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



REPLY TO
ATTN OF:

DO

15 December 1970

SUBJECT:

RCS: ARS V-6 Report

81

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 13 December 1970

MISSION NUMBER: B-3-050-12 December 1970

FLIGHT DESIGNATION: Jolly Green 60

MISSION OBJECTIVE: Manna 01 and 02

LOCATION: 1039N/10617E

SAVES: Two Combat Saves

SUMMARY OF SAR ACTIONS:

1. Jolly Greens 57L and 61H (Back-up) and 60L and 62H (Standby) launched from Udorn RTAFB at 12/2100Z. JGs 57 and 61 were to join up with JGs 55 and 50 (already positioned at Nakhon Phanom RTAFB) who would be primary. Enroute, JGs 57 and 61 became primary and JGs 60 and 62 became back-up because JGs 55 and 50 could not launch due to mechanical problems. JGs 57, 61, 60, and 62 landed at Nakhon Phanom RTAFB (at 12/2203Z) to take the SAR Briefing and launched for the objective area at 12/2306Z. All Jollies were on orbit (130/80/89) at 12/2340Z. Numerous fast and slow movers worked over the area for approximately two and one-half hours before the pick-up attempt was made. All Jollies required A/R and the primary low Jolly Aircraft Commander directed that the sequence be JG 60/62 followed by 57/61. After JG 60 and 62 completed A/R and while JG 57 and 61 were refueling, Sandy low lead decided to make the attempt. JGs 60 and 62 became primary and were briefed at 13/0220Z. Run-in from orbit point to IP took approximately 10 minutes. (The orbit point was west of a route with known gun positions, hence the long time interval.) A final briefing was conducted between Sandy 5 and JG 60 before JG 60 and 62 reached the IP so that upon arrival no further discussion was required. Cloud cover now had become broken to overcast at approximately 3500' MSL. Past the IP the karst formation dropped off rapidly to a valley, the floor of which was 1000' MSL. Temperature was 30 degrees (C). JGs 60 and 62 orbited the IP for approximately ten minutes while Sandy 5 supervised smoke delivery. At 13/0240Z the execution order was given. JG 60 started a northerly two mile run-in, descending from 500' AGL at the IP to 100' above the valley floor. JG 60 noted no ground fire during the run-in but JG 62 took some

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Smoke and arms fire from a point just north of the IP. JG 62 then moved further north to provide close support in the event JG 60 went down. Manna 01 was picked up at 13/0249Z. JG 60 then turned to a westerly heading for some 1000 meters. Ground fire was taken and JG 60 sustained hits in the fuselage, blades, and tail ramp but the number 3 gunner and Sandy escort quickly silenced the several men who had fired. Manna 02 was located by his smoke and parachute canopy and was picked up at 13/0301Z. Close suppressive Sandy fire and JG 60's gunners eliminated further ground fire for none was noted during the second pick-up. At 13/0315Z, JG 60 was clear of the valley and RTB'd to Channel 89 with no incident.

All strike, smoke and control forces performed outstandingly. Sandies and Kings alike did an absolutely superior job and should be complimented in the highest manner for having made the recovery of these two crewmembers possible.

2. The crew composition was as follows:

JG 60

Lt Col Philip S. Prince,
Lt Col William A. Lyell,
SSgt Jerry L. Burchfield
TSgt Richard G. Pambrun,
SSgt Billy R. Davidson,
SSgt Roy B. Bagwell,

Crew Position

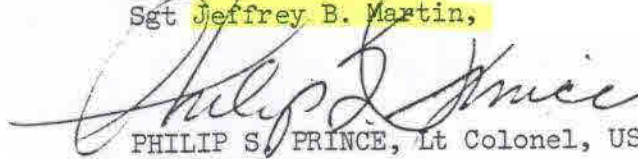
AC
CP
FE
#1PJ
#2PJ
AP

JG 62

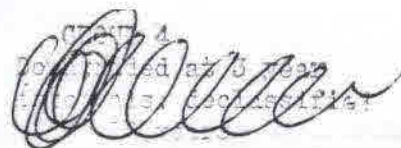
Major Andrew J. Calliham, Jr.,
Capt Larry N. Young,
Sgt Robert M. Camy,
SSgt Verle H. Atkins
Sgt Jeffrey B. Martin,

