

FROM: 602503

22 MAY 1970 083-2
26

SUBJECT: SAR Coordinator Report Bullwhip 17 Alpha and Bravo, 19 May 1970

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TO: DCO

1. A successful SAR was conducted on 19 May 1970 for Bullwhip 17 Alpha and Bravo. The aircraft, an USAF RF4C from Udorn, went down at 0710Z at 075/42/108, UTM UG 5535.
2. Bullwhip 17 received battle damage from an unknown type of antiaircraft artillery fire on Route 7 east of Ban Ban and egressed (south from the route structure) until both crewmembers were forced to eject from the aircraft. Tiger, an F-4, FAC was nearby and was able to locate Alpha's parachute which he pointed out to Zorro 44, an A-1 diverted to the scene by King.)
3. Sandy 01, 1st Lieutenant Frank B. Brown; Sandy 02, 1st Lieutenant Daniel M. McAuliffe; Sandy 03, Major G. Martin; and Sandy 04, Lt Colonel Robert S. Johnson were scrambled at 0715Z through self initiated telephone contact with the 56 SO1g command post. Jolly Green Operations had not received notification of the SAR from Jack at this time. Sandys 01 and 02 were airborne at 0728Z, followed closely by Sandys 03 and 04 at 0730Z. Sandys 01 and 02 proceeded directly to the scene arriving at 0815Z. (Simultaneously Sandys 03 and 04 effected a rendezvous with Jolly Greens 63 and 52 at the fence and escorted them to a holding point near the scene.)
4. The survivors were down in a narrow valley whose floor is 2500 feet with ridge lines up to 4500 feet on both sides. There were thunderstorms and rain-showers in the area which hampered rescue forces both enroute and on-scene. Over the survivors' locations there was a broken to overcast cloud cover with bases intermittently covering the ridge line near Bravo's position. A motorable trail ran down the middle of the valley and Alpha had landed approximately 200 meters north of this trail in fairly open terrain. Bravo landed in dense jungle foliage approximately 1000 meters northwest of Alpha near the top of the ridge line. The foliage around Bravo obscured his parachute and made locating his position very difficult. Both survivors were in excellent physical condition and reported that they could detect no hostile activity around them. Neither Zorro 44 nor Sandy 01 could stimulate hostile reactions of any nature during numerous low passes through the area.
5. Zorro 44 Major Manley and Zorro 45 1st Lieutenant Reeves and 1st Lieutenant Homan were on a strike mission, when they were diverted by ABCCC to the SAR scene. King 32 instructed Zorro 44 - 45 to proceed to the SAR area and assume On-Scene-Command. Zorro 45 did not have a UHF radio, thereby making it necessary for Zorro 44 to relay many transmissions on FM and VHF. The weather was broken to overcast with rain showers and often reducing visibility to 1 NM. Terrain elevation varied from 2500' to 7500' making a VFR descent mandatory. Zorro 44 - 45 for a hole about 20 NM away from the survivors, let down beneath the clouds and returned to the scene. An F-4, Tiger, was in the area, and had located Bullwhip Alpha's chute and the approximate location of Bravo. Zorro 44 assumed On-Scene-Command at 0720Z and instructed Zorro 45 to hold west of the survivors in a clear

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area and coordinate with King to get the Jolly Greens or Air America choppers. One of the "chute beeper" was still activated and in use. In emergency use, so Delta frequency was used for the SA. Zorro 44 got radio contact with Alpha & Bravo, both were in good condition, and began to pinpoint Bravo's position. Bravo was on a mountain side, but the mountain tops were often obscured with clouds making it difficult to determine his exact location. Zorro 44 finally located Bravo in dense jungle, approximately 1000 meters northwest of Alpha. Zorro 44 - 45 were forced to jettison part of their strike ordnance to conserve fuel and gain maneuverability at low altitudes. Zorro 44 kept Bullwhip Alpha and Bravo advised of his plan and asked to be notified if any movement or ground fire was heard. Zorro 44 made repeated low passes over their position to insure their confidence and safety. At this time Zorro 45 had gone to Xiong Khounville to rendezvous with the choppers, but weather and a 37 MM gun position were presenting problems. Sandy 01 and 02 arrived in the area and after pointing out Alpha's chute and Bravo's position, Zorro 44 relinquished On-Scene-Command to Sandy 01 at 0725Z. Zorro 45 notified Zorro 44 that he had 3 Air America choppers and was proceeding up the valley toward the survivors. King also advised that Sandy 3 & 4 and 2 Jolly Greens were 7 NM South of the scene.

