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



REPLY TO
ATTN OF 400 (Capt Furst/2687)

~~CONFIDENTIAL~~ 10 May 70

SUBJECT: Mission Narrative Report #2-3-031-7 May 70 (U)

TO: 3 ARRGp (JRCC)
APO 96307

CLASSIFICATION CANCELLED

Or Changed to Conf

By Authority of Hand

By Hand

(Date) 9 Jul 74

1. (S) JG 60, 56, 54, 52 departed Ch 70 at 0205, 8 May 70, enroute to Ch 89 for the briefing on the SAR mission of Nail 28. Nail 28 was at 1616N 10626E. The crews arrived at Ch 89 at 0305 and departed for the Intel briefing at TUOC. At 0415, JG 60 and 56 departed Ch 89 for the holding area at 123/50-70/89 escorted by Sandy 5 and 6. Nail 13 and 17 and Sandy 3 and 4 went directly to the scene. They contacted Nail 28 and trolled the area for any ground fire. At 0530, Sandy 1 called for the JGs and Sandys to come to the IP for final briefing prior to the pickup attempt. During ingress Sandy 3, 4, 5, 6 put down Willie Pete for holding and the IP for the survivor. Nail 17 called JG 60 and we established visual on him when he turned on his landing light. Nail 17 then led JG 60 and 56 to the top of the mesa where the Sandys had put the Willie Pete. We were to fly from the top of the mesa down the slope toward the second smoke (IP). We were cautioned not to proceed any farther than the IP because the Sandys were sterilizing the area as a precautionary measure. We flew down as briefed and as we approached the IP the number one PJ and the CP spotted the parachute at the 10 o'clock position. Sandy told the survivor to pop his day smoke and it became visible rising up through the trees around the chute. The CP then lost sight of the chute and monitored the instruments and the surrounding area for ground fire. While I hovered the JG over the chute, the FE and AP stood in the door trying to locate the survivor. At one time the chute billowed up sideways and the FE spotted the survivor hanging in his harness. At this time the forest penetrator was about halfway down to the survivor. Because of the position of the survivor the FE had me move the JG to the rear about 10 feet in order to lower the penetrator into a clear area between the trees. Once the penetrator was level with the survivor the FE directed me forward to place the penetrator into the hands of the survivor. The survivor opened the penetrator and placed the strap around himself under his arms, then disconnected his harness and gave a thumbs up to the FE. At this time the FE asked me to hover back 10 feet to clear the survivor of the tree limbs then he brought the survivor up and into the aircraft. During the hover and pickup the CP was informing King 34 of what was happening. PJ #1 and PJ #2 were putting out a slow steady fire with the mini-guns to suppress any possible ground fire. The AP was taking pictures of the survivor being picked up and of the Sandys that were laying down suppressive ground fire around the survivor. No injuries or aircraft damage was encountered.

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED 31 DEC 78

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~~40-70-0101~~

GROUP 4

Downgraded at 3 year AD 70-1337
intervals: declassified
after 12 years AD-70-1360

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(This page unclassified)

2. (U) The survivor was: Capt M. Taylor
23 TASS
Ubon RTAFB, Thailand

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3. (U) The Jolly Green rescue crew was:

AC: Capt W. A. Furst
CP: Capt J. T. Jewett
FE: MSgt M. F. Tasker
PJ: MSgt E. M. Willis
PJ: Sgt T. E. Carmichael
AP: Sgt R. G. Banas

William A Furst
WILLIAM A. FURST, Captain, USAF
Aircraft Commander

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R/N

DATE: 8 MAY 70

11 May 1970

MISSION NUMBER: 2-3-031-7 MAY 70

AIRCRAFT DESIGNATION: KING 34

LOCATION: 123/126/89

DISTRESSED AIRCRAFT: NAIL 28 (OV-10)

