

~~CONFIDENTIAL~~

CLASSIFICATION CANCELLED

Or Changed to ~~CONFIDENTIAL~~

By Authority of DoD 5200.10

By [Signature] (Date) 12 Feb 71

DATE: 8 Feb 71

MISSION NUMBER: B-3-005-8 Feb 71

AIRCRAFT DESIGNATION: KING 21

DISTRESSED AIRCRAFT: Raven 25

LOCATION: 030/12/108

SAVES: 1 Combat

Classified by \_\_\_\_\_  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON 31 DEC 79

(S) At 0625Z Cricket (ABCCC) notified King 21 that a Raven 25 was down at 040/14/108. King 21 contacted Schlitz Flight which was overhead the survivor on Guard and got a more accurate position of 030/12/108. Schlitz Lead advised that Raven 23 and 21 were overhead the downed pilot and in radio contact with him. Jolly Green's 61 and 55 were launched, along with their A-1 escorts from CH 89 and the Jolly's and Sandy's from 93 were put on cockpit alert. The CH 89 Jolly's were airborne at 0634Z. Raven 21 was contacted and made on scene commander at 0630Z and he advised that the pilot was in a clearing in mountainous terrain and was okay and not in any immediate danger from hostile forces. Air America Helicopters Foxtrot Hotel and 96 Whiskey were in the immediate area. Raven 21 vectored 96 Whiskey in for a successful pickup at 0640Z. SAR forces and Hobo 22 and Falcon 81 which had been orbiting overhead in case they were needed, were RTB'd at 0645Z. 96 Whiskey brought the survivor to 20 Alternate.

#### KING 21 Crewmembers

|        |       |                |
|--------|-------|----------------|
| AC/AMC | Capt  | Parsons        |
| P      | Capt  | Gealta         |
| CP     | 1LT   | Hedrick        |
| N      | Major | Schnegelberger |
| RO     | SSgt  | Swinson        |
| FE     | TSgt  | Powell         |
| LM     | SSgt  | Robinson       |

#### Resources

Jolly Green's 61 and 55  
Hobo 22 Flight  
Schlitz Flight  
Falcon 81 Flight  
Raven 21 and 23  
Foxtrot Hotel  
96 Whiskey

*Melvin L. Parsons*  
MELVIN L. PARSONS, Captain, USAF  
Aircraft Commander/Airborne Mission Commander

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IMMEDIATE

DT 00244

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CONFIDENTIAL  
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(-) 56 SOW AT 08/0619Z

(C) 40 ARRS AT 08/0619Z

(4) TIME SAR FORCES LAUNCHED:

(A) 1 HC-130, 39ARRS DIVERTED AT 08/0617Z

(H) 2 HH-53'S, 40ARRS LAUNCHED AT 08/0636Z

C. PERSONNEL INFORMATION

(1) 1 PERSON INVOLVED, 1 LOCATED, 1 RECOVERED, 1 SAVED

(2) SAR OBJECTIVE LOCATED YY RAVEN 23 (0-1) AT 08/0617Z  
COORDINATES 1919N 10301E.

(3) AIR AMERICAL HUEY HELICOPTER, C/S 96W LOWERED JUNGLE  
PENETRATOR AND PICKED UP SURVIVOR

(4) SURVIVOR TAKEN TO LS 98 (LAOS)

D. FLYING ACTIVITY:

(1) 39 ARRS - 1 SORTIE FOR 0.5 HOURS.

(2) 40 ARRS - 2 SORTIES FOR 0.6 HOURS

E. SAVES DATA: 1 COMBAT SAVE

PAGE 4 RUMOSRA0197 S E C R E T

(1) RCC MAKING SAVE - AIR AMERICA HELICOPTER PICKED UP  
SURVIVOR. KING 21, AIRBORNE MISSION COMMANDER,  
COORDINATED PICK UP. RCC OF KING 21 WAS CAPT MELVIN  
L. PARSONS, 39 ARRS.

(2) PERSONNEL SAVED: 1LT JAMES H. HIX JR.

(A) SERVICE - USAF; NATIONALITY - USA

(B) COMBAT SAVE

(C) AIRCREW MEMBER

3. SUMMARY OF SAR ACTIONS:

A COUPLE OF MINUTES PRIOR TO 08/0617Z FEBRUARY 1971, RAVEN 26 (T-28)  
ENCOUNTERED AN ENGINE OVERSPEED. CAUSE OF OVERSPEED UNDETERMINED.  
ENGINE STARTED TO DISINTEGRATE THEREFORE PILOT BAILED OUT. RAVEN  
23 (0-1) WAS ON SCENE AND WITNESSED A 'GOOD CHUTE'. RAVEN 25  
LANDED NEAR A LINE OF TREES ON A RIDGE ABOUT 3000 FT ELEVATION.  
KING 21 DIVERTED TO THE SAR SCENE AND NOTIFIED OL-B TO LAUNCH SAR  
FORCES. THE 40ARRS/56SOW WERE NOTIFIED TO LAUNCH THE JOLLY GREENS  
AND SNADYS. AT 08/0645Z, AN AIR AMERICA HUEY HELICOPTER C/S 96W  
APPEARED ON THE SCENE, LOWERED HIS JUNGLE PENETRATOR PICKED UP THE  
SURVIVOR AND DEPARTED THE AREA. JOLLY GREEN'S 61/55 HAD LAUNCHED  
BUT WERE IMMEDIATELY RTB'D. SURVIVOR RECEIVED A SLIGHT LACERATION

PAGE 5 RUMOSRA0197 S E C R E T

ON THE LEFT CHEEK AND RIGHT KNEE. HE WAS TAKEN TO LS 98. THE  
SAR AREA WAS HOSTILE. KING 21 ASSUMED AMC DUTIES AT 08/0617Z,  
DIRECTED THE SAR EFFORT, AND RETURNED TO THE NORMAL ORBIT AT  
08/0648Z. NEGATIVE AIR REFUELLINGS. GP-4

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IMMEDIATE

The alpha crewmember from Gunfighter 13 was not recovered.

On 20 January 71 while Jolly Greens 77 and 71 were flying locally they observed a ball of fire in the air and then saw two parachutes descending feet wet two miles east of Monkey Mountain. Both helicopters immediately went to the scene and recovered the crew of Gunfighter 03. The aircraft commanders of Jolly Green 70 and Jolly Green 71 were Major Mudd and Captain Gary Hoven. Major Mudd made the 600th save recovered by the 37ARRS on this mission.

On 6 February 71 while Jolly Greens 65 and 73 were on orbit they were advised by Queen that a South Vietnamese UH1H, call sign Butterfly 063 was down 109 degrees for 18 miles off Channel 69. Five persons were on board. Both helicopters departed for the scene and were joined by Sandy aircraft. After the Sandy aircraft prepared the area Jolly Green 65 recovered the five South Vietnamese crewmembers. Jolly Green 65 was flown by Major Ryland R. Drelbelbis. This may have been the first recovery of Vietnamese personnel by Jolly Green forces.

On 9 February 71 a Medevac mission was completed by Jolly Green 77, which was on alert at Bien Hoa. A woman was hemorrhaging at Con Son Island and required evacuation to medical facilities. The evacuation to Saigon was without incident. The aircraft commander of Jolly Green 77 was Captain Donald G. Beattie.



A similar tip of the KING Crown is extended to the JOKER duty officer and his crew for their very rapid and efficient handling of all the last minute changes involved in the mission. Between approximately 1605Z when Wide Minnow advised Long Binh was not OH/Gyn manned and 1625Z when JG 77 landed at Tan Son Nhut there were at least five (5) actions requiring JOKER'S coordination with Air Force and Army agencies. The simple fact that JG 77 was able to continue to Tan Son Nhut without an enroute delay or loiter for completion of all the ground coordination reflects the efficiency of JOKER'S efforts.

**SAB Forces Utilized**

3ARROF (7AF JROC)  
KING 27  
JOLLY GREEN 77  
MARKET TIME NAVAL VESSEL, CALL SIGN  
CAVIAR

**KING 27 Crewmembers**

AC/ACC Major Felmley  
CP 1Lt Crielly  
N Major Good  
RO MSgt Jones, C.  
FE SSgt Gagnon  
LM TSgt Stone



**JERRY J. FELMLEY, Major, USAF**  
**Aircraft Commander/Airborne Mission Commander**

DATE: 11 Feb 71

16 Feb 71

MISSION NUMBER: A-3-005-11 Feb 71

AIRCRAFT DESIGNATION: KING 26

DISTRESSED AIRCRAFT: Cobra 04

LOCATION: Mai Loc

SAVES: 1 Combat

(C) At 0720Z King 26 picked up a faint May Day on Guard from Dust-off 707. Dustoff 707 was contacted and he reported a Cobra was down in the vicinity of Mai Loc and he saw one chute. Trail 24 came up on Guard and said he saw the survivor and the wreckage. Cobra 03 was overhead and reported it was Cobra 04 that was down. Trail 24 was appointed On Scene Commander at 0730Z and was in contact with several Army choppers in the area, including Dustoff 502, Cozy 10 and 25, Gunfighter 14 and Charlie Horse 45. Jolly Green's and Sandy's from CH 77 were requested through Queen and the King Alert Aircraft through STOKER. At 0745Z Trail 21 assumed OSC and Trail 24 RTB'd for low fuel. Trail 24 reported just before his departure that an unidentified Army helicopter picked up the Alpha man and that he was okay, but did not know if the Bravo man was able to get out of the downed aircraft. Trail 21 contacted some friendly ground troops in the area and they reported that the wreckage was insight and was in a well secured area. King requested Trail 21 to see if the wreckage could be checked for the Bravo man. Charlie Horse 45A was able to land at the scene of the wreckage and he positively determined that the Bravo man was in the aircraft. SAR Forces were RTB'd at approximately 0815Z.

KING 26 Crewmembers

AC/AMC Capt Parsons  
CP Capt Gealta  
N Major Schnegelberger  
RO Sgt Souder  
FE MSgt Ellis  
LM TSgt Mc Pheeters

Resources

Jolly Green 72 and 67  
King 26  
Trail 21 and 24  
Cozy 10 and 25  
Gunfighter 14 (Cobra Gunship)  
Gunfighter 1 Flight (F-4)  
Ringneck 466 Flight  
Charlie Horse 45, 45A



MELVIN, L. PARSONS, Captain, USAF  
Aircraft Commander/Airborne Mission Commander

IMMEDIATE

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PT 00387

OTTCZYUW RUMUJNA0095 0440145-CCCC--RUWTRMA.

