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



REPLY TO  
ATTN OF: 400

23 June 1970

SUBJECT: RCS: ARS-V6 Report

TO: 3ARRGp (JRCC)  
APO 96307

DATE: 20 Jun 1970

MISSION NUMBER: 2-3-036-20 Jun 70

FLIGHT DESIGNATION: Jolly Green 54

MISSION OBJECTIVE: Nail 42

LOCATION: 035/15/108 (S)

SAVES: One combat (Nail 42)

SUMMARY OF SAR ACTIONS:

1. (S) On 20 Jun 1970, 1300L, JG 54 (low) and JG 52 (high) were alerted to launch and procede to channel 108. Nail 42 (OV-10) was reported down. JG 52 was unable to start his APP due to an overheat. JG 53, an alert aircraft, was airborne on a local training flight, so Tenant directed JG 54 to launch, procede to the Fence and wait for a high bird. JG 54 took off at 1305L and received clearance through the magic circle from JACK. JG 53 landed at channel 70 momentarily to deplane additional crew members. JG 61, alert low, took off at 1318L and joined JG 54 at the fence, at 1333L. JG 54 (low) and JG 61 (high) proceded to channel 108 to join SANDY 3 and 4, (A-1s) JG 53 proceded to the Fence and held. JG 63 (low) and JG 55 (high) launched from channel 89 at 1340L and proceded to channel 108 as backup aircraft. AT 1332 Raven 21 (O-1) OSC spotted the survivor at 035/15/108. Two pickup attempts followed using Air America helicopters. The attempts were unsuccessful due to ground fire. Both helicopters sustained battle damage and returned to LS20 alternate. Zorros (A-1) and Hobos (A-1) arrived on scene and began putting strikes in under the control of Raven 21. JG 54 and 61 entered holding at Channel 108 at 1354L and accomplished SAR checklists. SANDY 1, 2, 3 and 4 reported on scene at 1405L. After a briefing by Raven 21, SANDY 1 assumed OSC. SANDY 3 and 4 joined with JG 54 and 61 proceded to a forward holding point of 035/10/108 at 10,000 ft MSL. The survivor was on the northwestern side of a ridgeline at 4000 ft MSL, temperature 22°C. At 1415L Raven 21 received ground fire west of the survivor, sustained battle damage and returned to LS 20 alternate. Raven 29

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CONFIDENTIAL ON 9 Apr 76  
IA EX. ORDER 11652

Classified by 46 MRSd  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS.  
DECLASSIFIED ON 31 Dec 78

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

10-70-1943



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arrived on scene and began working A-1 strike aircraft, SANDY 3 descended, looked over the area and received a briefing from SANDY 1. JG 54 and 61 and SANDY 4 proceeded at 10,000 ft MSL to the pickup location and looked over the area. SANDY 3 pointed out the survivor's approximate location. Ingress and egress routes were discussed. At 1510 SANDY 1 briefed the SAR forces on UHF guard. SANDY 3 joined JG 54 and at 1520 started in for the pickup. JG 54 had full main fuel tanks and dry auxiliary fuel tanks. The computed power required to hover out of ground effect was 79% torque with 99% torque available. JG 61 held at 6000 ft MSL. Smoke was laid west of the survivor to shield the pickup location from enemy positions. JG 54 descended to approximately 100' AGL at 140KTAS climbed over the ridgeline and began slowing. The survivor popped his smoke. The survivor's parachute was spotted by the aircraft commander and after making a 360° hovering turn over the chute the survivor was spotted by the copilot. Control problems were experienced at this time and later tests revealed that an AFCS amplifier malfunctioned. The copilot's attitude indicator failed. The hoist operator spotted the survivor and the pickup was made from a 100 ft hover at 1525. The #1 gunner observed muzzle flashes from a hill a short distance away and suppressed the ground fire with his minigun. Egress was made over the ingress route. After building airspeed JG 54 started a rapid climb and JG 61 rejoined. The PJ's examined the survivor and reported that he was in good condition except for shock and an injured ankle. JG 54 was still experiencing control difficulties. Tests revealed that AFCS #1 amplifier had malfunctioned. AFCS #1 amplifier was turned off and no more control problems were encountered. JG 61 landed at LS 20 alternate to assume ground alert. SANDY 3 and 4 and Nail 07 escorted JG 54 to the Fence. JG 54 landed at channel 70 at 1630L. Inspections revealed no battle damage.

