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STORMY 03 SEARCH AND RECOVERY

(C) Despite severe weather complications, a successful rescue was accomplished on 2 December 1970 when an F-4 was downed by enemy ground fire. The aircraft, Stormy 03, was performing a FAC mission on Route 922. Nail 51, an OV-10 FAC was on station and observed Stormy 03 as the F-4 passed Delta 45 eastbound, pulled up and turned northwest. Nail 51 reported that Stormy 03 was on fire and that he observed both Alpha and Bravo perform an apparently normal egress at 0800L. Nail 51 located the downed crewmembers at coordinates XD 915 080 and became the On-Scene Commander for an effort which would eventually involve 17 aircraft. The rescue scene was located in rugged terrain with an average elevation of 3,600 feet and peaks rising to 4,460 feet. The situation was complicated by a solid overcast to 5,000 with bases at ground level. It was determined that both crewmembers were in good condition and that the area was free from hostile activities.¹³⁵

(C) Nail 51 was joined by Wolf 06 (F-4 FAC from Ubon RTAFB), Delta Xray (Covey FAC from DaNang) and King 24, the Airborne SAR Coordinator. Spad 11 and 12 arrived at 0850L as did two U. S. Army helicopters, Dustoff 509 and Redskin. Spad 01 and 02 were airborne at 0848L and escorted Jolly Green 72 and 78 from DaNang to the area. An immediate pick up was prevented by weather conditions and Nail

135. SARCO Report for Stormy 03, 24 Dec 70, Document # 12.

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58 arrived at 0815L to replace Nail 51 as the On-Scene Commander. Sandy 01 and 02 were launched to replace Spad 11 and 12. Sandy 03 and 04 were launched to replace Spad 01 and 02 as Jolly Green escorts. Sandy 01 and 02 arrived at the scene and Sandy 01 took charge as On-Scene Commander at 1150L.¹³⁶

(C) In an effort specifically locate the downed crew and direct the Jolly Greens in, Spad 11 and Nail 58 attempted to penetrate the clouds and fly under the layer. This effort failed as did several attempts by the U. S. Army helicopter. Dustoff 509 and Redskin returned to their base (Quang Tri) to refuel and pick up a jungle penetrator.¹³⁷

(C) By the time Sandy 01 assumed command weather conditions improved and holes through the overcast were developing. Nail 58 was able to fly below the clouds and locate the exact position of the crewmembers but was unable to observe them due to low clouds in their immediate location. He described their position as being on the east side of a river where it bends south at coordinates XD 915 080. Dustoff 509 and Redskin returned to the scene and with this information were able to penetrate the clouds from the north-east, fly under them and follow the river until Nail 58 could direct them to the position of the Stormy 03 crew. Dustoff 509 spotted a parachute at 1200L and within seconds had a visual on Stormy 03 Bravo. He was picked up at 1204L. Stormy 03 Alpha was near enough

136. Ibid.

137. Ibid.

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to observe Bravo's rescue and proceeded to direct the helicopter to his position and was picked up at 1214L.¹³⁸

(C) Dustoff 509 and Redskin returned to Quang Tri with the survivors and were followed by the Jolly Greens and their escorts Sandy 03 and 04. Stormy 03 Alpha and Bravo continued to DaNang in the Jolly Greens while the escorts returned to Nakhon Phanom.¹³⁹

138. Ibid.

139. Ibid.

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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.

Navigational aids could not be used due to the low altitude of the aircraft. The only aid used was the doppler system which performed perfectly. At 1150L, J.G. 71 arrived at the island and the patient was brought aboard the aircraft. The survivor was MEDEVACED to the MEDEVAC hospital at Long Bien, RVN. One non-combat save was recorded by Capt E. Harrow, A.C. of Jolly Green 71.

3 DEC: At 1744 local time Jolly Green 72 and 73 were scrambled for the pickup of a pilot that had bailed out of a Marine A-7. The survivor was located 22 Miles out to sea off Chu Lai. At 1820L Jolly Green 72 entered his hover and made the pickup. One non-combat save was credited to Lt Col R. Brown, A.C. of Jolly Green 72.