Crew Position

AC
CP
FE
#1PJ
#2PJ


PHILIP S. PRINCE, Lt Colonel, USAF
Aircraft Commander

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FROM: 602SOS (Lt Col Hillery)

15 Dec 70

SUBJECT: SARCO Report

TO: DO

1. A successful rescue was conducted on 13 December 1970 for Mama 01/02. The B-57 went down at 1310Z, 12 Dec 70, at (location 1643N 106° 10 " E.)
2. At approximately 1310Z, 12 Dec 70, Mama was making an approach on a truck when the aircraft was struck by an unknown object and went out of control. Both Crew Members ejected. We were notified at 1433Z of a downed A/C. SARCO staff assembled. A first light effort was coordinated and pre briefed at 2045Z, 13 Dec 70.
3. The following aircraft were launched for the SAR effort.

- 1 HC130P 39 ARRS Diverted 12/1515Z
- 1 HC130P 39 ARRS Launched 12/2105Z
- 4 HH53's 40 ARRS Launched 12/2105Z
- 2 A-1s 56 SOW Launched 12/2215Z
- 1 HC130P 39 ARRS Launched 12/2313Z
- 2 A-1s 56 SOW Launched 12/2328Z
- 2 A-1s 56 SOW Launched 13/0029Z
- 2 A-1s 56 SOW Launched 13/0118Z
- 1 HC130 39 ARRS Launched 13/0305Z
- 1 HH53 40 ARRS Launched 13/0305Z
- 2 A-1s 56 SOW Launched 13/0305Z

There were no delays. I diverted the 4 H-53s into NKP because of weather in the SAR area. The attached forms have all A/C call signs and crew members. Sandy 01/02 arrived on scene at 2310Z, 13 Dec 70.

4. The survivors were approximately 300 meters apart in a river valley, 01 north side and 02 south. The river running generally east and west. There was a high forested ridge line south of the river valley. To the north generally a open flat river valley. The enemy defenses were small arms automatic weapons up to 23MM. Weather conditions were scattered to broken at approximately 3000' above terrain. The exact location of survivors Mama 01 xD 376 419 and 02 xD 375 417.

5. Nail 50 was launched at 2021Z and proceeded to the scene. He had the survivors pinpointed for Sandy 01/02 on their arrival. Nail 50 was released at this time to FAC fast movers. Nail 14 was launched at 2251Z. Nail 34 was launched at 0055Z.

6. Sandy 01/02 became OSC at 12/2328Z. He established contact with 01 and asked him to stay on the radio to give the Sandys the direction if any ground fire came up. On the second pass a 23mm came up on Sandy 02. It was about 50 meters north of the road. Nail 50 was contacted and he put fast movers on the 23 and it never came up again. Mama 01 informed Sandy 01 that he was

taking small arms fire north & northwest of his positions. The Sandy 01 and 02 worked the area with CBU 25, 20mm, and SULL. After approximately 1 1/2 hrs, small arms fire stopped. Sandy 01 requested King to have fast movers work the area along the road and north. Fast movers were over target once every 10 minutes. At 0020Z 13th, Sandys 3 and 4 and Jollys arrived at holding point. Sandy 02 took a hit about this time. The egress and ingress routes were marked and WP was used to mark the IP. At 0845Z Sandy 01 decided to try a pickup, he asked Smoke to come down for a briefing. There had been no ground fire for the last 12 passes. Sandy 5 and 6 checked in and were briefed. Sandy 5 became OGC at 13/0211Z. The weather had moved in at this time. They had approximately 2500' above the valley floor and 500' above the ridge line south of the survivors. Sandy 05 pinpointed Mama 02 and tried to get a mirror flash but neither could hit the A/C. Phase Alfa was started. After all A/C were up on guard, Pieman (Smoke) dropped the smoke which masked off the area to the north and then proceeded west to put down 20mm. Sandy 5 then brought in Jolly 60 and the rest of the A-1s. 01 was picked up very quickly. They then proceeded to 02 where Jolly 60 took several hits from small arms. 02 was picked up and all A/C exited the area. Mama 01 was picked up at 13/0319Z, 02 at 13/0321Z.

