

~~CONFIDENTIAL~~

82

DATE: 21 Dec 70

24 Dec 70

MISSION NUMBER: B-3-053-21 Dec 70

AIRCRAFT DESIGNATION: KING 26

LOCATION: 1643N 10556E

DISTRESSED AIRCRAFT: Atlanta 10

SAVES: 2 Combat

Classified by ALB 3DRL
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 31 Dec 76

(C) King 26 was on normal orbit at FL 225, 292/30/107. At 0652Z Nail 10 called Hillsboro and reported a May Day and beeper bearing due east of Delta 30, Falcon 13 confirmed a beeper same direction. Shortly afterwards Hillsboro reported Atlanta 10 down in Delta 82 area. Nail 65 had beeper contact on URC-10 Bravo frequency and Wolf 05 had voice contact, King 26 started towards Delta 82 at 0655Z. SAR forces were scrambled from CH 93 and 89 at 0700Z, plus Hlgcap, Ironhand, Smoke, and CBU-19. Wolf 05 and Nail 65 both had voice contact with Atlanta 10 Bravo and shortly thereafter with the Alpha man. Wolf 05 was designated OSC at 0711Z. Nail 65 was appointed OSC at 0725Z when Wolf 05 was bingo. Area was determined to be hostile and strike aircraft were requested. Nail 65 worked two flights of fast movers around the survivors. Jolly Green 55 and 52 arrived on scene at 0745Z and decision was made by King 26 to await the arrival of Sandys before attempting a pickup. Sandy 7 and 8 arrived at 0810Z and Sandys 9 and 10 arrived at 0815Z. Sandy 09 was designated OSC and 4 flights of fast movers were put in by Sandy 09 and Nail 65. Sandy 09 determined area as permissive at 0845Z and phase Alpha was commenced. Phase Bravo was commenced at 0850Z and terminated at 0901Z, both Alpha and Bravo man were picked up by JG 55. JG 55 received an undetermined amount of small arms fire. Description of area 1643N 10556E, XD013526, 115/85/89. Terrain flat to West and South, 2500' to North and South, survivors located at 1500' elevation and 300' from top of karst. Wx: 6000' overcast, 3500' broken, altimeter 29.90.

KING 26 Crewmembers

AC/AMC Major James
 CP Major Koshak
 NN Capt Mc Neff
 RO SSgt Hunt
 FE SSgt Hudson
 LM TSgt Stone

SAR Forces Utilized

KING 26, 23
 JG 55, 52, 63, 51
 Sandys 7, 8, 9, 10
 Spad 13, 14 (Did not expend)
 Strike 51, 52, 53, 54 (Did not expend)
 Pieman 53, 54 (Did not expend)

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GROUP 1
 Downgraded at 2 year interval
 Declassified at 12 12 12

4-6-7

DECLASSIFIED

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



REPLY TO
ATTN OF: DO

22 December 1970

SUBJECT: RCS: ARS V-6 Report

82

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 22 December 1970

MISSION NUMBER: B-3-053-21 December 1970

FLIGHT DESIGNATION: Jolly Green 55

MISSION OBJECTIVE: Atlanta 10, A & B

LOCATION: 1643N 10604E

SAVES: Two Combat Saves

Classified by 40 ARS1
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

SUMMARY OF SAR ACTION:

