

~~CONFIDENTIAL~~
FALCON 64 BRAVO SEARCH AND RECOVERY
~~CONFIDENTIAL~~

(C) A partially successful rescue was conducted on 12 December 1970 when Falcon 64 Bravo (deceased) was recovered. Falcon 64, an F-4, working in support of FAC Kneecap in the vicinity of Lima Site 46, was hit by small arms fire. After surveying the damage the pilot decided to make another pass to expend the remaining ordnance. During the dive recovery the aircraft went into violent maneuvers and, as a result of over stress or system malfunction, the rear canopy departed. The GIB (Guy In Back) evidently experienced a communications failure and thought the aircraft was in a worse condition than it actually was. His problem was compounded when his canopy was inadvertently jettisoned. It was assumed that the GIB believed the pilot was trying to eject him but was experiencing a malfunction of the ejection system. Regardless of the reasoning, the backseater initiated his egress procedures and bailed out northwest of Lima Site 46 and northeast of Lima Site 63 at coordinates UG 897 012.¹⁴³

(C) The survivor reported that he had suffered a broken arm, broken leg and was bleeding from the mouth. Although he was down in an area that was not defended by large calibre anti-aircraft equipment, there was an abundance of hostile enemy activity which was an excessive amount of gunfire into the survivor's position and at the SAR resources.¹⁴⁴

143. Interview, 56 SPOPSWG Historian, with 2Lt C. Felsenthal, 56 SPOPSWG Air Intelligence Officer, 12 Feb 71.
144. Ibid.

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

(C) Sandy 03/04 launched at 1112 and proceeded to the objective position. Sandy 05/06 launched at 1117 and escorted Jolly Green 55/50 to their holding point at 335 degrees, 92 miles off Channel 89. Sandy 03 arrived at 1152 and assumed On-Scene Command from Raven 25 who had been the first aircraft at the site. Sandy 03 and 04 proceeded to deliver gun suppression ordnance near the objective's position and the survivor stated that the strikes were good but requested they be brought closer since the enemy forces were very near. FAC Nail 42 was directing F-4 strikes on a ridge 150-200 meters from the objective's position and one of the fast movers released a short round which covered the survivor's location. It was not determined if Falcon 64 Bravo suffered additional injury as a result of this mistake.¹⁴⁵

(C) In the process of expending all their ordnance Sandy 03 and 04 suffered battle damage and turned On-Scene Command over to Sandy 05. Reserving their own ordnance, Sandy 05 and 06 continued to FAC fast mover and T-28 strikes into the hostile area. Sandy 05 experienced radio problems and turned command over to Sandy 06 until Sandy 09 arrived on scene. At this point command was relinquished and Sandy 05/06 proceeded to escort the Jolly Greens into the pick up area.¹⁴⁶

(C) Sandy 09 assumed On-Scene Command and encountered problems with his VHF radio and had to relay all VHF transmissions through Sandy 10. The two A-1's made several trolling passes and after

¹⁴⁵. SARCO Report for Falcon 64 Bravo, 16 Dec 70, Document #14.
¹⁴⁶. Ibid.

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

determining the area was sterile decided to attempt a pick up. The smoke aircraft were briefed and an initial pick up attempt was made at 1440. By this time there had been no voice contact with the objective for one hour and 45 minutes. Jolly Green 54 hovered over the objective point for ten minutes with no voice or visual contact. He was unable to locate Falcon 64 Bravo and was finally driven off by ground fire. During his withdrawal Jolly Green spotted the objective lying on the ground but conditions were too hot for another pick up attempt at that time.¹⁴⁷

(C) The area was again sterilized and Jolly Green 60 attempted another pick up at 1530. This effort was also defeated because the ground fire was so intense that the helicopter could not go into a hover over the objective position. Sandy 07 arrived and assumed On-Scene Command at 1630. He continued to FAC ordnance utilizing F-4 and A-1 aircraft. Jolly Green 60 was committed to another pick up attempt at 1700 but was driven off once again by heavy ground fire. Additional ordnance was expended on the enemy positions and once again the area appeared sterile.¹⁴⁸

(C) A final attempt was made by Jolly Green 60 who hovered over the objective position while a PJ (para-medical) descended on a jungle penetrator, recovered the body of Falcon 64 Bravo, and the two of them were lifted into the helicopter on the penetrator. Although the objective had been shot by small arms it was not

¹⁴⁷. Ibid.

¹⁴⁸. Ibid.