ZNY CCCCC

O 130110Z FEB 71

FM OL A 3ARRGP SON TRA AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUHEAKA/PACAF HICKHAM AFB HI/DOH

RUWTRMA/HQ ARHS SCOTT AFB ILL/COMMAND POST

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

RUWTRMA/MAC/MAOCCP

RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/D00/IN/DOCT/DP

RUHHABA/41ARRWG HICKHAM AFB HI/DOC

RUHHHQA/CINCPAC/CC

RUMUHTA/MACV SAIGON RVN

RUEKAAA/AFEOC FT RITCHIE MD

RUMFRBA/CTF 77

RUHGOYA/CTG 77.0

RUMQJAA/39ARRS CAM RANH BAY AB RVN

RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC

RUWTFSA/USAFMPC RANDOLPH AFB TEXAS/DPMCS

RUMMRSA/38ARRS TAN SON NHUT AFLD RVN/CC

RUMOSRA/OL B 3ARRGP UDORN RTAFB THAILAND

PAGE TWO RUMUJNA0095 C O N F I D E N T I A L

INFO RUMUJBA/37ARRS DANANG AB RVN

RUMOGOA/C CO 101 AVN VN HUE PHU BAI RVN

RUMUJGA/12TFW PHU CAT RVN

BT

C O N F I D E N T I A L/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE 005/

13/0100 FEB 71.

1. RESCUE CLOSING REPORT 13 FEB 71

2. MISSION NUMBER: A-3-005-11 FEB 71

3. SITUATION: RECOVERY OF DOWNED CREW MEMBER.

C. PERSONNEL INFO:

(1) 2 PERSONS INVOLVED-2 PERSONS LOCATED, 1 PERSON  
SAVED, 1 PERSON DECEASED.

(2) SAR OBJECTIVE LOCATED BY 'C' TROOP, 17TH CALVARY.  
AT 12/0525 FEB 71 COORDINATES 16-41N 106-58E.

(3) RECOVERY BY GROUND PARTY.

(4) BODY TAKEN TO DANANG AB MORTUARY.

G. SUMMARY OF SAR ACTIONS:

(1) THE BODY OF THE SECOND CREW MEMBER WAS RECOVERED BY  
THE 17TH CALVARY REGIMENT, HUE, PHU BAI. THE BODY HAS BEEN TAKEN  
TO THE MORTUARY AT DANANG AB RVN. MISSION CLOSED. GP-4

BT

#0095

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Classified by  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON 7/DEC/77

MESSAGE NOTIFICATION

Individual  
Contacted: G.S.

Local Time  
and Date: 0145  
13 FEB 71

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DECLASSIFIED

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Y2

FM OL-A, 3ARRGP SON TRA AB RVN  
TO RUEFHQA/CSAF/AFXOTZB  
RUHEAKA/PACAF HICKAM AFB HI/DOH  
~~RUWTBMA/HQ ARRS, SCOTT AFB ILL/COMMAND POST~~  
~~INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL~~  
RUWTBMA/MAC/MAOCCP

| OPR  | CYS |
|------|-----|
| HRS  | 1   |
| INFO | CYS |
| DO   | 4   |
| DOC  | 4   |
| CSG  | 1   |
|      |     |
|      |     |
|      |     |
|      |     |
|      | 7   |

MESSAGE ROUTING SLIP

Individual  
Contacted: G.S.

Local Time 0500  
and Date: 13 FEB 71

Classified by \_\_\_\_\_  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE 1, 1995 E.O. 11652  
DATE 10/10/95 BY SP-10/10/95  
10/10/95  
31 OCT 77

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PT 00522

(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:

(A) NONE

C. PERSONNEL INFO:

(1) 2 PERSONS INVOLVED - 2 PERSONS LOCATED, 1 PERSON SAVED, 1 PERSON DECEASED.

(2) SAR OBJECTIVE LOCATED BY 'C' TROOP, 17TH CALVARY AT 12/0525 FEB 71 COORDINATES 16-41N, 106-58E.

(3) RECOVERY BY GROUND PARTY.

(4) BODY TAKEN TO DANANG AE MORTUARY.

D. FLYING ACTIVITY:

(1) NONE

E. NO ADDITIONAL SAVES.

G. SUMMARY OF SAR ACTIONS:

(1) THE BODY OF THE SECOND CREW MEMBER WAS RECOVERED BY THE 17TH CALVARY REGIMENT, HUE, PHU BAI. THE BODY HAS BEEN TAKEN TO THE MORTUARY AT DANANG, RVN. MISSION CLOSED. (THIS

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MESSAGE CORRECTS REPORT 13/0100 FEB 71)

GP-4

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SUSPECTED DUPLICATE

PT 00026

OTTCZYU RUMUJNA0079 0421320-CCCC--RUWTBMA.

ZNY CCCCC FD

0 111238Z FEB 71

FM OL A 3ARRGP SON TRA AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUHEAKA/PACAF HICKHAM AFB HI/DOH

RUWTBMA/HQ ARRS SCOTT AFB ILL/COMMAND POST

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

RUWTBMA/MAC/MAQCCP

RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP

RUHHABA/41ARRWG HICKHAM AFB HI/DOC

RUHHHQA/CINCPAC/CC

RUMUHTA/MACV SAIGON RVN

RUEKAAA/AFECC FT RITCHIE MD

RUMFRBA/CRF 77

RUHGOSA/CTG 77.0

RUMOJAA/39ARRS CAM RANH BAY AB RVN

RUMMRSA/3ARRS TAN SON NHUT AFLD RVN/JRCC

RUWTFJA/USAFMPC RANDOLPH AFB TEXAS/DPMCS

RUMMRSA/38ARRS TAN SON NHUT AFLD RVN/CC

RUMOSRA/OL B 3ARRGP UDORN RTAFB THAILAND

RUMUJBA/37ARRS DANANG AB RVN

1/3

| OPR  | CYS |
|------|-----|
| ARRS | 1   |
| INFO | CYS |
| DO   | 4   |
| DOC  | 1   |
| CSEH | 1   |
|      |     |
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RUMLMJA/C CO 101 AVN 3N HUE PHU BAI RVN

RUMUJGA/12TFW PHU CAT RVN

BT

~~CONFIDENTIAL~~ JOPREP JIFFY/OL-A, 3ARRGP/RESCUE 005/

11/0720 FEB 71.

1. MISSION OPENING/SUSPENDING REPORT 11 FEB 71.

2. MISSION NUMBER: A-3-005-11 FEB 71.

3. SITUATION: RECOVERY OF DOWNED CREW MEMBR:

A. DESCRIPTION OF SAR OBJECTIVE:

(1) F-4/CAMOFLAGED/CORRA 04.

(2) TACTICAL.

(3) PILOT: FORD, CAPT, 259629734, 12TFW, (FIRST NAME AND MIDDLE INITIAL NOT AVAILABLE)

(4) POB - 2.

(5) WEATHER 3,000 THOUSAND SCATTERED, 6 MILES VISIBILITY.

(6) SURVIVAL EQUIPMENT: AIR FORCE STANDARD.

(7) LAST KNOWN POSITION: 16-41N 106-58E.

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY, OL-A, 3ARRGP, NOTIFIED AT 11/0720 FEB 71 BY COBRA 04 THAT COBRA 04 WAS BAILING OUT.

MESSAGE NOTIFICATION

Individual  
Contacted:

Local Time  
and Date:

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(2) FOLLOWING SAR FORCES ALERTED:

(A) 39ARRS AT 11/0720 FEB 71

(B) 37ARRS AT 11/0723 FEB 71

(C) 56SOW AT 11/0723 FEB 71

(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON

31 DEC 77

IMMEDIATE

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SUSPECTED DUPLICATE

IMMEDIATE

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SUSPECTED DUPLICATE

PT 00026

- (A) 39ARRS AT 11/0720 - K-26, C-130P  
(B) 37ARRS AT 11/0720 - JG 67/72, HH-53  
(L TYSON AT 11/0739 - SANDY 9/10, A1-E

2  
3

C. PERSONNEL INFO

- (1) 2 PERSONS INVOLVED - 1 PERSON LOCATED, RECOVERED, SAVED, 1 PERSON MISSING.  
(2) SAR OBJECTIVE LOCATED BY DUSTTES 707 AT 11/0720 FEB 71 COORDINATES 16-41N 106-58E.  
(3) RECOVERY BY US ARMY HELO, COZY 10, USING ROPE AND ALUMINUM LADDER.  
(4) CAPT FORD TAKEN TO 18TH SURGICAL HOSPITAL, QUANG TRI.

D. FLYING ACTIVITY:

- (3) RECOVERY BY US ARMY HELO, COZY 10, USING ROPE AND ALUMINUM LADDER.  
(4) CAPT FORD TAKEN TO 18TH SURGICAL HOSPITAL, QUANG TRI.

D. FLYING ACTIVITY:

- (1) 39ARRS - 1 SORTIE FOR .8 HOURS.  
(2) 37ARRS - 2 SORTIES FOR 1.6 HOURS.  
(3) 56SOW - 2 SORTIES FOR .8 HOURS.

