

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	3-3-067

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.

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.

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.

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596	E. Grant	SN/USCG	3 Dec 70	0-3-023
597	W.T. Wallace	Lt/USMC	3 Dec 70	3-3-007

2. Dec 70²⁰ First a/c J.G. 65 could not get #1 engine past ~~40~~ 70. Crew changed aircraft and airborne at 0900L. NO LUCK WEATHER RTB 1850L

3. Dec 70 SAME MISSION. TWO ABC CAMERAMEN 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 A DAD AND AUNT RUTH - 2nd cl.

MARINO, TRAE, AND S/SGT MAJORS NOEL
PIO ON BOARD. SECOND AIRCRAFT HAD
9 ~~CRASH~~ NEWSPAPER MEN & CAMERAMEN
ABOARD REPRESENTING ALL THE MAJOR
NETWORKS.

0855H. 5-PJ'S AND FLIGHT SURGEON ON GD.
APPROX 600 YRDS FROM CRASH.

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

1200 PJ'S & DOC AT ~~SCENE~~ 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 02~~ and Rustie 14 overhead.
1800 J.G.'s airborne (F100 with good chute).
Position 035/25 off channel 85.
1805. SPADS OFF 05. n

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40th FFSq Hst, 1 October - 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 12¹¹ 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, 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~~

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

File
24

DO

14 December 1970

RCS: AWE-V6

3 ARRGp (JRCC)
APO 96307

DATE: 11 December 1970

MISSION NUMBER: BS-48-11 December 1970

FLIGHT DESIGNATION: Jolly Green 62

MISSION OBJECTIVE: 1 Military Personnel

LOCATION: 1647N 10016E Phitsanulok Airport

SAVES: 1 U.S. Military

SUMMARY OF SAR ACTIONS :

1. (U) I was notified by our operations section at 0130 hours, 12 December 1970, that an American G.I. was in critical need of evacuation to a suitable hospital. It was known that he had a bullet lodged in his stomach resulting in some internal bleeding and his condition would require immediate professional attention. We launched Jolly Green 62 at 0224 hours and proceeded to the briefed pick up point at Phitsanulok Airport. Prigyan Control was very helpful providing assistance as did the Thai-operated BCRA Control. Weather was generally good with a scattered deck of clouds at 5,000 feet with a full moon, a great assist for navigation. The patient was ready for immediate on-load and delay at Phitsanulok was only ten minutes. The two paramedics provided the interim care required on the return trip. Total enroute time out and back was 2+21 where the Udorn Medical Officer of the Day relieved us of the patient. Mission was routine and I have no recommendations for improvement.

2. (U) 40 ARRS SAR Force was JG 62 with a flying time of 2.5 and 1 sortie.

3. (U) The one survivor was SSgt Willy M. Burke, AF1 55100, USAF
1980 Comd Sq OH-5 Takhli ABN.

4. (U) 40 ARMS SAR crew members were :

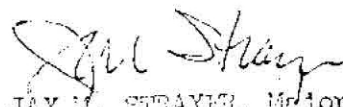
AC - Jay M. Strayer, Major,

CP - Darrell Block, Major,

TC - Inus G. Crawford, Sgt,

PJ - Robert A. Wheeler, TSgt,

PJ - Jon K. Hoberg, SSgt,



JAY M. STRAYER, Major, USAF
Aircraft Commander


FROM: 150S(Lt Col Stone/3930)

16 December 1970

SUBJECT: SARCO Report for Falcon 64 B

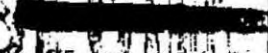
TO: DO

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. Mail 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.

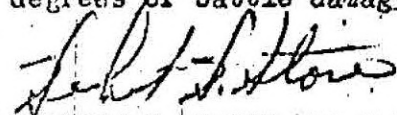
4. Sandy 09 assumed on scene command at approximately 1430. Sandy 06 had given a complete and thorough briefing to Sandy 09. Sandy 09 lost his VHF radio and Sandy 10 relayed all instructions to the SAR force. Sandy 09 and 10 made numerous passes trolling for ground fire. After ascertaining that there 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.


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AKA #3

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 F-4 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 was aborted (Atch 6). A total of seven A-1 aircraft received varying degrees of battle damage.



HERBERT H. STONE, Lt Colonel, USAF
SARGO

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

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FLYING SCHEDULE

<u>PILOT</u>	<u>SANDY</u>	<u>TIME</u>	<u>REMARKS</u>
WAIT	01	3.9	
LYON	02	3.9	
BUTTON	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	
PLACE	55	2.2	
REEVES	56	2.2	

RTB: Oil Temp Out
of Limits

SECRET

ATCH #4

File
24

DO

15 December 1970

7 : ARS V-C Report

3 APRGn (JROC)
APG 26307

DATE: 12 December 1970

MISSION NUMBER: B-3-049-12 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-4 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 12/0600Z JGs 55 and 50 left orbit to A/B. JG 55 FWD'd to Nakhon Phanom FTABW for mechanical problems and was escorted to the fence by JG 50. JG 50 then returned to the orbit area. Sandies 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 FE 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 a 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.) Sandies 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. Ground fire drove the helicopter from the scene. The area was again struck by the Sandies and fast movers. Major Louis then suggested that JG 60 return to Lima Site 63 and pick up Sgt Cyrus (JG 54 FE), the only man who had seen the survivor. JG 60 FWD'd, picked up Sgt Cyrus and returned.

At 1002Z, with darkness and smoke being limiting factors, JG 60 started another run-in. Sgt Cyrus took the helicopter to the exact spot when ground fire from beneath and left of the helicopter again drove it from the scene. Spad 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 man on the ground to the #1 PJ and started to lower him 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 1015Z the PJ went down and at 1021Z the pick-up was complete and JG 60 exited. All fighter/fac/control forces were superb. Things 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,
SSgt Donnie R. Stevens,
SSgt Donald R. Snyder,
SSgt John J. Eldridge,

JG 55

Capt James T. Jewett,
Capt John P. Ditucci,
SSgt Travis F. Hendrix,
AIC Fredrich D. Jenkins,
TSgt Herbert W. Kee,

JG 62

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

JG 60

AC Lt Col Philip S. Prince,
CP Major Joe C. Fouts,
FE SSgt Donnie R. Stevens,
FE SSgt Ernest R. Cyrus,
PJ SSgt Joseph S. Stanaland,
PJ SSgt Donald G. Behrends,

JG 52

AC Capt William M. McGeorge,
CP Lt Col Robert E. Faister,
FE SSgt Kenneth P. Hannegan,
PJ TSgt Lorenzo E. Willis, Jr.
PJ SSgt Edward K. Fendle,

AC
CP
FE
PJ
PJ
AP

PHILIP S. PRINCE, Lt Colonel, USAF
Aircraft Commander

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

JOSEPH S. STANLAND

Staff Sergeant Joseph S. Stanland 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 Stanland 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 Stanland, 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 Stanland has reflected great credit upon himself and the United States Air Force.