2. (U) The survivor was Capt Robert J. Ewen, 23 TASS.

3. Jolly Green 54 crewmembers were: Jolly Green 61 crewmembers were:

Capt Martin W. Weeks, AC  
Capt Dennis H. Sattler, CP  
SSgt Stanton R. Nelson, FE  
SSgt Wayne L. Fisk, PJ  
TSgt Jack D. Moran, PJ

Major John J. Livengood, AC  
Capt John P. Ditucci, CP  
SSgt Webster A. Tappin Jr., FE  
TSgt Colin A. Lane, PJ  
MSgt Udo C. Fischer, PJ

  
MARTIN W. WEEKS JR., Captain, USAF  
Aircraft Commander

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FROM: Major Proyas

SUBJECT: SAR for Mail 42

TO: DCO

24 June 1970  
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1. A successful rescue was conducted on 20 Jun 70 for Mail 42. The aircraft, an OV-10, went down at 1250L, 20 Jun 70 at TG980375 (035/15/108). This report covers those activities relating to the Sandys during the rescue effort.

2. The OV-10 crashed because of a mid-air, possibly aggravated by a ground fire hit, with an F-4.

3. The following aircraft participated:

|                |                   |      |                                                                                                     |
|----------------|-------------------|------|-----------------------------------------------------------------------------------------------------|
| Sandy 01       | Lt Col Michael    | 1315 |                                                                                                     |
| 02             | Capt Hall         | "    |                                                                                                     |
| 03             | Capt Hanna        | 1317 |                                                                                                     |
| 04             | Capt Shannon      | "    |                                                                                                     |
| 05             | Maj Martin        | 1405 |                                                                                                     |
| 06             | Lt Doolittle      | "    |                                                                                                     |
| Smoke 31       | Col Crosby        | 1503 | (Did not reach area before pickup)                                                                  |
| 32             | Capt Skelton      | "    |                                                                                                     |
| 33             | Maj Wareh         | "    |                                                                                                     |
| 34             | Lt Paine          | "    |                                                                                                     |
| Waffle 41      | Lt Howard         | 1520 | (Did not reach area before pickup)                                                                  |
| 42             | Lt Col Kilbride   | "    |                                                                                                     |
| 43             | Maj Place         | "    |                                                                                                     |
| 44             | Lt Engel          | "    |                                                                                                     |
| Strike 61      | Lt Townsend       |      | Not scrambled - these were the last aircraft to be loaded.                                          |
| 62             | Lt Rook           |      |                                                                                                     |
| 63             | Lt Partington     |      |                                                                                                     |
| 64             | Lt Donaldson      |      |                                                                                                     |
| 65             | Lt Dannelly       |      |                                                                                                     |
| 66             | Lt Wilson         |      |                                                                                                     |
| Jolly Green 54 | Capt Weeks        |      | Made pickup as low bird                                                                             |
| 61             | Unit              |      |                                                                                                     |
| Hobo 46        | Maj Leonhardt     |      | Diverted from strike mission                                                                        |
| 47             | Lt Doolittle      |      |                                                                                                     |
| Zorro 22       | Lt Maloney        |      | <div>PROJECT CORONA HARVEST</div> <div>DO NOT DESTROY</div> <div>0239223</div> <div>CATALOGED</div> |
| 23             | Lt Tetrish        |      |                                                                                                     |
|                | Capt Kennedy (IP) |      |                                                                                                     |
| 24             | Maj Van Meter     |      |                                                                                                     |
| 25             | Lt Wilson         |      |                                                                                                     |
| 36             | Lt Miller         |      |                                                                                                     |
| 37             | Maj Frisch (IP)   |      |                                                                                                     |
|                |                   |      |                                                                                                     |

