

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

Navigation 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.

3 December 1970

A-7E 157483 VA-25, USN, USS *Ranger*

1 pilot, name unknown (survived)

The A-7E Corsair was an updated model of the basic A-7 with greatly improved avionics, a 20mm M61-A1 cannon and an Allison TF41 engine based on the Rolls Royce Spey. The first A-7E squadrons arrived in Southeast Asia on board the USS *America* in May 1970. A new A-7E for VA-25 set off on a ferry flight from Cubi Point in the Philippines to the *Ranger*, which had started its sixth tour of the war on 21 November. However, the aircraft ran out of fuel before it could reach the ship and the aircraft had to be abandoned.

2. Dec 70. First a/c J.G. 65 could not get #1 engine
past ~~40~~²⁰%. Crew changed aircraft and airborne
at 0900L. NO LUCK WEATHER RTB 1850L

3. Dec 70 SAME MISSION. TWO ABC CATMEN
AND ONE STARS + STRIPES REPORTER ON BOARD
11:00H Dep. TO PHAN RANG.

DET 1 STARS OPS LOG = SOURCE

1020H. ALERTED FOR SECOND MISSION.
AIR EVAC OFF CON SON ISLAND. COAST
GUARD MAN HIT WITH 440VTS.

1035. SCRAMBLE

1045. AIRBORNE

AIR EVAC ~~WAS~~ SUCCESSFUL.

ETA HOME STATION 1315H.

1245H. ALERTED FOR MISSION TO PHAN RANG
4 DEC 70. 8 SEATS FOR NEWSMEN. Fly TO
SEARCH AREA + RETURN TO BIEN HOE.

4 Dec 70 JOLLY GREEN C-5 LAUNCHED ON
MISSION TO PHAN RANG AT 0950H.
NO LUCK. RTD.

1830 ALERTED FOR PICK UP MISSION. 2
SURVIVORS FROM C-123. ALERTED FOR
ALL KINDS OF NEWS MEDIA TO GO WITH
US.

5 DEC. P.S. THEY DID. LAUNCHED BOTH BIRDS
AT 0500H. LEAD BIRD HAD 3 P.T.'s PLUS
1 DNR AND 1 AFT RTB - 2-11 cl.

MARINO, THAF, AND S/SGT MAJORS NOCAL
PIO ON BOARD. SECOND AIRCRAFT HAD
9 ~~CRASH~~ NEWSPAPERMEN & CAMERAMEN
ABOARD REPRESENTING ALL THE MAJOR
NETWORKS.

0855H. 5 PJS AND FLIGHT SURGEON ON GD.

Approx 600 YRDS FROM CRASH.

1000 P.J.'S & DOC ATTEMPTING TO GET TO SCENE OF
CRASH.

1200 PJS & DOC AT ~~SOME~~ SCENE OF CRASH
WORKING ON TWO PEOPLE

1600. P.J.'S CARRIED TWO PEOPLE OUT AND
THE SURVIVORS WERE PICKED UP ABOUT
1/2 WAY ^{DOWN} BY DUSTOFF. J.G. 65 HAS
P.J.'S AND DOC ABOARD.

7 Dec 70. 0845 - JG 66 ENROUTE TO BIEN HOE FROM
DANANG DIVERTED TO SCENE OF 123 CRASH.

1025H. JOKER CALLED AND SAID THAT
2 P.J.'S HAD BEEN LOWERED TO THE ~~SE~~ CRASHED
AIRCRAFT AND NOTHING COULD BE DONE. J.G.
66 RETURNING TO 105 TO PICK UP PASSENGERS
AND REFUEL. THEN PROCEED TO CH. 73.

12 Dec 70

1745 alerted for Blade 02 - Blade 01
~~on scene~~ and Rustie 14 overhead.

1800 J.G.'s airborne (F100 with good chute).
Position 035/25 off channel 85.

1805. SPADS OFF 05. n

03 Dec 70

1225	LINE CHECK 5X5	Ac
1308	DAAR JREC TOTAL: 24.7	Ac
1330	SGT ARRE OFF DUTY	Ac
2045	CAPT GAMMILL ON DUTY	gg
0030	ITEM 14 CANX	gg
0130	KING 33 ETA CH 77 1130 L - PICKUP	
	SGT. HADDAD - RETURN TO CLARK	gg
0230	J.G. 77 AIRBORNE (TRAINING) J+00	gg
0330	J.G. 66 AIRBORNE (FCF)	gg
0405	J.G. 66 Down <u>0.8</u>	gg
0530	OFF WATCH CAPT GAMMILL	gg
0530	CAPT HAMIGA ON DUTY	gg
0540	JG 71 LOGGED 2.4 HRS 3 SORTIES 3 LANDINGS	gg
0555	CAPT HAMIGA OFF DUTY	gg
0610	MSGT Smith on Duty	gg
0650	JG 65 flew <u>3.7</u> 2L-15 Bk 1400	gg
0755	JG 77 down with <u>5.3</u> hrs	gg
0831	Queen called NAVY a/c low on fuel for possible fuel tank	gg
0832	ON Guard monitoring NAVY a/c LOW on fuel CANASTA 400 1400 to CH 77	gg
0838	punched out NOW	gg
0838	JG 72 + 73 scramble	gg
0844	JG 72 + 73 ABN	gg
0855	Bearing 096/22/74	gg
0855	Survivor in RAFT all OK	gg
0907	JG 72 IN AREA	gg
0922	JG 72 picked up Survivor #597	gg
0925	ETA CH 77 1750 H	gg
0958	JG 72 ON The Deck <u>1.3</u>	gg
1000	JG 73 ON The Deck <u>1.3</u>	gg
1210	DAAR JREC TOT 14.8	gg
1215	KING 22 IN AT 2045 LCL	gg

1245

1247

with hoop ~~up~~ u DORN

Lower cheek ~~5~~ 5 x 5

MSGT ~~5~~ 5 of Richy

DS

DS

DS

DS