[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307

REPLY TO ATTN OF: JRCC

16 Nov 1970

75

SUBJECT: Rescue Mission Narrative Briefs (U)

TO: ARRS (DOOF) 7AF(DOCC) ARWTC (TSOOC) 37ARRS (DO)
CINCPACAF (DECC) 41ARRWG (DOO) JOES 40ARRS (DO)

1. (U) The attached mission narratives are forwarded in accordance with para 6-4, Chapter 6, ARRSM 55-2.

2. (U) When attachments are withdrawn or not attached, this letter is unclassified.

FOR THE COMMANDER

WILLIAM W. TORLENSON, Lt Col, USAF
Chief, JRCC

2 Atch
1. Mission Narrative B-3-041, 1 Nov 70, King 22 (S)
2. Mission Narrative B-3-041, 1 Nov 70, JG 57 (S)
(all addressees except 40ARRS)

DOWNGRADED TO CONFIDENTIAL ON 9 Apr 76 IAW EXECUTIVE ORDER 11652

CO
CV
EXEC 11/25

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

[redacted]

GROUP 4
Downgraded at 3 year intervals; Declassified after 12 years.

Global in Mission - Professional in Action

[redacted]

[redacted]

[redacted]

DATE: 1 Nov 70 6 Nov 70

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

MISSION DESIGNATION: B-3-041-1 Nov 70

AIRCRAFT DESIGNATION: KING 22

DISTRESSED: 6 Man-Ground-Team

SAVES: 6 Combat

(S) At 0633Z, 1 Nov 70, King 22 was notified to hold over TACAN CH 89 and await instructions. At 0637Z King 22 was informed that the Jolly Greens and Sandys would be launched out of CH 89 after a briefing and that the JG at CH 93 would be launched to proceed to the November orbit as a backup. King 22 was informed that an extraction was to be performed by JG 57 and JG 54 escorted by Sandys 3, 4, 5, and 6. King 22 was given the position of the objective and checked with Hillsboro for the FAC on scene. SOD 37, OV-10, was over the area and King 22 contacted him on 282.8 UHF and appointed him On-Scene-Commander. SOD 37 passed the position as 263°/37NM/CH 103, with weather 30 Overcast, Variable, Broken with occasional holes in the clouds. The area had several enemy gun positions but there was no activity at that time and negative slow movers or fast mover resources would be required. SOD 37 did not recommend the area to be worked by the Sandys due to the foul weather and closed in area where the ground team was located. King 22 informed Jack of SOD 37's recommendation, and Jack passed that the Jolly Greens would only be committed if they could be worked by the Sandys. At 0715Z SOD 37 requested that the SAR forces be launched and for the Sandys to determine if they could work the area. King 26 was directed to proceed up to the general area of the November orbit to assist in refueling the backup choppers and to assume secondary SAR responsibility. King 22 and Jack concurred with SOD 37's request and the Jolly Greens and Sandys were directed to proceed with the mission. At 0745Z Jolly Greens 57 and 54 were airborne at CH 89. Sandys 3 and 4 were escorting the choppers and Sandys 5 and 6 were proceeding directcto the SAR area for a briefing and decision to make the pickup. SOD 50, OV-10, was also launched out of CH 89 to assist the Sandys and to check out the area of the SAR. King 22 contacted the Jolly Greens and Sandys on 120.2 VHF and briefed on crossing points, bingo Times, and all the current information available. Sandys 5 and 6 estimated the SAR area at 0850Z with Sandys 3 and 4 and the choppers estimating there at 0909Z. Sandys 5 and 6 contacted SOD 37 and at 0848Z arrived at the scene. The area was thoroughly briefed by SOD 37 and after several passes below the clouds and visual observation of the pickup area, Sandy 5 was appointed On-Scene-Commander by King 22 at 0855Z. The area was determined workable for Sandys and the Jolly Greens for the pickup. At 0809Z, phase A was started. Jolly Green 57 went down for the pickup and Jolly Green 54 remained as high bird. Phase B started

DOWNGRADED TO CONFIDENTIAL ON 9 Dec 71 IAW EXORDER 11-52 [redacted]

[redacted]

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

[redacted]

[redacted]

at 0814Z and was completed at 0820Z with all [redacted]ersons picked up and in good shape. All information was passed to Jack by King 22. SOD 37 and 50 were released by King 22 and the SAR forces were directed to CH 89. All operations were normal. Sandys 5 and 6 proceeded directly to CH 89 and Sandys 3 and 4 escorted Jolly Greens 57 and 54. King 26 refueled Jolly Greens 51 and 55 at the November orbit and returned to its normal orbit. Jolly Greens 57 and 54 requested air refueling and King 22 joined up and refueled them at 1010Z enroute to CH 89. Jolly Green 57 and 54 landed at CH 89 and dropped off the six passengers and then proceeded to CH 70. King 22 confirmed mission complete.

KING 22 Crewmembers (U)			SAR FORCES UTILIZED	OTHER FORCES
Capt	Nader	AC/AMC	JOLLY GREEN 57	SOD 37
Maj	Delorenzo	CP	JOLLY GREEN 54	SOD 50
Capt	Lynch	NN	JOLLY GREEN 51, 54	
Sgt	Schuetz	RO	SANDYS 3, 4, 5, & 6	
Tsgt	Sumner	FE		
Tsgt	Reed	FE		
Msgt	Patterson	LM		

WILLIAM H. HATFIELD, Lt Col, USAF
Assistant Operations Officer

Classified by OV 3 Aug 84
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

[redacted] DOWNGRADED TO CONFIDENTIAL ON 9 Apr 78 BY EX. ORDER 11652

[redacted]

[redacted]

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

CHAPTER II

OPERATIONS

The quarter 1 October to 31 December 1970 saw the 40th participate in eight SAR efforts. Thirteen combat saves and three non-combat saves were recorded as a result.

The period was also the low point in pilot strength. During November the squadron dropped to 18 operationally qualified pilots or 47% of the authorized manning. However, the end of the quarter saw an increase of 10 pilots to a strength of 28 (74%).

(S) Due to the pilot shortage the deployment posture was changed. The two Nakhon Phanom RTAFB[2] aircraft continued to fly the Tango[3] orbit, however, the aircrews were rotated every third day. The first two days the crews were on 15 minute ground alert and on the third day they flew the Tango orbit and returned to Udorn[4]. The alert commitment at Ubon RTAFB[5] continued as a three day deployment. Forces flew the Juliett[6] orbit on the third day and returned to Udorn. The Functional Check Flight crew served as a home alert force and was prepared to fill in on either orbit in case of aircraft abort.

(S) On 24 October 1970, the 40th became involved in its first SAR effort when a CH-3 helicopter crashed approximately 3 miles west of the North Vietnamese border and 8 miles north of Mu Gia Pass. Two Jolly Green[7] helicopters were diverted from thier normal orbit to proceed to the crash site area. The Jolly Greens recovered two critically injured USAF crew members and returned them to the hospital at Nakhon Phanom RTAFB. These were the only survivors of the crash.

(S) On 1 November 1970 the unit recorded 6 more combat saves when a

Jolly Green crew rescued a friendly ground combat force at 16°46'N 106°33'E. The weather was extremely poor in the recovery area, however, thorough briefing and coordination enabled the crew to accomplish the pickup unapposed. The ground party was recovered using the hoist and forest penetrator from a 15 foot hover.

Two non-combat saves were recorded after two military personnel were injured in an auto crash near the Thai village of Roi Et[8] on 14 November 1970. A Jolly Green crew was scrambled from Udorn RTAFB to the site. The crew landed in a nearby football field, picked up the injured personnel, and proceeded to the U.S. Army Hospital in Bangkok, Thailand.

An American G.I. became the third non-combat save of the quarter after a shooting accident on 12 December 1970. At 0130 hours a helicopter was launched from Udorn RTAFB to the Phitsanulok Airport[9] to recover the patient. The injured G.I. was returned to the Udorn hospital for medical treatment.

(S) On 12 December 1970, Jolly Green forces were deployed to recover a downed American aircrew member at 19°03'N, 10356'E. SAR forces sanitized the recovery area for more than two hours before a rescue was attempted. At 0725Z the first Jolly Green made an attempt. As the helicopter approached the survivor, it began taking ground fire from nearby high karst and simultaneously lost # 1 engine. The Jolly Green exited the area on its remaining engine. At 1016Z a second attempt was made by lowering a Pararescueman at the site. The recovery was completed 1021Z, however, the pilot was dead on pickup.