~~CONFIDENTIAL~~
DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

ascertained at what point or how he was killed. There had been no voice contact with Falcon 64 Bravo for more than four hours before he was picked up. All aircraft returned to base without further incident. During this SAR effort the 56th Special Operations Wing generated 12 Sandies, four Spads, six strike and four smoke aircraft. One strike aircraft aborted for oil temperature and a total of five A-1's received varying degrees of battle damage.¹⁴⁹

149. Ibid.

DECLASSIFIED
~~CONFIDENTIAL~~

~~SECRET~~

40th ARWSq Hist, 1 October - 31 December 1970

6

DECLASSIFIED

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 unopposed. 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 Et⁸ 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 Airport⁹ 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

~~SECRET~~

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

DECLASSIFIED

UNCLASS

7

DECLASSIFIED

in the area (16°42'N, 106°17'E) was very flat with one survivor located on one side of a river and the second survivor on the other side. Both helicopters sustained minor battle damage from small arms fire on the rescue attempt. However, both survivors were recovered and returned to Nakhon Phanom RTAFB.

(S) On 22 December 1970, a first light rescue and a late afternoon recovery accounted for the remaining three combat saves during the quarter. SAR forces from Nakhon Phanom RTAFB were launched on a downed pilot approximately 65 NM southeast of NKP at daybreak. The survivor was located immediately, and the rescue was completed unopposed. The same Jolly Green crew combined to rescue two more pilots that afternoon at 16°43'N, 106°04'E. This time air strikes from supporting aircraft enabled the helicopter to make a successful recovery. Both pilots were returned to Udorn RTAFB after a cursory examination at Nakhon Phanom RTAFB.

DECLASSIFIED

UNCLASS

~~SECRET~~
~~SECRET~~

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

DO

15 December 1970

1: AMO V-6 Report

3 AMO (JGCO)
AMO 66207

DATE: 12 December 1970

MISSION NUMBER: D-3-649-12 December 1970

FLIGHT DESIGNATION: Jolly Green 60

MISSION OBJECTIVE: Falcon 64 Bravo

LOCATION: 1903N 10356E

SAVES: None

SUMMARY OF SAR ACTIONS:

Jolly Green 54 (L) and Jolly Green 60 (H) were launched at 12/0445Z to back-up JG's 55 and 50 who were primary for the recovery of Falcon 64, an F-4E GIB who ejected from his aircraft after it took battle damage. All four Jollies held in orbit 5 to 7 miles north of the survivor's position. At approximately 12/0500Z JG's 55 and 50 left orbit to 4/1. JG 55 flew to Nakhon Phanom RTAFB for mechanical problems and was escorted to the fence by JG 50. JG 50 then returned to the orbit area. Candies and fast movers sanitized the area and at 0725Z JG 54 was first in. JG 54 received fire entering the area but suppressed it. During an extended hover (approximately 20 minutes) the area near the survivor's chute was searched repeatedly but to no avail. As JG 54 approached the chute from the north, the SR saw the survivor. He was about five to ten feet down-hill from the chute and was curled up in a ball in dense undergrowth. Concurrently with the sighting JG 54 took fire from a high burst approximately 500 meters to the northeast and simultaneously lost #1 engine. Major Nelson then made a single engine departure from the hover and recovered at Lima Site 63, a friendly position 10 miles from the SAR scene. JG 60 became primary low and JG 60 high. (JG 60 had launched from Channel 70 at 12/0720Z to back-up the mission.) Candies and fast movers again worked over the area. JG 60 ran-in the first time at approximately 0815Z. The area was searched for approximately 25 minutes during which time the survivor was not sighted. Heavy fire drove the helicopter from the scene. The area was again struck by the Candies and fast movers. Major Louis then suggested that JG 60 return to Lima Site 63 and pick up Sgt Cyrus (JG 54 RT), the only man who had seen the survivor. JG 60 did, picked up Sgt Cyrus and returned.

At 1900Z, with darkness and smoke mask limiting factors, JG 60 started another run-in. Sgt Cyrus took the helicopter to the exact spot where ground fire from behind and left of the heliconter again drove it from the scene. Head 11 and 12 layed in ordinance and hit the exact spot from which the ground fire had come. Then JG 60 re-entered the area. In the hover Sgt Cyrus pointed out the fire on the ground to the #1 PJ and started to lever hit on the penetrator. Ground fire again interrupted the pick-up attempt but it was suppressed by the one remaining mini-gun (numbers 2 and 3 had failed). At 1918Z the PJ went down and at 1921Z the pick-up was complete and JG 60 exited. All fighter/fac/control forces were superb. Missions were outstanding. No words of praise strong enough for the Sandies.