SAVES: 1 Combat

1. (U) This was a first light mission on Nail 28 who had bailed out the evening before. We were airborne at 2045Z and estimated the scene at 2200Z.
2. (U) Contact was made with Nail 51 who was already on scene. The weather was excellent, terrain features 4200' - 4300'. No ground fire was observed in the area. We were notified that the SAR forces were airborne at 2120Z.
3. (U) We arrived on scene at 2200Z and at 2215Z, Nail 51 made contact with the survivor. He was in excellent condition. At this time Sandy 01 and Nail 17 arrived on scene and trolled for ground fire. None was observed.
4. (C) All SAR forces and fast movers were at their holding positions, and at 2234Z, I designated Sandy 01 On-Scene Commander. At this time the SAR forces started moving toward the area. Jolly Green 60L and 56H were utilized for the pick up. Sandies 03 & 04 also were in the area. Phase A was started at 2236Z and Phase B started at 2256Z. Jolly Green 60 went in for the pick up and Phase B was completed at 2308Z. SAR forces egressed out to the west with King 37 standing by to refuel. Jolly Green 60 & 56 decided to RTB Ch 89 and no A/R was required. All forces were released at 2315Z.
5. (U) King 37, who was on scene for A/R at 2230Z, refueled the back-up Jolly Green's 54 & 52 in case they were needed.

6. (C) SAR Forces Used:

Jolly Green 60 & 56, 54 & 52
Sandies 1 & 2, 3, 4, 5, 6

Wolf 02
Nail 51, 17, 34

7. (C) Forces on scene, but not used:

Streetcar 301 (Flt of 4 A-7's)
Sidewinder 400 (Flt of 4 A-7's)
Raygun 505 (Flt of 2)

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
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~~GROUP 4~~
Downgraded at 3 year intervals.
Declassified at 12 months.

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40th ARRSq Hist, 1 Apr - 30 Jun 1970

The two days of 21 and 22 April proved to be the most productive during the three month period as five combat saves were recorded. The mission began in search of Cowpoke 18 and Hostage Man (the front and back seater of a Marine OV-10). However, before the mission was completed, rescues were recorded on two Sandys (A-1E), one Spad (A-1E), as well as Cowpoke 18.¹³

In unrelated action the 40th chalked up its fifth save of the day and the unit's 100th save overall when Jolly Green 72 rescued the only surviving crewmember of Adlib 12 (AC-130) at 070/23/72.¹⁴ When hoisted aboard, the 100th save was in shock and suffering from burns about the face and hands. He received immediate medical attention from the pararescuemen on the Jolly Green, and was returned to the medical facilities at Danang AB, RVN.¹⁵

The back seater of an F-4 crew became the sixth non-combat save when his aircraft was forced down at 170/59/70 on 25 April.¹⁶ The Jolly Green crew landed in a large rice paddy near the survivor in order that medical attention could be given to the survivor's cuts, burns, and possible broken elbow. The crew and the injured pilot returned to Udorn without further incident.¹⁷

On 8 May a Nail (OV-10) pilot was plucked from the trees at 1616N 10626E. Sandy aircraft sterilized the area as a precautionary measure before the Buff crew moved in and lowered the penetrator to the dangling pilot. The pilot was recovered and found to have no injuries.¹⁸

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after 12 years

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FROM: 13000/1st Lt Bender/Sandy 01

SUBJECT: SAR Report - Nail 28

TO: 13000/SANCO

PROJECT May 1970

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DO NOT DES

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CATALOGED

1. A successful rescue was conducted on May 20 for Nail 28. The aircraft an OV-10, went down approximately 1800, 7 May 70 at 123/126/89. This report covers those activities relating to the Sandys during the rescue effort.

2. A first light effort was pre-briefed at Channel 89 with all Sandys and Jolly Greens present. Nail 28 had taken ground fire and was on fire. He managed to get into some high ground about a mile off the route structure before jumping out. His actual position was about 10 - 15 miles east of that reported at the briefing.

3. The briefing was at 0300 and Sandys 1 & 2 launched at 0410 with 3, 4, 5, & 6 getting airborne shortly thereafter. 1 & 2 went directly to the scene while 3 & 4 escorted Jollys 50 & 56. Sandys 5 & 6 escorted Jollys 51 & 52. Nail 51 and Nail 17 arrived in the SAR area at about 0445 and Sandys 1 & 2 arrived at about 0500.

