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CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

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DoD 5200.12

(Date) *Dec 74*

DATE: 16 Jan 71

22 Jan 71

MISSION NUMBER: 1-3-002-16 Jan 71

AIRCRAFT DESIGNATION: KING 21

DISTRESSED AIRCRAFT: Raven 51

LOCATION: 1835N 10352E (327/82/89)

SAVES: 2 Combat

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11852

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON

71 Dec 79

(S) King 21 received a call from Cricket at 0125Z that Raven 51 (O-1) had oil running into the cockpit. We received his approximate position and frequency and made contact immediately and his position at this time was 345°/330E/89. King 21 was approximately 50 miles from his position and obtained a good DF steer and began an intercept. His oil pressure was dropping and oil continued to run into the cockpit. His nearest field was Lima-35 (Faksane) which was 45 miles southwest. His oil pressure continued to drop and King 21 advised Jack to alert the Jolly Greens and Sandys at CH 89 for a highly probable launch. King also called Cricket and requested they divert a Hobo flight toward Ravens position. Hobos were just getting ready to expend but were diverted immediately. By this time Raven 51 reported his oil pressure was down to 8 Psi and the situation looked grim. King 21 had effected a rendezvous with Raven by this time and it was apparent that Raven would not make it to Lima-35. The Jollys and Sandys were launched immediately. There were two ridge lines between Raven 51 and Lima-35 and only one small clearing within 10 miles. Raven's oil pressure dropped to zero and his engine started vibrating and he elected to crash land in the small clearing which was 15 1/2 miles northeast of Lima-35. King 21 had visual contact throughout his approach and crash landing. The crash occurred at 0200Z. King 21 had requested a slow mover for escort at the onset and Nail 52 joined up with Raven 51 and King 21 just before Raven landed. He was appointed on scene commander (OSC) and reported no hostile fire. King 21 made contact with Raven 51 two minutes after the crash and both survivors were in good condition and no hostile forces encountered, observed or heard. Prior to the crash, contact had been established with two helicopters, Papa Foxtrot Golf and Papa Foxtrot Hotel. They were given vectors to the crash position. Hobo 30 and 31 arrived on scene and Hobo 31 was SAR qualified and was made OSC replacing Nail 52. The Hobo's V'd the area, made voice and visual contact with survivors and straffed the area. Hobo 31 reported no enemy sighted and recommended an immediate pickup.

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Papa Foxtrot Golf arrived on scene at 0225Z and made pickup at 0230Z. All forces RTB'd and the two survivors were taken to CH 70. All forces are to be commended for the fast and precise response to this mission. The fast reaction and pickup by Papa Foxtrot Golf again proves their value and dedication to the Rescue Mission in Southeast Asia.

KING 21 Crewmembers

AC/AIC Lt Col Hatfield
FP 1 Lt Johnson
CP Lt Col Brown
M Capt Bogner
RO SSgt Hunt
FE TSgt Teague
FE TSgt Wigginton
LM TSgt Stone

SAR Forces Utilized

KING 21
Mail 52
Papa Foxtrot Golf
Hobo 30 and 31

SAR Forces Launched

Jolly Greens 57, 50
Sandys 1, 2, 3, & 4
Papa Foxtrot Hotel

William H. Hatfield
WILLIAM H. HATFIELD, Lt Col, USAF

Aircraft Commander/Airborne Mission Commander

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FROM: 1505 (Lt Col Stone/2116)

22 January 1971

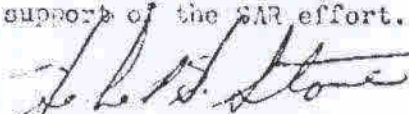
SUBJECT: SARCO Report for Raven 51 A and 51 B

TO: DO

1. A successful rescue was conducted on 16 January 1971 for Raven 51A and B. The aircraft an O-1 went down 330/20/89 at 0905L. This report will cover the actions that resulted in the successful recovery of the crewmembers. All times are Thailand local.

