lost power and slowly settled to the ground. Normal

~~CONFIDENTIAL~~



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loss of engine power at high ambient temperature and probable engine damage due to prolonged operation in an extremely hot environment combined to cause aircraft settling as rotor rpm dropped. Technical order temperature/time limits on the engines were exceeded. The Pararescueman on the ground scrambled aside and then leaped aboard as the aircraft settled to the ground. The main rotor blades were just nicking a tree at the ten o'clock position. Tail rotor damage was also being sustained at this time. After about 30 seconds on the ground the rotor rpm suddenly increased enough to allow takeoff. Jolly Green 21 took off with M-60 machine guns firing to keep unfriendly heads down. The fire warning lights went out as forward speed was gained. Jolly Green 21 was over the survivors for approximately 10 minutes total. Throughout the rescue effort an Army Cobra gunship was laying down suppressive fire 360° around the crash site. A heading to Pleiku AB was obtained from the Spads. Enroute, an excessive amount of torque was required to maintain a desired airspeed, substantiating that the aircraft engines had been damaged. After depositing the survivors in the hospital at Pleiku AB, an inspection of the aircraft revealed moderate damage to all five tail rotor blades. Jolly Green 21 landed at Pleiku AB at 1600L, 15 Apr 70. At 1710L, 17 Apr 70, Jolly Green 21 after a double engine change, five new tail rotor blades installed and an FCF flight, departed Pleiku AB enroute to Da Nang AB, landing at 1900L. Jolly Green 22 and 07 were scrambled from Channel 77 at 1510L when word was received of Jolly Green 27's crash. Also Jolly Green 33 and 42 were scrambled from NKP. Upon arrival on scene Jolly Green 22 and 07 were directed to hold over DAK TO. Jolly Green 33 and 42 arrived on scene just before dark, however no further attempts were made on the original SAR objective and all forces were RTB'd at 1910L to Channel 77.

2. 7 Sorties/20.3hrs/HH-3E/37 ARRS; 8 Sorties/28.0hrs/A1E/OLAA 56 SOW; 2 Sorties/10.3hrs/HC-130P/39 ARRS 8 Sorties/30.6hrs/A1E/56 SOW

3. None

4. None

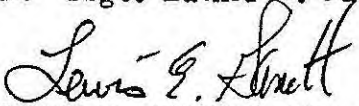
5. MEDICAL TREATMENT OF SURVIVORS

- a. One Pararescueman
- b. Hoist
- c. Three survivors required medical treatment.
- d. Two survivors with 2nd and 3rd degree burns and cuts and abrasions. One survivor with cuts and abrasions.
- e. Survivors treated for shock and one burn patient given an IV.
- f. 71st Medical Evacuation Hospital Pleiku AB, RVN.
- g. One ambulatory, condition good; two litter patients, condition poor.

6. JOLLY GREEN CREWS:

Jolly Green 27
AC Capt. Travis H. Scott Jr.
CP Maj. Travis Wofford
FE TSgt. Gerald L. Hartzel
RS SSgt. Luther E. Davis

Jolly Green 21
AC Maj. Lewis E. Garrett
CP Capt. Jimmie Blackwood
FE SSgt. Thayer D. Pope
RS Sgt. Gary T. Osborne


LEWIS E. GARRETT, Major, USAF
Aircraft Commander



DATE: 15 APR 70

MISSION NUMBER: 1-3-028-15 APR 70

AIRCRAFT DESIGNATION: KING 6 ~~DOWN~~ ~~CONFIDENTIAL~~ ~~ON 7/18/87~~ ~~EX ORDER 11552~~

LOCATION: 320/14/94

DISTRESSED AIRCRAFT: BIKINI 28 (Army UH-1), JOLLY GREEN 27

(S) SAVES: 3 Combat, 1 KIA (JG 27), Unknown Number MIA (Bikini 18 & ARVN unit)

1. (S) King 6 departed Tuy Hoa at 0930Z and proceeded to orbit. We were informed by King 4 that an Army helicopter had been shot down at 320/14/94 and the Army was working the mission and did not request Air Force assistance. We initially established orbit at 360/18/87 as we had a voice contact on guard who was requesting help. Vectored a FAC - Elliot 13 into the area.

2. (C) At 0527Z Joker advised King 6 that Jolly Green 27 & 21 and Spads 3, 4, 11, & 12 were launched in support of the Army mission and we proceeded to Channel 94, informing Elliot 13 of the frequencies he could contact us on if Rescue assistance was required.