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40th AFSq Hist, 1 October - 31 December 1970

6

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(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.

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

~~CONFIDENTIAL~~

FALCON 64 BRAVO SEARCH AND RECOVERY

(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.

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(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 39. 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.

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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~~

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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.

~~CONFIDENTIAL~~

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:

Classified by 23 ARRGp
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 78

DOWNGRADED TO
CONFIDENTIAL ON 9 APR 73
IAW EX. ORDER 11552

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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small 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:

<u>JG 60</u>	<u>Crew Position</u>
Lt Col Philip S. Prince,	AC
Lt Col William A. Lyell,	CP
SSgt Jerry L. Burchfield,	FE
TSgt Richard G. Pambrun,	#1PJ
SSgt Billy R. Davidson,	#2PJ
SSgt Roy B. Bagwell,	AP

<u>JG 62</u>	<u>Crew Position</u>
Major Andrew J. Calliham, Jr.,	AC
Capt Larry N. Young,	CP
Sgt Robert M. Camy,	FE
SSgt Verle H. Atkins,	#1PJ
Sgt Jeffrey B. Martin,	#2PJ


PHILIP S. PRINCE, Lt Colonel, USAF
Aircraft Commander

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40th AFSSq Hist, 1 October - 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 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, 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.

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

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.

(9) 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 BKP 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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GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

MISSION L-3-050-12DEC 70 PICKUP

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

FILE 2 13 DEC 70

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 ^{on a mission} 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 1½ 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 OSC 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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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 gunfire, 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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83

DATE: 21 Dec 70

23 Dec 70

MISSION NUMBER: B-3-052-20 Dec 70

AIRCRAFT DESIGNATION: KING 24

LOCATION: 113/63/89

DISTRESSED AIRCRAFT: Vampire 03

SAVES: 1 Combat

~~DOWNGRADED TO -
CONFIDENTIAL
1 JAN EX 11-2~~

(S) King 24 was launched on a first light effort for Vampire 03 who went down during the night at approximately 113/63/89. King 24 launched at 2143Z for the SAR effort and Jolly Greens 55, 52, 53 and 51 with Sandy 1, 2, 3 and 4 were to arrive on scene at approximately 2300Z. Voice contact had been maintained throughout the night and survivors condition was reported good with a minimum of ground fire in the area. Mail 41 was the On Scene Commander (OSC) when King 24 arrived at the SAR scene. After Sandy 1 had been briefed and the survivor located he replaced Mail 41 as OSC. The area was considered very permissive and the SAR forces started getting ready for the pickup at 2325Z. At 2342Z the pickup attempt was started with Jolly Green 55 as low bird and Jolly Green 52 as high bird. Jolly Green 55 completed the pickup at 2347Z and survivor's condition was determined to be excellent. All SAR Forces were returned to their respective bases with Jolly Green 55 taking the survivor to Channel 39.

KING 24 Crewmembers

Forces Available

AC/AMC Capt Eisinger
FP 1Lt Kalisky
CP Col Pinyerd
N Major Metz
RO TSgt Coulter
FE TSgt Metz
LM TSgt Mc Pheeters

Sandy 1, 2, 3, and 4
Jolly Green 55, 52, 63, 51
Pieran Flight
King 24
Manual 501, 502
Mail 41, 47

Jerry B. Eisinger

JERRY B. EISINGER, Captain, USAF
Aircraft Commander/Airborne Mission Commander

Classified by B-3A2264
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 91 Dec 7B

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[Signature]

HT: 5

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



REPLY TO DO
ATTN OF:

22 December 1970

SUBJECT: RCS : ARS V-6 Report

TO: 3 ARRGp (JRCC)
APO 96307

DATE: 22 December 1970

MISSION NUMBER: B-3-052-20 December 1970

FLIGHT DESIGNATION: Jolly Green 55

MISSION OBJECTIVE: Vampire 03

LOCATION: 1657N 10538E

SAVES : One Combat Save

SUMMARY OF SAR ACTIONS:

**DOWNGRADED TO
CONFIDENTIAL ON
IAW EX. ORDER 11652**

Classified by 46 ALP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. Jolly Greens 55 (low and 52 (high) were the primary helicopters for the pickup, and were launched from Nakom Phanom RTAFB at 202229Z. Jolly Greens 63 and 51 had flown to Nakom Phanom earlier in the morning. They were designated as backup helicopters, and launched at 202232Z. All helicopters proceeded to the holding point which was on the 115° radial at 65 miles off the Nakom Phanom tacan. The holding point was reached at 202310Z. Sandies 01, 02, 03, and 04 were launched from Nakom Phanom soon after the Jolly Greens. Sandies 01 and 02 proceeded directly to the scene, while Sandies 03 and 04 met the Jolly Greens over the "Little Rooster's Tail", a small hill formation 33 miles east southeast of Nakom Phanom. The four Jolly Greens and Sandies 03 and 04 then proceeded to the holding point. At the holding area, Jolly Greens 55 and 52 descended to 6000' while Jolly Greens 63 and 51 remained at 8000'. Sandy 01 was "On Scene Commander". King 24 was the control aircraft and King 21 was the tanker. After locating the survivors Sandies 01 and 02 trolled the area for ground fire, but there was none. Some smoke was dropped as a "To Ear" point for the Jolly Greens to the northwest of the survivor. Sandies 01 and 02 trolled further for ground fire, but did not try to suppress the area, as even though there were known enemy in the area, there were also some friendlys close by. The run in by Jolly 55 was started at 2345 on a northwest heading (away from the sun which had just come up) led by Sandy 02. The IP, which was some smoke that had just been dropped, was about one half mile short of the survivor. When Jolly 55 reached the IP, he requested the survivor to pop his smoke. At first the survivors smoke was not seen, but it was then spotted by a PJ at the helicopter's 8 O'clock position, or about 100 yards south of the helicopter.

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Classified by 46 ALP
DECLASSIFIED ON 31 Dec 78

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An approximate 150° turn to the left was made and the smoke, and then the survivor was spotted by the pilot. He was on the edge of a clearing sitting in the center of 4 white markers. His parachute was in the trees, some 50 yards west of the survivor. The helicopter was brought to a hover over the survivor at an estimated height of 75 feet. The penetrator was lowered and the survivor was brought aboard at 202349Z in excellent shape. Egress from the area was made to the south. During the SAR there was no ground fire encountered. Other support aircraft were in the area during the SAR, but did not take an active part. Jolly Greens 55 and 52 landed at Nakon Phanom at 210020Z, and Jolly Greens 63 and 51 continued on to Ubon. The other SAR forces landed at a later time. The pick up was made quickly and easily. All SAR forces, especially Sandies 01 and 02, did an outstanding job.