2. Raven 51 reported he had low oil pressure at approximately 0830 and was heading for Pak Sme. Sandy 01, 02, 03 and 04 were alerted for a launch at 0850. Hobo 30 and 31 were diverted from their strike mission in the Barrel Roll to give any assistance that was needed. Sandy 01 and 02 launched at 0910 and Sandy 03 and 04 at 0930. Jolly Green 57 and 50 launched at 0901. At 0905 Raven 51 crash landed and Hobo 31 became the on scene commander. The area was completely permissive and an Air America helicopter picked up the survivors at 0931. All SAR forces returned to base at that time.

3. 4 Sandy aircraft, 2 strike A-1's, and 2 Jolly Greens were launched in support of the SAR effort. (Attach #1)


HERBERT H. STONE, Lt Colonel, USAF
SARCO

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RAVEN 51 ALPHA AND BRAVO SEARCH AND RECOVERY

(C) A successful Search and Recovery was accomplished on 16 January 1971 for Raven 51 Alpha and Bravo. The operation was so efficient that SAR forces from Nakhon Phanom barely had time to get involved. Raven 51, an O-1 aircraft, reported that he had low oil pressure and that he was proceeding to Pak Sane, Laos, for an emergency landing. Enroute the engine quit and Raven 51 chose to crash-land the aircraft at 0905L. At the onset of the emergency Hobo 30/31 were diverted from their fragged strike mission in the Barrel Roll and directed to assist in any way possible. They proceeded to the scene of the crash (330/80 from Tacan Channel 89) and Hobo 30 became the On-Scene Commander.¹²⁷

(C) Sandy 01/02 were alerted as a precautionary measure and launched at 0910L. Sandy 03/04 followed at 0930L and Jolly Green 57 and 50 were launched at 0901L. These forces were enroute when a successful pick up was made by an Air America helicopter. The crash area was completely permissive and the survivors spent approximately 25 minutes on the ground. The SAR effort was terminated at 0331L and all forces returned to Nakhon Phanom RTAFB.¹²⁸

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127. SARCO Report for Raven 51 A and B, 22 Jan 71, Document #2.
128. Ibid.

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Papa Foxrot Golf arrived on scene at 0225H and made pickup at 0230H. All forces RTD'd and the two survivors were taken to CM 70. All forces are to be commended for the fast and precise response to this mission. The fast reaction and pickup by Papa Foxrot Golf again proves their value and dedication to the Rescue Mission in Southeast Asia.

KING 21 Crewmembers

AC/AMD	Lt Col	Matfield
FP	1 Lt	Johnson
CP	Lt Col	Brown
N	Capt	Bogner
RO	Sgt	Hunt
FE	TSgt	Teague
FE	TSgt	Wigginton
LM	TSgt	Stone

SAR Forces Utilized

KING 21
Mail 92
Papa Foxrot Golf
Hobo 30 and 31

SAR Forces Launched

Jolly Greens 57, 50
Sandys 1, 2, 3, & 4
Papa Foxrot Hotel

William M. Matfield
WILLIAM M. MATFIELD, Lt Col, USAF
Aircraft Commander/Airborne Mission Commander

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ARRL	1
INFO	CYS
DB	4
DVC	1
CSEH	1
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Classified by _____
SUBJECT TO GENERAL DEClassIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 7/06/99

CLASSIFICATION CANCELLED
Or Changed to CONFIDENTIAL
By Authority of DoD 5200.1R
By [Signature] (Date) Jul 74

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~~DATE 04/11/01 BY 60322~~

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(C) 56SOW AT 160144Z

(4) TIME SAR FORCES LAUNCHED:

(A) 1 HC-130P, 39ARRS DIVERTED TO AREA AT 160140Z

(B) 2 HH-53'S, 40ARRS LAUNCHED AT 160200Z

(C) 2 A-7'S, 56SOW LAUNCHED AT 160210Z

(D) 2 A-1'S, 56SOW LAUNCHED AT 160230Z

C. PERSONNEL INFORMATION:

(1) 2 PERSONS INVOLVED, 2 SAVED

(2) SAR OBJECTIVE LOCATED BY HOB0'S 30/31 (A-1 STRIKE AIRCRAFT) AT 160215Z AT COORDINATES 1832N 10354E

(3) A.A. HUEY HELICOPTER, C/S PFG, MADE RECOVERY OF BOTH SURVIVORS BY LANDING IN VICINITY OF CRASH SITE

(4) SURVIVORS TAKEN TO UDORN RTAFB, THAILAND. BOTH INDIVIDUALS WERE IN EXCELLENT CONDITION.