3. (C) At 0545Z established contact with Elliot 16, who was working as Mission Control for cycling fighters into the area and Tum 25 who was On-Scene Commander and who was in the process of putting strikes into the area. The mission initially was very confused as we were informed that Bikini 28 (UH-1) had been shot down, with 4 POB. The Army had lost 2 other helicopters in an attempt to insert a bright light (ARVN ground team) to extract the survivors. Reports varied as to the number of ARVN and Americans in the area and finally determined there were 2 or 3 Americans and an unknown number of ARVN at the crash sight, and the ground fire was being taken from 360° through out the area.

4. (S) King 6 requested the use of 2 more helicopters and one more flight of A-1's, also smoke. At 0610 Spad 03 & 04 arrived in the area and Spad 03 was appointed On-Scene Commander. Jolly Green 27 & 21 and Spad 11 & 12 arrived on scene and Spad 03 decided to make a pickup attempt. At 0650 Jolly Green 27 was led into the area with Spads laying down a smoke screen and huey gunships providing additional fire suppression. At 0700Z Jolly Green 27 reported receiving ground fire and pulling out, at 0703, Jolly Green 27 reported no damage and was returning to area 0707 Jolly Green 27 reported ground fire, severe damage to hydraulics and smoke in cockpit, copilot was hit and he was pulling out of area, but aircraft was too damaged to sustain further flight and went down at 0710Z. Jolly Green 21 entered area and with cover of Spads and Gunships extracted survivors of Jolly Green 27. Spad 03 & 04

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18 April 1970

Classified by *Ref 1 3A Kelly*

SUBJECT TO GENERAL DECLASSIFICATION

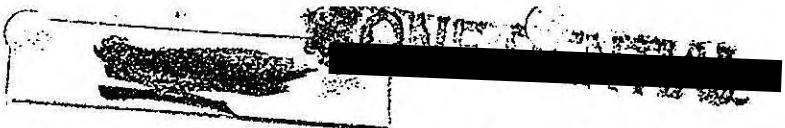
SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

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DECLASSIFIED ON *21 Dec 78*

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escorted Jolly Green 21 to Channel 107, which was closest hospital. Jolly Green 21 reported 3 survivors, copilot suffering from cuts and abrasions, flight engineer and PJ with possible internal injuries and severe burns, pilot KIA and left with aircraft.

5. (C) Spad 11 was appointed OSC and fast moving recourses were cycled into area for next two hours using Tum 15, Mike 83 & 87 as FAC's, with Elliot 15 & 16 obtaining recourses. King 6 requested CBU 30 & 52 if available, and additional fast movers with soft ordinance and high drag bombs. During this time period Sandy 1, 2, 3 & 4, Hobo 34 & 35, King 7, and Jolly Green 22 & 07 arrived in area with Jolly Green 47 & 33 inbound.

6. (C) Sandy 1 was appointed On-Scene Commander at 0840 and Spad 11 & 12 RTB. Sandy requested a radio drop be made to survivors of Bikini 28 in an attempt to establish radio contact. After determining that the Army, had no dropable radios, King 7 was directed to drop 2 radios to a waiting helicopter at Channel 94. The drop was successful and the helicopter (Bishop 13) escorted by the A-1's dropped the radio to the survivors position at 0954. King 7 then proceeded to Channel 72 to refuel Jolly Green 47 & 33 so they would have sufficient fuel for a pick up attempt. Jolly Green 22 and 07 were directed to refuel at Channel 94 as a pick up attempt was not contemplated at this time.

7. (C) At 1000Z Spad 01 & 02 arrived and Spad 01 was appointed On-Scene Commander with Sandys RTB'd due to fuel. A further pickup attempt was called off due to deteriorating weather, and impending darkness. All forces were released at 1050Z. King 6 confirmed with the Army that an attempt to extract pilot of Jolly Green 27 and crew of Bikini 28 and ARVN would be attempted at first light. All forces were accounted for at 1200Z and King 6 terminated mission.

8. (U) Air Refueling: King 7 - Jolly Green 47 & 33

9. (C) Resources:

<u>FAC's</u>	<u>SANDY's</u>	<u>JOLLY GREEN's</u>	<u>SPAD's</u>
Tum 15, 25	1 thru 6	27 & 21	01 & 02
Elliot 15, 16		22 & 07	03 & 04
Mike 87, 83		42 & 33	11 & 12

HELICOPTERS: Pamper Gunships: 13 & 14, 15 & 16
Gladiator 10, 21, 25
Bishop 13 plus 2

Fast moving resources were handled efficiently by Army in country
FAC's and King did not have job of controlling them.

UNCLASSIFIED

10. (U) King 6 Crewmembers:

AC/AMC CPT ADELMAN
CP 1LT FREILEY
N CPT FRANCIS
RC A1C SOUDER
FE TSG EMERY
FE SSG REAVES
LM SSG CREPEAU

Ronald K. Stegatt

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

[Signature]
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