PAGE 4 RUMUJNA0079 C O N F I D E N T I A L

E. RCC MAKING SAVE: PARSONS, M.L., CAPT. 538364363, 39ARRS. 39ARRS CREDITED WITH 1 COMBAT AIRCREWMEMBER SAVE.

G. SUMMARY OF SAR ACTIONS:

- (1) AT 11/0720 FEB 71 OL-A, 3ARRGP (QUEEN) INTERCEPTED A MAYDAY CALL ON GUARD FROM COBRA 04 ADVISING HE WAS EJECTING DUE TO DAMAGE FROM HOSTILE FIRE. THE EJECTION WAS CONFIRMED BY A DUSTOFF 707 AND KING 26 (HC-130P) DUSTOFF 707 RELAYED POSTIVE SIGHTING OF ONE CHUTE. COBRA 04 CRASHED AT PSN 16-41N 106-58E AND BEGAN TO BURN. AREA WEATHER WAS 3 THOUSAND SCATTERED VISIBILITY 6 MILES. JOLLY GREEN 72H-53) WAS AIRBOURNE AND DEVERTED AT 11/0725. JOLLY GREEN 67 (HH-53) LAUNCHED AT 11/0747. SANDY 9 & 10 (A-1E) LAUNCHED AT 110739 AND PROCEEDED TO SAR AREA. KING 26 (C130P) ASSUMED AIRBORNE CONTROL AT 11/0720 AND APPOINTED TRAIL WK ON SCENE COMMANDER AT 11/0740. THE AREA WAS REPORTED AS HOSTILE AND KING 26 REQUESTED FIGHTER SUPPORT. GUNFIGHTER 1 & 2 (F-4E) 366TFW WERE SCRAMBLED AT 11/0741. ONE SURVIVOR WAS REPORTED PICKED UP BY COZY 10(UH-1) AT 11/0730. KING 26 CONFIRMED PICK UP OF SURVIVOR BY COZY 10 (UH-1) AND ADVISED SURVIVOR WAS BEING TAKEN TO THE 18TH SURGICAL HOSPITAL AT QUANG TRI. SURVIVOR WAS REPORTED IN GOOD CONDITION. KING 26 REPORTED AREA

PAGE 5 RUMUJNA0079 C O N F I D E N T I A L

SECURED AT 11/0745 AND THAT A LOH WAS INVESTIGATING THE BURNING WRECKAGE. INVESTIGATION DEFINETLY ESTABLISHED SECOND CREW MEMBER WAS STILL IN THE COCKPIT AND WAS DECEASED. JOLLY GREEN 67 & 72 AND SANDY 9 & 10 ARRIVED IN THE AREA AT 11/0750. A SECOND INVESTIGATION OF THE WRECKAGE WAS MADE BY CHARLEY HOUSE 45A (LOH) TO POSITIVELY ESTABLISH STATUS OF SECOND CREW MEMBER. CHARLEY HOUSE 45A REAFIRMED THE CREW MEMBER WAS DECEASED AT 11/0805. ALL

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SUSPECTED DUPLICATE

IMMEDIATE

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SUSPECTED DUPLICATE

P. 00026

FORCES WERE RELEASED AT 11/0806. GUNFIGHTER 1 & 2 WERE NOT YET AIRBORNE AND DID NOT PARTICIPATE IN SAR. INFORMATION WAS RECEIVED FROM IDASC, CAPT LOCHMILLER, THAT AN RVN GROUND PARTY HAD REACHED THE WRECKAGE AND REPORTED NO BODY IN THE WRECKAGE. THIS INFORMATION WAS DOUBLE CHECKED. THE GROUND PARTY DID NOT HAVE AN AMERICAN ADVISOR AND WERE TO UNFAMILIAR WITH THE ACRAFT TO IDENTIFY TYPE OR CONFIRM AIRCRAFT SER NO., HOWEVER FELT THAT IT WAS HE WRECKAGE OF COBRA 04 SINCE IT WAS STILL HOT. RECONFIRMATION OF THE MISSING BODY WAS MADE. THE FORCES WERE UNABLE TO STATE WHETHER THE EJECTION SEAT WAS OR WAS NOT IN THE AIRCRAFT. US FORCES FROM 24 CORPS AND IDASC HAVE BEEN REQUESTED THE INVESTIGATE. MISSION SUSPENDED PENDING CLARIFICATION AND RELIABLE INFORMATION. THE AIRREFUELING WAS ACCOMPLISHED. (JOLLY GREEN

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72 AND KING WYLM TOTAL FLYING ACTIVITIES SEE ITEM 3D.

GP-4

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SUSPECTED DUPLICATE

~~CONFIDENTIAL~~  
DUDLEY 02 ALPHA AND BRAVO SEARCH AND RECOVERY

(C) On 16 February 1971 at 0950L a call was received by TeePee that an F-4 aircraft had sustained battle damage from small arms and was enroute to Nakhon Phanom RTAFB for an emergency landing. Sandy 03, 04, 05, and 06 were immediately alerted for take off. At 0955L the two F-4 crewmembers ejected from their aircraft and landed in a trail network in midst of karst hills and caves. Their position was 083/42 from Tacan Channel 89, an area near the Ho Chi Minh Trail in Laos. By 1135L Dudley 02 Alpha and Bravo were safely rescued.<sup>141</sup>

(C) Sandy 05/06 launched first and proceeded direct to the objective scene. Sandy 03/04 followed and escorted Jolly Green 63/61 to a forward holding point at 100/30 from Tacan Channel 89. When Sandy 03 arrived at the objective area several Nail FAC's and F-4 aircraft were already present and had located the approximate position of the survivors. Both crewmembers reported their condition was good and that there was no evidence of enemy activity in the area. Sandy 05 observed the many trails leading to caves in the karst and decided to make a few trolling passes. In an effort to provoke ground fire he made hot passes with 20 millimeter gunfire directed to cave entrances. However no ground fire was observed and the area was considered to be permissive.<sup>142</sup>

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141. SARCO Report for Dudley 02 A/B, 19 Feb 71, Document #4.  
142. Ibid.

(C) The IP (Initial Point) and objective area were identified and a routine pick up was planned. Dudley 02 Alpha was picked up safely at 1122L and up to this point all operations were "quite normal" as planned. However when the Jolly Green helicopter departed Alpha's position on the planned heading of 110 degrees he was unable to locate Bravo's position. Bravo was directed to expend his signal flare and all forces were surprised to find his location was 500 meters from Alpha on a heading of 240 degrees. There was an unusually long 13 minute period between picking up the two crewmembers and during that time Jolly Green 03 took an undetermined amount of small arms ground fire.<sup>143</sup>

(C) The confusion over Bravo's exact position was the result of a series of unusual circumstances. His general position had been located electronically. Sandy 05 believed he knew the exact location of Bravo under the jungle canopy. He told Bravo to sound off when his A-1 was exactly overhead and then proceeded to the suspected area. Just when Sandy 05 passed over what he thought was the survivor's position Sandy 06 flew over Bravo's actual location and the survivor sounded off. Unfortunately the two positions were several hundred meters apart and caused serious delay in Bravo's pick up. However the effort ended happily and all forces returned to Nakhon Phanom RTAFB without further incident.<sup>144</sup>

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143. Ibid.

144. Ibid.

**CONFIDENTIAL**

DATE: 16 Feb 71

22 Feb 71

MISSION NUMBER: B-3-006-16 Feb 71

AIRCRAFT DESIGNATION: King 21

DISTRESSED AIRCRAFT: Dudley 02 A&B

LOCATION: 17-30N, 105-27E

SAVES: 2 Combat

(C) At approximately 0950L, King 21 received a call on UHF Guard from Wolf 04. Wolf stated he and Dudley lead were in escort with Dudley 02. Dudley 02 had taken battle damage and his aircraft was on fire and falling apart. King 21 requested a May Day squawk and a position from Wolf 04. About 0953L, Dudley 02 Alpha and Bravo ejected. Wolf 04 and Dudley lead had both chutes in sight. A call on Guard Channel by King 21 brought a response from Nails 27, 72, 34, and 112. All were in the general area of Dudley 02 Alpha and Bravo and Nail 27 said he had both chutes in sight. King 21 appointed Nail 27 as the On Scene Commander (OSC) and requested he pass general condition and UTM positions of the survivors when they reached the ground. All four Nail aircraft were overhead the survivors; Nail 34 stated there was some activity within 250 meters of Alpha — One strafe pass by Nail 34 eliminated the ground activity. Both Bravo and Alpha reported no guns or ground activity in their immediate area, and that both were in good condition. Approximately 1050L, Sandy's 5 and 6 arrived on scene and Sandy 5 assumed on scene command. Sandy 5 advised King 21 that the area was relatively quiet, and the fast mover strike aircraft available at that time would not be required. By 1100L, Jolly Green 61 and 63 and Sandy's 3 and 4 were in the area. By 1120L, the pickup phase was under way on the Alpha men with Jolly Green 63 making the attempt. The pickup phase on both men was complete by 1135L. King 21 advised the SAR forces to RTB and JG 63 and 61 were to proceed to CH 93 with the two survivors.

Comments: A post flight inspection of JG 63 revealed that he had taken several hits from small arms fire. Since the area appeared relatively quiet, Sandy 5 elected not to expend any ordinance during the pickup phase. In the future, I would like to see all pickup attempts covered by active ordinance, to preclude any further exposure of the Jolly Greens to ground fire. It has become increasingly apparent that the enemy is with-holding his fire until the Jolly Greens enter a hover and become a more vulnerable target.

**CONFIDENTIAL**

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GROUP-4

Downgraded at 3 year intervals,  
Declassified after 12 years.

71- [REDACTED]

Border Utilized

1st Lt. Capt. Perimeter  
2nd Lt. Capt. Perimeter  
3rd Lt. Capt. Perimeter  
4th Lt. Capt. Perimeter  
5th Lt. Capt. Perimeter  
6th Lt. Capt. Perimeter  
7th Lt. Capt. Perimeter

Sandy's 3, 4, 5, 6  
King 21  
Jolly Greens 61, 63, 62, 55  
Wolf 04  
Nail's 27, 72, 112, 34  
Dudley 01  
Falcon 91, 92, 87, 88  
Cobra 45, 46  
Gunfighter 60, 61  
Scuba Flight  
Olds Flight

*[Handwritten Signature]*

JOHN S. JAHNKE, Captain, USAF  
Aircraft Commander/Airborne Mission Commander

[REDACTED]

72

G-3, SP-4  
Reviewed every 3 year intervals.  
Exempted from 12 year review.

DO

RCS ARE V-6 Report

16 February 1971

3 BRAGP (JROC)  
APO 96307

DATE: 16 February 1971

MISSION NUMBER: D-3-406 16 February 1971

FLIGHT DESIGNATION: Jolly Green 63

MISSION OBJECTIVE: Budley 02 AAB .

LOCATION: 1722N - 10529E

SAVES: 2 Combat Saves

SUMMARY OF OUR ACTION:

1. (3) Jolly Green 63 (I) and Jolly Green 61 (II) were launched and at 16/0310N. We initially headed out the 120° radial of 01.38 at 16/0310N to the fence where we held for 5 minutes while waiting for the 120° radial. At this time period we were instructed by King 21 to proceed out the 120° radial and hold at 30 miles. Enroute to this holding area, Sandy 03 and 04 were with us and proceeded to the survivors location, which was originally at 080°/39/89. Sandy 3 and 4 arrived as our escort just prior to 16/0310N at the initial holding point. After arriving at the holding point we were told that the holding point be moved to 080°/39/89 in order to get off the 120° radial. While we were in this area we heard that the PACs on board had seen people in the area and that the Alpha man had reported still alive. We also heard that Mail 34 had strayed the area and a dog has been seen in the cave. Shortly after moving to this holding point, we were instructed by Sandy 5 to move up to 079°/47/89. Upon arrival at this position, we were in an area of karst. We were in this area for about 10 minutes when Sandy 5 called for Sandy 3 to come in to see the survivor's location and establish an approach plan. Prior to this a live V-P bomb was dropped to the area. The bomb showed up excellently. The run-in heading to Budley 02 was heading 120° and a distance of about 30 miles. Sandy 5 sent Sandy 3 back to the holding area for us and the bomb was then initiated at approximately 0415N. A heading of 120° was held until 0415N and we maneuvered as necessary to stay "on and fast". The bomb was then off and returned briefly as we passed over a ridge. Sandy 3 took time to slow down a plenty of time. The Alpha man was told to pop his parachute prior to us reaching the other side of the ridge of karst where he was located.