CREW COMPOSITIONS

JG 54

Major Richard W. Nelson,
Capt Robert A. Reilly,
SSgt Ernest R. Cyrus, 2
SSgt Donnie R. Stevens,
MSGT Donald R. Snyder,
SSgt John J. Eldridge,

JG 55

Capt James T. Jovett, ■
Capt John F. Bitucci, ■
SSgt Travis F. Hendrix,
A/C Frederick D. Jordine
TSgt Herbert W. Koe, ■

JG 62

Major Jay M. Strayer,
Major Burwell M. Block
SSgt Inus G. Crawford,
SSgt Randy S. McComb, 1
SSgt Jon K. Hoberg, 1
SSgt Roy B. Bagwell,

JG 60

AC Lt Col Philip S. Prince,
CP Major Joe C. Fouts,
PW SSgt Donnie P. Stevens, 1
TE SSgt Ernest R. Cyrus,
PJ SSgt Joseph S. Stanaland,
PJ SSgt Donald G. Behrendt,

JG 50

AC Capt William M. McGeorge,
CP Lt Col Robert E. Feister,
PW SSgt Kenneth P. Hamsgeran,
PJ SSgt Lorenzo E. Willis, 1
PJ SSgt Edward K. Randle, 1

AC
CP
PW
PJ
PJ
AP

PHILIP S. PRINCE, Lt Colonel, USAF
Aircraft Commander

FROM: 150S(Lt Col Stone/3930)

16 December 1970

DECLASSIFIED

SUBJECT: SARCO Report for Falcon 64 B

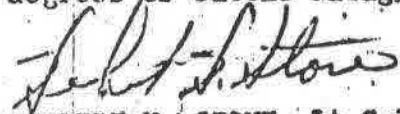
TO: DO

1. An unsuccessful rescue was conducted on 12 December 1970 for Falcon 64 B. The aircraft, an F-4, went down at approximately 1055, 12 December 1970 at UG897012. This report covers those activities relating to the Sandys during the rescue effort. All times are in Thailand local time.
2. Falcon 64 was hit by ground fire and a pass was made to expend the remaining ordnance. During the dive recovery, the aircraft went into violent maneuvers, the rear canopy departed the aircraft and Falcon 64 B ejected. Sandy 03/04 launched at 1112, Sandy 05/06 launched at 1117 and escorted Jolly Green 55/50 to a holding point 335/92/89. Sandy 03 arrived in the area of the survivor at 1152 and assumed on scene command from Raven 25. The survivor reported that he had a broken leg, broken arm, and was bleeding from the mouth. Nail 42 was putting in F-4 strikes on a ridge 150-200 meters from the survivors position and one of the F-4 pilots had a short round that covered the survivors position (Atch 1). Sandy 03 and 04 were delivering ordnance close to the survivor and he stated that it was good, but to bring it closer because the enemy forces were very close to him. Sandy 03 and 04, having battle damage and ordnance expended, turned the on scene command to Sandy 05 (Atch 2).
3. Sandy 05 and 06 continued to put in jet and T-28 strikes. Due to radio difficulty Sandy 05 gave the lead to Sandy 06. Sandy 06 continued as lead until Sandy 09 and 10 arrived on scene, at which time the lead was turned over to Sandy 09 (Atch 3). Sandy 05 and 06 then returned to escort the Jolly Greens.
4. Sandy 09 assumed on scene command at approximately 1430. Sandy 06 had given a complete and thorough briefing to Sandy 09. Sandy 09 lost his VHF radio and Sandy 10 relayed all instructions to the SAR force. Sandy 09 and 10 made numerous passes trolling for ground fire. After ascertaining that there was none, the smoke aircraft were briefed and a pickup attempt was made. The time of the initial pickup attempt was 1440. There had been no voice contact with the survivor for approximately one hour and 45 minutes. Jolly Green 54 stayed in the hover for at least 10 minutes and was unable to locate the survivor. Jolly Green 54 was finally driven off by ground fire and as he was withdrawing the survivor was spotted on the ground, but it was impossible to make another attempt at that time. The area was again sterilized and at 1530 another pickup attempt was made by Jolly Green 60. This attempt was also unsuccessful and Jolly Green 60 was forced to withdraw.

DECLASSIFIED

5. Sandy 07 assumed on scene command at 1630. He continued to put ordnance into the area utilizing F-4's and A-1 aircraft. Jolly Green 60 was committed for another pickup attempt at 1700. Jolly Green 60 went into the hover, spotted the survivor but was driven off by ground fire. Ordnance was again put on the source of the ground fire and Jolly Green 60 again attempted the pickup. A PT went down on the penetrator, picked up the survivor and was lifted into the Jolly Green on the penetrator. After the survivor was aboard the Jolly Green, it was determined that he was dead. All SAR forces then RTB (Atch 5).

