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CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

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DoD 5200.10

(Date)

22 Jan 71

DATE: 16 Jan 71

MISSION NUMBER: B-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 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON 71 Dec 79

(S) King 21 received a call from Cricket at 0135Z 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°/83DME/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 (Paksane) 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 VR'ed the area, made voice and visual contact with survivors and straffed the area. Hobo 31 reported no enemy sighted and recommended an immediate pickup.

Downgraded

Declassified

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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.

DECLASSIFIED

KING 21 Crewmembers

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

SAR Forces Utilized

KING 21
Nail 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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~~SECRET~~

61

GROUP-4
Downgrade every 3 year intervals.
Declassify all on 12 years.

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GP	Lt Col	Brown
N	Capt	Bogner
RO	SSgt	Hunt
FE	TSgt	Teague
FE	TSgt	Wigginton
LM	TSgt	Stone

SAR Forces Utilized

KING 21
Mail 52
Papa Foxtrot Golf
Hebe 30 and 31

SAR Forces Launched

Jolly Greens 57, 58
Sandys 1, 2, 3, & 4
Papa Foxtrot Hotel

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

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62

DECLASSIFIED

GROUP-4
Downgrade and 5 year intervals,
Declassified after 12 years.

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90

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

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

128. Ibid.

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* S C B *****

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54/02

71 JAN 16 9 : 18

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DECLASSIFIED ON 7/06/77

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BT

(2) OL-B, 3ARRGP NOTIFIED OF POSSIBLE SAR INCIDENT AT 160139Z

By [Signature] (Date) Jul 24

(B) 40ARRS AT 160142Z

IMMEDIATE

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

~~ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED~~

~~DATE 08-09-00 BY SP-6 [REDACTED]~~

2 SAVES "AA"