As we came over the ridge we immediately saw his smoke and searched for the helicopter so we went as close to the steep wall of the ridge as we were in about a 100 foot hover. The pressure of smoke was intense. We had Alpha on board at 0421 and we turned to 100° heading to find the Bravo man. We hover taxied in that direction and turned up a ridge to the left. We did not see Bravo, but we did see a piece of oak bark tangled in the top of a large tree. As we were searching this area with the smoke from Bravo's plane at a heading of about 180° and a distance of about 1 Km. The area between us and the area was open field. We moved the smoke as rapidly as possible and then began a series of increasingly exciting directions from Sandy 5 and the Bravo man. The result was a series of tightening circles until we located him at the base of a valley. We seemed to be fairly exposed so we hovered as low into the terrain as possible. Our hover was at about 125 feet. (The flight engineer spotted him because of his white tee shirt showing above his flight suit). We had the Bravo man on board at 0433 and began our exit. Sandy 5 told us to head straight ahead (about 275°) and keep down on the forest. After we cleared the immediate area we climbed up to 10,000 feet MSL to clear the terrain haze. Both survivors were in good shape and the aircraft seemed to be doing well on our evacuation. King 21 asked us about the survivors' status and where they wanted to go. We told them they were both feeling fine and a return to Channel 89 was desired. Shortly thereafter King 21 advised JG 63 and 61 as well as JG 62 and 55 to RTB to Channel 93. Because of the condition of the survivors and the apparent condition of the aircraft, I saw no reason at that time to insist on a return to Channel 89. At Ch 93 we noticed a few stray holes in the aircraft, but nothing in the way of structural damage was noted. We landed at Ubon at 06104. After going down, inspection revealed hits in one main rotor blade, one tail rotor blade, tail rotor drive shaft, and swash plate assembly. There were also several hits in the doghouse and rear of the aircraft. At no time during the rescue were we aware of any ground fire hitting the aircraft. The only fire signal was for a few seconds on the run-in.

## 2. Crew Composition:

### JG 63

AC Capt Charles R. Hagorhjelm,  
CP Maj George T. Macdonald,  
FE SSgt Frederick A. Moorehouse,  
PJ Sgt Henry L. Ochose,  
PJ TSgt John A. Smith,  
AP SSgt Rodney L. Olsen,

### JG 62

AC Capt Dan E. Williams,  
CP Maj Jerry R. Thompson,  
FE SSgt Wayne E. Astor,  
PJ TSgt Billy R. Davidson,  
PJ SSgt Richard A. Wallace,

## 3. Survivors:

Major William C. Allen  
Lt Colonel William R. Cox

CHARLES R. HAGORHJELM, Captain, USAF  
Aircraft Commander

~~CONFIDENTIAL~~

PROJECT CORONA HARVEST  
CATALOGED  
DO NOT DESTROY  
No. 0251763

FROM: LSOS (Lt Col Adams/2754)

SUBJECT: SARCO Report for Dudley 02 A/B

TO: DO

1. A successful rescue was made for Dudley 02 A/B on 16 Feb 71. The aircraft, an F-4, sustained battle damage and enroute to NKP, both survivors were forced to bail out at approximately the 083/42/89. This report will cover the activities relating to the SAR. All times are Thailand local.
2. A call was received at 0950 that a battle damage aircraft was going to recover at NKP. At 0955 both crew members ejected. At 1004 both crew members touched down and their position was noted by an accompanying F-4 and reported to King. Sandy 03, 04, 05 and 06 were alerted to launch prior to the crew members reaching the ground. Because a Hot Cargo aircraft was blocking the arming area, an 8 to 10 minute delay occurred on the launch and Sandy 05 and 06 got airborne first at 1018. He was directed by King to proceed directly to the bail out area. Sandy 03 and 04 airborne, at 1020, were directed to escort Jolly Green 63 and 61, airborne at 1010, to a holding point of 100/30/89. Nail 11, 27, 112, 72, 34, and the accompanying F-4 were all in the immediate area of the bail out. Sandy 05 became OSC at approximately 1040. Sandy 01 and 02 at Ubon and Sandy 09 and 10 at Da Nang were placed in cockpit alert and two Jolly Greens at Ubon were launched to hold on the November orbit to act as backup.
3. Both crew members were immediately contacted and reported their condition as good without any evidence of enemy in the area. Sandy 05 believed he had a good location on both survivors. After trolling the area for gunfire and firing his 20mm near some cave entrances in a Karst, he decided a non contested SAR was at hand. Dudley 02/A was picked up first at 1122 without complication. Dudley 02/B was picked up by the same Jolly Green at 1135 after spending 13 minutes searching for his exact position. (see attach II)
4. The position of Dudley 02/B was not known exactly. The reason for this is explained in Atch II. This is further reason for emphasis to be made for Sandy low to be absolutely sure of the survivors position prior to expending ordnance and prior to committing the Jollys for the pick up. It is quite conceivable that the extended time in the hover, searching for 02/B, resulted in Jolly Green 63 receiving unnecessary gunfire. The comments made by Sandy 05 and 03 pertaining to the King aircraft calling a stop to the ordnance is also noteworthy. The assistance given to Sandy low by King is unquestioned. However, King overstepped his position by giving direction to Sandy low when he and only he is in the best position to determine the actions required. We are actually at a trade off since the exact location of 02/B was misunderstood and excessive ordnance delivery could have hurt the survivor. At the same time, the cessation of ordnance delivery, as ordered by King, probably contributed to endangering the crew of the Jolly Green.
5. Four Sandys and 2 Jollys were launched in direct support of the mission with two other Jollys holding in the November orbit as relief, if needed. (see attach I)

ROBERT S. ADAMS, Lt Colonel, USAF  
SARCO

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FLYING SCHEDULE

| <u>PILOT</u> | <u>SARBY</u> | <u>TACOMEN</u> | <u>REMARKS</u> |
|--------------|--------------|----------------|----------------|
| Donaldson    | 05           | 1018           | Expend 20mm    |
| Kilmer       | 06           | 1018           | No Expend      |
| Wilson       | 03           | 1020           | JG Escort      |
| Stewart      | 04           | 1020           | JG Escort      |

JOLLY GREEN

|    |      |            |
|----|------|------------|
| 63 | 1010 | Low Jolly  |
| 61 | 1010 | High Jolly |

Attach 1

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## STATEMENT

NARRATIVE FOR DUDLEY 02/A-B

In order to make this report both factual and comprehensive, I would like to present it from two different standpoints. I will first discuss it from an objective viewpoint including specific facts and happenings in chronological order. I will then present my personal opinions and thoughts.

At approximately 1000 hours local time Sandys 03, 04, 05, and 06 were scrambled in support of a downed F-4, Dudley 02. Sandy 03 and 04 were delayed momentarily and followed Sandy 05 and 06 out to the arming area. Sandy 05 and 06 launched first and were proceeding to escort the Jollys (as briefed) when Sandy 03 and 04 became airborne about 5 minutes later. At this time King directed Sandy 05 and 06 to the scene to act as low element. Sandys 03 and 04 then assumed escort responsibilities and joined the Jollys at the briefed holding area. At approximately 1110 local, Sandy 05 requested Jollys and escort to proceed to the SAR area. This was accomplished and upon arriving, Sandy 03 descended into the area for a briefing from Sandy 05. During this briefing tactics and responsibilities were discussed. Sandy 05 showed Sandy 03 the survivors location and did so a second time upon request from Sandy 03. Sandy 03 then returned to join Sandy 04 and Jolly 63 to brief them on the pick-up. About 1130 local the execution signal was given. Jolly 63 made his run in led by Sandy 03 with Sandys 04 and 06 covering his flank. Dudley 02 Alfa was spotted quickly and was recovered with little difficulty. The Sandys were not expending ordnance in accordance with King's request. At this point some confusion arose as to the exact position of Bravo. Momentarily, however, he was spotted and though the Jolly was forced to hover for some 10 minutes, Bravo was safely extracted. No ground fire was reported by the Sandys, Jolly, or survivors. The SAR forces then egressed the area and returned to their respective bosses. Down time for the Sandys was 1200 local.

In my opinion, though successful, this SAR was very poorly executed. I attribute this to myself, Sandy 05, and King. First of all I don't think King should have switched element responsibilities. In the event of delays or aborts, then yes this is in order. However, with both elements airborne, within 5 minutes of each other, I disagree. Jollys and Sandys briefed together, but as individual elements each with its own responsibilities. Techniques and tactics discussed here aid in a smooth coordinated effort.

The exact location of Bravo was not known until he popped his smoke. Just a bit late if you're putting down ordnance everywhere but where you think he is. Fortunately, we were not. This mistake on the Sandys part could have cost Bravo his life.

Now we come to the worst decision of the day, and who makes it but the airborne relay center known as King. "Do not expend ordnance during the pick-up". Perhaps this was passed to King via Jack. I don't know. I do know King passed it to the Sandys. In an area known to be controlled by the enemy, laced with roads and trail networks, and where only 30 minutes before a Nail BAC strafed and killed an enemy soldier, King announces the aforementioned statement.

Attach III

**CONFIDENTIAL**

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What his reason was for making this decision is unknown to me. King, of all involved, does not have the knowledge or authority to make a tactical decision of this nature. I fault myself as well as Sandy 05 for not telling him so the moment he said it. The Sandy firepower might have prevented the numerous small arms hits that Jolly 63 took.

ROBERT L. WILSON, Lt  
Sandy 03

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

S T A T E M E N T

NARRATIVE FOR DUDLEY 02A & 02B

Dudley 02 A&B Sandy 05/06 Donaldson/Kiland

Sandy 05 and 06 were scrambled to escort the Jolly Greens on the Dudley 02 A&B SAR, but were diverted to be on-scene command because 05 and 06 had gotten airborne eight minutes ahead of Sandy 03 and 04.