6. Sandys 01 and 02 arrived on the scene at 0815Z and Zorro 44 immediately pointed out Alpha's parachute and Bravo's approximate position. A parachute beeper was rendering Guard channel useless so the survivors were on Delta frequency. This meant that the SAR forces had no UHF interplane frequency with which to communicate. Two Air America aircraft (call signs unknown) attempting to cross Route 7 towards the SAR area were on 123.1 and when they encountered ground fire their radio transmissions blocked VHF communications for a considerable period of time. Sandy 01 assumed on-scene command at 0825 and Zorro 44 departed the scene to rendezvous with his wingman who was escorting three Air America helicopters towards the SAR area. Sandy 01 proceeded to positively fix the location of Bravo and referenced his position with a marking rocket. At this time (0835Z) Sandy 03 advised that the Jolly Greens were now holding approximately 2 miles north of the scene. Sandy 01 instructed Sandy 03 to join on his wing so that he could be shown the desired ingress path for the Jolly Greens and the survivors' exact locations. With King, 4 Sandys, 2 Jollys, Air America helicopters, and 2 Zorros on VHF 123.1, communications became a significant problem. In an attempt to learn further details King came up on Delta, the survivors' frequency, Sandy 01 instructed King to stay off this frequency and that contact would be made in a short time on VHF. While Sandy 01 was pointing out Bravo's position to Sandy 03, Zorro 44 arrived with Hotels 54 and 70, two H-34 Air America helicopters, and Hotel Fox, a OH-1 Air America helicopter. Hotel 54 called for Alpha to pop his smoke and Hotel 54 immediately entered a hover over the survivor. Hotel Fox sighted Sandy 01's marking rocket and as he hovered Bravo was instructed to pop his smoke. Alpha was on board Hotel 54 at 0840Z, however there was some delay in recovering Bravo when Hotel Fox's hoist failed to reel in after the survivor was on the penetrator. Sandys 01, 02, 03, and Zorro 44 flew a protective chain around the scene as the difficulty was sorted out. Finally Bravo was instructed to get off of the penetrator which he did with much reluctance. Hotel 70 entered a hover as Hotel Fox withdrew and Bravo was safely on board at 0855Z. Zorro 44 and 45 was released at this time and Sandys 01 and 02 escorted the three Air America helicopters to Lima 20 Alternate and REBd to Channel 9.

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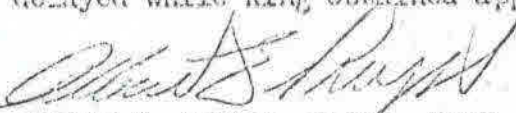
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7. This was a relatively easy SAR since there was no opposition from hostile forces and numerous rescue forces were able to respond and succeed in a relatively short period of time. Several problem areas could have been critical on an opposed SAR launch. First, Jack did not notify Jolly Green operations of the SAR until 5 minutes after the 56 SGM Command Post was advised of the event. This could have meant excessive delay in getting the Sandys airborne had they not learned of the SAR from the SARCO. Secondly, the chute beeper should be discontinued from use in Southeast Asia as it made SAR UHF primary of no use since 2828 had to be monitored constantly. The third recommendation is that Air America helicopters be kept on 123.1 VHF if contact can be maintained with them on FM of UHF. Finally, it is not clear why the rescue had to be delayed while King obtained approval for Sandy 1 to utilize Air America resources.



ALBERT E. PREYSS, Major, USAF
SAR Coordinator

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marked with smoke by Sandy 02. As Sandy 03 sanitized the lower slope, the Jolly moved in. He spotted the survivor's chute without difficulty and pinpointed the downed pilot's position when he popped his smoke flare. Sandys 01 and 02 expended their ordnance around the survivor's immediate area as the helicopter hovered for pick-up. At the same time Sandys 03 and 04 sealed off the valley floor. Egress up the slope was unopposed.

17/
(S) On 19 May 1970, a successful SAR was conducted for Bull-whip 17 Alpha and Bravo, front and back seat occupants of an RF4C. The aircraft was shot down by enemy AA fire in the vicinity of Route 7 while on a strike mission in the Barrel Roll. The crew egressed as far as possible from the route structure before extracting.

(S) The survivors were down in a narrow valley, whose floor was at 2,500 feet elevation, with ridge lines up to 4,500 feet on each side.

(S) Sandys 01, 02, 03 and 04 were scrambled to the area at 1415L. Zorros 44 and 45 had been on a strike mission in the Barrel and were diverted to the SAR scene by ABCCC. King 32 instructed the Zorros to assume On-Scene Command. Zorro 45 had an inoperative UHF radio, which made it necessary for Zorro 44 to relay many transmissions on FM and VHF.

(S) Alpha's chute was clearly visible. Zorro 44 obtained radio

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contact with the survivors and attempted to pinpoint Bravo's position. He finally located Bravo in dense jungle, approximately 1,000 meters northwest of Alpha. Both survivors were in good condition.