(S) The following day Jolly Green forces rescued two USAF aircrew members for the 9th and 10th combat saves of the quarter. The terrain

[redacted]

[redacted]

BRIEFED 4 2PM 3/4/02 BS

K318.2411-6

1-30 NOV 70

PT 03159
OTTSZYUW RUMOSRA0014 3051230-SESS--RUCIEUA.
ZNY [redacted]
RUMFRBA T CTF SEVEN SEVEN
RUHGOSA T CTG SEVEN SEVEN PT ZERO
O 011215Z OCT 70 -
FM OL B 3ARRGP UDORN RTAFB THAI
TO RUEFHQA/CSAF/AFXOTZS
RUHHBBA/PACAF/CC/HICKAM AFB HA
RUCIEUA/HQ ARRS/CP/SCOTT AFB ILL
INFO RUHHHCA/CINCPAC/CC/HAWAII
RUHHABA/41ARRWG/OC/HICKAM AFB HA
RUEKAAA/AFEOC FT RITCHIE MD
RUCEAAA/HQ USAF ALTERNATE CP MAXWELL AFB ALA
RUCPAAA/HQ MAC/MCP/SCOTT AFB ILL
RHMSMVA/MACV SAIGON RVN
RUSVBAA/7AF/DOT/DC/DI/DP/TACC/CC/TSN AB RVN
RUMMRSA/3ARRGP TSN AB RVN
RUMFRBA/CTF 77
RUHGOSA/CTG 77.0
RUMUJAA/39ARRS CAM RAHN BAY AB RVN
ZEN/7/13AF/TACC/UDORN RTAFB THAI
ZEN/40ARRS UDORN RTAFB THAI
RUMOREA/56SOW NKP RTAFB THAI
RUMOUVA/AIRA VIENTIANE LAOS

Classified by OL B 3ARRS
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DOWNGRADED TO CONFIDENTIAL ON 9 APR 72
LAW EX.ORDER 11652

K

PAGE 2 RUMOSRA0014 [redacted]
BT
S E C R E T JOPREP JIFFY/OL-B, 3ARRGP/RESCUE059/010615Z NOV 1970.
1. RESCUE OPENING/CLOSING REPORT - 1 NOVEMBER 1970
2. MISSION NUMBER - B-3-041-1 NOVEMBER 1970
3. SITUATION: EXTRACTION OFGROUND PARTY FROM HOSTILE AREA.
(A) DESCRIPTION OF SAR OBJECTIVE:
(1) MILITARY GROUND TEAM
(2) MEMBERS OF TEAM - 6
(3) WEATHER IN AREA - 300 BROKEN, 750 BROKEN VISIBILITY
NOT GIVEN.
(4) POSITION - 1646N 10633E
(B) ACTIONS TAKEN:
(1) CONTROLLING AGENCY - OL-B, 3ARRGP
(2) OL-B, 3ARRGP NOTIFIED OF SAR INCIDENT AT 010615Z
NOV 1970 BY 3ARRGP JRCC.
(3) FOLLOWING SAR FORCES ALERTED:
(A) 39ARRS AT 010615Z
(B) 56SOW AT 010619Z
(C) 40ARRS AT 010625Z
(4) THE SAR FORCES LAUNCHED:

Individual Contested:
Local Time and Date:

PAGE 3 RUMOSRA0014 [redacted]
(A) 1 HC130P, 39ARRS DIVERTED AT 010645Z
(B) 2 HH3'S, 40ARRS LAUNCHED AT 010700Z
(C) 1 HC130P, 39ARRS DIVERTED AT 010733Z

[redacted]

8 SAVES 40 ARRS

[redacted]TIAL

2/2

(A) 2 [illegible], 40ARRS LAUNCHED AT 0107452
(B) 2 [illegible], 56 SOW LAUNCHED AT 0107502
(C) 2 [illegible], 56 SOW LAUNCHED AT 0108002
(D) PERSONNEL INFO:
(1) 6 PERSONE INVOLVED, 6 SAVED
(2) SAR OBJECTIVE LOCATED BY SOD 37 AT 010615Z (OV10 FAC)
(3) 40ARRS, HH53 MADE RECOVERY BY FOREST PENETRAT-
OR.
(4) SURVIVORS TAKEN TO NAKHON PHANOM RTAFB THAILAND
(D) FLYING ACTIVITY:
(1) 39ARRS - 2 SORTIES FOR 5.5 HOURS
(2) 40ARRS - 4 SORTIES FOR 12.6 HOURS
(3) 56SOW - 4 SORTIES FOR 10.4 HOURS
(E) SAVES DATA:
(1) RCC MAKING SAVE - MAJOR DEAN C. CARMAN
(2) PERSONS SAVED - CLASSIFIED, NOR RELEASABLE
(3) 6 COMBAT SAVES

PART 4 RUMOSRA0014 [redacted]
(G) SUMMARY OF SAR ACTIONS:
(1) AT 010615Z NOV 197[illegible] OL-E WAS NOTIFIED BY 3ARRGP JRCC
THAT A 6 MAN MILITARY [illegible] TEAM [illegible] TO BE EXTRACTED FROM A HOSTILE
AREA, COORDINATES 1646N 10633E AS SOON AS POSSIBLE. ON SCENE AT
THIS TIME WAS SOD 37 [illegible]-10 FAC[illegible]. WING 22 WAS DIVERTED TO THE
AREA [illegible] DESIGNATED ARC. KING [illegible] WAS DIVERTED TO THE AREA FOR
HH53'S AERIAL TANKER. - HH53'S [illegible] 57/54 FROM CHANNEL 89 AND JG 51/
55 FROM CHANNEL 83, WERE LAUNCHED. 4 A1'S (SANDYS 3,4,5,6) WERE
LAUNCHED FROM CHANNEL 83. SANDYS 5/6 PROCEEDED TO THE AREA.
SANDYS 3/4 ESCORTED JG 57/54 AND 51/55 TO A SAFE HOLDING POINT
NEAR THE AREA. SANDY [illegible] RECALLED SC AT 010855Z. AFTER A CAREFUL
EVALUATION OF HOSTILITIES AND WEATHER IN THE AREA, SANDY 5 DIRECTED
SANDYS 3/4 TO ESCORT JG 57/54 TO THE AREA FOR PICKUP. JG 57
LOCATED THE JUNGLE PENETRATOR AND PICKED UP THE 6 MAN TEAM AT 01/
09[illegible]. ALL SAR FORCES LEFT THE AREA AT 01/0925Z. JG 57 TOOK THE
6 [illegible] MILITARY GROUND [illegible] TO NAKHON PHANOM RTAFB, NO INJURIES
REPORTED.
GP-
BT
#00

NNN

DOWNGRADED TO
CONFIDENTIAL
IAW EX. ORDER 11652

[redacted]

[redacted]

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

CONFIDENTIAL

REPLY TO ATTN OF: 40/DO

2 November 1970

SUBJECT: RCS: ARS-V6 Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 1 Nov 70

MISSION NUMBER: B-3-041 1 Nov 70

FLIGHT DESIGNATION: Jolly Green 57

MISSION OBJECTIVE: 6 Combat Personnel

LOCATION: 1646N 10633E

SAVES: 6 Combat Saves

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

SUMMARY OF SAR ACTIONS:

1. (S) Mission originated at Nhakon Phanom. Operational Briefing was given by U.S. Army and Air Force personnel prior to take off. The Briefing was extremely thorough and accurate. The objective was the recovery of six (6) ground combat personnel (Friendly). Conduct of the mission was precisely as planned and briefed. Two Sandy aircraft utilized for escort and two proceeded directly to the scene to confirm sterilization of the objective area and also to get a fixed weather observation. One FAC (OV-10) C/S SOD 50 was on scene commander prior to the arrival of the SAR forces. As the SAR force arrived, Sandy (5), low lead, was designated and assigned on scene commander. The objective area was confirmed steril by both the FAC and Sandy aircraft prior to the Jolly Green low bird run-in. Marginal weather was a primary consideration during the mission, however one or two small breaks in the overcast enabled the FAC (2), the Sandy (2) and the Jolly Green (1) aircraft to descend below the cloud layers and to successfully accomplish the mission. No enemy opposition was experienced nor observed during the pick up. Expediency of the complete mission was amazingly swift. I think this was due primarily to the excellent coordination and planning between the on scene FAC and Sandy aircraft prior to the arrival of the Jolly Greens. They had the area thoroughly checked out and a definite plan for me to follow to get through the cloud layers and to arrive at their location under the clouds. Once I was below the overcast I immediately joined on the FAC's wing and we made the run-in as a loose formation with the Sandy's in escort. The ground party was instructed to use red smoke which they did and were easily observed from approximately one half mile out on final. The ground party was recovered using hoist and penetrators from a fifteen foot hover. There were trees, tall elephant grass, and a considerable slope at the recovery site which precluded a landing. Egress was over same route as run-in.

[redacted]

[redacted]TIAL

After the pick up and once on top of the overcast the Sandy's and the Jolly Greens rejoined and returned to Nahkom Phanom. The Jolly Green low and high bird accomplished one air refueling enroute to Nahkom Phanom. The ground party was discharged to their own unit at Nahkom Phanom and the two Jolly Greens then RTB'd at Udorn.