Sandy 05 and 06 proceeded directly to 080/39 off channel 89 actual position was 081/for 47 NM and after multiple radio failures finally established contact with Nail 27 who had the survivors' position well marked. Nail 34 and Nail 72, along with Wolf 04 were also at the scene. Due to the great number of aircraft in the area it was almost a case of too much help. 02 Alpha was very easy to spot because his chute was visible near the edge of the karst. But when it came time to pin point Bravo's position a series of misidentifications between Sandy 05 and whatever PAC was talking, led Sandy 05 to believe Bravo was about 500 meters from Alpha on a heading of about 110°. Sandy 05 then asked Bravo, who was in heavy jungle, to tell him when he heard Sandy 05 fly right overhead. Sandy 05 then flew over the position he believed Bravo to be in and, sure enough, Bravo said, "your're right over me now". But actually it was Sandy 06 who was passing over him. Therefore, Bravo was actually 500 meters from Alpha on a heading of about 240°. This caused considerable problems during the pick-up phase. Sandy 05 noticed many roads and trails leading to caves in the surrounding karst and decided to hose several of them down to see if he could troll up some ground-fire. He made two passes firing 20mm at the caves.

After the second pass King called and said to stop strafing because it would give away the survivors' position and the strafe was not needed. This, I feel, was a major error on King's part. Sandy Land is the only one who can make the determination that an area is to be considered peaceful or hostile. This one had all the earmarks of a potentially bad area. We have had too many helicopters lost or shot up because people thought the area was safe. As it turned out the Jolly took numerous small arms hits sometime during one, or both, of the pick-ups.

The Jollys were brought onto the scene and briefed along with Sandy 03 and 04. A holding point was established over some karst about 3 miles northwest of the SAR site. The run-in to Alpha was as directed and the pick up went quickly. However, the previous mountainous confusion about Bravo's position was not rectified until Sandy 06 saw Bravo's smoke come up and he diverted Jolly 63 into the proper area. It took nearly 10 minutes from Alpha's pick up to positively spot Bravo. The rest went smoothly.

ROB. F. J. DONALDSON, Major, USAF  
Sandy 05

JOHN W. KILAND, 1st Lt, USAF  
Sandy 06

Attch II.

~~CONFIDENTIAL~~

(S) BIGOT 02: On 3 February, two crewmembers of an F-4D bailed out of Banhari<sup>2</sup> Pass near the NVN border. 40th ARRS Jolly Greens were scrambled from both Nakhon Phanom Airfield<sup>3</sup> and Ubon RTAFB<sup>4</sup>. 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) 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.

MISSION B-3-006, 16 FEB 1971 PICKUP

Top, left to right: Captain Charles Hagerhjelm, Aircraft Commander; Lt Colonel Cox, survivor; Major W. C. Allen, survivor; Major G. McDonald, Co-pilot. Bottom: (left to right) Sgt Henry L. Ochse, Pararescueman; SSgt Frederick Moorhouse, Flight Engineer; and TSgt John A. Smith, Pararescueman.

FILED IN 16 FEB 71

Vietnam War Aircraft Losses

|      |             |        |      |                   |       |         |           |                    |      |            |
|------|-------------|--------|------|-------------------|-------|---------|-----------|--------------------|------|------------|
| 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    |

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HOTEL 71 SEARCH AND RECOVERY

(C) On 17 February 1971 at approximately 1510L an Air America H-34 helicopter crashed in Northern Laos as a result of enemy ground fire damage. All personnel were safely rescued although one individual was wounded during the effort. The aircraft made an emergency crash landing at 358/115 from Tacan Channel 108 and set down intact on the crest of a hill in thickly forested rolling terrain. Intelligence reports indicated the area was defended by many Chinese Communists and Pathet Lao with weapons ranging from small arms all the way up to 57 and 100 millimeter anti-aircraft equipment. In addition there were reports of Fan-Song and Fire-Can radars, SAM's (Surface to Air Missiles) and frequently observed Mig aircraft.<sup>145</sup>

(C) All available resources were directed to the scene although many of the aircraft were not able to fly the great distance (approximately 240 miles) in time to assist the SAR effort. The first aircraft from Nakhon Phanom RTAFB to reach the objective area were Sandy 03/04 who had been diverted from an orbit near Tacan Channel 108. They arrived at approximately 1640L and were greeted by three Air America helicopters, a Pilatus Porter, a Beech G18 and Raven 12 flying an O-1 aircraft. At this time Sandy 03 replaced Raven 12 as On-Scene Commander.<sup>146</sup>

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145. SARCO Report for Hotel 71, 23 Feb 71, Document #6.

146. Ibid.

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propaganda meetings where they claimed to soon start operations to expell all Americans and all Thai traitors.<sup>112</sup>

(C) Mr. Tee, probably the best known local insurgent leader, made several appearances boasting of gains and offering advice to the terrorists. One source reported that he accompanied Mr. Tee to a jungle area known as Don Ma-1 to meet with a company of Communist forces which crossed over from Laos and included some Laotian trained Thais. On another occasion Mr. Tee met in a jungle area with a large group of Laos and Thai troops who were to be deployed to many villages. Reports soon followed that villagers saw armed insurgents in various dress and uniforms. Some of them displayed "Tor Por Tor" (The Liberation Armed Forces of Thailand) on their clothing and others wore Mao Tse Tung medals. Many spoke with a Laos dialect. The insurgent introduced one source to an expert in guerrilla warfare and two nurses and said they came from North Vietnam to train local soldiers. Mr. Tee reportedly advised the insurgents to avoid clashes with police and military authorities, it would be necessary to preserve and save strength for the present.<sup>113</sup>

(C) Probably the most significant development was the reports of financial aid. One source said that North Vietnam sent 11 million baht (\$550,000 US) to Vietnamese in Thailand for support of activities in Nakhon Phanom, Sakon Nakhon, Ubon and Udorn

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112. Ibid.

113. Ibid.

[REDACTED]

(C) The helicopter was observed on several low passes. The door was open and the aircraft appeared to be empty. Raven 12 made several more low passes to search for survivors. On one pass he observed a crewmember come out from a group of bushes and wave his hands. This man was immediately shot and, although severely wounded, was able to crawl back to cover. On succeeding passes two more survivors were spotted and Sandy 03 decided to attempt a pick up with the resources already available.<sup>147</sup>

(C) Hotel 63, an Air America H-34 helicopter which had been escorting the downed aircraft, was directed in for the pick up. He was able to rescue the wounded man and one other survivor. He immediately departed for Luang Prabang to obtain medical assistance for the seriously injured survivor. Next the fourth survivor showed himself and Sandy 03 requested one of the Air America Huey Slick helicopters to pick up the remaining men. He agreed and at 1737L all four personnel had been rescued.<sup>148</sup>

(C) This Search and Recovery was severely handicapped because the downed crewmembers had no survival radios or any means of electronic communications. Fortunately the recovery forces were unopposed and the incident occurred in an area where the survivors could be spotted and observed visually. In addition the SAR forces had been briefed that only three persons were on board the downed helicopter. The fourth person could have been neglected if the aircraft had crashed in a hostile environment or in an

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147. Ibid.

148. Ibid.

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area concealed by jungle canopy.<sup>149</sup>

(C) At 1940L the SAR was terminated. Jolly Green 01 was diverted to Luang Prabang to Med-Evac the wounded survivor. Sandy 03/04 and Raven 12 remained to expend their ordnance on the source of ground fire which originally damaged the helicopter and all other forces returned to their home stations.<sup>150</sup>

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149. Ibid.

150. Ibid.

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FROM: 1st SAC (CC)

23 Feb 71

SUBJECT: SARCO Report for Hotel 71

TO: OO

1. A successful rescue was conducted on 17 Feb 71 for Hotel 71. The aircraft, an Air America H34 Helicopter, went down at approximately 1510 local, 17 Feb 71, 115 M North of Lima Site 98. This report covers those activities relating to the Sandys during the rescue effort.
2. Sandys 03, 04, 05 and 06 had launched on their scheduled times for the "P" and "J" orbits. 03 and 04 were 35M S of LS 98 when notified by King of the downed aircraft. Hotel 71 had been downed by enemy gunfire.
3. Other Forces scrambled/diverted were Sandys 05 and 06 from "J" orbit, Sandys 09 and 10 returning from Sa Bang; Hobos 20 and 21, Prairie Fire assets scrambled in support of SAR; Mail 14 diverted in-flight; and Jolly Greens 54 and 61, scrambled from JEP, and 62 and 65 scrambled from Ubon. Launch and enroute times shown in attachment 1. In addition there were 3 Air America helicopters, a porter, a Beech G10 and a Raven 12 on-scene.
4. Hotel 71 had set down intact on the crest of a hill in thickly forested rolling terrain. The weather was clear with visibility 6+. A paved highway was clearly visible a short distance to the northwest. Defenses in that area were briefed as many C-130s and Pathet Lao, small arms, automatic weapons, 12.7mm, 14.5mm, 23mm, 57mm, 100mm, Fan-Song and Fire-Can Radars, SAM's and MIG threat. In addition there were Chinese Engineer battalions working on the road.
5. Sandys 03 and 04 arrived on-scene at approximately 1640 local. After receiving a briefing from Raven 12 Sandy 03 assumed on-scene command. The Raven and the Sandys made several low passes examining the helicopter and looking for survivors. On one of the passes one survivor showed himself but was promptly wounded. Two other survivors were then sighted. The Sandys then laid down CBU-25, 20mm and 7.62mm in preparation for a pickup attempt. Hotel 63 was directed in and picked up 2 of the survivors including the wounded man. This aircraft then departed immediately for Luang Prabang for medical assistance. One of the remaining helicopters, 964, then proceeded in and picked up the remaining 2 survivors. It was later reported that the helicopters received "a severe ground-fire" during the efforts. (See Atch 2) As 964 departed the area the Sandys expended the remainder of their ordnance in the area. At 1742 all forces were directed to RAB with one exception. Jolly Green 61 was directed to LS 54 for possible Medevac of the wounded survivor. (See Atch 3) At 1940 local the SAR was terminated by Jack.

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|                            |
|----------------------------|
| PROCESSED BY<br>CATAINVEST |
| DO NOT DESTROY             |
| 0251764                    |
| No. _____                  |

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6. It was confirmed twice that there were only 3 persons on board the downed aircraft. That is, the person who been observed we could have quite possibly left someone else alone. The location and distance of the crash site proved to be a major problem area in that, the majority of the 3rd Force never arrived. The lack of radio communications with the survivors could have been disastrous. Recommend the importance of the use of emergency survival radios be restressed to all aircrews operating in Theater.

