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40th ARRSq History, 1 Jan - 31 Mar 1971

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A last-light run-in was attempted but was aborted when both helicopters took hits from heavy small arms fire. One Pararescue man was wounded in this attempt. A first-light effort on 2 January resulted in a successful rescue of both crewmembers.

(S) BIGOT 02: On 3 February, two crewmembers of an F-4D bailed out of Bankari² Pass near the NVN border. 40th ARRS Jolly Greens were scrambled from both Nakhon Phanom Airfield³ and Ubon RTAFB⁴. Low ceilings precluded any attempt that day. A maximum effort SAR was planned on the 4th with 8 Jolly Greens in place at NKP for a first-light effort. HH-53 BUFFs were on continuous airborne orbit from pre-dawn to darkness on the 4th, 5th, and 6th of February. Continued low ceilings and bad weather conditions in the area precluded any rescue attempts. After all radio contact was lost with the survivors at noon on the 6th, and no weather improvement forecast, the active participation of the 40th ARRS ceased. The force of tired and disappointed crews were returned to Udorn that night.

(S) DUDLEY 02: On 16 February, two crewmembers of an F-D bailed out in eastern Laos. Two Jolly Greens scrambled and both crewmembers were rescued less than two hours after bailout.

(S) WITCHDOCTOR 05: On 5 March, an Army UH-1 helicopter was shot down in eastern Laos with 7 people on board. A last-light run-in was attempted but intensive AAA and small arms fire precluded any rescues. The survivors were rescued by a U.S. Army ground team on 7 March.

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CHAPTER II

OPERATIONS

The 40th ARRS participated in five Search and Rescue (SAR) efforts during the quarter 1 January to 31 March 1971. Four combat saves were credited as a result. Our Alert/Deployment posture was unchanged from the previous quarter. Our assigned pilot strength increased slightly from 26 pilots at the beginning of the quarter to a high of 32 at the end. We do not anticipate a pilot shortage for at least six months.

(C) Our flight engineer resources, however, was and is, continuing to be a major problem. Our strength varied from 8 to 12 throughout the quarter. The 37th ARRS Da Nang Air Base, Republic of South Vietnam graciously loaned us TDY personnel during critical periods of shortages. Little relief is forecast in the foreseeable future.

The 40th ARRS provided 3 pilots and one flight engineer for Flight No. 2 of the Transpacific ferry flight from Udorn RTAFB, Thailand, to Hamilton AFB, California. They left Udorn on the 14th of March in two HH-53B helicopters with an estimated arrival date of 15 April.

(C) On 28 March, three helicopters landed at Udorn having transversed the Pacific from Eglin AFB, Florida, on Flight No 1. These airplanes were the first of the new Limited Night Recovery System (LNRS) equipped models to be delivered to us. A comprehensive Combat Evaluation program is being initiated for this system.

(S) TIGER 02: On New Year's Day, an F-4E was hit by ground fire and both crewmembers bailed out near the Ban-Ban¹ area in north-eastern Laos.

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TIGER 02 ALPHA AND BRAVO SEARCH AND RECOVERY

(C) On 3 January 1971 Tiger 02 Alpha and Bravo were safely recovered after spending a tense night in a highly defended area near Route 7 in the Barrel Roll. The two Combat Crewmembers had egressed from a damaged F-4 the previous day and were forced to remain over night because hostile defenses prevented their immediate pick up. Alpha and Bravo landed about seven miles north of Route 7 (047/38 from Tacan Channel 108) in an area defended by 37 millimeter, 23 millimeter and 12.7 millimeter AAA as well as various small arms and enemy ground forces.¹²¹

(C) The incident occurred at 1502L on 2 January 1971. A Search and Recovery effort was generated immediately but failed to extract the survivors during the remaining day light hours. Raven 26 was the first aircraft at the scene and was able to locate the crewmembers. Sandy 03, 04, 05, and 06 had launched from Nakhon Phanom at 1420L and were enroute to their orbit points. They were diverted to assist in the Search and Recovery and Sandy 03/04 arrived on scene shortly after 1520L. Raven 26 discharged a WP (white phosphorous) Rocket to mark the survivors' position and just as Sandy 03/04 arrived Tiger 02 Alpha announced (over his survival radio) that the enemies were pulling his parachute