1. (C) Jolly Green 55 (Low) & 52 (High) were launched from Nakon Phanom RTAFB at 21/0703Z, JG 63 & 51 were launched from Ubon RTAFB at 0725Z & JG 61 & 53 were launched from Udorn RTAFB at 0810Z to recover two downed aircrew members. JG 55 & 52 proceeded to the initial holding position 120/65/89 and were later joined by Sandy 7 & 8 and JG 63, and 51. JG 61 and 53 proceeded to NKP RTAFB as backup fences. King 26 was airborne mission commander and Sandy 9 (A-1) was On Scene Commander. Numerous fast and slow mover air strikes were made into the hostile area surrounding Atlanta 10 A & B to suppress enemy ground fire. At 0847Z Jolly Green 55 (HH-53C) initiated a run in to pick up the two survivors. Both survivors were located on a low Karst hill east of a valley and major route structure. The run in was started from the Rooster's Tail and across the 3 mile valley to the survivors. JG 55 picked up Atlanta A at 0857Z on the side of the hill from a 125 foot hover. JG 55 then proceeded to Atlanta B approximately 150 yards from A and on top of the Karst hill. Ground fire was received from the 6 O'clock position during the hover over B. JG 55 number 3 gun and Sandy escorts quickly eliminated all ground fire in the area. Atlanta B was picked up at 0901Z and the egress was made along the same route as the approach to the survivors. Jolly Greens 55 and 52 and all Sandies recovered at Nakhon Phanom RTAFB at 21/0930Z. The survivors were returned to Udorn RTAFB after a cursory exam at 21/1230Z.

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2. (U) 40 ARRS SAR forces were JG 55, 52, 63, 51, 61, 53 with a total flying time of 28.7 hours and 9 sorties. 39 ARRS were King 26, 22, and 23 with a total flying time of 5.0 hours and 3 sorties. 56 SOWg was 12 - A-1 with 8.8 hours and 12 sorties.

3. (U) Survivors were Major Allan F. Rush and Captain Marcus Mullis, 14th TRS, Udorn RTAFB.

4. (C) The crew composition of 40th ARRS were as follows :

JG 55 (Low)

Major William D. Eastman, !	AC
Captain George F. Armstrong,	CP
Sgt Robert M. Camy, !	FE
Sgt Joseph S. Stanaland,	#1PJ
A1C Frederick D. Jenkins,	#2PJ
Sgt Robert M. Zahrowski,	AP

JG 52 (High)

Major Robert W. Hawes,	AC
Major Evan C. Christiansen,	CP
Sgt Wayne F. Estey,	FE
Sgt Theodore J. Polys,	#1PJ
Sgt Robert R. Taylor,	#2PJ

William D. Eastman
WILLIAM D. EASTMAN, Major, USAF
Aircraft Commander

GROUP 7
Excluded from automatic
downgrading and
declassification
after 25 years

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ATLANTA 10 ALPHA AND BRAVO SEARCH AND RECOVERY

(C) A successful and exciting SAR effort was conducted for Atlanta 10 Alpha and Bravo on 21 December 1970. Atlanta 10, an F-4 aircraft, was hit by ground fire at approximately 1350L and both crewmembers egressed in Steel Tiger near Delta 77 at XD 014 530. Eight Sandy aircraft were generated during the SAR along with four Pieman (smoke) and four strike aircraft. Two Nail FAC's from the 56th Special Operations Wing were also involved.¹⁵⁷

(C) Nail 65 located the survivors and remained with them until Sandy 09, flown by Major Roberts, arrived and took charge as On-Scene Commander. Sandy 09 proceeded to make low visual reconnaissance passes over the downed crewmembers and on the second pass Wolf Flight (F-4 Strike Aircraft holding overhead) reported ground fire bursting above Sandy 09. Atlanta 10 Alpha indicated that the ground fire was coming from 200 yards due west of the Sandy aircraft and Major Roberts proceeded to mark the position with WP (white phosphorous) rockets. The fast movers worked the area with apparently successful results since ground fire ceased in that immediate quadrant.¹⁵⁸

(C) At this point Nail 14 arrived on scene and was assigned the task of FAC to work the fast mover resources west of the objective's position. ZPU was seen originating from a position 200 yards east. Sandy 09 and his Wingman strared the area with CBU and rockets.