The coordination and cooperation between every element of the Task Force on this mission was outstanding. The execution of this mission followed, almost exactly, the plan that was pre-briefed.

The following is a list of pertinent times and aspects of the mission:

Briefing at NKP.	.0700Z
Take-off from NKP.	.0740Z
Arrived on scene.	0910Z
Run-in on objective area.	0915Z
Start of hoist recovery.	.0918Z
Departure from objective area.	.0924Z
Arrival at NKP and discharge personnel.	1135Z
Depart NKP for Udorn.	1150Z
Arrive Udorn.	1245Z

Weather in area: Cloud base - ragged and variable 300 ft. to 1000 ft.
Cloud tops - 7500 ft.
Visibility - 3 to 5 miles beneath clouds
Winds - Northeast at approximately 10 knots

2. 40 ARRS SAR Forces: JG 57, 54, 51, and 55 with total flying time of 12.6 hours and 4 sorties.

3. Survivors: Classified

4. 40 ARRS Crewmembers:

Jolly Green 57

Major Dean C. Carman
Major Robert W. Bleier
SSgt John J. Eldridge
SSgt Wayne L. Fisk
Sgt Inus G. Crawford
Sgt Robert M. Zahrowski

Jolly Green 54

Captain Larry N. Young
Captain Charles R. Hagerhjelm
SSgt Kenneth P. Hannegan
SSgt Robert R. Taylor
SSgt Harold R. Bracken

Dean C. Carman
DEAN C. CARMAN, Major, USAF
Aircraft Commander

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

DOWNGRADED TO CONFIDENTIAL
CONFIDENTIAL ON 9 AD273
IA EX.ORDER 11652

[redacted]

344

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IMMEDIATE * UNCLASSIFIED E F T O *
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HQM 54/D2

OPR	CYS
ARRS	5
INFO	CYS
DO	7
DOCP	1
CSEH	1

PT 00449
OTTEZYUW RUMUFAA1931 3170830-EEEE--RUWTBMA.
ZNY EEEEE
O 130759Z NOV 70
FM DET 6 38ARRS BIEN HOA AB RVN 13 Nov 70 09 11z
TO RUEFHQA/CSAF
RUHHABA/PACAF/CC/HICKAM AFB HAWAII
RUWTBMA/HQ ARRS/AROOPCR/SCOTT AFB ILLINOIS
INFO RUHHHQA/CINCPAC/CC/CAMP H. M. SMITH HAWAII
RUHHABA/41ARRWG/PROCT/HICKAM AFB HAWAII
RUWTMBA/MAC/MCP/SCOTT AFB ILLINOIS
RUMMRSA/3ARRGP:JRCC/TAN SON NHUT AB RVN
RUEKAAA/AFEOC/FT RICHIE MARYLAND
RUCWAAA/HQ USAF/ALT/MAXWELL AFB ALABAMA
RHMSMVA/MACV/SAIGON RVN
RUMMRSA/7AF/DOTO/DO/DI/DP/BDPMP/CP/TAN SON NHUT AB RVN
BT
UNCLAS E F T O JOPREP JIFFT/DET 6 38ARRS
SUBJ: RESCUE INFORMATION REPORT.
1. RESCUE OPENING AND CLOSIING REPORT 13 NOV 70.
2. MISSION NUMBER: 6-38-008-13 NOV 70
3. SITUATION: DOWNED AIRCRAFT.
A. DESCRIPTION OF SAR OBJECTIVE/

PAGE 2 RUMUFAA1931 UNCLAS E F T O
1. USA UH-1H, HUSTLER 442, LOST ENGINE AND CRASH LANDED IN RICE PADDY.
2. INBOUND BIEN HOA FROM SUTH.
3. PILOTS: COL BERGNER AND LTCOL AINSLIE, 34TH GEN SPT GP.
4. TEN PERSONNEL ON BOARD.
5. WEATHER: ESTIMATED 400' OVERCAST, 2 MISLES VISIBILITY.
6. SURVIVAL EQUIPMENT: UNKNOWN.
7. LAST KNOWN POSITION: 2NM SOUTH WEST BIEN HOA AB.
B. ACTIONS TAKEN:
A. CONTROLLING AGENCY: 7AF JRCC.
2. PEDRO 02 ALERTED 13/0145Z.
3. PEDRO 02 LAUNCHED 13/0148Z.
C. PERSONNEL INFORMATION:
1. TEN PERSONNEL INVOLVED, EIGHT SAVED, 2 REMAINED TO ASSIST SECURING AREA AND RECOVERY OF AIRCRAFT.
2. CRASH SITE LOCATED BY PEDRO 02, DET 6, 38ARRS, 13/0155Z. 10 MILES NE Saigon
POSITION: 10 DEGREES 56 MINUTES NORTH, 106 DEGREES 49 MINUTES EAST.
3. PEDRO 02, DET 6, 38ARRS, HOVERED WITH 2 WHEELS ON LEVEE TO LOAD UP SURVIVORS.
4. PEDRO 02 RETURNED TO BIEN HOA AB, LANDED PEDRO PAD TO OFF-

MESSAGE NOTIFICATION	
Individual Contacted:	
Local Time and Date:	1320L

PAGE 3 RUMUFAA1931 UNCLAS E F T O
LOAD 4 SURVIVORS AND RETURNED FOR REMAINING SURVIVORS.
D. FLYING ACTIVITY:
1. DET 6, 38ARRS. ONE SORTIE FOR 0.5 HOURS.
E. SAVES DATA:
1. SEVEN COMBAT AIRCREW SAVES, ONE CIVILIAN. RCC MAJOR ELMER

****
IMMEDIATE * UNCLASSIFIED E F T O *

7 SAVES DET 6 38ARRS

PT 00449

2/2

FUNDERBURK JR. SURVIVORS: COL BERGNER USA, LTCOL AINSLIE USA, LTCOL TERRY USA, MAJOR TESKA USA, CWO PRATT USA, MAJOR BURWELL USA, SFC DOREY USA, AND GS-11 CHENEY, CIVILIAN.

G. SUMMARY OF SAR ACTIONS:

1. PEDRO 02 SCRAMBLED AND PROCEEDED TO GENERAL AREA, AND ESTABLISHED RADIO CONTACT, AND PIN-POINTED LOCATION WITH UHF/DF PROCEDURES. AIRCRAFT HAD CRASH-LANDED IN RICE PADDY NEAR A LEVEE. PEDRO 02 HOVERED WITH TWO WHEELS ON LEVEE, TO MINIMIZE EXPOSURE, WHILE HALF THE SURVIVORS WERE LOADED. PROCEEDED TO BIEN HOA AB, AND OFF-LOADED SURVIVORS AT THE PEDRO PAD, AND RETURNED TO PICK-UP REMAINING SURVIVORS. AT THE DIRECTION OF COL BERGNER, TWO GREW CHIEFS REMAINED TO SECURE THE AIRCRAFT AND ASSIST IN THE RE-COVERRY OF THE AIRCRAFT.

2. TOTAL FLYING TIME DET 6, 38ARRS, ONE SORTIE, 0.5 HOURS.

3. AREA SEARCED: TEN SQUARE MILES.

4. MISSION TERMINATED: 6-38-008-13 NOV 70, 0220Z.

BT
#1931

NNNN#

Jolly Green crew rescued a friendly ground combat force at 16°46'N 106°33'E. The weather was extremely poor in the recovery area, however, thorough briefing and coordination enabled the crew to accomplish the pickup unapposed. The ground party was recovered using the hoist and forest penetrator from a 15 foot hover.

Two non-combat saves were recorded after two military personnel were injured in an auto crash near the Thai village of Roi Et[8] on 14 November 1970. A Jolly Green crew was scrambled from Udorn RTAFB to the site. The crew landed in a nearby football field, picked up the injured personnel, and proceeded to the U.S. Army Hospital in Bangkok, Thailand.

An American G.I. became the third non-combat save of the quarter after a shooting accident on 12 December 1970. At 0130 hours a helicopter was launched from Udorn RTAFB to the Phitsanulok Airport[9] to recover the patient. The injured G.I. was returned to the Udorn hospital for medical treatment.

(S) On 12 December 1970, Jolly Green forces were deployed to recover a downed American aircrew member at 19°03'N, 10356'E. SAR forces sanitized the recovery area for more than two hours before a rescue was attempted. At 0725Z the first Jolly Green made an attempt. As the helicopter approached the survivor, it began taking ground fire from nearby high karst and simultaneously lost # 1 engine. The Jolly Green exited the area on its remaining engine. At 1016Z a second attempt was made by lowering a Pararescueman at the site. The recovery was completed 1021Z, however, the pilot was dead on pickup.