121. SARCO Report Tiger 02A and 02B, 8 Jan '71, Document #1.

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down from a tree and he was requesting close air support. Sandy 03/04 were cleared in for a strafing pass and were soon joined by Hobo 42/43 (A-1's diverted from Barrel Roll strike missions). The four A-1's continued to make passes expending CBU-25 bombs and 20 millimeter guns until Sandy 03 was hit by ground fire and developed a rough running engine. Sandy 03 decided to return to Nakhon Phanom and Sandy 04 escorted him.¹²²

(C) Soon afterwards Sandy 05/06 arrived. Hobo 42/43 were still present, four Jolly Green Helicopters were orbiting above the clouds and Raven 26 was controlling a strike by fast movers (jet aircraft). Raven 26 finished working with the fast movers, briefed Sandy 05/06 and departed for lack of fuel. Sandy 05 assumed On-Scene Command and descended below the clouds to survey the area. Jolly Green 61 was also brought down to observe the activity. Sandy 05 took some small arms fire from the southeast and Jolly Green 61 was exposed to intense AAA north of the survivors' position. Raven 22, a FAC (Forward Air Controller), arrived and was directed to work the immediate area with two sets of fast movers (four jet aircraft).¹²³

(C) While the fast movers were completing their strikes Sandy 05 briefed the forces on an immediate pick up attempt. Sandy 05 made several trolling passes through a valley leading to the objective position with no apparent resistance. Sandy 06 marked the IP (Initial Point) with a white phosphorous rocket while Sandy 05 did the same at the survivors' position. Jolly Green 61 was directed to let down at the IP and proceed on a

122. Ibid.

123. Ibid.

heading of 320 degrees to the position of Tiger 02 Bravo. Lotto 41/42 (A-1 Smoke Aircraft) were directed to place a smoke screen east of the survivors between two ridges. Immediately after departing the IP Jolly Green 61 received intense ground fire and his airborne PJ (Para-Medic) was wounded. Simultaneously all forces received intense ground fire from 12.7, 23, and 37 millimeter guns. The damaged Jolly Green departed the area and the remaining forces remained to silence the guns. No further pick up attempts were made that day due to the approaching darkness.¹²⁴

(C) Throughout the night four Candlesticks (C-123 FAC) and AC-119 gunships were made available to keep constant air coverage over the survivors. At first light four A-1's, two FAC's and several fast movers continued the sterilization process. Later Sandy 07 arrived and took charge as On-Scene Commander. The ground fire subsided and Sandy 07 decided to make a pick up attempt at 0945L. The IP and ingress route were marked and Lotto 41/42 (A-1 Smoke Aircraft) were directed to put down a screen to the southeast and southwest to effectively block off Route 7. Four A-1's escorted the Jolly Green helicopters in on a heading of 095 degrees. Tiger 02 Alpha ignited his signal flare and was spotted by the helicopter. The Jolly Green was receiving ground fire and the A-1's worked under the clouds to silence the resistance.

124. Ibid.

FROM: LSOS(Lt Col Stone/2116)

8 January 1971

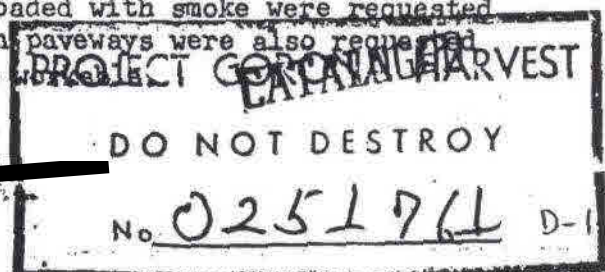
SUBJECT: SARCO Report for Tiger 02A and 02B

TO: DO

1. A successful rescue was conducted on 2 January - 3 January 1971 for Tiger 02A and 02B. The aircraft, an F-4, went down at 1502, 2 January 1971 at 047/38/108. This report will cover those activities relating to the forces involved in the rescue effort. All times are Thailand local.