(S) Sandys 01 and 02 arrived on-scene at 1515L, and Zorro 44 immediately pointed out Alpha's parachute and Bravo's approximate position.

(S) At this time, Zorro 45 had gone to Xieng Khoungville to rendezvous with three Air America helicopters.

(S) At 1525L, Sandy 01 assumed On-Scene Command. Zorro 45 now had the Air America choppers in tow and was proceeding up the valley towards the survivors. King also advised that Sandys 03 and 04 were seven NM south of the area with two Jolly Greens.

(S) While Sandy 01 was pointing out Bravo's position to Sandy 03, Zorro 44 arrived with Hotels 54 and 70, two H-34 Air America helicopters, and Hotel Fox, a UH-1 Air America helicopter. Hotel 54 called for Alpha to pop his smoke and immediately entered a hover over the survivor. Hotel Fox sighted Sandy 01's marking rocket and as he hovered, Bravo was instructed to pop his smoke. Alpha was on board Hotel 54 at 1540L, but there was some delay in recovering Bravo when Hotel Fox's hoist failed to reel in after the survivor was on the penetrator. Finally Bravo was instructed to get off the penetrator, which he did. Hotel 70 entered a hover as Hotel Fox withdrew and Bravo was safely on board at 1555L.

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1296	23 Apr 1970	F-4D	LAOS	Lucki A. E.	Capt	KIA		Gomez R. A.	1Lt	MIA
1297	23 Apr 1970	F-4D	LAOS	NeLaoson M. W.	Capt	Rescued	USAF Helo	Holmquist J. D.	1Lt	Rescued
1298	25 Apr 1970	A-1H	SVN	Detar D. E.	Maj	Rescued	Army			
1299	25 Apr 1970	F-4E	THL	Hackett C. K. Jr	Capt	KIA		Hancock S. R.	1Lt	Rescued
1300	29 Apr 1970	OV-10A	SVN	Brown W. L.	Capt	KIA		Ortiz J. H.	1Lt	KIA
1301	2 May 1970	F-4D	NVN	Bodenheim B. R.	Capt	Rescued	USAF Helo	Jackman G. R.	1Lt	Rescued
1302	2 May 1970	F-4D	CMB	Herring T.	Maj	Rescued	Army	Peters F. C.	Maj	Rescued
1303										
1304										
1305										
1306										
1307										
1308										
1309	11 May 1970	O-2A	SVN	Pyle J. W.	LtCol	KIA				
1310	12 May 1970	F-4D	SVN	Harbsion P. W. Jr	Capt	Rescued	Army Helo	Shelton J. E.	1Lt	Rescued
1311	13 May 1970	F-4D	CMB	Trent A. R.	Capt	KIA		Huberth E. J.	1Lt	MIA
1312	19 May 1970	RF-4C	LAOS	Crawford C. A.	Maj	Rescued	AA Helo	Norton F. P.	Capt	Rescued
1313	22 May 1970	O-2A	SVN	Meacham R. W. Jr	Capt	KIA		u		KIA
1314	25 May 1970	F-4D	Sea	Rubus G. M.	1Lt	Rescued	USAF Helo	Sornberger J. T.	1Lt	Rescued
1315										
1316										
1317										
1318										
1319										
1320										
1321	9 June 1970	O-1F	SVN	Ryder J. L.	1Lt	MIA		Hilbrick	Cpt	KIA
1322	9 June 1970	F-4E	LAOS	Clingaman R. L.	Capt	Rescued	USAF Helo	Ripple C. W.	Capt	Rescued

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56th Special Operations Wing

56th Special Operations Wing

<u>Date</u>	<u>Class</u>	<u>Significant Event</u>
Apr 6-7	(S)	Search and Rescue effort for Laredo 02 Alpha and Bravo was successful
11	(C)	Security Condition Yellow implemented.
18	(U)	Staff Judge Advocate rotates. New Staff Judge Advocate Major William A. Sansing arrives.
21-22	(S)	Partially Successful Search and Rescue. Hostage Man/Cowpoke 18 front and back seat occupants respectively of a Marine OV-10. Cowpoke 18 recovered, Hostage Man lost.
22	(S)	Successful Search and Rescue for Ad Lib 11.
23	(S)	Successful Search and Rescue for Stormy 03 Alpha and Bravo.
24	(S)	Two Raven FACS Capt James E. Cross and Capt Gomer D. Reese declared KIA.
25	(S)	Technical Sergeant Charles B. Maxwell and Staff Sergeant James B. Costello wounded in action.
MAY 2	(S)	Successful Search and Rescue for Falcon 93.
3	(S)	Successful Search and Rescue for Mail 23.
19	(S)	Successful Search and Rescue for Bullwhip 17 Alpha and Bravo
20	(S)	Captain Donald J. Morris reported KIA.

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