*William J. Hagan*  
WILLIAM J. HAGAN  
Lt Colonel USAF  
SMRGO

3 Atch

1. Flying Schedule
2. SMRGO Log
3. Statement for  
Sandy 03/04

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FLYING SCHEDULE

| Pilot               | Call Sign | T/O  | ATE | Remarks            |
|---------------------|-----------|------|-----|--------------------|
| Capt Koster         | Sandy 03  | 1440 | 4.7 | On Scene Commander |
| Maj De Felice       | 04        | 1440 | 5.0 |                    |
| Maj Bishop          | 05        | 1435 | 4.1 |                    |
| Colonel Walsh       | 06        | 1435 | 4.3 |                    |
| Lt Colonel Dunwoody | 09        | 1600 | 3.0 |                    |
| 1LT Roussel         | 10        | 1600 | 3.0 | From Da Nang       |
|                     |           |      |     | From Da Nang       |
| 1LT Paine           | Hobo 20   | 1633 | 2.7 |                    |
| Capt Stewart        | 21        | 1633 | 2.7 |                    |

Atch 1

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S T A T E M E N T

SARCO LOG - 17 Feb 1971

1545L - Lt Colonel Wells from Jack called to say: (1) Sandys 03 & 04, and 05 & 06 had been directed to the crash site. (2) Jolly Greens 54 & 61 were directed to scramble from BKP. (3) MRP was to generate 4 Smoke aircraft. (4) The downed aircraft was an Air America H34, callsign H-71. Location 340/94/108. Coordinates T62982.

1552L - Sarco advised Jack that we only had one in-commission A-1 for Smoke request. (Aft 215). Also advised Jack of 2 Prairie Fire assets, Hobos 20/21 that they might try to get released to SAR. Also requested MIGCAP and IRONHAND at that time.

1556L - Intelligence advises not to go too far Northwest of reported location due to heavy AAA with Firecan/Fansong radars. Passed to Jack.

1600L - Jolly Greens 54/61 airborne.

1606L - Fowler Flight, 2F4E's enroute. On scene Forces have no contact with survivors but downed helicopter visually checked intact and O.K.

1615L - Prairie Fire, Hobos 20/21, released and scrambled to SAR. Site location 342° for 42 minutes from 108.

1617L - Jack advised 360/60/108 will be holding point for Jollies. Nail 19 arrived on scene. New location of site now 350/115/108.

1620L - Upon Jolly Greens scrambled by King Jolly Greens 62/65.

1625L - King 25 scrambled.

1635L - Two T-28's with Strike ordnance enroute. New position - 016° for 10 clicks from site at TJ 4716.

1639L - Sandys 03/04 on-scene. Hotel 73 over site and has visual on 3 survivors.

1645L - Sandys 09/10 estimating on scene 1815L with Bingo of 1930L. Jolly Green 65 estimating Pakse 1800L with Bingo of 1930L. Raven 12 On-Scene-Commander. Sandys 03/04 Bingo 2000L.

1715L - Sandy 03 On-Scene-Commander. Sandys striking around area of survivors.

1720L - One survivor spotted. Has been shot. May be O.K. Second survivor spotted.

1725L - Aircraft H-63 will attempt Phase "B" on 2 survivors.

1731L - One badly wounded survivor picked up. Another picked up. Hotel 63 going to L354 due to low fuel.

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STATEMENT

SARCO LOG - 17 Feb 1971 (CONT'D)

1735U - Third survivor sighted and Phase B being attempted. One Jolly Green going to LS54 for possible ModEvac.

1737L - Picked up two survivors, one indigenous. Aircraft 96W made pickup.

1742L - Jack directs - (1) All Sandies RTB channel 89. (2) All Jollys RTB channel 70 except 61 going to LS54 for ModEvac. (3) Several helicopters reported receiving "massive ground fire".

1940L - SAR terminated.

Atch 2

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S T A T E M E N T

SAR FOR HOTEL 71

Hotel 71 (an H34 chopper) went down on the 350° radial for 119M off Chilob at approximately 1510 local, 17 Feb 71. We (Sandy 03 & 04/Keefer and De Felice) were enroute to T-Orbit and were approximately 120°/35/108 when the chopper went down. As soon as King 22 established the chopper's location, we proceeded north and arrived on-scene at 1640 local. There was at least 20 minutes lost after the Mayday call (incidentally, this call was made by Hotel 63, the wingman before King established any fix on their position. This explains our delay in arriving on-scene. King 22 was very busy throughout the drive up to the area in assembling numerous fast movers to act as strike birds, coordinating with Brigham for tanker support, etc. We received no briefings from King 22 at any time as to what type of aircraft were on-scene, who was in command, or what type of resistance the SAR was meeting. We got the information we needed, but had to pick it out piece by piece.

Arrived on-scene around 1640 local and observed numerous aircraft circling the crash site, which was on the crest of a North/South ridge-line about 1 mile South of a river. I observed Raven 12 (O-1), Hotel 63 (H34), 2 Huey Slicks (Air America), a Pilatus Porter, and a Beach 618 (Air America). Raven 12 was on-scene commander. Everyone was talking at once on Air America Common, 119.1. After sometime I was able to get everyone up 123.1 so that King could listen to the events and I then assumed on-scene command. We were also using 259.0 for a common UHF and all the fast movers were available on it. The survivors had no radios.

Raven 12 showed me the crash site. We (Raven 12, and Sandies 3 & 4) made numerous low passes over the crash and determined the choppers door to be open and the chopper empty. On one of the low passes Raven 12 observed one survivor (wearing a grey shirt) come out of a small bush and start waving his hands. The Sandies then held high to protect Raven 12 who went low in an attempt to find the other three. It was on this pass that Raven 12 called "He has been hit"; "They have shot him", referring to the first survivor that showed himself to us. The next pass indicated the man to be wounded but still able to crawl for cover. About this time, two of the remaining survivors showed themselves and we immediately decided to send Hotel 63 (the other H34) in for pickup. He picked up two of them, one of whom was the wounded survivor. After Hotel 63 vacated the area for Luang Parabang and medical attention, the fourth survivor showed himself to Raven 12 and we immediately asked one of the Air America Huey Slicks (Call sign was Tango Foxtrot, I believe) to make an attempt at pickup. He agreed and picked up both remaining survivors.

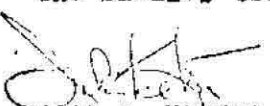
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STATEMENT

SAR FOR HOTEL 71 (CONT'D)

No ground fire was observed during any of the pickups. Prior to the pickups we put down light ordnance around the crash site as a deterrent. We used CBU-25 in the valleys on either side of the North/South Ridgeline and 20mm and 7.62 Minigun to the North and South of the crash. After everyone left the area, we put down the rest of the ordnance on board in areas where the FAC, Raven 12, thought the ground fire had come that downed the chopper. The Sandies then RTB'd at 1745 local.

  
JACK E. KEETER, Capt, USAF  
SANDY 03

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were 11 total CH-3's authorized and assigned during the period. 179

(S) The CH-3 helicopters continued to be used largely for support missions and training sorties. One of its major functions was to perform night reconnaissance in the areas adjacent to the Base. This mission was known as Knife 47 and reported increasing numbers of apparent overt operations by unknown armed men clad in black pajamas. On one occasion Knife 47 aided in a rescue by picking up a crewmember who had bailed out of an AC-119 Gunship.\* The better performing and larger CH-53 was used more in the X-Ray and Prairie Fire tactical combat mission role. 180

Prairie Fire:

(S) The Prairie Fire mission, which primarily involved infiltration/exfiltration of Study and Observation Groups (SOG), continued to be extremely hazardous. One CH-53 was lost to enemy ground fire while attempting to hover over a particularly dangerous HLZ (Helicopter Landing Zone) on 18 February 1971. During that month there were a total of four Prairie Fire missions and all were subjected to enemy resistance. In March there were five infiltration missions and three of them turned into emergency exfiltrations as a result of intense enemy ground fire and large numbers of enemy personnel in the area. The mission was flown to support the Army and HLZ's were selected deep in enemy controlled areas and often

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179. 21st SOS Historical Data Records, Jan-Mar 71, Tab B, Appendix V, and 56th SPOPWG Monthly Maintenance Summary, Jan-Mar 71, Document #15.

\* See Volume I, Chapter III, Search and Recovery for more information.

180. 21st SOS Historical Data Records, Jan-Mar 71, Tab B, Appendix V.

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where helicopter operations could easily be observed by the enemy. Such actions appeared unwise because first, they subjected the aircraft and team to extreme hazards, and secondly, because many of the missions failed to accomplish their assigned task when the team had to be lifted out immediately after being infiltrated. The more successful Prairie Fire missions used HLZ's located on high terrain (4,000 to 6,000 feet). These altitudes were out of the efficient operating range for the smaller CH-3 but the CH-53's were well suited for the operations. <sup>181</sup>

X-Ray:

(S) The 21st Special Operations Squadron was very active in the X-Ray mission during the quarter. Larger and larger operations were encountered and the unit referred to them as "Mass Gaggles". One such operation was the largest mission ever launched by the Knife Squadron at Nakhon Phanom RTAFBB and included 16 of the total 20 aircraft available. That day 1,555 troops and 9,300 pounds of cargo were moved and the aircraft were greeted by rockets in the landing zone area. Fortunately the rockets were unguided, inaccurate, and no helicopters were damaged. Another Mass Gaggle used six CH-53's and six CH-3's to move 1,100 troops and their support cargo in less than four hours. The mission terminated with an impressive 12 ship flyby at home station. <sup>182</sup>

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181. Ibid.

182. Ibid.

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~~CONFIDENTIAL~~  
KNIFE 34 SEARCH AND RECOVERY

(C) Quick reaction by the crew of Knife 33 resulted in the immediate rescue of the crew and passengers of Knife 34 when it crashed on a combat mission 18 February 1971. The two CH-53 helicopters were being escorted by two A-1 aircraft, Hobo 22/23. Knife 33 had completed off-loading its passengers and was waiting for Knife 34 which developed engine problems, possibly as a result of enemy ground fire. At 1105L Hobo 22 saw the helicopter suddenly go out of control and crash into the HLZ (Helicopter Landing Zone). There were no fires or explosions associated with the crash.<sup>151</sup>

(C) Hobo 22 immediately assumed On-Scene Command and other SAR forces were alerted. Sandy 01/02 were flying a special orbit near the objective area and were diverted to the scene. All other forces remained on alert for immediate launch.<sup>152</sup>

(C) Knife 33 had been hovering approximately two miles from the scene of the crash and immediately drove in and used a jungle penetrator to pick up the crewmembers and passengers. The helicopter was down in hilly terrain with tall trees and weather was not a factor. All the survivors were picked up approximately 20 minutes after the crash and the SAR was terminated at 1128L. Knife 33 recovered at Ubon RTAFB and the other forces returned to Nakhon Phanom RTAFB. No enemy resistance was reported during the rescue effort although Knife 34 reported ground fire during their initial penetration.<sup>153</sup>

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151. SARCO Report for Knife 34, 23 Feb 71, Document #5.