(S) The following day Jolly Green forces rescued two USAF aircrew members for the 9th and 10th combat saves of the quarter. The terrain

[illegible]

[illegible] November 1970

[illegible]

[illegible]
[illegible]

DATE: 14 November 1970

MISSION NUMBER: [illegible] November 1970

[illegible]: Jolly Green 55

MISSION CATEGORY: 3 Military Personnel

LOCATION: [illegible] Village [illegible]

SAVED: Two U.S. Military

[illegible]

1. (U) Jolly Green 55 [illegible] U.S. Military [illegible] 14 November 1970 [illegible] JG 55 [illegible] U.S. Army Hospital in Bangkok [illegible] U.S. Army Hospital [illegible] city of Bangkok. [illegible] JG 55 [illegible] U.S. Army Hospital [illegible] Jolly Green aircraft.

[illegible] (1) [illegible] (2) [illegible] (3) [illegible]

[illegible] (1) [illegible] (2) [illegible] (3) [illegible]

[illegible] (1) [illegible] (2) [illegible] (3) [illegible]

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

[illegible]

[illegible]
[illegible]

MISSION NARRATIVE REPORT

47

DATE: 17 Nov 70

MISSION NUMBER: 3-018 15 Nov 70

FLIGHT DESIGNATION: Jolly Green 65

MISSION OBJECTIVE: MEDEVAC for Seaman suffering from appendicitis from Rumanian M/S Bucegi.

LOCATION: 1159N 11019E

SAVES: One Non-Combat Save Credited

1. The 37 ARRS was notified at 14/1845Z of a MEDEVAC Mission of a seaman from the Rumanian M/S Bucegi. Jolly Green 65 and 70 (HH-53C's) were launched at 14/2105Z. We proceeded feet wet down the coast until contact was made with King 27 (HC-130P). A heading of 140° after passing Channel 83 was given us by King 27 and a rendezvous was made with him shortly thereafter and both aircraft air-refueled. We arrived in the area approximately 14/2330Z, the weather was about 1500 feet scattered, visibility 7 miles, wind velocity 360/10. King 27 proceeded to lead us, the first ship was the wrong one, the second ship spotted was the correct one. Direct radio contact with the ship was not established. King 27 dropped a smoke flare, the ship was heading South, an approach to the North was initiated and a PJ deployed by jungle penetrator. A stokes litter was then let down on the ship and removed from the hoist. We then circled the ship until the PJ advised he was ready for pickup. The survivor on the stokes litter was then hoisted aboard and then the PJ. We departed the ship at 15/0020Z, and proceeded direct to Cam Ranh landing at 15/0048Z where we were met by a USAF ambulance and the patient transferred aboard. Jolly Green 65 then departed Cam Ranh Bay and joined up with Jolly Green 70 and King 27 for another inflight refueling. Jolly Green 65 and 70 landed at Da Nang at 0340Z.

2. Two (2) sortie/13.3hrs/HH-53C/37ARRS; One (1) Sortie/2.4hrs/HC-130P/39ARRS.

3. N/A

4. One mobile radio was used by PJ deployed.

5. One PJ was deployed by hoist on the jungle penetrator to assist the individual being evacuated. A stokes litter was used for the medevac patient. The patient had possible appendicitis, he was inflamed and was packed with ice prior to evacuation. No other treatment was rendered by the PJ's. The patient was taken to Cam Ranh Bay, condition of patient was good.

COPY 1 OF 10 COPIES

6. Crewmembers of Jolly Green 65:

AC Captain Karlton I. Bakke
CP Major Joseph F. Mudd
HM SSgt Edward J. Koebernik
RS MSgt James D. Scott
RS A1C Ralph R. Moreno

Karlton I Bakke

KARLTON I. BAKKE, Captain, USAF
Aircraft Commander JG 65

15 Nov 70

1945	CAPT WAMMER ON DUTY	DHW
2100	JB 65 & 70 AIRBORNE	DHW
2320	JB 23 AIRBORNE	DHW
2335	JB 23 ON THE DECK A-1 0.4	DHW
0210	JB 72 AIRBORNE	DHW
0330	JB 65 ON THE DECK 6.6	DHW
0355	JB 70 " " "	DHW
	# 594 MITU, CRUBU SURVIVOR	
	BUCEB - ONE (RUMANIAN SHIP)	
	EDAC TO CH 71.	
0400	CAPT WAMMER OFF, SSGT ARISPE ON DUTY	A
0407	ALERT SYSTEM TESTED	A
0407	JG 67 ABN.	A
0431	JG 31 ABN	A
0500	JG 67 DOWN 1.0	A
0530	JG 31 DOWN 1.0	A
0710	JG 72 DOWN 6.7	A
1055	DAAR JRCC TOTAL 20.8 (JOE MILLER)	A
1100	LINE CHECK 5X5	A
1115	SSgt ARISPE OFF DUTY	A

16 Nov 70

2050	Capt. Harrow on duty	Edy
2140	Maint. Static to Queen	Edy
0307	J.G. 23 + 24 airborne	Edy
0340	Bien Hoa notified of J.G. 71 cancelled for today	Edy
0350	WX warning called from base weather CWM	Edy
0400	Capt Harrow off duty	Edy
0405	Sgt Rodriguez on	
0410	PM Item 14 CANX	
0425	JG 23 & 24 ON THE DECK CH 70	

The hoist was found to be stuck in the up position. The electrical connection to the lock was disconnected and a screw driver was used to break the hoist loose so that it could be used manually. The survivors were brought aboard the aircraft at 1130L and J.G. 73 proceeded to the MEDEVAC hospital at Cam Ranh Bay. Two non-combat saves were credited to Capt. A. Stacy, A.C. of Jolly Green 73.

15 Nov: At 0505 local time Jolly Green 65 and 70 were launched for the MEDEVAC of a seaman aboard a Rumanian freighter. Air refueling was accomplished enroute by King 27. King 27 also dropped smoke flares for J.G. 65 while he was hovering above the ship. At 0720L the survivor was brought aboard the aircraft and they departed for Cam Ranh Bay. One non-combat save was recorded by Capt. K. Bakke, A.C. of Jolly Green 65.

17 Nov: At 1256 local time Jolly Green 64 and 77 were launched from Bien Hoa, AB, for the MEDEVAC of a seaman aboard a German ship. One and one half hours later Jolly Green 64 established his hover over the ship. A P.J. was sent down the forest penetrator to prepare the survivor to be brought aboard the aircraft. They departed the area with the injured man at 1445L for Cam Ranh Bay hospital. One non-combat save was recorded by Maj. W. Osley, A.C. of Jolly Green 64.

3 Dec: At 1035 local time Jolly Green 71 was launched from Bien Hoa and told to proceed to Con Son Island. The island was located 135 miles to the southeast of Saigon. Weather enroute was very low ceilings down to 100' with numerous rain showers.

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

OI Copy

SECURITY CLASSIFICATION			
Unclassified			
TYPE MSG	BOOK	MULTI X	SINGLE

PRECEDENCE

ACTION: Priority

INFO: Priority

DTG: 15/1700Z

FROM: 56SP GP WG, NAKHON PHANOM RTAFB, THAILAND

TO: 7/13 AF (OI), UDORN RTAFB, THAILAND

INFO: 7/13 AF LNO, BANGKOK, THAILAND

36STH TFW, KORAT RTAFB, THAILAND (OI)

SPECIAL INSTRUCTIO

UNCLAS OI

SUBJECT: AIRCRAFT ACCIDENT.

LNO PLEASE PASS TO MLO.

Following information submitted for possible use in case of query.

The Air Force pilots from Korat RTAFB successfully ejected from an F-105 aircraft which later crashed at the northeast perimeter of Nakhon Phanom RTAFB, which is located approximately 10 miles west of the city of Nakhon Phanom, at 1440 hours Sunday, Nov. 15, 1970. Para. The airmen parachuted to safety and were unhurt. They were picked up ten minutes later by an HH-43B helicopter from Detachment 9, 38th Air Rescue and Recovery Squadron at Nakhon Phanom which was piloted by Major Bobby Lay and copiloted by Captain Robert Sterner. Para. Following their pick-up, the two officers were taken to the 56th USAF Dispensary at Nakhon Phanom for routine examinations. Para. One Thai National Guard was seriously injured when a portion of the F-105 impacted a guard tower at the base perimeter. He is presently at the 56th USAF Dispensary awaiting air evacuation.