2. The Crew Composition was as follows :

JG 55 (Low)

Crew Position

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

JG 52 (High)

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

Robert W. Hawes
ROBERT W. HAWES, Major, USAF
Aircraft Commander

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[Signature]

FROM: Sandy 01/02 (1st Lt Tillery/1st Lt Lyon)

24 Dec 70

SUBJECT: SAR Report on Vampire 03

TO: SARCO (Lt Col Kilbride)

1. On 20 Dec 70 at approximately 2300 local we were notified that we would have a first light SAR for Vampire 03. We briefed at 0345 on 21 Dec with Jolly Greens, Sandys 3, 4, 5, & 6 and Pie Man 41, 42, 43, & 44. At that time we briefed a pick-up procedure to be used if the situation in the area was as suspected.

2. Sandys 1 and 2 launched at 0530 and proceeded directly to the survivor - 114/62/89. Sandys 3 and 4 launched with the Jolly Greens and Pie Man 41 and 42 shortly afterwards.

3. Nail 41 was on scene when contacted by Sandy 1. He was just locating Vampire 03 with the survivor's strobe light. Just before the Sandys arrived, Nail 41 had the survivor lay out a white panel. There was just enough light to make this visible by the time the Sandys arrived. Nail 41 put me in trail and made one low pass pointing out the survivor. He was about 100 meters east of his chute and on the edge of a large clearing. At this time he was very easy to see from my proposed southerly run-in heading for the Jollys.

4. I took on scene command and got a full briefing from the Nail. We believed the survivor was quite a bit south of our original plot which put him south of a battalion of friendlies and near an unfriendly battalion. Originally we had thought the friendlies were between the survivor and the enemy.

5. I talked to the survivor then. He had flares and a mirror and was in excellent condition. He hadn't had any indication that there were any troops in the area and had heard no strange noises. Then we trolled for about 30 minutes to try to antagonize anybody that might be near the survivor. We had to rely on just our noise because we couldn't expend ordnance since we didn't know exactly where the friendlies were. We couldn't get anybody to shoot at us so we called the Jollys over to our FM to brief the pick-up.

6. I picked a run-in from the south to avoid looking into the sun. This was the only direction which gave good enough visibility and gave a good view of the survivor and allowed the survivor to see the incoming Jolly. I briefed the Jollys and the survivor, put down an M-47 as an IP, and put down in path for the Jolly to follow. This put me northwest of the survivor looking into the sun, and Sandy 2 took over the ingress as previously briefed with Sandys 3 and 4 in the Daisy Chain also. I climbed above the formation and came back to where I could look down on the pick-up with no glare from the dawn sun. The Jolly was in contact with the survivor and made an uneventful rescue. All force returned to NK1.

7. The only problem we encountered was the glare from the sun as it came over the horizon. The terrain was flat and vegetation sparse at the survivor's location. Sandy 2 had attempted to contact the command post for the friendly battalion on all the frequencies we had but was unsuccessful. We have been charged with shooting our 20MM, but this is not true. The only ordnance expended were 2 M-47 bombs dropped safe and 7 white phosphorus marking rockets.

8. I have been criticized by some people for taking too long before initiating the pick-up. However, I believe that any Sandy qualified person knows the necessity for trolling for possible flack traps before committing the rescue helicopter to a low ingress and hover in an unknown area.

Wade H. Tillery
WADE H. TILLERY JR, 1st Lt, USAF

Sandy 01 - 1st Lt Tillery

02 - 1st Lt Lyon

03 - Capt Kent

04 - 1st Lt Miller

Jolly - 55, 52, 51, 63

Pie Man 41

42

Vampire 03 - Maj Peach

Nail 41

attach #1

FROM: Lt Col Kilbride

25 Dec 70

SUBJECT: SARCO Report on Vampire 03

TO: DO

1. At 2215 on 20 December, I was notified that Vampire 03 had bailed out of his aircraft because of engine failure. I reported to the command post and was informed that voice contact had been established with Vampire 03 and that he was in good physical condition. At this time, it was determined that a first light effort would be in order. The A-1 squadrons were notified that a first light effort would be launched and the Sandy schedule for the following day would be used plus four Smoke aircraft.

2. The briefing was set for 0345 for the first six Sandy and four Smoke pilots. The situation, intelligence and weather were passed to the pilots. Sandy 01 then briefed his assets for a 0530 launch. This T.O. time would put the Sandy aircraft at the scene shortly before first light. Nail 41 was to launch at 0500 and take command until Sandy 01 arrived on scene. Sandy 01 was briefed that fast mover assets would be available in pairs every 20 minutes starting at 0445.

3. Sandy 03/04 and four Jolly Greens launched at 0535 for the prebriefed location of Vampire () which was reported as 114/62/89.

4. Sandy 01/02 launched at 0528 for the survivor's location which was reported to be 114/62/89. At 0535 Sandy 03/04 launched with the four Jolly Greens. While the resources were enroute Nail 41 had voice contact with Vampire 03 and was taking electronic cuts on his position. As first light approached he had pinpointed the position. Sandy 01 took on scene command at 0609. Phase Bravo was started at 0625 and the pickup was made at 0650.

5. The A-1 crews participating in the SAR were:

Call Sign

Name

Sandy 01

Lt Tillery

Sandy 02

Lt Lyon

Sandy 03

Capt Kent

Sandy 04

Lt Miller

Pieman 41

Lt Col Stone/Col Weber

Pieman 42

Lt Keeter

6. A chronological list of events follows:

2215 - Notification that Vampire 03 was down
2230 - Notified squadrons to set up crews and bed them down
0030 - Holding points established at 114/52/89
0045 - Jack passed survivor's position 114/62/89
0107 - Jack confirmed that fast movers would be available in sets every 20 min.
0110 - 23 TAS confirmed Nail 91 on scene and Nail 41 (McCaslin) would take off at 0500

0158 - Nail 77 passed on scene command to Nail 91
0230 - Nail 91 had voice contact
0300 - Nail 91 had voice contact
0345 - Briefed 6 Sandy and 4 Smoke
0415 - Briefed 4 Jolly Greens
0500 - Nail 91 had voice contact
0528 - Sandy 01/02 launched
0535 - Sandy 03/04 and 4 Jolly Greens launched
0554 - Nail 41 spots Vampire 03's chute
0603 - Smoke 41/42 launch
0609 - Sandy 01 takes on scene command
0612 - Sandy 01 spots survivor
0625 - Phase Bravo begins
0650 - Pick-up made

Wade R. Kilbride

WADE R. KILBRIDE, Lt Colonel, USAF
SAR Coordinator

1 Atch
Ltr, SAR Report on Vampire 03,
24 Dec 70, 1st Lt Tillery, 1st
Lt Lyon

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VAMPIRE 03 SEARCH AND RECOVERY