4. The general area was high ground with peaks up to 4400 feet. Weather was generally good with patchy ground fog in the area. As the SAR continued an overcast deck about 8000 feet moved into the area but was of no factor. There was one rather high ridge line (about 3500 feet) between the survivor and Route 923. The defenses in the immediate area were expected to be nothing larger than small arms and automatic weapons.

5. Nail 51 and 17 both conducted electronic search before Sandy 01 arrived. The electronic search was continued until Nail 17 finally picked up the Survivor Dooper about 15 miles east of the original briefed position.

6. Nail 17 and 51 directed Sandy 01 into the area. Bad radios were hampering the effort but Sandy 01 finally found the area. There was no problem getting a good position on the survivor as he was still hanging in the harness and his chute was clearly visible in the green foliage. The survivor reported he was firmly caught in the trees as he had tried several times to shake his chute loose. He said his condition was good and he sounded in good spirits. The whole slope was very heavily foliated. The survivor was approximately 300 meters down a 600 meter slope. At the bottom of the slope was a stream and several cleared areas indicating signs of activity. Nail 51 reported he saw Nail 17 take small arms on one pass to the south of the scene. Sandy 01 began to troll around the area with rockets while Sandy 02 and the Nails watched for flashes and the survivor listened for gunfire. After 10 minutes of trolling nothing had been observed.

7. Sandy 01 informed him, to have Sandys 03 & 04 and Jolly 09 & 56 to move into the area. Radio problems again hampered the coordination but the Nails took up the slack. Nail 51 went out to pick-up Sandys 03 & 04 and the Jollys. Nail 17 climbed over the area to an altitude where he could get TACAN positions

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for the forces to proceed to. Sandy 03 came into the area. Sandy 01 showed him the survivor position and directed him and 04 to put ordnance down between the bottom of the slope and the survivor while the Jolly made his attempt. Sandy 01 and 02 would stay near the Jolly expending judiciously and would wait for any call of ground fire. Sandy 03 went back to bring the Jolly to the top of the ridge where he could safely hold and observe while Sandy 01 briefed for the attempt. Sandy 02 put a smoke down on the top of the ridge and the Jolly moved to this position. Sandy 01 put down a M-47 (MP) bomb about 500 meters down the slope. Earlier a temperature and pressure altitude had been obtained. The survivor was about 2900 feet. Sandy 01 directed Jolly 60 to descend down the slope toward the smoke. Passing 3500 feet the Jolly would turn back toward the slope. Jolly 60 acknowledged and started down the slope. Sandys 03 & 04 proceeded to back up the valley. The Jolly made the turn and Sandy 01 directed the survivor to pop his smoke. Jolly 60 had no trouble picking up the smoke and chute. He moved into hover and Sandy 01 and 02 began to expend around the hovering chopper. Sandys 03 & 04 had completely smoked off the valley floor and Jolly 60 received no ground fire. Jolly 60 reported he had the survivor aboard. Sandy 01 directed him to climb back up the slope and the Sandys put ordnance around and ahead of the egressing chopper.

8. Radios proved to be our biggest problems in this effort. Several radio calls were missed by several aircraft because of bad radios. Generally, the effort was unopposed, however some ground fire was encountered as Sandy 04 took a small arms hit during the attempt.

9. The permissiveness of the area of course made the quick pick-up possible. Sandy 01 kept the survivor advised of the position of the SAR forces. Also, the conversation was directed to keep the survivor's mind on other things besides his predicament. His spirits remained high during the effort.

James E Bender

JAMES E. BENDER, 1st Lt, USARF
Sandy 01

Sandy 01 Lt Bender, 1803
Sandy 02 Lt Miller, 1803
Sandy 03 Maj Hoffman, 22303
Sandy 04 Lt Howard, 22303
Sandy 05 Lt Matthews, 602303
Sandy 06 Maj Evenston, 602303
Mail 17 Capt Wallace 23TAS3
Mail 51 Capt Withers (Ubon)
Mail 28 Capt Taylor (Ubon)
Jolly Green 56
" " 60
" " 54
" " 52

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suppression at this time, and Spads 03 and 04 and Sandys 03 and 06 were approaching the immediate area.