2. Sandy 03, 04, 05, and 06 departed NKP for their respective orbits at 1420. Sandy 03 and 04 were approaching their orbit point in the Barrel Roll when Tiger 02 bailed out. Sandy 03 and 04 arrived in the area and made several passes shooting 20mm and dropping CBU25. Sandy 03 was hit by ground fire, developed a rough engine, and was forced to return to base. (Atch 1) Sandy 05 and 06 were diverted from their orbit and proceeded North to the scene. Sandy 01 and 02 were scrambled from Ubon at 1544 to escort the Jolly Greens. Sandy 05 and 06 arrived on scene at 1620 and assumed command from Raven 26. Raven 26 was directing strikes by Hobo 42 and 43 and fast mover resources which were in the area. The aircraft, which were working under a low overcast, were taking ground fire from 37mm, 23mm, 12.7mm, and small arms. Sandy 05 realized that it would be necessary to silence a number of guns if a pickup attempt was to be made prior to darkness. Raven 22 came on scene and worked two sets of fast movers. Sandy 05 briefed King and Jolly 61 on how the pickup attempt was to be made. Lotto 41 and 42 arrived on scene and they were briefed on where to lay down the smoke screen. After the survivors confirmed that there was no more ground fire, Sandy 05 committed the SAR forces for a pickup attempt. On the ingress to the survivors position, Jolly Green 61 took ground fire and the PJ was wounded. Jolly Green 61 exited the area and returned to Udorn. Darkness precluded another attempt. Sandy 05 briefed the survivors to dig in and hide. He reassured them that the SAR forces would be back at first light and they would be rescued. (Atch 2)

3. When all SAR resources recovered at NKP, the survivors position was determined to be in a box canyon about 50 meters north of Route 7. Intelligence indicated that the survivors were located in a very heavily defended area. This, of course, had previously been confirmed by all of the aircraft that had been involved in the effort. Permission to keep the Danang and Ubon Sandys (07-03, 01-02) at NKP was granted by Jack. Also, Sandy 09 and 10 would be launched from Bien Hoa prior to sunrise to augment the Sandy Force. Jack informed us that Sandy 01 and 02 would have to remain on ground alert here unless absolutely needed. Blue Chip released four candles and all of the C-119 gun ships to be used at our discretion to keep constant air coverage over the survivors. Because of the forecasted low weather in the area, CBU46 was requested for the fast movers. Two flights of A-4's loaded with smoke were requested for ground alert at Danang. Fast movers with paveways were also requested to kill the big guns when the weather became workable.

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4. At first light, the SAR forces consisted of 12 A-1 Sandy aircraft, four A-1's loaded with Lotto, four Nail's to be used as FAC's and eight Jolly Greens. At 0330, Sandy 03, 04, 05, 06, Lotto 41, 42, and Nail 33 were briefed on the mission. Sandy 05 and 06 were briefed to hold the Jolly Greens over LS 32 and the approach to the survivors made from the north to keep from crossing the route structure, thus minimizing the risk of guns along the route structure. Sandy 03 and 04 launched at 0510 and proceeded to the survivors location. Sandy 05 and 06 launched at 0521 and proceeded to LS 98 to rendezvous with Jolly Green 63 and 57. Sandy 03 arrived on scene at 0618 and the on scene commander was Candlestick 31. Tiger 01 was high and Nail 33 was under the overcast, which was 3/8 at 700 - 800 feet with visibility 1 to 1½ miles. (Atch 3) The exact position of the survivors could not be determined because of the poor weather. Raven 26 arrived on scene, penetrated through a hole west of the survivors, flew up Route 7 and located the survivors. Tiger 02B stated that enemy troops were within 20 meters of him. Raven 26 brought down a flight of fast movers, marked the target and napalm was laid within 20 meters of 02B. The surviving enemy troops exited the area of 02B. Sandy 03 and 04 started looking for an entry and exit path for the Jolly Greens. The prebriefed route was unusable because of the adverse weather. A ridgeline north of Route 7 was determined to be a feasible ingress and egress route. Sandy 05 was brought below the overcast and the route was probed for ground fire. Sandy 05 noted small arms fire along a ridge. Sandy 07 and 08 arrived on scene and were briefed on the pickup plan and given Sandy low at that time (0900). Sandy 05 and 06 straffed the ridge previously mentioned and suppressed the ground fire. Sandy 03, 04, 05, and 06 returned to base. (Atch 4) Raven 26 continued to work strikes around the survivors and act as relay between the survivors and the SAR forces. Sandy 11 and Lotto 41 were brought in and briefed on the ingress route and the dropping point of the smoke. The smoke was put down Southwest and Southeast of the survivors and effectively blocked off Route 7. Sandy 07 gave the order to execute at 0950. Tiger 02A was picked up at 1000 and 02B at 1005. Jolly Green 63 made the pickup and all SAR forces exited the area.