(C) A successful, routine and almost uneventful SAR effort was conducted 20 and 21 December 1970 for Vampire 03. On the night of 20 December 1970 Vampire 03 departed his orbit in Steel Tiger was enroute to home station (Nakhon Phanom) with a malfunctioning engine. Soon afterwards the engine failed completely and Vampire 03 elected to bail out over the "Rooster Tail", a well known and commonly briefed escape and evasion area. The Rooster Tail is largely uninhabited and is located in Laos, southeast of Nakhon Phanom Royal Thai Air Force Base between the base and southern sections of Steel Tiger. It generally consists of rugged high terrain with few lines of communication, making it relatively safe from enemy activities. Vampire 03 egressed at 16 degrees 59 minutes north, 105 degrees 38 minutes east at approximately 2130 on 20 December 1970. His position was 114 degrees, 62 NM from Channel 89 (Tacan station located at the base).¹⁵⁰

(C) Voice contact was established that evening and Vampire 03 described his condition as being excellent and indicated that there was no evidence of enemy activity in the area. Aircraft were scheduled to maintain contact with him throughout the night and a first light SAR was scheduled.¹⁵¹

(C) Sandy 01/02 launched at 0530 and proceeded directly to the objective position. Sandy 03/04 launched to escort the Jolly Green helicopters and Pieman 41/42 (A-1 smoke aircraft) launched shortly afterwards.¹⁵²

150. SARCO Report for Vampire 03, 25 Dec 70, Document # 15.

151. Ibid.

152. Ibid.

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(C) When Sandy 01/02 arrived Nail 41 was already on scene and had located Vampire 03 on the ground. The survivor was approximately 100 meters east of his parachute on the edge of a large clearing. There was no evidence of hostile activities in the area and the situation appeared excellent for the SAR effort.¹⁵³

(C) Sandy 01 took charge as On-Scene Commander and decided to check the area for enemies by trolling for gun fire. Sandy 01 had been briefed that Vampire 03 was north of his actual position and that a battalion of friendly forces separated him from the enemy. The Sandies spent about 30 minutes trolling for gun fire with no response. Ordnance was not expended because no one could be sure of the actual positions of friendlies in the area. All efforts were made to establish radio contact with the friendly force's command post but these attempts failed also. Since the area appeared completely sterile, it was decided to attempt an immediate pick up.¹⁵⁴

(C) The survivor was in excellent condition and had all of his survival equipment intact. He was directed to display a white panel to mark his exact position. The major problem encountered during the entire effort was poor visibility resulting from the glare created by a rising sun. For this reason Sandy 01 selected a run in heading from the south which allowed the rescue forces to view the objective area and allowed the survivor to view the approaching Jolly Green helicopter. Sandy 01 put down a M-47 to mark the IP

153. Ibid.

154. Ibid.

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(initial point) and led the Jolly Greens in while Sandy 03/04 flew a protective daisy chain behind them. The actual pick up was absolutely routine and all SAR forces returned to home station without incident.¹⁵⁵

(C) The only ordnance expended were two M-47 bombs dropped safe and seven WP (white phosphorous) marking rockets. The 56th Special Operations Wing generated four Sandies, two Pieman (smoke) aircraft and one Nail FAC for the effort. Four Jolly Green helicopters were used, various fast movers were on the scene and several other aircraft were used throughout the night to maintain voice contact with Vampire 03.¹⁵⁶

155. Ibid.

156. Ibid.

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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 31000ap
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 Migcap, Ironhand, Smoke, and CBU-19. Wolf 05 and Nail 65 both had voice contact with Atlanta 10 Bravo and shortly thereafter with the Alpha ran. 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 ran were picked up by JG 55. JG 55 received an undetermined amount of small arms fire. Description of area 1643N 10556E, XLO13526, 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/ALC Major James
CP Major Koshak
IN 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)
Piezan 53, 54 (Did not expend)

~~CONFIDENTIAL~~

[Handwritten signature]

~~CONFIDENTIAL~~

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

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 Booster'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 Nakon Phanom RTAFB at 21/0930Z. The survivors were returned to Udorn RTAFB after a cursory exam at 21/1230Z.

Classified by 40 ARRS1
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

RF4C

~~CONFIDENTIAL~~

~~SECRET~~

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

William D. Eastman
3/1/67
11 F 17 12113

~~SECRET~~

CONFIDENTIAL
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 strafed the area with CBU and rockets.

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

~~CONFIDENTIAL~~

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 11 and the fast movers were "reliving World War II" just 300 yards to the west.¹⁶²

159. Ibid.
160. Ibid.
161. Ibid.
162. Ibid.

~~CONFIDENTIAL~~

K-WG-56-HI
Oct-Dec 1970
Vol. 1

~~CONFIDENTIAL~~

(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.

~~CONFIDENTIAL~~

① ②

Age Group	Percentage of respondents
18-29	65
30-49	70
50-69	75
70+	85

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 8.9 hours and 12 sorties.

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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, Major, USAF
Aircraft Commander

Approved for release by NSA on 08-28-2014 pursuant to E.O. 13526

MISSION E-3-053-21 DEC 70 SURVIVORS

Major Allan F. Irish and Captain Marcus Callis, 14th Flw,
are the survivors from mission E-3-053-21 Dec 70.

FIVE - 21 DEC 70

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

ATLANTA
10

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

56 SOW

Jan - Mar 71

K-WG-56-HI

FROM: 1S03(Lt Col Stone/3930)

31 December 1970

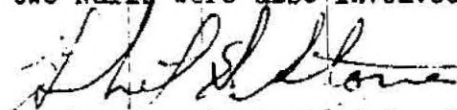
SUBJECT: SARCO Report for Atlanta 10A and 10B

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
SARCO

2 Atch

1. Statement - Maj Roberts
2. Flying Schedule

STATEMENT

Sandy 05 and 06 aborted. Myself and Captain Singer replaced 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 03, 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 kept continuous strikes in that position. On my next rolling pass two GPU'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, Jollys, 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.

56 SOW
Jan - Mar 71
K-WG-56-HI

FLYING SCHEDULE

<u>PILOT</u>	<u>SANDY</u>	<u>TIME</u>	<u>REMARKS</u>
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 During Pickup
SINGER	10	1.9	
PLACE	11	00	Ground Alert
SMITH	12	00	Ground Alert
REEVES PIE MAN	43	1.4	No Expend
ROUSSEL	44	1.4	
LORENZEN	45	00	Ground Alert
POTTON	46	00	Ground Alert
LUNDY STRIKE	51	1.3	No Expend
DONALDSON	52	1.3	" "
VAN HORN	53	1.3	" "
LOWE	54	1.3	" "
FUNDERBURK NAIL	65		
SMITH	14		

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 EKP 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

FROM: Lt Col. Kilbride

31 December 1970

SUBJECT: SARCO Report Canasta 406

TO: DO

1. At approximately 1725, 29 Dec 1970, I was notified that Canasta 406 had bailed out due to engine failure. Canasta 406/412 were Navy A-7s from the USS Ranger.

2. I repaired to the Command Post to discover that Pedro 46, who was alerted because of Canasta 406 was diverting to NKP with engine problems, was on the way to the scene to make a pickup. Spad 11 and 12, who were returning from Da Nang, were also directed to the scene and upon arrival Spad 11 assumed on-scene command. The chute had been sighted at 120/16/89 and the aircraft impacted at 107/14/89. The original positions were passed by Canasta 412 who was orbiting the area. Skycap 34 (OH-3) was on an FCF mission and upon notification of the SAR effort he went along to act as high bird for Pedro 46.