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4. The SAM area was on the southwestern edge of the PDJ with an altitude of approximately 4000 ft. The survivor was located on a small ridgeline, with a valley and a higher ridgeline located between his location and the PDJ. The OV-10 had impacted about 1 mile out on the PDJ on the crest of a low hill. The general area was mountainous with another high ridgeline to the west of the survivor and lower hills and some valleys to the south and southeast. The weather was marginal in the area precluding the use of fast movers and requiring all the SAM forces to stay generally about 2-3000 ft AGL. The area was also known to contain several NVA headquarters and troop concentrations. Four primary areas of intense ground fire were suppressed - one about 100 yards down the ridgeline from the survivor and three about  $\frac{1}{2}$  mile to the south-east across a small valley.

5. Upon notification of the MAYDAY, King 32 diverted to the scene along with Raven 26, 21, 29, Mail 07, Hobo 40/47, and Zorro 22/23. PTH, FL2, and H34, all Air America choppers, were also diverted to the scene, but arrived about 30 min later because of an erroneous position given for the SAM area. Some fast movers were also diverted in, but were later released because they could not work in the marginal weather conditions. Three attempts were made by the AA choppers to get in and make a pickup, however the ground fire was too intense and two of the choppers and Raven 26 took multiple hits by small arms and automatic weapons. They made emergency recoveries at site 98.

6. Upon arriving at the scene Sandy 01 was appointed On Scene Commander by King 32. With the departure of Raven 26, the exact location of N-42 was not exactly known among the other Ravens. Sandy 01 joined with R-21 and they began to make low passes to identify the position, but the heavy ground fire again proved hazardous for R-21 and he was directed to hold out of its range. After several passes the survivor was pin-pointed and R-21 was directed to put the remaining ordinance of the four A-1s in on the ground fire. Sandy 01/02/03 got about determining the ingress/egress route and the pickup plans. However, upon the completion of the facing of the A-1s, R-21 picked up ground fire from three other locations which would have been within range of the Jolly Green's flight path. King advised that four more A-1s (two flights of Zorros) were in the area and Sandy 01 had Raven 21 and H-07 (who had also seen the ground fire) mark the areas. Raven 21 was winchester on rockets so Sandy 01 directed R-29 to FAC in the Zorros. In coordination with H-07, Sandy 01 picked a new ingress/egress route for the choppers and Sandy 02 and 03 put down a IP M-47 and a "you've gone too far" M-47 marker for the Jolly Green. The A-1s were just about winchester at this time and Sandy 01, when advised by King that the next resources were still 45 min away, decided to implement the attempt immediately.

7. Sandy 03 was briefed on the ingress/egress route and he in turn briefed the Jollys. Sandy 02 was briefed on the placement of his CBU-22 and the all forces brought up to guard. A quick general briefing of how the operation was to go and the execution order was given. Sandy 01 laid his smoke between the survivor and the high, possibly threatening, ridge to the north and Sandy 02 put his to the south of the survivor to screen off the three areas of ground fire there. More smoke was needed in that line and Sandy 04 was directed to put his there also. The Jolly was right over the IP on time and the survivor was told to pop his smoke. The Jolly's heading was straight at the survivor and all Sandy 01 had to do was to tell him to slow down and stop, and he ended up in a hover 25 feet to the left of the survivor. Jolly called out some ground fire from the original location and the Sandys and the PJ with the M-60 suppressed it

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later reports from helicopters holding overhead had three other areas firing at the Sandys but no hits were taken by the SAM force during the pickup and egress. Pickup was at 1520.

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*Albert E. Preyer*

ALBERT E. PREYER, Major, USAF  
SAM Coordinator

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40th ARRSq Hist, 1 Apr 30 Jun 1970

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The medical evacuation of a Thai National was accomplished without incident from Nam Phong Airfield<sup>19</sup> to Udorn on 19 June.<sup>20</sup>

Another Nail aircraft (OV-10) became the objective of a rescue attempt on 20 June. The pilot had ejected at 035/15/108<sup>21</sup> when his aircraft was crippled by hostile ground fire. After a smoke screen was laid to shield the rescue, the Buff crew moved in and hoisted the survivor aboard. The survivor was in good condition except for shock and an injured ankle.<sup>22</sup>