DATE	TIME
15	1700
MONTH	YEAR
Nov	1970
PAGE NO.	NO. OF PAGES

TYPED NAME AND TITLE	PHONE	SIGNATURE
	3712	

TYPED (or stamped) NAME AND TITLE

Alan M. Shoemaker, Major, USAF
Director of Information

SECURITY CLASSIFICATION: Unclassified (For Official Use Only)

REGRADING INSTRUCTIONS

DD FORM 1 NOV 63 173 REPLACES EDITION OF 1 MAY 65 WHICH MAY BE USED

☆ GPO 1969-357-025

34420

IMMEDIATE

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CONFIDENTIAL
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42M
54DZ

F 00155
O..CZYUW RUMOREA1695 3191240-CCCC--RUWTBMA.
ZNY CCCCC
O P 151155Z NOV 70
FM DET 9 38TH ARRSQ/NAKHON PHANOM RTAFB THAI 15 Nov 70 13 08z
TO RUEFHQA/CSAF
RUHHABA/PACAF/HICKAM AFB HI
RUWTBMA/HQ ARRS/SCOTT AFB IL
INFO RUCWAAA/HQ USAF/ALT/MAXWELL AFB ALA
RUWTBMA/HQ MAC/SCOTT AFB IL
RUMMRSA/7AF/TSN RVN
RUHHABA/CINCPAC/HICKAM AFB HI
RUEKAAA/AFEOC/FT RICHIE MD
RUMMRSA/3RD GP/TSN RVN
RUMMRSA/38TH ARRSQ/TSN RVN
BT
[redacted]

Classified by Det 9 38 ARRSQ
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

OPR	
ARRS	
INFO	CYS
DO	7
DOC	1
CSGM	1
	10

DET 9-38C
SUBJ: RESCUE OPENING/CLOSING REPORT 15 NOV 70
MISSION NUMBER: 9-38-005-15 NOV 1970
A. SITUATION: RECOVERY OF AIRCREW
1) USAF F-105 CALLSIGN ALAMO 2, CAMOFLAGE, CRASHED 1N.M. NORTH RUNWAY 15, NAKHON PHANOM RTAFB, AFTER EXPERIENCING

PAGE 2 RUMOREA1695 C O N F I D E N T I A L
ENGINE VIBRATION AND SUBSEQUENT FAILURE. CREW EJECTED.
2) AIRCRAFT WAS RETURNING FROM COMBAT MISSION TO HOME BASE.
3) PILOT-MAJ JOHN T. HALLEY
CO-PILOT-MAJ ORVILLE L. MCPHERSON
4) POB -2
5) WEATHER-CLEAR
6) SURVIVAL EQUIPMENT URC-64, OTHER UNKNOWN
(7) LAST KNOWN POSITION-N/A
B. ACTIONS TAKEN:
1) CREW ALERTED BY BASE PRIMARY CRASH NET AT 0731Z. LAUNCHED AT 0735Z.
C. PERSONNEL INFORMATION:
1) PILOT/MAJ JOHN T. HALLEY
CO-PILOT/MAJ ORVILLE L. MCPHERSON
BOTH RECOVERED WITH MINOR INJURIES.
2) PEDRO 46/0740Z
3) CORRDINATES OF PICKUP 17224N 10439W
4) PEDRO 46 LANDED TO RECOVER.
5) CREW RELEASED FROM NKP DISP-PRESENTLY AWAITING RETURN TO HOME STATION.
D. FLYING ACTIVITY:

5841
MESSAGE NOTIFICATION
Individual Contacted: Sgt Chapman.
Local Time and Date: 0825 15 Nov 70

PAGE 3 RUMOREA1695 C[redacted]
1) DET 9, 38ARRSQ-1 SORTIE FOR 3 HOURS.
E. TWO COMBAT SAVES CLAIMED BY CREW OF PEDRO 46. AIRCRAFT COMMANDER MAJ BOBB LAY. SURVIVORS WERE MAJ JOHN T. HALLEY AND MAJ ORVILLE L. MCPHERSON.
FM. MISSION CLOSED.
SUMMARY:

IMMEDIATE

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CONFIDENTIAL
****

2 SAVES
DET 9 38 ARRS

IMMEDIATE

[redacted]

P[redacted]0155

DET 9, 38 ARRSQ LAUNCHED PEDRO 46 IN RESPONSE TO EMERGENCY DECLARED BY F-105 DIVERTING TO THIS STATION FROM COMBAT MISSION. ENGINE FAILED WHILE AIRCRAFT WAS ON FINAL APPROACH. CREW SUCCESSFULLY EJECTED FROM AIRCRAFT. PEDRO 46 PROCEEDED TO AREA WHERE SURVIVOR CHUES WERE LAST SEEN AND ESTABLISHED VOICE CONTACT WITH SURVIVORS. SURVIVORS WERE LOCATED IN A SMALL CLEARING IN A HEAVILY WOODED AREA. PEDRO 46 LANDED, PICKED UP SURVIVORS AND RETURNED THEM TO AMBULANCE AT PEDRO PAD. AREA WHERE PICKUP WAS MADE WAS NOT CONSIDERED HOSTILE DUE TO DAYLIGHT HOURS AND CLOSE PROXIMITY TO NAKHON PHANOM RTAFB.
GP-4
BT
#1695

NNNN#

IMMEDIATE

[redacted]

IMMEDIATE

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* C O N F [redacted] *
****

3 4 4 [illegible]

PT 00158
OTTCZYUW RUMOREA1772 3200918-CCCC--RUWTBMA.
ZNY CCCCC
~~O 1609152 Nov 70~~
FM DET 9 38 ARRSQ NKP APRT THAI
TO RUEFHQA/CSAF
RUHHABA/PACAF/HICKAM AFB HI
RUWTBMA/HQ ARRS/SCOTT AFB ILL
INFO RUCWAAA/HQ USAF/ALT/MAXWELL AFB ALA
RUWTBMA/MAC
RUMMRSA/7AF/TSN AB RVN
RUHHHQA/CINCPAC
RUEKAAA/AFEOC/FT RICHIE MD
RUMMRSA/3ARRGP/TSN AB RVN
RUMMRSA/38 ARRSQ/TSN AB RVN
BT
~~C O N F I D E N T I A L~~ 38D
SUBJ: CORRECTED RESCUE/CLOSE REPORT 15 NOV 70.
REF MY MSG (C) SAME SUBJECT 15/1155Z NOV 70.
G. SUMMARY. CHANGE LAST SENTENCE TO READ 'AREA WHERE PICKUP WAS MADE IS CONSIDERED HOSTILE'. ~~[illegible]~~
BT
#1772

OPR	CYS
ARRS	[redacted]
INFO	CYS
DO	12
DUC	1
[redacted]	
CSE	1
70	[redacted]

16 Nov 70 09 52z

NNNN#

MESSAGE NOTIFICATION
Individual Contacted:
Local Time and Date:

CP

Classified by [illegible]
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS.
DECLASSIFIED ON [illegible]

~~CONFIDENTIAL~~

IMMEDIATE

****
* [redacted] *
****

FROM: Det 9, 38ARRSq 17 November 1970

SUBJECT: Mission Narrative 9-38-005, 15 November 1970

TO: 3ARRGP (JRCC)

1. This report is submitted in accordance with ARRSM 55-2, 3ARRGP Sup 1.

2. Det 9 alert crew was notified by the base primary crash net at 0731Z. An inflight emergency had been declared by a USAF F-105. The aircraft was three minutes out with engine vibration. PEDRO 46 was completing the taxiing and before takeoff checklist when the F-105 crashed at the Northwest base perimeter. The tower advised that two chutes were visible about one mile from the crash site. PEDRO 46 launched at 0735Z and flew to the area, about one mile north of the approach end of runway 15. Immediate radio contact was made with the survivors, and they relayed that they were presently in a densely wooded area but would walk to an open area. They transmitted a short count and PEDRO 46 homed in on their position. At 0740Z a chute was sighted, and shortly thereafter the two survivors were spotted in a small clearing. The area was evaluated for a landing site and was considered to be suitable for the HH-43. An approach and landing was accomplished, and the survivors boarded the helicopter at 0745Z. One pilot had minor scratches and bruises. PEDRO 46 returned to the helo pad and mission was terminated at 0755Z. The weather for the mission was clear, light winds prevailing. One sortie was flown, with 0.3 hours logged. No difficulties were encountered during the mission.

3. Crew:

1. Bobby S. Lay, Major - AC
2. Robert P. Starnes, Capt - CP
3. Charles E. Vickers, SSgt - MT
4. Earl L. Miller, SSgt - FF
5. Edward L. Brickner, SSgt - FF

Bobby S. Lay
BOBBY S. LAY, Maj., USAF
Aircraft Commander

The hoist was found to be stuck in the up position. The electrical connection to the lock was disconnected and a screw driver was used to break the hoist loose so that it could be used manually. The survivors were brought aboard the aircraft at 1130L and J.G. 73 proceeded to the MEDEVAC hospital at Cam Ranh Bay. Two non-combat saves were credited to Capt. A. Stacy, A.C. of Jolly Green 73.