152. Ibid.

153. Ibid.

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FROM: 1808 (Lt Col Dunwoody/2754)

23 February 1971

SUBJECT: SARCO REPORT FOR KNIFE 34

TO: DO

1. A successful rescue was conducted on 18 February 1971, for Knife 34. The aircraft, a OH-53, went down 0405Z/ 18 Feb 1971 at approximately 2 miles south of D-44. This report covers those activities relating to the Sandys/Hobos during the rescue effort.
2. Knife 33 and 34 launched at 0235Z with Hobo's 22 and 23 as escort on a fragged infill mission. The mission went as briefed with Knife 33 accomplishing the first infill. At 0405Z Hobo 22 and 23 were covering the infill for Knife 34 on his HLZ. Hobo 22 stated, "suddenly I saw knife 34 go out of control and crash on the HLZ". Knife 33, holding 2 miles from the crash site, now headed directly to the scene. Hobo 22 notified King 24 and gave the location of crash and requested the SAR forces be alerted. Due to the nature of the terrain on the HLZ, Knife 33 used his penetrator to pickup the survivors. In approximately 10 to 15 minutes all survivors were on board with 3 survivors injured. Hobo 22 flight escorted Knife 33 to Ubon for a successful recovery. The Hobo flight then returned to NKP.
3. All SAR forces were alerted by 0410Z. Sandy 01 and 02 were flying a special orbit near the "Rooster Tail" and diverted to the scene. The SARCO briefed Sandys 03 and 04 and told to maintain ground alert until needed. Sandy's 05 and 06 at UBON were also briefed for a possible launch. All fragged A-1 missions at NKP were put on a temporary hold and Blue Chip was requested to release Hobo 20 flight for smoke loads. At 0426Z knife 33 made his pickup and the SAR terminated at 0428Z. Sandy 01 and 02 never reached the scene and returned to their orbit. All missions at NKP went back to normal operations.
4. Weather was no factor in the HLZ areas. The terrain was hilly with tall trees in the HLZ area. Hobo 22 and 23 never observed enemy ground fire at any time. Knife 34 crew later debriefed that ground fire was heard during their infill.
5. No problems or difficulties were experienced in the SAR effort. Hobo 22 recommended that all Nails/Misty/Jets/ etc. be rebriefed on the importance of staying clear of the HLZ and particularly when a SAR is in progress.

*Richard H. Dunwoody*

RICHARD H. DUNWOODY, Lt Colonel, USAF  
SARCO

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SAN FORGE

|          |                      |                    |
|----------|----------------------|--------------------|
| HORO 22  | Captain James Madden | ON SCENE COMMANDER |
| HORO 23  | Captain Roy Hamiya   |                    |
| HAIL 53  | Lt Ted Stuckley      |                    |
| KING 24  |                      |                    |
| KNIFE33  | Maj J. Adkins        |                    |
| SANDY 01 | Lt Alan Young        |                    |
| SANDY 02 | Lt Ralph Anderson    |                    |

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Jolly Greens 64 and 73 were alerted on 19 February that Covey 275 had crashed west of Channel 77. Both helicopters proceeded to the scene where they were joined by the SAR force. No chutes were observed and no beeper could be heard. The cockpit seemed to be intact so it was decided that a pararescueman should be lowered to determine if there were survivors. This was accomplished and both Jolly Greens returned to Da Nang Afd, RVN.

On 25 February 71, Cobra 23 was shot down at 263 degrees for 43 miles off Channel 103. Jolly Greens 66 and 72 were scrambled from Da Nang and were placed in a holding point west of Channel 103. Jolly Greens 65 and 71 were later scrambled to the area. Weather and night fall prevented a pickup attempt so all SAR forces were returned to base. A first light effort was planned for the next morning. All SAR forces were reassembled in the area the next morning but the rescue was delayed until hostile forces could be eliminated. At 1230 Local the area was ready and the pickup of both crewmembers was successful. The low bird, Jolly Green 65 flown by Captain Bakke did take several hits from small arms fire during the rescue.

The last mission for February occurred on the 27th. The pilot of a Navy aircraft, call sign Chippie 414, bailed out feet wet off of Channel 69. Jolly Greens 72 and 71 scrambled to the scene and a successful water pickup was accomplished. Heavy fog in the area made this recovery very difficult.

18 FEB 71

|      |                                                         |      |
|------|---------------------------------------------------------|------|
| 2045 | CAPT WEIMER ON Duty                                     | JRW. |
| 2140 | STATUS TO QUEEN - Radio Check HA                        | JRW. |
| 2330 | STATUS TO JOKER                                         | JRW. |
| 0210 | KF Set EB Read ZJESCRNP (AT)                            | JRW. |
| 0220 | Request for carrying 3 King pilots to be dropped off    |      |
|      | AT CAM RAHN by Bien Hoa Shuttle Meet here at 0745       | JRW. |
| 0230 | JG 73 Airborne                                          | JRW. |
| 0232 | JG 66 Airborne                                          | JRW. |
| 0302 | JG 65 Airborne                                          | JRW. |
| 0405 | Capt Weimer OFF Duty, SSGT ARUBE ON ALERT SYSTEM TESTED | JRW. |
| 0622 | JG 73 Down LOGGED 4.0 TNG.                              | AR   |
| 0640 | JG 66 Down. LOGGED 4.3 FRAG.                            | AR   |
| 0659 | JG 65 Down. LOGGED 4.0 FRAG.                            | AR   |
| 0855 | JG 73 AIRBORNE TNG                                      | AR   |
| 1255 | JG 73 Down LOGGED - 4.1                                 | AR   |
| 1326 | DAAR JRCC TOTAL: 19.4                                   | AR   |
| 1330 | LINE CHECK 5X5                                          | AR   |
| 1330 | JG 67 / 365 Bien Hoa LOGGED 3.0 / 19 / TNG              | AR   |
| 1400 | SSGT ARUBE OFF Duty.                                    | AR   |

19 FEB 71

|      |                                             |    |
|------|---------------------------------------------|----|
| 2045 | MAS HOLLINGSWORTH ON                        | AR |
| 2359 | OPS STATUS PASSED                           | AR |
| 0020 | JG 70 (B/H) ABN ETE 3+45                    | AR |
| 0310 | ITEM 14 TI (IS) BE (RTIDJ) GAW              | AR |
| 0355 | MAS Hollingsworth off USGT Smith on         | DS |
| 0400 | JG 70 ARR B.H.                              | DS |
| 0430 | JG 67 ABN Fm TAN SON NHUT to B.H. ETA 0450. | DS |
| 0430 | Covey 275 down @ 234 / 30 / 69              |    |
| 0640 | BRAVO crew on alert                         | DS |
| 0641 | Fm Queen That JG 70 - IRM for               |    |

|        |                                                                             |    |
|--------|-----------------------------------------------------------------------------|----|
| 0643 Z | Several Choppers going in to check the wreckage                             | PS |
| 0800 Z | Phase ALPHA STARTED                                                         | PS |
| 0805 Z | Sandy 09 OSC                                                                | PS |
| 0810 Z | Jollys are moving into ALPHA                                                |    |
| 0812 Z | Ground Team reports 2 P.O.B.'s hit one in wreckage + one clear of wreckage. | PS |
| 0820 Z | JG 64 has sent one PJ down all is quiet.                                    | PS |
| 0836 Z | JG 64 has recovered one P.O.B. - other tangled in wreckage.                 | PS |
| 0837 Z | JG 64 has the Army Tower will drop off at 69                                | PS |
| 0840 Z | JG 64 bringing body to ch 77                                                | PS |
| 0930 Z | JG 64 on the deck <u>4.3</u>                                                | PS |
| 0930 Z | JG 73 on the deck <u>4.0</u>                                                | PS |
| 1000 Z | MSN nbr for above is A3006                                                  |    |

|      |                       |    |
|------|-----------------------|----|
| 1040 | JG 72 Down LOGGED 4.6 | PS |
| 1145 | JG 65 Down LOGGED     | PS |
| 1200 | Line Check JRS        | PS |
| 1215 | DAAR JREC TOTAL: 20.9 | PS |
| 1230 | SSgt ARISOFF OFF DUTY | PS |
| 20   |                       |    |

|      |                                     |    |
|------|-------------------------------------|----|
| 2045 | 20 Feb Min Posey on duty            | CP |
| 2130 | STATUS PASSED TO QUEEN              | CP |
| 2208 | 362 HAS JS problems moving to space | CP |
| 2335 | Called Status to JOKER              | CP |
| 2340 | 12 15 11 11                         |    |

# DECLASSIFIED

IMMEDIATE

PT 00074  
 CYTCZYUW RUMUJNA0135 0501024-CCCC--RUMTBMA.  
 ZNY CCCCC

O 191017Z FEB 71  
 FM OL-A, 3ARRGP SON TRA AB RVN  
 TO RUEFHQA/CSAF/AFXOTZB  
 RUHEAKA/PACAF HICKAM AFB HI/DOH  
 RUWTBMA/HQ ARRS, SCOTT AFB ILL/COMMAND POST  
 INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL  
 RUWTBMA/MAC/MAOCCP  
 RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP  
 RUHHABA/41ARRWG HICKAM AFB HI/DOO  
 RUHHHQA/CINCPAC/CC  
 RUMUHTA/MACV SAIGON RVN  
 RUEKAAA/AFE0C FT RITCHIE MD  
 RUMFRBA/CTF 77  
 RUHGOSA/CTG 77.0  
 RUMUJAA/39ARRS CAM RANH BAY AB RVN  
 RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC  
 RUWTFJA/USAFMPC, RANDOLPH AFB, TEX/DPMCS  
 RUMMRSA/38ARRS TAN SON NHUT AFLD RVN/CC  
 RUMUJBA/37ARRS DANANG AFLD RVN  
 RUMOSRA/OL-B, 3ARRGP, UDORN RTAFB THAILAND

PAGE 2 RUMUJNA0135 C O N F I D E N T I A L  
 RUMUJBA/20TASS DANANG AFLD RVN  
 RUMOREA/56SOW NAKHON PHANOM RTAFB, THAILAND  
 RUMHHCT/101 AVN BN, HUE-PHU BAI, RVN  
 BT

C O N F I D E N T I A L/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE 006/  
 19/1000 FEB 71.