The quarter ended on an unfortunate note with the loss of Capt LeRoy Schaneberg and his crew during a rescue attempt on an OV-10 pilot on 30 June. First attempts at the survivor by an HH-3E Jolly Green had to be abandoned due to intense ground fire and sustained battle damage. This made Capt Schaneberg's aircraft the primary rescue vehicle. He too made a pass but had to abort the attempt when the protective smoke screen obscured the survivor. On his second pass Capt Schaneberg reported heavy ground fire on all sides. In his attempt to pull out the aircraft rolled out of control and crashed about  $\frac{1}{2}$  mile from the survivor, whom he was attempting to recover. There were no survivors from the Jolly Green crew. The OV-10 pilot was subsequently picked up by an HH-3 from Danang AB, RVN.

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Downgraded at 3 year  
intervals; declassified  
after 12 years

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(S) <sup>18/</sup> On 20 June 1970 a successful search was conducted for Nail 42. This aircraft, an OV-10, went down at 1250L, at 035 degrees for 15 Nm from Channel 108 as the result of a mid-air collision with an F-4.

(S) The SAR area was on the southwestern edge of the Plain of Jars, where terrain elevation is approximately 4,000 feet. The survivor was located on a small ridgeline, with a valley and a higher ridgeline located between his location and the PDJ. The OV-10 had impacted about 1 mile out on the PDJ on the crest of a low hill. The general area was mountainous with another high ridgeline to the west of the survivor and lower hills and some valleys to the south and southeast. The weather in the area was marginal, precluding the use of fast movers and requiring all the SAR forces to stay generally about 2,000 to 3,000 feet above ground level (AGL). The area was also known to contain several NVA headquarters and troop concentrations. Four primary areas of intense ground fire were suppressed, one about 100 yards down the ridgeline from the survivor and three about  $\frac{1}{2}$  mile to the east across a small valley.

(S) Upon notification of the MAYDAY, King 32 was diverted to the scene along with Ravens 26, 21 and 29, Nail 07, Hobos 46 and 47 and Zorros 22 and 23. PFH, F12, and H34, all Air America choppers, were also diverted to the scene, but arrived about 30 minutes later because of an erroneous position given for the SAR area. Some fast movers

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32

F-47 marker for the Jolly Green. The A-1s were just about "winchester" at this time and Sandy 01, when advised by King that the next resources were still 45 minutes away, decided to implement the attempt immediately.

(S) Sandy 03 was briefed on the ingress/egress route and he in turn briefed the Jollys. Sandy 02 was briefed on the placement of his CBU-22 and all the forces brought up on guard. After a quick general briefing on how the operation was to go, the execution order was given. Sandy 01 laid his smoke between the survivor and the high, threatening ridge to the north, and Sandy 02 put his to the south of the survivor to screen off the three areas of ground fire there. More smoke was needed in that line and Sandy 04 was directed to put his there also. The Jolly was right over the IP on time and the survivor was told to pop his smoke. The Jolly's heading was straight at the survivor and all Sandy 01 had to do was to tell him to slow down and stop, and he ended up in a hover 25 feet to the left of the survivor. Jolly called out some ground fire from the original location and the Sandys and the PJ with the M-60 suppressed it. Later reports from the helicopter holding overhead had three other areas firing at the Sandys, but no hits were taken by the SAR force during pick-up and egress. Pick-up was at 1520L.

19/  
(S) On 30 June 1970 a successful rescue was conducted for Fat Capper 07. The aircraft, an OV-10, went down at 1340L at

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DATE: 20 JUN 70

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23 June 1970

MISSION NUMBER: 2-3-031-20 JUN 70

AIRCRAFT DESIGNATION: KING 32

LOCATION: 035/14/108 (TG 905 463)

DISTRESSED AIRCRAFT: NAIL 42 (OV-10)