3. Because of rapidly fading daylight, the decision was made to use this mixed force rather than wait for the Sandy on orbit to reach the scene and it would have been impossible for the Jolly Greens to make it before dark. Spad 11 trolled for guns and checked the area for enemy movement. The area seemed to be sufficiently permissive to commit Pedro 46 to the pickup. He briefed the Pedro while marking the position. He called Pedro 46 in for phase Bravo and the pickup was made at 1745. Spad 11 and 12 returned to base and Skycap 34 escorted Pedro 46 to NKP. (See attached report by Spad 11).

4. Resources from NKP that were involved in the SAR were:

<u>Call Sign</u>	<u>Name</u>
Spad 11	Lt Schaffert
Spad 12	Capt Taylor
Pedro 46	Maj May
Skycap 34	Maj Weatherford

5. A chronological list of events follows:

1719 - Teepee alert on HF SAR frequency and on guard that Canasta 406 was directing to Ch 89 with engine trouble. Secondary crash alarm activated.

1724 - Canasta 406 ejects because of frozen engine.

1725 - Pedro 46 launches. Skycap 34 on FCF.

FROM: Lt Schaffer

31 Dec 70

SUBJECT: Canasta 406 SAR

TO: SARCO (Lt Col Kilbride)

On 28 Dec 70, Spad 11, Lt Schaffer and Spad 12, Capt Taylor were returning to NKP after standing a normal alert posture at Da Nang. We arrived over the terminal area with an excess of fuel and remained airborne to burn out all external fuel before landing. We were approximately 9 miles south of CH 89 when we heard Canasta 406 report a rough engine to King over Invert primary uniform freq. I immediately turned to a 090° head to set up an intercept. Canasta 406 was at 105 for 48 DME and heading for CH 89 when he developed a severe vibration. Spad 11 reported in to King that we were intercepting Canasta 406. The vibration continued and eventually became worse. The wingman of 406 reported a fire in the aft section, resulting in 406 shutting down the engine. This happened at about 28 DME. Altitude was 14M'. We made visual contact with Canasta 406 when he was passing through 5000'. At 3500', the time was 1723, he punched out. We were about 200 meters in trail during the ejection sequence. I reported to King that I had a visual on the chute and was arriving the on-scene. Capt Taylor and I circled the survivor while he decended. The aircraft started a wide right hand turn and crashed on the 106° radio at 14 DME. The survivor was located at 120 for 16 DME. Immediate voice contact was established. Pedro 46 had already been scrambled and was just becoming airborne. The survivor's condition was excellent and he sounded extremely calm on the radio. There was no movement around him. I made many low passes to visually inspect the area and insure that there was no opposition to a quick pickup by the Pedro. After I was certain the area was secure I sent Capt Taylor to rendezvous with Pedro 46 and lead him into the area. I then briefed Canasta 406 on preparing a flare to signal the Pedro and suggested he move a short distance on a heading of 165° from his chute. Pedro arrived on scene and I showed him where the survivor was located. I had the survivor pop the night end of the flare - Pedro saw it and went into a hover. A successful pickup was accomplished with no opposition. Capt Taylor and I didn't expend in the area because of the obvious security of the area. All forces RTB.

GARY W. SCHAFFER, 1st Lt, USAF
On-Scene Commander

~~CONFIDENTIAL~~

CANASTA 406 SEARCH AND RECOVERY

(C) A successful, routine and very quick SAR was conducted on 28 December 1970 for Canasta 406. The aircraft, a Navy A-7 off the carrier USS Ranger, was flying a combat mission in Steel Tiger with Canasta 412 when he developed engine trouble and diverted toward Nakhon Phanom Royal Thai Air Force Base. Enroute his engine caught fire and Canasta 406 ejected passing through 3,500 feet and landed on the 120 degree radial 16 miles from Channel 89 (Tacan Station at Nakhon Phanom). The pilot egressed at 1724L and was picked up uninjured 21 minutes later at 1745L.¹⁶⁴

(C) No SAR sorties were generated by the 56th Special Operations Wing but two A-1's and two helicopters participated in the effort. At 1719L TeePee was alerted on HF SAR frequency and on guard the Canasta 406 was enroute with an engine problem. The secondary crash alarm was activated at this time. Spad 11/12 (A-1 aircraft) were enroute to Nakhon Phanom following a routine alert tour at DaNang Air Base, RVN and were in the holding pattern with an excess of fuel. They heard the emergency broadcast and diverted immediately to intercept the troubled A-7. Pedro 46, a CH-3 helicopter, heard the conversation and was immediately airborne. Skycap 34, a CH-3 helicopter was launched on an FCF (Functional Check Flight) coincident with Canasta 406's egress. He immediately diverted to the scene to act as "high bird".¹⁶⁵

164. SARCO Report Canasta 406, 31 Dec 1970, Document #17.

165. Ibid.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

(C) Spad 11/12 intercepted Canasta 406 and made visual contact with the aircraft as it was passing through 5,000 feet. Just prior to that time they heard Canasta 412 report a fire in the aft section of Canasta 406 and heard the pilot state his intention to shut the engine down and perform egress procedures. Spad 11/12 observed the ejection sequence, circled the descending parachute and identified the exact position of the survivor when he touched down. Spad 11 took charge as On-Scene Commander and established radio contact with Canasta 406. He ascertained that the survivors physical condition was excellent and that his manner was extremely calm. Although the area was expected to be completely permissive, Spad 11/12 made several low passes to visually inspect the area and insure that there was no opposition.¹⁶⁶

(C) At this point the SARCO decided to use the available mixed airborne resources for the effort rather than generate the normal SAR forces. The area was safe and darkness was approaching. It would take too long to generate Sandies or to return Sandies from their airborne orbit point. In addition, the Jolly Greens would not be able to reach the objective point during the remaining day light minutes.¹⁶⁷

(C) Spad 11 directed Canasta 406 to move a short distance south-east of his parachute and to prepare a signal flare to mark his position. Pedro 46 arrived and was directed in by Spad 11. Canasta 406 popped the night end of his signal flare and Pedro 46 went into

166. Ibid.
167. Ibid.

~~CONFIDENTIAL~~

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a hover above the survivor's position. The pick up was made without incident and all forces returned to Nakhon Phanom. The only ordnance expended was the night end of Canasta 400's signal flare.¹⁶⁸