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IMMEDIATE * UNCLASSIFIED E F T O *
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T 00062
OTTEZYUW RUSVBAA0455 3392145-EEEE--RUWTBMA.
ZNY EEEEE
O 0521002 DEC 70
FM 3ARRGP TAN SON NHUT AFLD RVN
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/PACAF HICKAM AFB HI/DOH
RUWTBMA/HQ ARRS SCOTT AFB IL/DOCP
INFO RUCWAAA/HQ USAF ALT MAXWELL AFB AL
RUWTBMA/MAC/MACCCR
ZEN/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP
RUHHABA/41 ARRWG HICKAM AFB HI/DOC
RUHKAAA/CINCPAC/CC
RHMSMVA/MACV SAIGON RVN
RUEKAAA/AFECO FT RITCHIE MD
RUMFRBA/CTR SEVEN SEVEN
RUHGGSA/CTG SEVEN SEVEN PT 7FRO
RUMUJAA/39ARRS CAM RANH BAY AB RVN
RUMULOA/DET 11/619TH TAC CNTL SQ HON TRE ISLAND RVN
RUMUJBA/37ARRS DA NANG AB RVN
RUMUJAA/21 TASS CAM RANH BAY AB RVN
ZEN/834AIRDIV TAN SON NHUT AFLD RVN
RUMUJNA/OL-A 3ARRGP SON TRA AB RVN

MESSAGE NOTIFICATION
Individual Contacted: Sgt Payne
Local Time and Date: 19251

ARRS 5
DO 7
DOC 1
CSEH 1

PAGE 2 RUSVBAA0455 UNCLAS E F T O
RUMOJKA/315 TAW PHAN RANG AB RVN
RUMUJEA/310TAS PHAN RANG AB RVN
RUMUMQA/CG I FIELD FORCE NHA TRANG RVN
RUMUJEA/DET 1 3A ARRS PHAN RANG AB RVN
RHMSMVA/COMUS MACV SAIGON RVN
RUMMMVA/MACV COMMAND CENTER/J3-OR/SAIGON RVN
RUMUJEA/35TFW DOCC PHAN RANG AB RVN
BT
UNCLAS E F T O/JOPREP JIFFY/JRCC/RESCUE 022/05/1700Z
1. RESCUE PROGRESS REPORT NBR 6/ 5 DEC 70
2. MISSION NUMBER: 3-022-29 NOV 70.
3. SITUATION: C123, BOOKIE 540, RECOVERY OF 2 SURVIVORS.
A. ACTIONS TAKEN: TEAM DEPARTED LANDING ZONE AT 05/0020Z.
B. PERSONNEL INFORMATION:
(1) 44 INVOLVED/25 MISSING/19 LOCATED/17 DECEASED/2 SURVIVORS. DUE TO CONDITION OF BODIES ON SCENE, A DEFINITE DETERMINATION AS TO NUMBER OF DECEASED PERSONNEL WILL HAVE TO AWAIT THE INSERTION OF GRAVES REGISTRATION TEAM.
(2) LOCATION AGENCY WAS GROUND PARTY, 401ST RF COMPANY (VIETNAMESE REGIONAL FORCES WITH U.S. MACV ADVISORS) AT 04/0700Z.

PAGE 3 RUSVBAA0455 UNCLAS E F T O
WRECKAGE SITE AT 1156N 10907E (UTM BP 961 015).
(3) RECOVERY AGENCY: U.S. ARMY HELICOPTER UH-1H FROM 192ND ASSAULT HELICOPTER COMPANY (AHC). SURVIVORS WERE TREATED AND THEN MOVED TO LANDING ZONE BY 5 USAF PARARESCUE TECHNICIANS. THIS LANDING ZONE WAS ACCESSIBLE TO THE UH-1H, AND THE HELO PICKED UP THE 2 SURVIVORS.

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IMMEDIATE * UNCLASSIFIED E F T O *
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D. FLYING ACTIVITY:
(1) 39ARRS/2 SORTIES/13.6 HOURS
(2) 37ARRS/7 SORTIES/21.7 HOURS
(3) 192AHC(U.S. ARMY/4 SORTIES/ 4.5 HOURS
(4) 247 MED DET (U.S. ARMY)/10 SORTIES/9.5 HOURS

E. SAVES DATA:
(1) USAF PARARESCUE TEAM FROM THE 37 ARRS AND 38ARRS ENABLED THE SURVIVORS TO BE PICKED UP. (REF ITEM C(3)).
MEMBERS OF THE TEAM:
(A) MSGT JAMES F. SCOTT, 37ARRS.
(B) SSGT ROBERT T. MARTIN, 38ARRS.
(C) A1C DONALD J. PECORARO, 37ARRS.
(D) A1C RANDY ZONKER, 37 ARRS.
(E) A1C WILLIAM MCDONALD, 37ARRS.

(F) CAPT R.M. MONTEMAYOR, USAF FLT SURGEON, FROM 6251 CSGP, BIEN HOA AB, RVN.
PILOT ACCOMPLISHING PICKUP WAS CAPT MALCOLM HARTMAN, 247 MED DET, U. S. ARMY, PHAN RANG AB, RVN.
(2) NAMES OF PERSONNEL SAVED HAVE NOT BEEN RELEASED AT THIS TIME, BUT ARE AVAILABLE THROUGH 7TH AF PERSONNEL AFFAIRS.
(3) 2 COMBAT SAVES CREDITED TO PARRARESCUE TEAM AND CAPT HARTMAN, 247 MED DET.

F. FUTURE PLANS:
(1) GRAVE REGISTRATION TEAM WILL BE INSERTED AT THE EARLIEST POSSIBLE TIME. DUE TO WEATHER AND TERRAIN, THE GROUND PARTY ON SCENE RECOMMENDED THE GRAVE REGISTRATION PARTY NOT TO BE INSERTED TODAY.
(2) NO FUTURE SEARCH AND RESCUE FORCES WILL BE COMMITED UNTIL GRAVE REGISTRATION HAS BEEN ABLE TO COUNT AND IDENTIFY REMAINS ON SCENE. CONVERSATION WITH U.S. MEMBERS OF GROUND TEAM INDICATE THAT THE POSSIBILITY OF MORE SURVIVORS IS EXTREMELY REMOTE.

G. SUMMARY OF SAR ACTIONS:
(1) JOLLY GREEN (JG) 72 AND JG 65 DEPARTED BIEN HOA AT 04/2100Z (0500LOCAL) IN ORDER TO BE ON SCENE AT FIRST LIGHT. THE JGS ESTABLISHED RADIO CONTACT WITH THE GROUND PARTY AND LEARNED

THAT BOTH SURVIVORS WERE OKAY. ONE MAN HAD A BROKEN LEG, BUT WAS IN GOOD SPIRITS, THE OTHER WAS SLEEPING AND HIS CONDITION WAS SERIOUS. AT 04/2316Z DUSTOFF 58(DO 58, CAPT HARTMAN IN HIS UH-1H), ARRIVED ON SCENE TO MEET THE PREARRANGED RENDEZVOUS. DO 58 WAS AT FIRST UNABLE TO LOCATE THE LANDING ZONE (LZ) DUE TO THE LZ BEING IN THE CLOUDS. WEATHER LIFTED SLIGHTLY AND DO 58 DROPPED OFF MAPS AND RADIOS FOR THE PARRARESCUE TECHNICIANS (PJ'S) ON THE LANDING ZONE. THE JGS WERE UNABLE TO LAND DUE TO THE SIZE OF THE HELOS AND CLOSENESS OF THE CLIFFS. THE PJS PICKED UP THE RADIOS AND MAPS BY DESCENDING ON THE JG HOIST AND THEN RETURNED TO THE HELOS. THEY WERE THEN MOVED AT 05/0020Z BY HELO TO A POINT JUST AT THE BOTTOM OF THE CLOUD LAYER AND 600 YARDS FROM THE SURVIVORS, WHERE THEY WERE LOWERED BY HOIST

3/3

ALONG WITH THE FLT SURGEON. TERRAIN WAS EXTREMELY ROUGH. THE PJ'S REPORTED THE UNDERBRUSH WAS SO THICK THEIR FEET WERE NOT TOUCHING THE GROUND. THE GROUND PARTY AND PJ TEAM ESTABLISHED DIRECTION TO ONE ANOTHER BY FIRING SHOTS. AT 05/0215Z THE TWO PARTIES MADE CONTACT. AT 05/0250Z THE PJS REACHED THE SURVIVORS AND WITH THE FLIGHT SURGEON STARTED INTRAVENOUS INJECTIONS OF DEXTROSE, SPLINTED INJURIES, AND GENERALLY PREPARED THE SURVIVORS FOR THE TRIP OUT. AFTER THE SURVIVORS WERE PREPARED, DO 58, BOTH JGS AND POLECAT 320