7. The SARCO did not encounter any problems. In fact everything went as planned.

Flying activities

39 ARRS	4 sorties	12.1 hrs
40 ARRS	6 sorties	32.4 hrs
56 SOW	10 sorties	30.0 hrs


JEAN C. HILLERY, Lt Colonel, USAF
SAR Coordinator

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40th ARWSq Hist, 1 October - 31 December 1970

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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.

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

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Downgraded at 3 year
intervals; declassified
after 12 years

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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.

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MANNA 01/02 SEARCH AND RECOVERY

(C) A successful rescue was accomplished on 13 December 1970 for Manna 01 and 02, crewmembers of a B-57 which was struck by an unknown object (in combat) and crashed at 1643N 10610E at 2010L, 12 December 1970. The 602nd Special Operations Squadron was notified of the downed aircraft at 2133L, the SARDO staff assembled and a first light effort was coordinated and briefed at 0345L, 13 December 1970.¹⁴⁰

(C) The survivors were down in a rather hostile area and were located about 300 meters apart. Manna 01 was on the north side of a river which flows generally east-west (coordinates XD 376 419) and Manna 02 landed on the south side of the river (coordinates XD 375 417). There was a high ridge line south of the river but an open flat river valley to the north. The area was controlled by the enemy and protected by small arms ranging up to 23MM. During the rescue effort there was a scattered to broken cloud layer 3,000 feet above the ground.¹⁴¹

(C) Nail 50 was the first aircraft to arrive and he located the exact position of the downed crewmembers. Sandy 01 and 02 arrived and Sandy 01 took charge as On-Scene Commander at 0628L. Contact was established with Manna 01 and he was directed to remain on radio to help provide information should hostile firing occur. On Sandy 02's second reconnaissance pass, 23MM ground fire was

140. SARCO Report for Manna 01/02, 14 Dec 70, Document # 13.

141. Ibid.

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observed. Nail 50 located the position of the 23MM weapon and silenced it by directing fast moving aircraft strikes against it. Manna 01 informed Sandy 01 that he was receiving small arms fire from the north and northwest. Sandy 01 and 02 discharged 20MM gun-fire, CBU 25 and CBU 11 in that area for more than an hour until the small arms activities ceased. In the meantime, Sandy 01 requested King (SAR Coordinator) to have fast movers work the area along the road to the north. King complied with the request and the road was struck once every 10 minutes. Two Jolly Greens (rescue helicopters) arrived with their escorts (Sandy 03 and 04) and at approximately this time Sandy 02 was hit by ground fire. By 0845L weather conditions had deteriorated to broken and variable overcast 2,500 feet above the valley floor and 500 feet above the ridge to the south. Sandy 01 decided to try a pick up and initiated phase Alpha. Pieman dispensed smoke to mask off the area to the north and then proceeded west to strike gun positions. Sandy 05 arrived and took charge as On-Scene Commander at 0911L. Sandy 05 directed Jolly Green 60 to Manna 01's position and he was picked up at 1019L. Enroute to Manna 02's position, Jolly Green 60 took several hits from small arms but was able to proceed and rescue the remaining crewmember at 1021L. All aircraft proceeded to exit the area without further incident.¹⁴²

¹⁴². Ibid.

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MISSION B-3-050-12DEC 70 PICKUP

Pickup crew of Mission B-3-050-12 Dec 70. L. to R.:
SSgt Bagwell, SSgt Burchfield, SSgt Davidson, Lt Colonel
Prince, and TSgt Pambrun.

FILE # 12 DEC 70