168. Ibid.

CONFIDENTIAL

RECORD OF SAVES FOR THE HH-43 UNIT OF THE 40th ARRS SINCE THE
ORGANIZATION OF THE DETACHMENT 9, 38th ARRS 1964

	COMBAT	NON COMBAT	MED EVAC
SAVE NUMBER 100 on 21 September 68 (EST)*	63	37	
Remainder of 1968	10	4	2
1969	-	12	4
1970	4	5	1
1971	8	3	0
1972			
1968			
23 Sep		1	
5 Oct		2	
15 Oct			2
30 Oct	1		
12 Nov	9		
1969			
11 Jun Troop Evacuation		6	
26 Jan Sick Troopers	0	0	0
14 Jul Huey Gunship Crash		3	
8 Apr Troop caught on aircraft during parachute jump.			1
15 Apr Wounded Army Patient Transfer			2
16 Apr Wounded Vietnamese Troop			1
26 May Malaria		1	
8 Aug Downed LOH Crew		2	
1970			
14 Mar A-1 Crash on Takeoff	0	0	0
19 Mar A-1 Crash		1	
30 Mar F-4 Bailout	1	2	1
8 Apr Snake Bite at Camp Hunkey		1	
15 Nov F105 Bailout	2		
4 Dec Snake Bite		1	
28 Dec A-7 Bailout	1		
1971			
19 Jan Med Evac (Patient Stopped Breathing)		1	
5 Mar C-119 Bailout	8		
18 May Med Evac (Infant)		1	
2 Aug QU 22 Crash Landed		1	
17 Aug QU 22 Engine Failure on Short Final	0	0	0

PERCENT COMBAT VS. NON COMBAT SAVES ESTIMATED FROM RANDOM SAMPLING OF RECORDS AVAILABLE AT THIS UNIT NOV 71.

LCDR Castle Rescue in Laos by Nail, Sandy & Pedro 28 Dec., 1970



LCdr Castle with the Pedro crew and Capt Lay, the pilot, who rescued him. Capt Lay is in front and just behind him is LCdr Castle. The dog was the beloved base mascot and according to Bobby Lay he had more rescue and flying time than any Pedro crew in SEA. When a security guard accidentally shot him the base mourned one of the most loved animal in Thailand.

LCdr Castle & Capt Lay were reunited on 2 July, 1996 through the help of the ACA organization, the Internet & the Air Force. Bob Castle is looking in all his storages to retrieve the Ranger Plaque and Bobby Lay is looking for the tree branch which was on Bob Castle's flying suit the day they rescued him. Bob Castle is in California and Bobby Lay is in S. Carolina. Thanks for all the help.

The Following is an e-mail from Bobby Lay on the rescue.

From: creeves@ces.clemson.edu
 Date: Fri, 5 Jul 1996 14:58:21 -0400
 To: aircommando1@earthlink.net
 Subject: LCDR Castle Rescue in Laos

Gene, 7-5-96

Thanks for your phone call concerning the recovery of LCDR Castle.

I don't recall who was flying with me when we picked up LCDR Castle. We flew with different crew compositions on each day of "alert duty." I would appreciate the plaque. It would remind me of a very slick, quick, and dirty rescue. LCDR Castle was only on the ground 19 minutes - probably seemed like an eternity to him.

He was very calm - at least his voice was not an octave above normal conversation. Our only conversation was " Pedro, do you want me to pop smoke?" My reply was, " negative." I believe that was our only conversation. He had a large group of Air Force people welcoming him to NKP. I dropped him off at base operations and re-established my alert status.

I kept a small twig from a tree his parachute harness snapped off. Today, I can't find it - expect to find later and will send it to him.

I am a 1954 graduate of Annapolis. It was a most pleasurable event to rescue a Navy pilot.

Please extend my warmest regards to Capt. Castle.

Sincerely,

Bobby S. Lay

Capt Robert N Castle, Jr USN retired was shot down in Laos about 17 NM from NKP on 28 Dec., 1970, while flying an A-7E from the Carrier Ranger. He was rescued by a HH-43 Pedro Helicopter, flown by Capt Bobby S. Lay and his crew, of Det 9, 38ARRSq from NKP. He was preceded to the rescue by four Sandys' A-1 and a Nail FAC. The Pedro helicopter normally didn't perform SAR but it was the only helo available that day. This is LCDR Castle debriefing and praise for his AF rescuers. He has a plaque for the Pedro crew which he never was able to give to and would like to do it if he could find them as well as treat them to fine wine, liquor and a meal. If any of the other rescuers are around from Sandy & Nail FAC they are also welcomed to participate. Please e-mail me at aircommando1@earthlink.com any information available to locate the aircrew who saved him that day.

SAR Debriefing

- a. Name Castle, Robert N. Jr., LCDR, 580429/1310**
- b. Date 28 Dec., 1970**
- c. Acft/Unit A7E, VA-25 Ranger**
- d. Rescue Acft HH-43 Helicopter(Pedro)**
- e. Zone Land/Combat**
- f. Recovery Operation:**

SAR procedures were initiated by Nail 46, the FAC with whom NE 406 and flight were operating. He notified Invert and King while we remained on the FAC tactical frequency. When he notified NE 406 & 412 to switch to Invert frequency for flight-following we did so. Two Sandy A-1's from NKP who were RTB from Danang were vectored to our position inbound to NKP. Ejection occurred at about 1820 on the 120/16 from NKP with my wingman NE 412 and two A-1's observing the ejection. Once on the ground contact was established with the PRC-90 on 243.00 with Sandy 11. My position on the ground was established within one minute after radio contact. I was briefed to remain in that position and that the helo was on its way. Although I was not aware of it there were two additional Sandys who vectored to the SAR site when they heard the transmission on Invert frequency.

g. The AF has a PRC-64 with 3 or 4 channels. Why doesn't the Navy use the same one?

Recommendations. a. Although the possibility of sea survival for a Navy pilot is obviously more probable than a land survival situation, the land survival situation is currently the more potentially hazardous. The SAR experts at NKP advised me that pilots/downed crewmen if not rescued immediately are not currently being taken prisoner. I would like more substantiating statistics on the subject. Nevertheless, any decorated hardhat was the subject of considerable discussion, since it has quite a bit of reflective tape on it. I agree that for in-country SERE/SAR it is mandatory to be as inconspicuous as possible and I feel that I was just waiting to be seen. b. The question of whether to carry none, one or more radio/gun was discussed, and I feel that if capture is in fact not realistic that the guns might be an excellent idea. VA-25 carries 3 survival radios; a PRC-63 on the pilot, a Prego on the pilot, and a URT-33 in the seat pin.

g.3. I have been briefed that the A-1's of the 1st SOS(Special Operations Squadron) are to be turned over to SVN around 1 July, 1971. I wish to state empathetically that the primary factor in my rapid and seemingly easy rescue was the professional and thoroughly knowledgeable approach that the Sandys were observed to have. The 1840 recovery time did not leave much time to play around locating my position or in communicating with me, and it was very obvious that the Sandys knew what to do and how to do it expeditiously. I have also heard that the OV-10s' may take over the SAR requirements, and it certainly is required that the air wing personnel be briefed by the pilots flying the SAR aircraft whether it be an A-1 or an OV-10. I am quite interested in what capability the OV-10 has as a SAR aircraft. I realize the A-1's are in very obviously short supply; nevertheless, it is also the proper aircraft for SAR in terms of on station time and ordnance load capability.

h. Problem areas have been discussed in items f.9. No major problems areas were encountered, but there are several items that need be improved upon. One item I did not mention was the swaplink that Jest recommends. I concur absolutely! When I mounted the jungle penetrator it was difficult to stay seated on the small seat. I felt confident that the strap under my arms would hold me, but the additional snaplink would have been more expeditious and could have been used without impacting my of the penetrator.