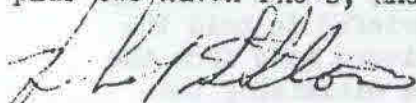
5. Three problem areas arose during this SAR. One, a qualified Sandy was on scene and not given command. Tiger 01, Nail 33, and Raven 26 were on scene commanders while Sandy 03 was in the area. The second is the fact that Blu-52 and the King bird and the F-4's carrying it wanted to put it right on the survivors. Sandy 03 and 05 replied that it would jeopardize the pickup of the survivors. Blu-52 was dispensed in an area that aided in the rescue. The third problem is that the SARCO at NKP needs to know from Joker what ordnance will be available so that the Sandy Lows can be briefed on what is available for their use.

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6. A total of 28 A-1 sorties were used in support of the SAR effort, four Candlesticks, and five C-119 Stingers. Two Nail FAC's were used plus two Raven FAC's, and an unknown number of F-4's. (Atch 5)



HERBERT H. STONE, Lt Colonel, USAF
SARCO

5 Atch

1. Statement - Lt Singer
2. Statement - Lt Col Stone
3. Statement - Lt Feld
4. Statement - Lt Young
5. Flying Schedule

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STATEMENT

2 Jan 71

Sandy 03/04

Singer/Potton

As Sandy 03 and 04 we were on orbit in the southern Barrel Roll when we got the call at 1520L that Tiger 02A and B was down near Ban Ban. We proceeded directly to the SAR area. The weather was completely overcast and it took us a few minutes to locate R26 who was the on scene commander. To aid us in locating the area R26 put down a WP rocket. It was approximately two miles off our right wing. As I turned toward the smoke T-02A came up and said the games were pulling his chute down out of the trees and needed some close air support ASAP. R26 cleared us in on a strafing run through his smoke and north up a steep ridge. The survivors were located on either side of a bowl shaped depression. As Sandy 03 and 04 were initiating their first pass Hobo 42 and 44 Lyon/Walsh joined our daisy chain. They were diverted from a Barrel Roll strike. After approximately 10 passes suppressing ground fire with 20mm, 7.72, and CBU-25 Sandy 03 took a hit in the center line, and then had a rough running engine. Sandy 03 pulled off his ordnance and RTB'd. Sandy 04 escorted Sandy 03 home. Sandy 03 never assumed on scene command because of the urgency of the situation ie. the survivor calling for immediate ordnance and Sandy 03 having to RTB early

1Lt M. D. Singer

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FROM: Donald H. Feld 1st Lt. Sandy 05

SUBJECT: SAR for Tiger 02 A/B

TO: Lt. Col. Stone SARCO

1. Sandys 05&06 were enroute to the Juliet orbit after a 1420 take off. Approximately 90nm south of NKP we turned around and headed north to assist in the SAR then launched for Tiger 02 A/B an F-4. Enroute we got details from King, and dumped our stub tanks to give us more speed.
2. When Sandy 05 & 06 arrived on scene at 1620, Sandy 03 & 04 had RTB'd Sandy 03 had a rough engine and they had expended all their ordnance. Raven 26 was the on scene commander at this time working a flight of fast movers. There were 4 Jollys holding above the clouds. Also Hobo 42 & 43 were present, they had been working with the Raven.
3. When the Raven was finished Sandy 05 and Hobo 42 & 43 went down under the clouds. The Raven and Hobo 42 showed 05 the position of the survivor then the Raven RTB'd and the Hobo remained. Sandy 06 came down under the overcast and 05 began talking with Tiger 02 A who said I was taking fire from the southeast of his position on my passes. At this time I asked Hobo 42 to bring Jolly 61 the low Jolly down under the overcast and hold him to the South so that he could see what was going on. Hobo 42 did this, however the Jolly lost sight of 42 and wandered to the North of the survivors position where he took intense AAA fire. Sandy 05 Hobo 42 told him at this time to climb through the clouds immediatly. He did, however see the survivors positions.
4. Next Sandy 05 brought Raven 22 and two flights of fast movers down to work over the area again. Hobo 42 & 43 RTB'd at this time. Meanwhile on top of the overcast Sandy 05 briefed Jolly 61 and Lotto 41 & 42 and King on how we were going to run it when the Raven was through with the fast movers and we went back down. We waited a short time after the Raven was finished for Sandy 01 & 02 to find the scene. Then Sandys 05 06 01 and 02 and Lotto 41 & 42 went under the clouds to begin the attempt

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5. Sandy 05 showed Lotto 41 and Sandy 01 where the survivors were and regained radio contact with them. I had found a valley with steep Karsts on both sides that led up to the Bowl where the survivors were from the southeast. I made several passes up and down the valley and down the valley in front of the survivors and took no ground fire. The survivors confirmed no fire. The Ground fire from the 37mm had appeared to come from the east so I briefed Lotto 41 & 42 to lay a smoke screen east of the survivors from ridge line to ridge across the valley from north to south. I briefed Sandy 06 to put down a willy rete bomb At the IP point and I'd put one marking rocket at the top of the ridge Behind the survivors.