37 ARRSq History, OCT-DEC 1970

SUPPORTING DOCUMENT #1

<u>SAVE</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>DATE</u>	<u>MISSION NUMBER</u>
591 NC	C. McKenzie	SN/RAN	7 Oct 70	0-3-012
592 NC	A. Kristiansen	NOR. NAT.	10 Oct 70	0-3-013
593 NC	H. Arneinge	NOR. NAT.	10 Oct 70	0-3-013
594 NC	UNK	RUM. NAT	15 Nov 70	0-3-018
595 NC	UNK	GER. NAT.	17 Nov 70	0-3-019
596	E. Grant	SN/USCG	3 Dec 70	0-3-023
597	W.T. Wallace	Lt/USMC	3 Dec 70	3-3-007

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SAR REPORT, STORMY 03

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1. A successful rescue was conducted on 2 Dec 70 for Stormy 03 A and B. The aircraft, an F4 FAC, went down at 0800, 2 Dec 70, approximately 8 nautical miles east north east of Delta 45 (135,35 NM from Channel 103). This report covers these activities relating to the SAR forces during the rescue effort. All times are in Thailand local time.
2. Stormy 03 was hit by anti-aircraft fire as he was performing a FAC mission on Route 922. As he passed Delta 45 heading east, another FAC Nail 51, an OV10, saw him pull up and turn north west. He was on fire and shortly after the crew bailed out. The SPADs were scrambled from Da Nang AB RVN to the scene. The Sandys were alerted for a 0900 briefing. They were scheduled to replace the Spads on scene at their Ringo time.
3. Spad 11 and 12 were scrambled at 0825, got airborne at 0842, and proceeded directly to the area as on scene commander. Spad 01 and 02, airborne at 0848, escorted Jolly Green 72 and 77 from Da Nang to the area. There were no delays or aborts. On scene at the time were Nail 51, an OV10 FAC from NKP; Wolf 06, an F4 FAC from Ubon; and ~~XXXXXX~~ Delta Xray, a Covey FAC from Da Nang. Spad 11 and 12 arrived on scene approximately 0850. The Airborne SAR Coordinator was King 24. Two Army helicopters also came to aid the SAR. Their callsigns were Dustoff 509, a Huey Slick, and Redskin, a Huey Cobra. Nail 52 replaced Nail 51 at 0915 as on scene FAC. Sandy 01 and 02 were launched at 1035 to replace Spad 11 and 12. Sandy 03 and 04 launched at 1125 to replace Spad 01 and 02 as escorts. Sandy 01 and 02 arrived in the area at approximately 1130 and after the briefing by Spad 01, assumed on scene commander at 1150. The aircraft and crews are as follows:

Spad 11

Lt Col Robert S. Adams

56 SOW CLAA

Spad 12

Maj Kaplan C. Bell

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5. Spad 11 and 12 Nail 58 attempted to get under the clouds but were unable to do so. They continued to search for the survivors using electronic detection and had narrowed their location to a small area. The Army helicopters had tried to fly under the clouds but could not get all the way to the survivors. They returned to Quang Tri to refuel, pick up a Jungle Penetrator, and return.

6. Sandy 01 and 02 arrived at 1130 and assumed On Scene Commander at 1150. During this time Nail 58 was below the clouds searching. The weather was improving and large holes were developing in the overcast. The ceiling had lifted enough to permit some room to maneuver under the clouds. Both survivors were in good radio contact with the SAR forces. They seemed to be in good spirits, and in control of themselves, and uninjured. Nail 58 had located their position but was unable to fly over them visually because of low clouds in their immediate area. The Army helicopters, Dustoff 509 and Redman, returned to the area approximately 1150 and entered the area by flying under the clouds and down the river from the north east. Nail 58 spotted the helicopters and led to the position of the survivors. Dustoff 509 then spotted Stormy 03 B's parachute at 1200 and shortly after had a visual on the ~~parachute~~ crewmember. He was picked up at 1208. 'A' was close enough and was to see the helicopter and then directed it to his position by radio, Dustoff ~~was~~ picked up at 1214. The helicopters then returned to Quang Tri followed by the Jolly Greens who picked up the survivors and returned them to Da Nang. Sandy 03 and 04 escorted the Jolly Greens to Quang Tri then all four Sandys returned to NKP.