SAVES: 1 Combat

CLASSIFICATION CANCELLED

Or Changed to *Conf*

By Authority of *408*

By *[Signature]* (Date) *99 Jul 74*

1. (C) At 0545Z, 20 June 70 while climbing out from Ch 70 for a normal King 32 orbit, a transmission on Guard frequency was heard which indicated an aircraft was down in the vicinity of the PDJ. Communications were established with Tiger 02 (F-4) who was in the area and reported that a Nail 42 (OV-10; 1 SOB) had bailed out near the southwest corner of the PDJ (approximately 050/19/108). Tiger 02 had seen a good chute disappear through the overcast below him. King 32 proceeded toward the area and requested Tiger 02 (15 minutes play time) to remain on scene and attempt voice contact with survivor. Nail 07 (OV-10) reported he was also in the area and had received intermittent voice transmissions from Nail 42. At 0555Z Nail 07 was appointed On Scene Commander (OSC) and launch of SAR forces was requested to Jack along with upload and launch of Smoke and Waffle. At 0620Z King 32 had good voice contact with the survivor and with the use of UHF/DF refined his position to be 035/15/108. Nail 42 stated he was in good condition, he had discerned no movement in his immediate vicinity, and he estimated that the weather was 3000 to 4000 feet overcast deck above him. He further stated he could hear a "many - motored" aircraft above him. Voice contact between Nail 42 and King 32 was excellent. All forces in the area were requested to come up 259.0 while maintaining listening watch on Guard.

2. (C) At 0626Z Raven 21 (O-1) reported that he had wreckage in sight, good voice contact with Nail 42, but had not sighted chute. Nail 07 had only intermittent contact with survivor. At 0635Z Raven 21 reported chute in sight; King 32 appointed Raven 21 as new OSC and requested Nail 07 to remain in area. Numerous Air America resources had checked in with King 32 by this time for possible use; these resources were requested to remain in the area until Nail 42's position could be pin-pointed. Cricket was requested to provide slow mover and fast mover resources and a GCI discrete frequency of 294.3 was established with Brigham. At 0639Z Raven 21 vectored Hotel 64 (H-34), Hotel 68 (H-34) and PFH (UH-1) into vicinity of Nail 42's chute for possible pick-up. Hotel 68 and PFH took hits from intense small arms ground fire and pulled out of the area. No personal injuries were sustained. Raven 21 requested slow movers to soften up the area. Several flights of Hoboes and Zorros were then put in to expend soft ordnance. Guard channel was established as strike frequency since Nail 42 was assisting the strike aircraft in pin-pointing location of ground fire. Raven 21 stated he could not use *Attila 5*

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SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON *31 Dec 75*

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Downgraded at 3 year intervals,  
Declassified after 12 years.

AD-10-192/39-70-147

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fast movers due to weather; Cricket was so advised. ETA of Jolly Greens (4) and Sandies (6) was 0700Z and Jollies were requested to hold at 035/05/108 and to coordinate fuel requirements with King 33. Raven 26, 27 & 29 were also in area assisting Raven 21. Raven 21 reported survivor's elevation as 4000 ft; temperature 22° C.

3. (S) At 0707Z Sandy 1 & 2 arrived in the area and after briefing by Raven 21, Sandy 01 was appointed OSC. Raven 21 continued to put in slow mover strikes in the area. At 0720Z Raven 26 took hits and was streaming fuel from one wing. Raven 26 returned to LS 98 escorted by Nail 07 and Raven 27. Good voice contact with Nail 42 was maintained throughout this period and Raven 21 and Raven 29 continued to utilize slow movers to soften the area. Sandy 1, 2, 3 & 4 were also striking the area and at 0810Z Sandy 3 escorted Jolly Green 54 & 61 in closer to the survivor's position. Phase Alfa was initiated at 0815Z. Phase Bravo commenced at 0823Z and was completed at 0830Z. Jolly Green 54 picked up Nail 42 and reported his condition as excellent with a minor sprain of one ankle. Jolly Green 54 received ground fire during pick-up and egress but took no hits.

4. (S) Per instructions from Jack, the SAR forces were directed to RTB as follows:

JG 53/61 - Land at Tango and assume ground alert.

JG 63/55 escorted by Sandy 5/6 RTB Ch 89

JG 54 (escorted by Sandy 3/4 to the fence) RTB Ch 70 with survivor. Sandy 3/4 were then to RTB Ch 89.