6. We sent Sandy 01 for Jolly 61. Lotto 41 & 42 laid a perfect smoke screen, Sandy 06 put his smoke in and I mine. The Jolly was briefed to come from the south directly to IP let down and proceed from there on a heading of 320 direct to the survivors. Prior to execution I had briefed the survivors and the Jolly on pickup of Tiger 02 B first then A.

7. The Jolly took a hit near the IP and immediately broke out. On his exit he again went north. At this time ~~everone~~ everyone took intense ground fire from 12.7mm 37mm and 23mm guns. The Jolly made it out safely and we played with the guns for a short while trying to locate them or silence them. Sandy 05 then directed everyone except Sandy 06 to go back on top of the clouds. At this time it was too dark to attempt another pickup. I then bedded down the survivors and left them radio instructions for the night. Sandys 05 & 06 RTB'd to NKP


Donald H. Feld 1st Lt., USAF

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STATEMENT

1. Sandy's 07 and 08 launched at 0750 local and proceeded to the Barrel Roll. Sandys 03, 04, 05, and 06 were on scene, as well as Nail 33 and Raven 26. Jolly Green 57 and 63 were holding VFR 20 kilometers north west of the survivors' location. Sandy 03 had just finished FACING in a flight of fast movers, and rendezvoused with 07 and 08 on top of the weather. Cloud coverage was six to eight eights, and was down on the hill tops. Sandy 03 took 07 in trail and showed him the survivors' location, and proposed the ingress heading of 095°. The plan sounded good, and was eventually used successfully. 03 and 04 went bingo, as did 05 and 06 and all the 07 and 08. One of the survivors was transferred to Sandy 07.

2. Raven 26 continued to work strikes around the survivors' area, and acted as a radio relay from the survivors to the SAR forces. Meanwhile, 07 requested that the next two Sandys (11 and 12) proceed up the area from CH 108, which they did. Lotto 41 and 42 were escorting the Jollies. No ground fire was coming up; the 37mm, 12.7, and small arms coming up earlier in the morning had all quieted down. So Sandy 07 took Lotto 41 in under the WX to brief the smoke delivery. Next Sandy 07 took Sandy 11 in and briefed the planned ingress/egress route, and put down dud WP IP's at the start and finish of the run in. At 0940 Sandy 07 stated that the pickup attempt would take place in five minutes, and briefed the forces for the attempt. The Lotto birds went in two minutes ahead and laid the smoke SM of the survivors on top of a ridge, and SE of the survivors, masking RT 7 fairly effectively. Sandys 07, 08, 11, and 12 brought the Jollies in under the weather at 0945 without incident. Jolly 63 came up over the last ridge line behind the survivors and slowed to a hover. Tiger 02A popped his smoke, which was spotted by the Jolly after a few moments. The pickup was complete within five minutes. Meanwhile the four Sandies worked under the cloud deck rather effectively, even though the terrain was mountainous and rugged. Sandy 07 then called for Bravo's smoke, and the Jolly moved right to his position after a moment of disorientation. The Jolly took ground fire from across the ravine, but the Sandys took care of it in short order. The chopper also took fire from the SE across RT 7, but that, too, was beat down. With both survivors on board, the gaggle egressed to the west, and told each other how shit hot they were (1000L).

3. Sandy 12 came back with his hydraulics shot out (gun charger/left out-board), but made an arrested landing without incident. Sandy 08 took a 12.7 hit in the rudder, and had an hydraulic leak in the cockpit. Neither of the problems caused him great difficulty, and he, too, landed without incident. Sandy 11 had hung ordnance, but landed safely, Sandy 07 landed in a bad cross wind (as did the others) on the parallel taxi way - he considered this the most death - defying part of the mission.

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ATCH 4

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4. The Jollys didn't take any hits, they refueled over LS 32 and
RTB'ed to CH 70. Both survivors were in great shape.