PAGE 6 RUSVBAA0455 UNCLAS E F T O
(ANOTHER U.S. ARMY UH1H) ATTEMPTED TO LOWER HOISTS AND PICKUP PATIENTS FROM THE SITE. DUE TO WEATHER AND TERRAIN, AND AFTER MANY ATTEMPTS THIS ACTION WAS DEEMED IMPOSSIBLE. THE PJ'S AND DOCTOR THEN MOVED THE SURVIVORS, DOWN THE PATH HACKED OUT OF THE JUNGLE ON THE WAY UP, TO THE LZ. AT 05/0722Z DO 58 PICKED UP THE SURVIVORS AND TRANSPORTED THEM TO THE CAM RANH BAY HOSPITAL. THE CONDITION OF THE SURVIVORS WAS REPORTED AS BOTH SUFFERING FROM SHOCK, EXPOSURE AND EXHAUSTION, ONE DEFINITELY HAD A BROKEN LEG AND THE OTHER QUITE PROBABLY DOES ALSO. LATER, THE HOSPITAL REPORTED THE CONDITION OF ONE AS FAIR AND THE OTHER AS SERIOUS. KING 24 IN THE MORNING AND KING 26 IN THE AFTERNOON (HC-130S) REMAINED OVERHEAD TO PROVIDE COMMUNICATION RELAYS. UPON DEBRIEFING THE PJS REPORTED THE TERRAIN WAS SLOPING AT 45 DEGREES AND A SOLID WALL OF VINES AND JUNGLE GROWTH. THE ARMY GROUND TEAM IS REMAINING ON THE SCENE OVERNIGHT.

(2) TOTAL FLYING ACTIVITY TO DATE:

ORGAN	SORTES	FLYING HOURS
39 ARRS	13	78.6
DET1, 38ARRS	4	5.6
21 TASS	7	16.1
4TH INF DIV	1	2.0

PAGE 7 RUSVBAA0455 UNCLAS E F T O

254 AEROMED DET	5	8.2
48 AVN CO	15	26.9
247 MED DET	29	40.6
102 AHC	17	22.6
37 ARRS	7	21.7
TOTAL	98	369.2

NNNN

[redacted]

~~UNCLASSIFIED~~

Classified by OLB 3ARRGP 23 Nov 70
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DATE: 20 Nov 70

MISSION NUMBER: B-3-043 20 Nov 70

AIRCRAFT DESIGNATION: KING/ACFT # 60212

LOCATION: Alpha, 1909N 103-06E/Bravo, 1909N 103-08E

DISTRESSED AIRCRAFT: FIREBIRD 05, Two SOB (Alpha & Bravo) (F-105)

SAVES: 2 Combat

(S) At 2035Z on 20 Nov 70, Firebird 05 reported loosing fuel and attempting to rendezvous with tanker. Five minutes later, Firebird 05 ejected both crewmembers at location: 092/07/108. Information was relayed to Alleycat for guard monitor until King Acft arrived on scene. At 2055Z Alleycat reported that Candlestick 31 was circling the area and in radio contact with both survivors; no injuries sustained. Appropriate SAR forces were launched/diverted to the objective area and the survivors were advised to expect a first light pickup. Candlestick 31 was the on-scene-commander until 2230Z; Sandy 1 then became OSC. Sandy's 1, 2, 3, 4 and J. G.'s 54, 61 were in position for a first light effort. King 21 held to provide air refueling assistance and J.G. 55 flight provided backup. At 2308Z Sandy 1 determined that the area was safe for pickup. J.G. 54 extracted Bravo Man at 2320Z and J.G. 61 extracted Alpha Man at 2328Z. King 21 completed post mission A/R with J.G.'s 54 and 61. SAR effort terminated 2340Z; no problems encountered. All forces RTB.

KING ACFT # 60212 Crewmembers

AC/AMC	Capt Frank
CP	Maj Felmley
NN	Capt Mc Neff
RO	SSgt Swinson
FE	Msgt Keel
FE	Msgt Bosmans
LM	SSgt Waters

FLYING ACTIVITIES

39ARRS - 2 sorties 9.9 Hrs
40ARRS - 4 sorties 14.6 Hrs
56SOW - 4 sorties 14.0 Hrs

DOWNGRADED TO
CONFIDENTIAL 19 APR 73
IAW EX.ORDER 11 52

RICHARD E. FRANK, Capt, USAF
Aircraft Commander/Airborne Mission Commander

[redacted]

Declassified

[redacted]

42M
54DZ

DO | OI

1/2

23 NOV 1970

A	I		
		DO	
		Asst DO	
		DOT	
		DOF	
		DOC	
		DOO	
		DOS	
		DOX	

RUMOSRA0430 32E0226- SEC--RUMTEMA.
RUMFRBA T CTF SEVEN SEVEN
RUHGOSA T CTG SEVEN SEVEN PT ZERO
O 210200Z NOV 70
FM OL-B 3ARRGP UDORN RTAFB THAI
TO RUEFHQA/CSAF/AFXOTZB
RUHHBBA/PACAF/CC/HICKAM AFB HA
RUATBMA/HQ ARRS/CP/SCOTT AFB IL
INFO RUMJHQA/CINCPAC/CC/HAW
RUHHABA/41ARRWG/OC/HICKAM AFB HA
RUEKAAA/AFEOC FT RITCHIE MD
RUCEAAA/HQ USAF/ALTERNATE CP/MAXWELL AFB AL
RUCPAAA/HQ MAC/MCP/SCOTT AFB IL
RHMSMVA/MACV SAIGON RVN
RUSVBAA/7AF/DOT/DO/DP/DI/TACC/CC/TSN AB RVN
RUMMRSA/3ARRGP TSN AB RVN
RUMFRBA/CTF 77
RUHGOSA/CTG 77.0
RUMUUAA/39ARRS CAM RAHN AB RVN
ZEN/7/13AF TACC UDORN RTAFB
ZEN/40ARRS UDORN RTAFB THAI
RUMOREA/56SOW NKP APRT THAI
RUMOUVA/AIRA VTN LAOS

Classified by OL B 3ARRGP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DOWNGRADED TO
CONFIDENTIAL
IAW EX.ORDER 11 52

PAGE 2 RUMOSRA0430 S E C R E T
MORKA/388TFW KORAT RTAFB THAI
BT
S E C R E T JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 1/202020Z NOV 1970.
1. RESCUE OPENING/CLOSING REPORT - 20 NOVEMBER 1970
2. MISSION NUMBER - B-3-043-20 NOVEMBER 70
3. SITUATION: DOWNED AIRCREW MEMBERS
   A. DESCRIPTION OF SAR OBJECTIVE:
      (1) F-105/624436/CAMOUGLAGED/FIREBIRD 0
      (2) FLIGHT PLAN - TACTICAL
      (3) PILOT - MAJOR DONALD W. KILGUS
          ADDRESS - 388TFW KORAT RTAFB, THAILAND
      (4) POB - 2
      (5) WEATHER IN AREA - NOT A FACTOR
      (6) SURVIVAL EQUIPMENT - USAF STANDARD
      (7) LAST KNOW POSITIONS - 1909N 103-06E AND 1909N 103-06E
   B. ACTIONS TAKEN:
      (1) CONTROLLING AGENCY - OL-B, 3ARRGP
      (2) OL-B, 3ARRGP NOTIFIED OF SAR INCIDENT AT 20/2020Z NOVEMBER 1970 BY BRIGHAM CONTROL.
      (3) FOLLOWING SAR FORCES ALERTED:

RELEASE NOTIFICATION	
Individual Contacted:	Capt Chapman
Local Time and Date:	0040Z

PAGE 3 RUMOSRA0430 S E C R E T
      (A) 40 ARRS AT 20/2125Z
      (B) 39 ARRS AT 20/2125Z
      (C) 56 SOW AT 20/2125Z
      (D) TIME SAR FORCES LAUNCHED:

[redacted]

2 SAVES 40 ARRS

[redacted]

1 cy reproduced by DAPS on 23 Nov

[redacted] CONFIDENTIAL

2/2

(A) 1 HC 130P, 39ARRS DIVERTED AT 20/[illegible]Z
(B) 1 HC 130P, 39 ARRS LAUNCHED AT 20/[illegible]10Z
(C) 2 HH-53'S, 40ARRS DIVERTED AT 20/[illegible]35Z
(D) 2 HH-53'S, 40ARRS LAUNCHED AT 20/[illegible]50Z
(E) 4 A-1E'S, 56 SOW LAUNCHED AT 20/2[illegible]0Z

C. PERSONNEL INFO:
(1) 2 PERSONS INVOLVED, 2 SAVED
(2) SAR OBJECTIVES LOCATED BY CANDLESTICK 31: ALPHA AT 20/2039Z COORDINATES 1909N 103-06E. BRAVO AT 20/2051Z COORDINATES 1909N 103-08E
(3) 40 ARRS (2) HH-53 MADE RECOVERIES BY FOREST PENETRATOR.
(4) SURVIVORS TAKEN TO UDORN RTAFB, THAILAND.