Sandy 1/2 - RTB Ch 89.

5. (C) The professionalism and dedication of Sandy 01 were absolutely outstanding and should be rewarded. Raven 21, 26, 27 & 29 were invaluable to the SAR effort in locating the survivor and directing air strikes in the area. Brigham controllers # 45 and # 47 did an outstanding job of controlling and vectoring both fast and slow mover resources and coordinating (with Cricket) tanker requirements for fast movers. It was subsequently learned that Nail 42 had suffered a mid-air collision with Falcon 12 (RF-4). Falcon 12, although damaged, recovered safely at Ch 70. All Air America resources should be commended for their assistance and sustained availability.

6. (C) Forces Used or Available:

SAR Forces

King 32 (AMC) (HC-130P)

King 31 (Refueled JG 53) (HC-130P)

King 33 (Refueled JG 61) (HC-130P)

Jolly Green 54 (made pick-up) 61, 63, 55, 53 (H53)

Sandy 1, 2, 3, 4, 5, 6 (A-1)

Smoke 1, 2, 3, 4 (Launched but not used)(A-1)

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| <del>SECRET</del> | GROUP 4<br>Downgraded at 3 year intervals.<br>Declassified after 12 years.<br>AD-70-1921 97-70-147 |
|-------------------|----------------------------------------------------------------------------------------------------|

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FAC Resources

Raven 21, 26, 27, 29 (O-1)  
Nail 07, 38 (OV-10)

Slow Mover Resources

Zorro 22, 23 (A-1)  
Hobo 46, 47 (A-1)  
Zorro 36, 37 (A-1)  
Zorro 24, 25 (A-1)

Fast Mover Resources

Tiger 02 (1 F4, FAC) Cycled to tanker once. Utilized  
Metric (2 F105's) Cycled to tanker once. Not used  
Bucket (4 F105's) Cycled to tanker once. Not used  
Laredo (1 F-4, FAC) Cycled to tanker once. Not used

Air America Resources

H-64 (H-34) Used  
H-68 (H-34) Used; took hits ✓  
PFH (UH-1) Used; took hits ✓  
H-32 (H-34) Not used  
H-12F (?) Not used  
H-FG (?) Not used

7. (U) King 32 Crewmembers:

|        |                    |
|--------|--------------------|
| AMC/AC | MAJ C.E. POWELL    |
| CP     | CPT J.L. RHAME     |
| N      | CPT J.H. BAKER     |
| RO     | SSG G.H. FIEBURGER |
| FE     | TSG S.L. ARNOLD    |
| FE     | TSG L.C. BUSHKOFKY |
| LM     | SSG D.A. HATTON    |

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DECLASSIFIED ON 31 Dec 76

Both King 31 & 33 were utilized for refueling purposes. King 33 had responsibility for any secondary SAR effort and would have used UHF frequency 282.8.

King 31 Crewmembers:

|    |             |
|----|-------------|
| AC | MAJ BREWER  |
| CP | MAJ FLECK   |
| CP | CPT FRANK   |
| N  | CPT SELLERS |
| RO | TSG GILMORE |
| FE | TSG MATHEWS |
| FE | TSG RAPER   |
| LM | SSG BARNETT |

King 33 Crewmembers:

|    |               |
|----|---------------|
| AC | LTC HATFIELD  |
| CP | MAJ MCFARLAND |
| N  | CPT FRANCIS   |
| N  | CPT SULLIVAN  |
| RO | TSG COULTER   |
| RO | SGT SCHUETZ   |
| FE | MSG ALLEN     |
| FE | TSG KNIGHT    |
| LM | TSG TILLMAN   |

*Charles E. Powell*

CHARLES E. POWELL, Major, USAF

Airborne Mission Commander/Aircraft Commander

GROUP-4  
Downgraded at 3 year intervals.  
Declassified at or 12 years.

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AD-70-1921  
39-30-147

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2. (U) - The survivor was Capt Robert J. Egan, 23 1963.