I might mention that I had just been to JEST on 22 December, 1970. Thank God! The review was excellent in all respects except possibly a quick and dirty helo capability. Those pilots who for one reason or another "missed" school should go, and it should be made mandatory school. It is one of the truly few "No BS, only good info" schools' available today!

The URT-33 is presently not connected to the aircraft because the kits required for the installation are not available, but VA-L5 will not connect them up automatically anymore. Since we feel that the VC have a sufficient number of radios that they can use to home on the beacon. Additionally the beacon virtually eliminates use of 243.0 until it is shut off, and if evasion is immediate the URT-33 might not be deactivated, and this could easily reduce or eliminate the possibility of radio contact.

The PRC-63 was in my G-suit pocket (I have an old G-suit!) but I removed it because I was concerned that it could break my leg/ankle if I didn't clear the leg under the instrument panel. My present survival vest is quite full and I have considered eliminating some of the 2 or 3 day survival equipment to ensure that I have proper 24 hour survival gear. I feel that if I can't get picked up in 24 hours I may not be picked up at all under the current situation.

Ref CASTLEM6.SAR

~~CONFIDENTIAL~~
RAVEN 23 NO SEARCH AND RECOVERY

(C) Raven 23's last transmission was "I am hit at least five times, for all practical purposes I am dead". Raven 23, an O-1, Captain Park G. Bunker 330-34-0537 probably received ground fire while attempting to take a closer look at a tank. He was accompanied by a Lao backseater (FAR Officer) whose fate was not determined. The aircraft crash landed about four kilometers northwest of Kwang Khai (coordinates UG 127 583) at approximately 1315L, 30 December 1970.¹⁶⁹

(C) Rescue efforts by Air America, Jolly Greens and members of the 1st Special Operations Squadron were unsuccessful. Raven 20 and Nail 11, who were flying in the area, heard Raven 23's May Day transmission and immediately responded to the call. They observed the scene of the crash and reported that the pilot was still in the aircraft and was surrounded by the enemy.¹⁷⁰

(C) Eight A-1's were generated for the effort. Six were launched as Sandies and two as smoke aircraft. Sandy 03/04 launched at 1410 and proceeded to the scene while Sandy 05/06 launched at 1415 and escorted Jolly Green 53/55 to Lima Site 98. Sandy 07/08 launched at 1515 and held high since there was no sign of life at the crash site.¹⁷¹

(C) Sandy 03, piloted by Major Hugh Place, arrived on the scene at 1500L and reported to the On-Scene Commander (Raven 20) who was continuing to strike enemy positions in the area. Major Place reported the aircraft had skidded to a halt heading about 160 degrees, the

169. Msg, Embassy Vientiane to Sec of State Wash D. C. 210917Z
Dec 70, (S) "Casualty Report" (U). Document #21. 010917Z
170. Ibid. IH-95-GM-X
171. SARCO Report for Raven 23, 2 Jan 71, Document #18.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

right door was partially torn off, the left door was open, the undercarriage was partially torn away and the wings had bent forward. The objective was lying face down about 15 meters to the rear of the aircraft and was partially hidden by a group of four small trees. There had been no radio voice contact with Raven 23 for about one hour and 30 minutes. According to Major Place, Raven 20 reported that the backseater was an "X-Ray" who did not wear survival vest and he had not been seen or heard.¹⁷²

(C) At 1515L Sandy 03 took charge as On-Scene Commander and made low passes to observe the objective and the aircraft. Major Place reported Raven 23 was lying face down in short grass without his survival vest. His lower torso was twisted and his arms were twisted in an odd position. His upper body and face appeared to be covered with blood. Sandy 03 made several low passes and during one which varied from tree tops to 100 feet he jinked left to expose the underside of the aircraft to ground fire. Five rounds hit the aircraft and Major Place started a climb to depart the area. He jettisoned everything and with a rough running engine, he returned to Nakhon Phanom without further incident. Enroute he briefed the remaining SAR forces on what he had seen and encountered.¹⁷³

(C) The Raven FAC's continued to put strikes in throughout the hours of day light. The heavy ground fire which included 12.7 and 14.5 AA fire was never silenced and all SAR forces returned to base at night fall. Captain Bunker was presumed dead and the fate of the Lao backseater was unknown.¹⁷⁴

172. Ibid.
173. Ibid.
174. Ibid.

~~CONFIDENTIAL~~

56 SOW

Jan - Mar 71

K-WG-56-HI

FROM: 1S09(Lt Col Stone/2116)

2 January 1971

SUBJECT: SARCO Report for Raven 23

TO: DO

1. An unsuccessful rescue was attempted on 30 December 1970 for Raven 23. The aircraft, an O1, went down at approximately 1315 at UG128582. This report covers those activities relative to the rescue attempt. All times are Thailand Local.

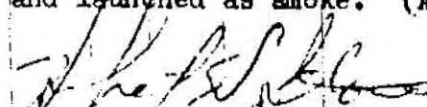
2. Raven 23 called Mayday at approximately 1315, stating that he had been hit by ground fire. Nail 11 and Raven 20 were in the area and proceeded to the crash scene. Raven 23 reported that he was still in the aircraft and that the bad guys were all around him. He also stated that he had been hit five times and for all practical purposes he was dead. Beeper came on a few seconds later and that was the last transmission that was made from the crash site. (Atch 1)

3. Raven 23 had an indigenous person in his back seat. It is not known whether he was wearing a survival vest or not. No radio transmission was made by him, but Raven 20 reported an indigenous person running from the aircraft with a green hat on. Raven 23's back seater is reported to have been wearing a green hat.

4. Sandy 03 - 04 launched at 1410 and proceeded to the crash scene. Sandy 05 - 06 launched at 1415 and escorted Jolly Green 55 and 53 to Lima site 98.

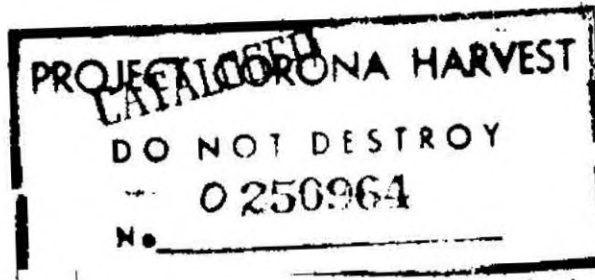
5. Sandy 03 and 04 arrived on scene at 1500 and were briefed by Raven 20. At 1510 Sandy 03 assumed command. Sandy 03 made low passes over the objectives position and saw him under a tree face down. Sandy 03 was hit by ground fire and returned to base. (Atch 2) Sandy 07 and 08 were launched at 1545 and proceeded to the scene. Since there was no beeper or indication of life at the crash site, the Sandys were held high in a safe area. The Raven FAC's in the area continued to put in strikes until dark. The heavy ground fire was never silenced and all SAR forces returned to base at dark.