Alan P. Young
ALAN P. YOUNG, 1/Lt, USAF
Sandy 07

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Lt Colonel Stone

Tiger 02 A/B SAR

3 Jan 71

Lieutenant Chandonnet, Nail 33, arrived on scene 0625L. Weather at time over survive was eight eighths. Bases 5,500' MSL tops 6500' MSL. Visability 5 miles due to haze below clouds. Terrain ranged from 3000 MSL to 4500 MSL near survivors position.

Raven 26 had Tiger 02 A/B pinpointed from the movers. Nail 33 flew cover for Raven 26 and strike aircraft in vicinity of IDP's north-east of Tiger 02 A/B where known gun positions were located. Two 37mm guns fired at Aircraft but no hits taken. Kng 23 appointed Nail 33 as on scene commander for remainder of strike flights. Special ordnance carried by Cobra 05 flight consisted of BLU 1 and BLU 27. BLU 52, with help of east wind, was dropped and covered a 50 x 400 meter strip over route structure denying enemy a large area of operation close to survivors position. Nail 33 helped Sandy 03 and Sandy 07 pick route for actual pickup Nail 33 departed area at 0925L due to fuel.

Lt Col Stone

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ATCH 2

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FLYING SCHEDULE

2 Jan

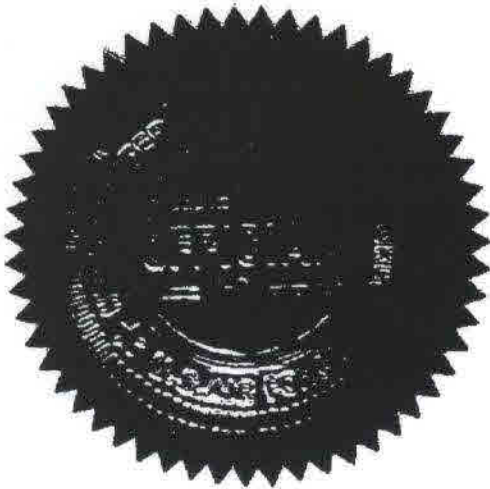
PILOTS	SANDYS	TIME	REMARKS
ROBERTS	01	3+10	Launch ASAP0820Z Jack
MATHERS	02	3+10	" " " "
SINGER	03	2+21	IFE Rough Running Eng
POWELL	04	2+25	Battle Damage
FELD	05	4+45	" " " "
HAGAN	06	4+45	On Scene Commander
WILSON, R.	07	2+30	Battle Damage
TIPTON	08	2+30	
SCHAFER	09		
ROUSSEL	10		
WILSON	11	2+19	
LORENZEN	12	2+19	
PLACE	13	2+30	
TAYLOR	14	2+30	
LYON	15	3+15	
COLONEL WALSH	16	3+15	Battle Damage
			" " " "

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ATCH 5

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
TO
STEPHEN E. KATZ

Major Stephen E. Katz distinguished himself by extraordinary achievement while participating in aerial flight as a Navigator aboard an HC-130P aircraft over hostile territory in Southeast Asia on 3 January 1971. On that date, Major Katz skillfully coordinated and controlled the activities of ten rescue aircraft engaged in an extremely difficult and challenging combat aircrew recovery effort deep in hostile territory. Major Katz's superior resourcefulness and outstanding knowledge of combat rescue operations contributed immeasurably to the success of the mission and led to the safe recovery of two downed airmen from certain capture and possible death at the hands of hostile forces. The professional competence, aerial skill, and devotion to duty displayed by Major Katz reflect great credit upon himself and the United States Air Force.



CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

JOSEPH S. STANALAND

Staff Sergeant Joseph S. Stanaland distinguished himself by heroism while participating in aerial flight as an HH-53 Rescue Helicopter Pararescue and Recovery Technician in Southeast Asia on 3 January 1971. On that date, Sergeant Stanaland flew an extremely dangerous mission in order to successfully rescue two American pilots who had been downed deep within hostile territory. Throughout the entire rescue operation, Sergeant Stanaland effectively returned fire from his exposed gun position on the ramp, and calmly relayed the hostile gun positions to the aircraft commander. The outstanding heroism and selfless devotion to duty displayed by Sergeant Stanaland reflect great credit upon himself and the United States Air Force.

MISSION B-3-001 2 Jan 1971 Pickup

Lt Payford K. Brown, survivor; Capt Thomas Adams, 40th ARRSq; Capt
Harvey D. Wier Jr., survivor; Lt Col Edward S. Modica, Commander
40th ARRSq.

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