D. FLYING ACTIVITY
(1) 39 ARRS - 2 SORTIES FOR 9.9 HRS 9.9
(2) 40 ARRS - 4 SORTIES FOR 14.6 HRS 14.6
(3) 56 SOW - 4 SORTIES FOR 14.0 HRS
24.5

PAGE 4 RUMOSRA0430 S E C R E T

E. SAVES DATA:
(1) RCC'S MAKING SAVE - LTCOL ROYAL BROWN, 37ARRS
MAJOR MURPHY
(2) PERSONS SAVED - MAJOR DONALD W. KILGUS
CAPTAIN CLARENCE T. LOWRY
(A) SERVICE - USAF
NATIONALITY - USA
(B) 2 COMBAT SAVES
(C) 2 AIRCREW MEMBERS

F. SUMMARY OF SAR ACTIONS:
FIREBIRD 05 WAS DOWNED IN A HOSTILE AREA AT 20/2018Z. CANDLESTICK 31 MADE CONTACT WITH BOTH SURVIVORS. SAR FORCES WERE DIVERTED/LAUNCHED FOR A 20/2253Z FIRST LIGHT EFFORT. AT 20/2308Z SANDY 01, THE ON SCENE COMMANDER, DETERMINED THAT THAT AREA WAS SAFE FOR A PICK UP. JG 54 PICKED UP THE BRAVO MAN AT 20/2320Z. JG 61 PICKED UP THE ALPHA MAN AT 20/2328Z. BOTH SURVIVORS WERE REPORTED IN GOOD CONDITION AND WERE TAKEN TO UDORN RTAFB THAILAND.

430
NNE

DOWNGRADED TO
CONFIDENTIAL ON 9 Apr 73
IA EX.ORDER 11 52

CONFIDENTIAL
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[redacted]

FIREBIRD 05 SEARCH AND RECOVERY

(C) A successful rescue was accomplished for Firebird 05 Alpha and Brave when they bailout following battle damage sustained from ground fire in North Viet Nam. At approximately 0300L, 21 November 1970, a F-105 (Firebird 05) reported eminent flameout and indicated he would steer toward Lima Site 98, set up max glide and bailout over Lima Site 98 or passing through 12,000 feet altitude if he were unable to reach the site. At 0330L the crew ejected and the aircraft crashed east of Lima Site 98.[130]

(C) Alleycat (ABCCC) contacted Candlestick 31 (a C-123) performing a routine flare mission is support of FAC Wildcat located 13 NM north of Lima Site 98) and designated him On-Scene Commander for the SAR. Candlestick 31 established radio contact with the downed crew and located their exact position by flashing the aircraft lights and directing Alpha and Bravo to indicate when the aircraft was directly overhead. It was determined that Alpha was secured in a tree with no injuries while Bravo, with possible neck injuries, was on the ground and searching for a hiding place.[131]

(C) A Mig Cap flight, Falcon 03, 04, and 05 arrived immediately and were directed to hold high. Alleycat reported two SAR helicopters, Apple 04 and 05 were inbound. When Apple flight arrived Candlestick directed them to the exact position of the downed crew and Apple 04, with concurrence of the downed crew, decided to attempt a night rescue. Apple flight aborted their attempt due to the hazardous terrain conditions, insufficient light from the flares and possible

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130. SARCO Report for Firebird 05 Alpha and Bravo, 6 Dec 70, Document #10.
131. Statement, Aircraft Commander, Candlestick 31, Document #11.

[redacted]

ground fire reported by Candlestick.[132]

(C) In the meantime Sandy 01, 02, 03, 04 and Nail 26 arrived on scene and set up an orbit. Candlestick 31 reported, (Return to Base), for fuel and Sandy 01 took charge as On-Scene Commander. It was established through Alleycat that a friendly ground team had sighted the downed crew but had not attempted contact for fear of startling them or provoking gunfire. It was then decided to hold off for a first light pick up because: (1) Both crewmembers were well and being watched by friendlies; (2) Terrain conditions, rugged mountains with tops over 9,000 feet, were in no way conducive to night operations; (3) The flares did not provide an abundance of light while the failure of a flare could provide an extreme hazard to the entire operation and (4) The immediate area appeared to be completely permissive to SAR operations while the weather was clear and forecast to remain so. In addition, none of the On-Scene Commanders had been briefed for a night pick up and Candlestick 31 had no previous experience in SAR operations.[133]

(C) Sandy 01 established contact with Firebird 05 Alpha and Bravo, informed them of the decision and directed them to come up on radio at daybreak when they observed Sandy Low Lead decending to a lower altitude. The operation proceeded as planned, Bravo was picked up by Apple 04 and shortly thereafter Alpha was rescued by Apple 05. The operation was completed at 0630L and egress was accomplished without incident.[134]

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132. Ibid.
133. SARCO Report for Firebird 05 Alpha and Bravo, 6 Dec 70, Document #10.
134. Ibid.

1350	13 Nov 1970	RF-4C	NVN	Wright D. I.	Maj	KIA		Bancroft W. W. Jr	1Lt	KIA
1351	20 Nov 1970	F-105G	LAOS	Kilgus D. W.	Maj	Rescued	USAF HH53	Lowry C. T.	Capt	Rescued
1352	23 Nov 1970	OV-10A	CMB	Brooks D. L.	Maj	Rescued	u Helo	Bellefeuille G. B.	SSgt	Rescued
1353	1 Dec 1970	F-4E	LAOS	Robinson J. R.	Capt	Rescued		Boulet D. A. II	1Lt	Rescued
1354	12 Dec 1970	O-2A	LAOS	Duckett T. A.	1Lt	MIA		Skinner O. G.	Maj	MIA
1355	12 Dec 1970	B-57	LAOS	u	u	Rescued		u	u	Rescued
1356	12 Dec 1970	F-100D	CMB	u	u	Rescued				
1357	19 Dec 1970	F-4D	LAOS	Rotz D. H.	Capt	Rescued		Louis W. K.	1Lt	Rescued
1358	21 Dec 1970	RF-4C	LAOS	Nullis M. M.	1Lt	Rescued	USAF Helo	Rush A. F.	Maj	Rescued
1359	24 Dec 1970	A-1E	LAOS	Lundy A. L.	Maj	KIA				
1360	28 Dec 1970	OV-10A	LAOS	Smith J. L.	Capt	KIA		u	Sgt	KIA
1361	2 Jan 1971	F-4E	LAOS	Wier H. D.	Capt	Rescued	USAF Helo	Brown R. K.	1Lt	Rescued
1362	3 Jan 1971	F-4E	LAOS	Ayres J. H.	Maj	KIA		Stratton C. W.	Capt	MIA
1363	17 Jan 1971	F-4E	Sea	Mirrer R. H.	Maj	KIA		Siderius J. D.	Maj	Rescued
1364	20 Jan 1971	F-4E	SVN	Warner D. A.	Capt	Rescued	USAF	Kiefer H. E.	Maj	Rescued
1365	27 Jan 1971	F-100D	CMB	Neil J. M.	Capt	KIA				
1366	28 Jan 1971	OV-10A	CMB	Lineberger H. B.	Maj	MIA				
1367	31 Jan 1971	O-2A	SVN	Hoenninger	1Lt	Rescued	Army Helo	Platt P. R.	1Lt	Rescued
1368	1 Feb 1971	A-37	CMB	Harris J. C.	1Lt	KIA				
1369	3 Feb 1971	F-4D	LAOS	Standerwick R. L.	LtCol	MIA		Gotner N. A.	Maj	POW (retur
1370	11 Feb 1971	F-4D	SVN	Ford M. W. Jr	Capt	Rescued	Army	Eisenbeisz R. A.	1Lt	KIA
1371	16 Feb 1971	F-4D	LAOS	Cox W. R.	LtCol	Rescued	USAF	Allen W. C.	Maj	Rescued
1372	16 Feb 1971	F-4D	LAOS	Pattillo R. N.	Maj	MIA		Hoskins C. L.	Capt	KIA
1373	19 Feb 1971	O-2A	LAOS	Hull J. L.	1Lt	KIA		Fernandez W. M.	Sgt	KIA
1374	20 Feb 1971	O-1F	SVN	Peacock P.	1Lt	Rescued	USAF Helo			
1375	25 Feb 1971	F-4D	SVN	Somers R. K.	Maj	KIA		Talley J. S.	Capt	Rescued
1376	25 Feb 1971	F-4D	LAOS	Hedditch	Capt	Rescued	USAF Helo	McLaughlin	1Lt	Rescued