D. FLYING ACTIVITY:

(1) 39ARRS - 1 SORTIE FOR 1.0 HOURS

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(2) 40ARRS - 2 SORTIES FOR 2.9 HOURS

(3) 56SOW - 4 SORTIES FOR 8.0 HOURS

E. SAVES DATA: NO SAVES CREDITED TO ARRS.

(1) RCC MAKING SAVE NOT APPLICABLE

(2) PERSONS SAVED - 1LT RUSSELL, CHARLES P.

(A) SERVICE - USAF NATIONALITY - USA

NAME AND NATIONALITY OF OTHER SURVIVOR NOT RELEASABLE.

(B) COMBAT SAVES - 2

(C) AIRCREW MEMBERS - 2

G. SUMMARY OF SAR ACTIONS:

(1) AT 160139Z OL-B WAS ADVISED BY KING 21 THAT RAVEN 51 WAS LOSING OIL PRESSURE AND HAD OIL SEEPING INTO THE COCKPIT. THE REASON FOR LOSS OF OIL PRESSURE AND OIL IS UNDETERMINED. RAVEN 51 WAS GOING TO PROCEED FROM HIS PRESENT LOCATION TO L 35 (PAK SANE, LAOS) BUT WAS IN DOUBT IF HE WOULD BE ABLE TO MAKE IT SAFELY. OL-B, PER KING 21'S REQUEST, ALERTED THE 40ARRS AND 56SOW OF A POSSIBLE SAR AND PLACED THE FORCES ON COCKPIT ALERT. HOB0'S 30/31 (A-1 STRIKE ACFT) WERE IN THE GENERAL AREA AND DIVERTED TO ESCORT RAVEN 51. NAIL 52 OV10 FAC) WAS READILY AVAILABLE TO ASSIST. PAPA FOXTROT GOLF AN A.A HUEY HELICOPTER, WAS ALSO IN THE GENERAL AREA. AT 160150Z, KING

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21 REQUESTED THE SAR FORCES BE LAUNCHED BECAUSE RAVEN 51 WAS GOING TO CRASH LAND DUE TO ZERO OIL PRESSURE/ENGINE LOSS. JG 57/50 LAUNCHED AT 160200Z. SANDY'S 1/2 LAUNCHED AT 160210Z. SANDY'S 3/4 LAUNCHED AT 160230Z. AT 160152Z RAVEN 51 CRASH LANDED IN A CLEARING THAT WAS APPROXIMATELY 800 FOOT ELEVATION. HOB0'S 30/31 AND NAIL 52 ARRIVED OVERHEAD RAVEN 51 AT 160210Z. HOB0 30 SPOTTED 2 SURVIVORS OF RAVEN 51 AT 160215Z. THE WEATHER NOR TERRAIN PRESENTED ANY PROBLEMS. NEGATIVE HOSTILITIES IN THE AREA. AT 160228, P.F.G. DESCENDED INTO

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THE AREA, LANDED ADJACENT TO THE DOWNED AIRCRAFT, PICKED UP BOTH SURVIVORS, AND DEPARTED AREA AT 160232Z. SURVIVORS WERE TRANSPORTED TO UDORN RTAFB, THAILAND. BOTH WERE IN EXCELLENT HEALTH. KING 21 ASSUMED AMC DUTIES AT 160140Z. NEGATIVE AIR REFUELINGS.

GP4

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MESSAGE NOTIFICATION	
Individual Contacted:	<i>Sgt Roop</i>
Local Time and Date:	<i>0330Z 16 Jan 71</i>

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EXEMPTED FROM AUTOMATIC
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EXEMPTION CODE: 25X(1)
EXEMPTION AUTHORITY: 1.5

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