July Green St. members were:

Major John F. Gavenesi, 1st.  
Capt James B. Gillson, 1st  
Major Walter A. Higgins, 2nd. 1st  
1st Lt Colin A. Ince, 1st  
Major Udo C.J. Fischer, 1st

MARTIN W. WEEKS JR., Captain, USAF  
Aircraft Commander

2

DOWNGRADED AT 3 YEAR INTERVALS  
DECLASSIFIED AFTER 12 YEARS.

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

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REPLY TO  
ATTN OF: 400

~~CONFIDENTIAL~~

23 June 1970

SUBJECT: RCS: ARS-V6 Report

63

TO: 3ARRGp (JRCC)  
APO 96307

DATE: 20 Jun 1970

MISSION NUMBER: 2-3-036-20 Jun 70

FLIGHT DESIGNATION: Jolly Green 54

MISSION OBJECTIVE: Nail 42

LOCATION: 035/15/108 (S)

SAVES: One combat (Nail 42)

SUMMARY OF SAR ACTIONS:

DOWNGRADED TO  
CONFIDENTIAL ON 9 Apr 1986  
IAW EX. ORDER 11652

Classified by 40 ARSd  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS.  
DECLASSIFIED ON 31 Dec 78

1. (S) On 20 Jun 1970, 1300L, JG 54 (low) and JG 52 (high) were alerted to launch and proceed to channel 108. Nail 42 (OV-10) was reported down. JG 52 was unable to start his APP due to an overheat. JG 53, an alert aircraft, was airborne on a local training flight, so Tenant directed JG 54 to launch, proceed to the Fence and wait for a high bird. JG 54 took off at 1305L and received clearance through the magic circle from JACK. JG 53 landed at channel 70 momentarily to deplane additional crew members. JG 61, alert low, took off at 1318L and joined JG 54 at the fence, at 1333L. JG 54 (low) and JG 61 (high) proceeded to channel 108 to join SANDY 3 and 4, (A-1s) JG 53 proceeded to the Fence and held. JG 63 (low) and JG 55 (high) launched from channel 89 at 1340L and proceeded to channel 108 as backup aircraft. AT 1332 Raven 21 (O-1) OSC spotted the survivor at 035/15/108. Two pickup attempts followed using Air America helicopters. The attempts were unsuccessful due to ground fire. Both helicopters sustained battle damage and returned to LS20 alternate. Zorros (A-1) and Hobos (A-1) arrived on scene and began putting strikes in under the control of Raven 21. JG 54 and 61 entered holding at Channel 108 at 1354L and accomplished SAR checklists. SANDY 1, 2, 3 and 4 reported on scene at 1405L. After a briefing by Raven 21, SANDY 1 assumed OSC. SANDY 3 and 4 joined with JG 54 and 61 proceeded to a forward holding point of 035/10/108 at 10,000 ft MSL. The survivor was on the northwestern side of a ridgeline at 4000 ft MSL, temperature 22°C. At 1415L Raven 21 received ground fire west of the survivor, sustained battle damage and returned to LS 20 alternate. Raven 29

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10-70-1943



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arrived on scene and began working A-1 strike aircraft, SANDY 3 descended, looked over the area and received a briefing from SANDY 1. JG 54 and 61 and SANDY 4 proceeded at 10,000 ft MSL to the pickup location and looked over the area. SANDY 3 pointed out the survivor's approximate location. Ingress and egress routes were discussed. At 1510 SANDY 1 briefed the SAR forces on UHF guard. SANDY 3 joined JG 54 and at 1520 started in for the pickup. JG 54 had full main fuel tanks and dry auxiliary fuel tanks. The computed power required to hover out of ground effect was 79% torque with 99% torque available. JG 61 held at 6000 ft MSL. Smoke was laid west of the survivor to shield the pickup location from enemy positions. JG 54 descended to approximately 100' AGL at 140KIAS climbed over the ridgeline and began slowing. The survivor popped his smoke. The survivor's parachute was spotted by the aircraft commander and after making a 360° hovering turn over the chute the survivor was spotted by the copilot. Control problems were experienced at this time and later tests revealed that an AFCS amplifier malfunctioned. The copilot's attitude indicator failed. The hoist operator spotted the survivor and the pickup was made from a 100 ft hover at 1525. The #1 gunner observed muzzle flashes from a hill a short distance away and suppressed the ground fire with his minigun. Egress was made over the ingress route. After building airspeed JG 54 started a rapid climb and JG 61 rejoined. The PJ's examined the survivor and reported that he was in good condition except for shock and an injured ankle. JG 54 was still experiencing control difficulties. Tests revealed that AFCS #1 amplifier had malfunctioned. AFCS #1 amplifier was turned off and no more control problems were encountered. JG 61 landed at LS 20 alternate to assume ground alert. SANDY 3 and 4 and Nail 07 escorted JG 54 to the Fence. JG 54 landed at channel 70 at 1630L. Inspections revealed no battle damage.