157. SARCI Report for Atlanta 10 Alpha and Bravo, 31 Dec '70, Document # 16.
158. Ibid.

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On succeeding passes Atlanta 10 Bravo reported hearing small arms fire so two additional passes were made.¹⁵⁹

(C) A few more trolling passes were accomplished and the area appeared to be completely quiet. Meantime Nail 14 was continuing to work strike aircraft west of the position. Reasoning that "any gunner who would come up against all these resources would not stand a chance", Major Roberts decided to execute a pick up.¹⁶⁰

(C) Sandy 09 marked the IP (initial point) and the "too far" position and briefed the Jolly Greens to fly 140 degrees inbound. Sandy 07 and 08 expended ordnance on the entire route and Atlanta 10 Bravo was directed to pop a smoke flare. The first flare he expended was a dud and it "seemed like a full year's tour" before he ignited the second smoke flare.¹⁶¹

(C) Pick up for Atlanta 10 Bravo was normal and Alpha was directed to pop his smoke flare. When Jolly Green hovered over Alpha's position he reported taking ground fire from directly behind the aircraft. Sandy 09, who was holding 900 feet overhead, rolled in and strafed approximately 10 to 30 yards to the rear of the helicopter. Meanwhile the remaining Sandies continued to work the immediate area in a tight daisy chain formation while Nail 14 and the fast movers were "reliving World War II" just 300 yards to the west.¹⁶²

159. Ibid.

160. Ibid.

161. Ibid.

162. Ibid.

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(C) With ground fire apparently suppressed pick up of Atlanta 10 Alpha was normal and egress was initiated. During this phase ground fire was again detected coming from the position SAR forces had just departed but no effort was made to return the fire. With the two survivors safely aboard the Jolly Green, all ordnance was concentrated around and ahead of the helicopter. All aircraft involved in the effort safely returned to their home stations.¹⁶³

163. Ibid.

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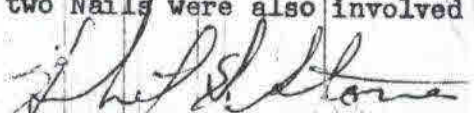
FROM: 1SOS(Lt Col Stone/3930)

31 December 1970

SUBJECT: SARCO Report for Atlanta 10A and 10B

TO: DO

1. A successful Search and Rescue (SAR) mission was conducted 21 December 1970 for Atlanta 10A and 10B. The aircraft, an F-4, went down at approximately 1350 hrs 21 December 1970 at Delta 77 (XD014530). This report will cover those activities relating to the Sandys during the rescue effort. All times are Thailand local.
2. Sandy 05 and 06 were scrambled at 1415 hrs, but oil pressure problems caused Sandy 05 to abort. Sandy 08 and 09 were prebriefed on crossing points and launched at 1443 hrs to escort Jolly Green 55 and 52. Sandy 08 and 09 launched at 1450 hrs and went to the scene. Sandy 09 arrived on scene at 1525 hrs and assumed command from Nail 65 at that time. Sandy 09 picked up ground fire from the west. Nail 14 arrived on scene and he was assigned the task of putting the fast movers in on the gun positions. The fast movers continued to put down ordnance 300 meters from the survivor during the pickup. Sandy 09 decided that with all the fire power that he had it would be safe to make the pickup. Atlanta 10B was picked up first. During the pickup of Atlanta 10A the Jolly Green picked up ground fire from the six o'clock position. Sandy 10, 07, and 08 who were in a Daisy Chain around the Jolly suppressed the fire. (Atch 1)
3. Eight Sandy aircraft were generated during the Sar along with four Pie Man and four strike aircraft. An unknown number of fast movers and two Nails were also involved in the effort. (Atch 2)