6. During the SAR effort 12 Sandy aircraft were generated, four Spad aircraft, four smoke aircraft, and six strike aircraft. One aircraft air aborted (Atch 6). A total of seven A-1 aircraft received varying degrees of battle damage.

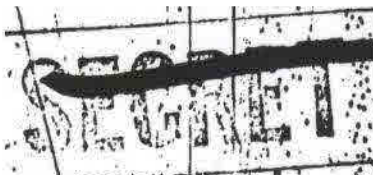


HERBERT H. STONE, Lt Colonel, USAF
SARCO

6 Atch

1. Statement - Capt Ewen
2. Statement - Capt Sutton
3. Statement - Capt Senko
4. Statement - Lt Col Dunwoody
5. Statement - Maj Lundy
6. Flying Schedule

DECLASSIFIED



FLYING SCHEDULE

PILOT	SANDY	TIME	REMARKS
WALL	01	3.9	
LYON	02	3.9	
CUTTON	03	1.9	On Scene Commander Battle Damage
YOUNG	04	1.9	Battle Damage
SENKO	05	4.2	On Scene Commander Battle Damage
PAINE	06	4.2	On Scene Commander Battle Damage
LUNDY	07	3.9	On Scene Commander
ANDERSON	08	3.9	
DUNWOODY	09	3.5	On Scene Commander Battle Damage
SCHAFER	10	3.5	
BUCK	11	2.3	
ROUSSELL	12	2.3	
KENT	SPAD 01	3.6	
ADAMS	02	3.6	
ENGLE	11	3.4	
TAYLOR	12	3.4	
WARESH	PEON 41	3.9	
SINGER	42	3.9	
WOLCOTT	43	2.8	
KILBRIDE	44	2.8	
HILLERY	STRIKE 51	3.7	
KELLY	52	3.7	
WILSON, J.	53	.9	
HICKS	54	.9	RTB: Oil Temp Out of Limits
PLACE	55	2.2	
REEVES	56	2.2	

DECLASSIFIED

ATCH #4

~~SECRET~~ UNCLASS

DECLASSIFIED - 31 December 1970

6

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 unopposed. 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 Et⁸ 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 Airport⁹ to receive 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, 103°56'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

~~SECRET~~
UNCLASS

GROUP 4
Downgraded at 3 year
intervals; declassified 6
after 12 years

DECLASSIFIED

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

JOSEPH S. STANLAND

Staff Sergeant Joseph S. Stanaland distinguished himself by gallantry in connection with military operations against an opposing armed force in Southeast Asia on 12 December 1970. On that date, Sergeant Stanaland and his fellow crewmembers voluntarily subjected themselves to great personal risk on three separate occasions in an attempt to rescue a critically injured American pilot from heavily defended hostile territory. Despite the fact that two rescue attempts had already been aborted due to intense hostile ground fire, Sergeant Stanaland, completely disregarding his own personal safety, voluntarily descended to the ground by rescue hoist and succeeded in recovering the inert pilot. By his gallantry and devotion to duty, Sergeant Stanaland has reflected great credit upon himself and the United States Air Force.

Marvin Cross RFI

SAR Data															
SAR Name	A/C Type	Downed	Rescued	Unit	SAR A/C	SAR Location	PJ#1 Name	PJ#2 Name	Pilot Name	Co-Pilot Name	FE Name	Survivor A	PJ Out	Hoist	Saves
Manna	B-57	12/12/70	12/13/70	40 ARRS	HH-53	Cambodia	Pambrun, Richard G Tsgt	Davidson, Billy R Ssgt	Prince, Philip S LtCol	Lyell, William A LtCol	Burchfield, Jerry L Ssgt	unknown	No	Yes	2
Falcon 64B	F-4	12/12/70		40 ARRS	HH-53	Laos	Behrends, Donald SSgt	Stanaland, Joseph SSgt	Prince, Philip LtCol	Fouts, Joe Maj	Cyrus, Ernest SSgt	USAF KIA body recovered	Yes	Yes	0

SAR Data															
SAR Name	A/C Type	Downed	Rescued	Unit	SAR A/C	SAR Location	PJ#1 Name	PJ#2 Name	Pilot Name	Co-Pilot Name	FE Name	Survivor A	PJ Out	Hoist	Saves
Vampire 26		8/20/1972	8/20/1972	40 ARRS	HH-53	Laos						Lawrence, Gerald Capt	No	Yes	1