2. (U) The survivor was Capt Robert J. Ewen, 23 TASS.

3. Jolly Green 54 crewmembers were: Jolly Green 61 crewmembers were:

Capt Martin W. Weeks, AC  
Capt Dennis H. Sattler, CP  
SSgt Stanton R. Nelson, FE  
SSgt Wayne L. Fisk, PJ  
TSgt Jack D. Moran, PJ

Major John J. Livengood, AC  
Capt John P. Ditucci, CP  
SSgt Webster A. Tappin Jr., FE  
TSgt Colin A. Lane, PJ  
MSgt Udo C. Fischer, PJ

*Martin W. Weeks Jr.*  
MARTIN W. WEEKS JR, Captain, USAF  
Aircraft Commander

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~~SECRET~~

20 JUN 70

~~July 1970~~: PDJ (Plain of Jars), Laos. In the see-saw war between communist and loyalist forces in Laos, it is the Southeast Asian monsoons that determine who holds the strategic PDJ in the heart of this mystical kingdom. In the dry season, when the loyalists can depend upon U.S. air support, it is they; in the wet season, when air support is denied due to the weather, it is the communists.

Early in the month, an RF-4C, returning from a mission in the north, loiters over the PDJ, taking pictures. An OV-10 Bronco FAC coordinates the fighter's mission. For a split second that coordination falters, and the two aircraft collide. The F-4 is badly damaged but manages to fly to Udom where it safely lands. The OV-10 suffers worse, and its pilot ejects near the southwest rim of the plain.

Immediately, his position is surrounded by Pathet Lao forces. He attempts to evade but is unable to break through the enemy line. Using his URC-64 emergency radio, he calls for immediate assistance. Air America aircraft, seemingly always near and ever ready to help, try several means to rescue the survivor, all of which fail; enemy resistance is too strong. A T-28 Raven arrives on scene and coordinates the rescue. Repeated attempts by Air America fail; and greater airpower is brought in. Sitting on the ground at Long Chieng, designated Lima Site 98, is an HH-53C crew consisting of Technical Sergeant "Bookin" Jack Moran and Staff Sergeant Wayne Fisk. They have been following the mission since its beginning and are rarin' to enter the fight. After several hours of anxious waiting, the Raven orders the Jolly forward, and it scrambles out of '98. Under the best of conditions, a descent into the PDJ gives rise to an incontrovertible pucker factor. This mission is no exception. Although the Raven and fast-movers have quelled much of the enemy's enthusiasm, bad guys continue to move into the area for what they know is the next evolutionary step of a SAR: the arrival of the vulnerable rescue helicopters.

The Jollies break out of heavy overcast, and before them lies the vast expanse of the PDJ. Following their Sandy escorts, they locate the survivor hidden in a gully on the rim, surrounded by open grass lands, bordered in turn by the expanse of the jungle beyond. It is an excellent ambush site. From a low hover, the flight engineer lowers the jungle penetrator, and the survivor scrambles for it. Just as he begins his ride up, Fisk takes fire at the Jolly's nine o'clock. He opens up with a quick burst to silence the position, then reports the location to the pilot who relays it to the Sandys. As they roll in, he hits the position again, energizing to four thousand rounds. Rockets tear at the jungle's edge. Immediately, Moran opens up on the camp, first at two thousand rounds, then at four. Sweeping from left to right and back again, he sprays the landscape with deadly lead. The crew is gripped in the knowing clutch of a real gunfight.