HERBERT H. STONE, Lt Colonel, USAF
SARGO

2 Atch

1. Statement - Maj Roberts
2. Flying Schedule

S T A T E M E N T

Sandy 05 and 06 aborted. Myself and Captain Singer repalced them as Sandy 09 and 10. Since 07 and 08 had been briefed to escort the Jollys, it was logical that 09 and 10 become the low element. As I arrived on scene Nail 65 had already located the two survivors, Atlanta 10 Alpha and Bravo. His fuel was critical, so he led me (09) in for one pass over the survivors and I located their position exactly. On the second low level pass over Alpha and Bravo, Wolf 09, who was holding approximately 5,000 ft. above the scene, called out 10 air bursts 2,000 ft. over my position. I did not see the position of the guns and I asked Alpha if he had any idea where they were shooting from. He told me approximately 300 yards due west of his position. At that point I worked an area with two WP rockets and let the fast movers have at it. Evidently we hurt the guns, for they did not come up again. Nail 14 came on scene and I told him to handle the fast mover resources west of the survivors. I, again marked the area with WP rockets and he kept continuous strikes in that position. On my next rolling pass two CPU's came up on me about 200 yds. east of the survivors. My wingman and I laid CBU, rockets, and strafe on their position and I personally saw one body laying beside one position. At this time Bravo said he could hear several small arms firing at us so I made two passes with CBU. A few more trolling passes were made and both survivors could hear no ground fire. In the mean time Nail 14 was giving them Hell on the west side with the fast movers. It looked like "D" day. I figured that any gunner who would come up against all of these resources would not stand a chance, so I decided to execute the pickup. I brought all Sandies, Jollyes, and Nail 14 up on 247.3 (the frequency we had been working all along with the survivors) and briefed them. I wanted ordnance from the IP to the survivors and throughout execution through the entire egress. I marked the IP with a live M47 and told Jolly to take a heading of 140° for 1 Km from there. 10 led him in while 07 and 08 expended ordnance on the route. On the Jolly's inbound run I shot a WP rocket to mark the "too far" position and told Bravo to pop a smoke. He did but it was a dud. After several seconds of my screaming at him to get up a smoke (it seemed like a full years tour) he finally got one up. Pickup was normal. 07, and 08, and 10 were a tight Daisy chain about 30 yds. east of Jolly, really beating up the road. Alpha smoked and Jolly hit a hover, then said he was getting fire from 6 o'clock. I, as 09, was about 900 ft. over his position, rolled in and strafed about 10 yds to 30 yds from Jolly, also the other three Sandies tightened their chain and successfully suppressed the fire. Also, keep in mind that 300 yards west of our position the fast movers and Nail 14 were re-living World War II. Alpha was picked up and egress was the reciprocal of ingress. Approximately 1/2 mile out during egress I saw numerous tracers come over my canopy from 6 o'clock, I did not go back and duel them but all of us concentrated our ordnance around and ahead of Jolly. RTB was normal. No one, as far as I know, took hits. The entire on-scene action for the Sandies was 45 minutes.

FLYING SCHEDULE

PILOT	SANDY	TIME	REMARKS
MILLER, A.	05	00	Ground Abort
MATHERS	06	00	Ground Abort
WILSON, J.	07	2.1	
WILSON, R.	08	2.2	
ROBERT, J.	09	2.0	On Scene Commander
SINGER	10	1.9	During Pickup
PIACE	11	00	Ground Alert
SMITH	12	00	Ground Alert
REEVES	43	1.4	No Expend
ROUSSEL	44	1.4	
LORENZEN	45	00	Ground Alert
POTTON	46	00	Ground Alert
LUNDY	51	1.3	No Expend
DONALDSON	52	1.3	" "
VAN HORN	53	1.3	" "
LOWE	54	1.3	" "
FUNDERBURK	65		
SMITH	14		

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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.

~~SECRET~~

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

DECLASSIFIED

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
TO
JOSEPH S. STANALAND

Staff Sergeant Joseph S. Stanaland distinguished himself by heroism while participating in aerial flight as an HH-53 Pararescue and Recovery Technician in Southeast Asia on 21 December 1970. On that date, Sergeant Stanaland flew an extremely hazardous mission in order to rescue two American pilots who had been downed deep within hostile territory. Sergeant Stanaland was equipped and prepared to be lowered to the ground by rescue hoist in the event the survivors were injured. Throughout the entire rescue operation Sergeant Stanaland continuously kept the aircraft commander informed of hostile ground fire positions and supplied suppressive fire coverage from his mini-gun position. The outstanding heroism and selfless devotion to duty displayed by Sergeant Stanaland reflect great credit upon himself and the United States Air Force.

Vietnam War Aircraft Losses

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

MISSION B-3-053-21 DEC 70 SURVIVORS

Major Allan F. Rush and Captain Marcus Hallis, 14th TRS,
are the survivors from Mission B-3-053-21 Dec 70.

FILE # 21 DEC 70