7. The normal problems of too many people trying to talk on the radios was complicated by VHF problems in the King Aircraft. When the Sandys arrived on scene they were delayed in contacting other forces because none of

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the prebriefed frequencies were being used. Suggest that any changes be immediately forwarded to the SAR Coordinators. Another problem encountered was on the FM frequency. 38.90 is the primary SAR FM frequency. It has also been allocated to the Army Special Forces (Heavy Hook). This needs to be checked out and one or the other changed.

Arthur B. Lee

SIAS USMC

1 SOS

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Stormy 03 - Alpha/Bravo 2 Dec 70

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Alpha & Bravo rescued safely.

Location: 8 miles ENE Delta 45 XD 915 080

Sorties: Call Sign T.O. (NKP Local)

Spads 11/12 0348 for 4.0

Spads 01/02 0342 for 3.9

Sandy 01/02 137 for 3.2

Sandy 03/04 15 for 2.4

Remarks

Escort Jolly 72/77

On-scene-commander

On-scene-commander

Escort Jolly 72/77

Background: F-4 downed 0800, 2 Dec 70 by enemy fire while performing a FAC mission on Route 922. Area apparently free from hostile forces. Mountainous terrain - average elevation 3600 feet with peaks up to 4460 feet. Weather - overcast with tops at 5,000 feet and bases to ground level - prevented early pick-up. Conditions were broken with bases 400 feet at time of pick-up.

Nail 51/Wolf 06 FACs were in area when Stormy 03 went down. Nail 51 obtained radio contact with Alpha and Bravo within 15 minutes. Nail 58 replaced Nail 51 on scene for directing in strikes. Dust-off 509 picked up Bravo at 1208L. Alpha picked up next at 1214L.

Comments: Problems / Recommendations

1) King -24 had radio problems, thus standard freqs were not used - this caused

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a delay of approximately 5 minutes.

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2) Pass frequency changes back to SARCO for relay to Sandys.

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Spad 01	Capt John W. Taylor	56 SON OLAA
Spad 02	1Lt Douglass B. Carmichael	"
Jolly Green 72	Capt John C. Graves, Capt	37 ARMS
	Capt Leonard B. Merchant	"
Jolly Green 77	Maj Gene I. Hollingsworth	37 ARMS
	Maj Charles E. Posny	"
Nail 51	1Lt Richard L. Brehmer	23 TASS
Nail 58	1Lt Benjamin P. Petty	"
Sandy 01	Maj Patter H. Lee	1 SOC
Sandy 02	1Lt Gary W. Schaffer	"
Sandy 03	Capt Philip A. Roberts	"
Sandy 04	1Lt Allan P. Young	"
King 24		
Dustoff 509	WO Steve Woods	57 Med Det 101 Air borne
Redskin		
Wolf 06	Capt Macgregor E. Poll	435 TFW
	1Lt William A. Kangas	"
Delta Xray	Capt Evan J. Curios	21 TASS ? Covey FAC Da Nang

4. The SAR was in the high ground east north east of Delta 45. It was hilly terrain on top of a plateau. The Average elevation was 3600 feet with the highest at 4460 feet. A river runs through the area from the north east to south west turning south then back to the east again. The survivors were close together on the east side of the river where it turns south at XD 915 080. There appeared to be no enemy activity or defenses in the area but the SAR was hampered by overcast clouds that completely covered the location of the survivors. The tops were 5000 feet and the bases below the peaks in the terrain.

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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