6. Six A-1's were generated and launched as Sandy. Two were generated and launched as smoke. (Atch 3)


HERBERT H. STONE, Lt Colonel, USAF
SARCO

3 Atch

1. Statement - Lt Burke
2. Statement - Maj Place
3. Flying Schedule



56 SOW
Jan-Mar 71
K-WG-56-HI

STATEMENT

TO WHOM IT MAY CONCERN:

NAIL 11 NAME: LT BURKE MISSION/NR: 1502

I was orbiting around coordinates UG033661, awaiting ordnance, around 0610Z I began hearing "MAYDAY" calls from Raven 23, addressed to Raven 26. Raven 23 reported his position as the same as Raven 26's gun position. I asked Raven 26 where that was and proceeded immediately to 5NM West of the Roadrunner Lake.

Raven 23 then reported he was down East of Route 74 and could hear my OV-10. He instructed me to turn back to the Northeast, at which time Raven 20 began talking to Raven 23 trying to calm him down.

Raven 23 then said he was in his aircraft, wounded and the "bad guys are all around, shooting at me". I could hear gunfire during this transmission, either that of Raven 23 or of the enemy. Both Raven 20 and myself visually acquired the downed O-1 just after the last transmission. As we neared the scene, Raven 23 transmitted "O Christ, I've been hit five times and for all practical purposes am dead". There was a very distinct change in the voice this time as compared to his first few transmissions. A couple of seconds later his beeper came up for about 5 seconds and then stopped. No further voice or beeper was heard.

Raven 20 had asked 23 earlier where his back-seater was. Raven 23 replied he had not seen him since they took hits. No contact whatsoever was established with the back-seater. Raven 20 reported to me just after the radio went dead, that he saw a gomer run away from the plane into the woods West of the downed plane. This was the area Raven 23 had reported most of the hostile fire coming from.

Raven 20 then reported to King that he believed Raven 23 had either been snatched-up by the gomers as a prisoner or was dead. He did not speculate about Raven 23's back seater.

I believe the O-1 is located at UG128582. My back-seater Lt Felsenthal plotted this point as we circled overhead for roughly 3 minutes. Weather in the area was 4/8 coverage, bases at 6500 MSL and Tops 7500 MSL. The time period involved was roughly 0615-0645Z.



HH-3 Jolly Green Giant flies lifesaving mission

U.S. Air Force Photo

567 rescues in SEA

Jolly Greens DEROS after five years

DA NANG —The last HH-3 Jolly Green Giant helicopter used by the Aerospace Rescue and Recovery Service in Vietnam left here recently after having participated in 567 rescues of American servicemen from the jungles and waters of Southeast Asia.

The Jolly Green Giants, in service since 1965 with the 37th Aerospace Rescue and Recovery Squadron, have been replaced by the HH-53 Super Jolly Green Giant.

"While the HH-3 was an excellent aircraft for rescue work and has an outstanding record, its replacement, the Super Jolly Green Giant, is an improvement in that it has increased range, more power, plus three 7.62mm miniguns, each capable of firing 4,000 rounds per minute," stated Col. Albert L. Halcomb, 37th ARRS commander.

The last HH-3 was flown to Naha Air Base in Okinawa. "Three of the original 12 Jolly Greens were lost in combat," explained Capt. Dale Clark,

Clark, pilot on the last flight. "Three others previously were sent to Osan AB, Korea; two to Clark AB, R.P.; one to Albrook AFB in the Canal Zone; and the remaining two to Naha AB."

Of the 567 saves the Jolly Green Giants have made since 1965, the years

1967 and 1968 were the busiest with 174 and 203 saves.

The Jolly Green crew members assigned to the 37th ARRS since 1965 have earned the Medal of Honor, 11 Air Force Crosses and 106 Silver Stars.

CHAPTER II

OPERATIONS

The squadron, throughout the quarter, has maintained the same alert posture which existed at the end of the previous quarter. Two aircraft were on 24 Hour alert at DaNang and two were on daylight alert at Bien Hoa AB, RVN. In addition, backup alert crews were scheduled at DaNang so that two additional aircraft could be brought up when mission requirements dictated.

The Bien Hoa alert force was composed of 3 HH-3E aircraft however by 5 October 1970 these aircraft were replaced by 2 HH-53C's. Operational data for the quarter is as follows:

	OCT	NOV	DEC
Combat Saves	0	0	0
Noncombat Saves	3	2	2
Total Sorties	155	147	145
Total Flying Hours	417.1	400.9	443.7

The squadron has complied with the annual flying requirements and check flights as outlined in AFM 60-1, AFM 51-14 and AFM 51-23.

During the quarter one additional HH-53C aircraft arrived on station, bringing the squadron total to 9 HH-53C aircraft. The transferred HH-3E aircraft was ferried to Kadena AB, Okinawa on 29 December 1970. This was the last HH-3E rescue aircraft in SEA and thus ended a famed and colorful era for the original "Jolly Green Giant" aircraft in the Vietnam conflict.

0400	ALERTING SYSTEM check	DS
0400	MSGT Smith on duty	DS
0500	STATIC Display left for Gun delay	
1415 - 1445 - 362 - Graves/Gannell		
0715	JG 66 on the Deck <u>3.8</u>	DS
0750	JG 77 on the Deck <u>4.0</u>	DS
0755	JG 23 ABN for 200	DS
0745	JG 71 on the Deck <u>5.0</u>	DS
0820	JG 23 on the Deck <u>1.4</u> #1-5	DS
1000	JG 77 ABN	DS
1100	JG 77 on the Deck <u>1.0</u>	DS
1120	DNAR to JRCC <u>14.7</u> - .5. 15.2	DS
1140	Live check 5x5	DS
1200	MSGT Smith off duty	DS

29 DEC 70

2040	CAPT WARNER ON DUTY	DS
2120	QUEEN NOTIFIED OF STATUS	DS
0003	J.G. 23 AIRBORNE (LAST OF THE NITNOY POWER!)	DS

0210	Item 14 LB DS IUGH CVRZ	DS
0215	J.G. 65 AIRBORNE	DS
0235	J.G. 66 AIRBORNE	DS
0236	J.G. 71 AIRBORNE	DS
0400	Alerting System - check	DS
0401	MSGT Smith on duty	DS
0515	JG 65 on the Deck <u>3.1</u>	DS
0530	JG 66 on the Deck <u>3.0</u>	DS
0545	JG 71 on the Deck <u>3.2</u>	DS
0715	JG 77 ABN	DS
1030	JG 72 AT B.H. flew <u>4.0</u> 18-L - 1-5 A1	DS



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20 DEC 70