(S) In the absence of a FAC, Sandys 01 and 02 marked the pick-up area with WP rockets and CBU 22. Spad 03 was called in and briefed on the positions of Alpha and Bravo. He then exited the area to pick-up Jolly Green 35 and escort him in. Ingress was accomplished at high altitude from the southwest, with a letdown to the west of the SAR area.

(S) Sandy 01 then marked east and west of the survivors with WP, set up a daisy chain and ordered the helicopter in. Alpha was picked up first, from a position 75 meters northeast of the visible chute, after popping his smoke and the night end of his flare. A quick turn of 180 degrees allowed Bravo to be picked up on the same pass. His position was approximately 50 meters southwest of Alpha's. Some light small arms fire was observed during the pick-up.

(S) Some time earlier, Sandy 02 had struck several trucks and an armored personnel carrier (APC), entering the SAR area. One truck was destroyed and another damaged, and the APC was knocked out and the troops aboard killed.

(S) Egress was accomplished to the east of the ingress route, and heavy, accurate 23mm fire was received while crossing the route structure. Jolly Greens 35 and 87 refueled over water and recovered to Channel 77, escorted by Sandys 01 and 02.

(S) ^{16/}On 8 May 1970, a successful rescue was conducted for Nail 28. On the afternoon of 7 May, the OV-10 aircraft had

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from ground fire and burst into flames. The pilot extracted on the 123 degree radial for 126 NM off Channel 89. He had managed to get approximately one mile off the route structure and over some high terrain before abandoning his aircraft.

(S) Sandys and Jolly Greens at NKP were briefed for a first light SAR, with launch commencing shortly after 0400L on the 8th. Sandys 01 and 02 launched first and proceeded directly to the rescue site, while Sandys 03 and 04 provided escort for Jolly Greens 50 and 56, and Sandys 05 and 06 accompanied Jolly Greens 54 and 52 to the SAR area. Nails 51 and 17 were dispatched to the area as FAC support aircraft and arrived about fifteen minutes in advance of the first Sandys.

(S) The terrain in the rescue area was mountainous, with peaks up to 4,400 feet. There was a prominent 3,500 foot ridge line between the survivor and route 92E. The weather was generally good, with some patchy ground fog in the vicinity. In the course of the SAR, an 800 foot overcast moved into the area, but was not a factor in the rescue. Enemy defenses in the immediate rescue area were expected to be only small arms and hand-held automatic weapons.

(S) Upon their arrival in the briefed SAR area, Nails 51 and 17 started an electronic search for the survivor. Nail 17 finally received a beeper from the survivor, but from a position about 15 miles to the east of the originally briefed location.

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(S) The Nails then directed Sandy 01 into the survivor's area, although hampered initially by faulty communications equipment. Nail 28 was easily visible. His chute showed distinctly against the green foliage and he reported that he was still in the harness and had been unable to shake his parachute canopy loose. Survivor's condition was good and he seemed in good spirits. He was located some 300 meters downslope on a 600 meter, heavily foliated incline. A stream and several cleared areas at the bottom of the slope indicated possible habitation and indigenous activity.

(S) Nail 51 reported observing Nail 17 take some small arms fire while making a pass to the south of the rescue area. Sandy 01 subsequently trolled the area, firing rockets in a series of low passes while his wingman and the Nails watched for ground fire, and the survivor listened for enemy activity. Ten minutes of such trolling produced a negative reaction. Sandy 01 therefore requested that King send in Sandys 03 and 04, escorting Jolly Greens 60 and 56. Recurrent radio problems were overcome when Nail 51 left the SAR area to escort the helicopters and accompanying Sandys, while Nail 17 circled high over the rescue area giving continuous TACAN positions for the SAR force. Sandy 03 entered the rescue area for coordination purposes and was told to screen the slope south of the survivor during the helicopter run in. The Jolly held at the top of the ridge, which had been

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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 AEWCC. 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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