1. RESCUE OPENING/CLOSING REPORT 19 FEB 71.
2. MISSION NUMBER: A-3-006-19 FEB 71.
3. SITUATION: RECOVERY OF DOWNED CREW MEMBERS.

A. DESCRIPTION OF SAR OBJECTIVE:

- (1) O-2/CAMOFLAGED/COVEY 275.
- (2) TACTICAL
- (3) PILOT: HULL, JAMES L., 1/LT, 20TASS, DANANG AF, RVN.
- (4) POB - 2.
- (5) WEATHER: 5500 BROKEN, VISIBILITY 5 MILES.
- (6) SURVIVAL EQUIPMENT: AIR FORCE STANDARD.
- (7) LAST KNOWN POSITION: 107-18E 16-06N

B. ACTIONS TAKEN:

- (1) CONTROLLING AGENCY, OL-A, 3ARRGP, NOTIFIED AT 0620/  
 19 FEB 71 BY COVEY 268 THAT HE SAW CRASH SITE OF COVEY 275.

PAGE 3 RUMUJNA0135 C O N F I D E N T I A L

(2) FOLLOWING SAR FORCES ALERTED:

- (A) 39ARRS AT 19/0620 FEB 71.
- (B) 37ARRS AT 19/0620 FEB 71.
- (C) 56 SOW AT 19/0620 FEB 71.

(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:

- (A) 39ARRS AT 19/0621 FEB 71 - HC-130P.

DOCP

| OPR  | CYS |
|------|-----|
| ARRS | 1   |
| INFO | CYS |
| DO   | 4   |
| DOC  | 1   |
| DEH  | 1   |
|      |     |
|      |     |
|      |     |
|      |     |
|      |     |
|      |     |
|      | 7   |

MESSAGE NOTIFICATION

Individual SAT  
 Contacted: PAYNE  
 Local Time 0600  
 and Date: 19 FEB 71

Classified by  
 SUBJECT TO GENERAL DECLASSIFICATION  
 SCHEDULE OF EXECUTIVE ORDER 11652  
 AUTOMATICALLY DOWNGRADED AT TWO  
 YEAR INTERVALS  
 DECLASSIFIED ON 31 Dec 77

IMMEDIATE

# DECLASSIFIED

IMMEDIATE

PT 00074

(B) 37ARRS AT 19/0650 FEB 71 - HH-53C.

(C) 56SOW AT 19/0705 FEB 71 - A1-H.

C. PERSONNEL INFO:

(1) 2 PERSONS INVOLVED - 2 PERSONS LOCATED, 2 PERSONS DECEASED, 1 PERSON RECOVERED.

(2) SAR OBJECTIVE LOCATED BY COVEY 268 AT 0620Z/19 FEB 71 COORDINATES 107-18E 16-06N.

(3) RECOVERY BY JUNGLE PENETRATOR.

(4) BODY OF OBSERVER TAKEN TO DANANG AF, RVN.

D. FLYING ACTIVITY:

(1) 39ARRS - 1 SORTIE FOR 2.3 HOURS.

(2) 37ARRS - 2 SORTIES FOR 4.6 HOURS.

(3) 56SOW - 2 SORTIES FOR 4.5 HOURS.

(4) 101ST AVN BN - 3 SORTIES FOR 3.2 HOURS.

PAGE 4 RUMUJNA0135 C O N F I D E N T I A L

(5) 20TASS - 2 SORTIES FOR 5.4 HOURS.

E. NO SAVES.

G. SUMMARY OF SAR ACTIONS:

(1) AT 19/0620Z FEB 71, OL-A RECEIVED A CALL FROM COVEY 268 (O-2) THAT HE HAD SPOTTED WRECKAGE OF COVEY 275 (O-2) AT 107-18E, 1606N. KING 26 (HC-130P) WAS DIVERTED TO THE SCENE AND BECAME AIRBORNE MISSION COMMANDER AND COVEY 268 - ON SCENE COMMANDER AT 0621Z. JOLLY GREENS 64/73 (HH-53) WERE AIRBORNE AT THIS TIME. SANDYS 9/10 (A1-H) WERE PLACED ON COCKPIT ALERT AT 0620Z. THERE WAS NO BEEPER HEARD FROM AREA. COVEY 268 SAID COCKPIT WAS INTACT AND HAD NOT BURNED. HE BELIEVED THERE WAS A GOOD POSSIBILITY OF SURVIVORS. JOLLY GREENS 64/73 WERE DIVERTED TO SCENE AT 0650Z. SANDYS 9/10 WERE AIRBORNE TO SCENE AT 0705Z. SNOOPY 02 (UH-1) FROM 101ST AIRBORNE DIVISION INSERTED A 4 MAN GROUND TEAM TO EXAMINE WRECKAGE AT 0740Z. PILOT AND OBSERVER WERE FOUND TO BE KIA. SANDY 9 BECAME OSC AT 0750Z. JG64 WAS UTILIZED TO RECOVER GROUND PARTY AND BODY OF OBSERVER AT 0820Z. BODY OF PILOT WAS TRAPPED IN WRECKAGE. JG64 WAS UTILIZED BECAUSE JUNGLE CANOPY PREVENTED SNOOPY 02 FROM RECOVERING THE TEAM. ONE PU WAS DEPLOYED. BODY OF OBSERVER RETURNED TO DANANG AF, RVN. NEGATIVE AIR REFUELINGS.

PAGE 5 RUMUJNA0135 C O N F I D E N T I A L

(2) TOTAL FLYING ACTIVITY: SEE ITEM 3D.

GP-4

BT

#0135

NNNN#

IMMEDIATE

\*\*\*\*\*  
\* **CONFIDENTIAL** \*  
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14 FEB 1964

0 191017Z FEB 71  
FM OL-A, 3ARRGP SON TRA AB RVN  
TO RUEFHQA/CSAF/AFXOTZB  
RUHEAKA/PACAF HICKAM AFB HI/DOH  
RUWTRMA/HQ ARRS, SCOTT AFB ILL/COMMAND POST  
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL  
RUWTRMA/MAC/MAOCCP  
RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP  
RUHHABA/41ARRWG HICKAM AFB HI/DOC  
RUHHHQA/CINCPAC/CC  
RUMUHTA/MACV SAIGON RVN  
RUEKAAA/AFEOC FT RITCHIE MD  
RUMFRBA/CTF 77  
RUHGOSA/CTG 77.0  
RUMOJAA/39ARRS CAM RANH BAY AB RVN  
RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC  
RUWTFJA/USAFMPC, RANDOLPH AFB, TEX/DPMCS  
RUMMRSA/38ARRS TAN SON NHUT AFLD RVN/CC  
RUMUJBA/37ARRS DANANG AFLD RVN  
RUMOSRA/OL-B, 3ARRGP, UDORN RTAFB THAILAND

|      |     |
|------|-----|
| OPR  | 64  |
| ARRS | ✓   |
| INFO | CYS |
| DO   | 4   |
| PDC  | 1   |
| ISEN | 1   |
|      |     |
|      |     |
|      |     |
|      |     |
|      |     |
|      | 7   |

~~CONFIDENTIAL~~/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE 006/  
19/1000 FEB 71.

1. RESCUE OPENING/CLOSING REPORT 19 FEB 71.  
2. MISSION NUMBER: A-3-006-19 FEB 71.  
3. SITUATION: RECOVERY OF DOWNED CREW MEMBERS.  
A. DESCRIPTION OF SAR OBJECTIVE.  
(1) O-2/CAMOFLAGED/COVEY 275.  
(2) TACTICAL  
(3) PILOT: HULL, JAMES L., 1/LT, 20TASS, DANANG AF, RVN.  
(4) POB - 2.  
(5) WEATHER: 5500 BROKEN, VISIBILITY 5 MILES.  
(6) SURVIVAL EQUIPMENT: AIR FORCE STANDARD.  
(7) LAST KNOWN POSITION: 107-18E 16-06N  
B. ACTIONS TAKEN:  
(1) CONTROLLING AGENCY, CL-A, 3ARRGP, NOTIFIED AT 0620/  
19 FEB 71 BY COVEY 268 THAT HE SAW CRASH SITE OF COVEY 275.

Classified by \_\_\_\_\_  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON 31 DEC 77

(2) FOLLOWING SAR FORCES ALERTED:

- (A) 39ARRS AT 19/0620 FEB 71.  
(B) 37ARRS AT 19/0620 FEB 71.  
(C) 56 SOW AT 19/0620 FEB 71.  
(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:  
(A) 39ARRS AT 19/0620 FEB 71 - HC-130P.

MESSAGE NOTIFICATION  
Individual: Sgt  
Contacted: CCH  
Local Time  
and Date: 21/0.

\* C O C A I N E N A T I \*  
C O C A I N E N A T I

IMMEDIATE

BT 00183

(B) 37ARRS AT 19/0650 FEB 71 - HH-53C.

(C) 56SOW AT 19/0705 FEB 71 - A1-H.

C. PERSONNEL INFO:

(1) 2 PERSONS INVOLVED - 2 PERSONS LOCATED, 2 PERSONS DECEASED, 1 PERSON RECOVERED.

(2) SAR OBJECTIVE LOCATED BY COVEY 268 AT 0620Z/19 FEB 71 COORDINATES 107-18E 16-06N.

(3) RECOVERY BY JUNGLE PENETRATOR.

(4) BODY OF OBSERVOR TAKEN TO DANANG AF, RVN.

D. FLYING ACTIVITY:

(1) 39ARRS - 1 SORTIE FOR 2.3 HOURS.

(2) 37ARRS - 2 SORTIES FOR 4.6 HOURS.

(3) 56SOW - 2 SORTIES FOR 4.5 HOURS.

(4) 101ST AVN RN - 3 SORTIES FOR 3.2 HOURS.

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(5) 20TASS - 2 SORTIES FOR 5.4 HOURS.

E. NO SAVES.

G. SUMMARY OF SAR ACTIONS:

(1) AT 19/0620Z FEB 71, OL-A RECEIVED A CALL FROM COVEY 268 (O-2) THAT HE HAD SPOTTED WRECKAGE OF COVEY 275 (O-2) AT 107-18E, 1606N. KING 26 (HC-130P) WAS DIVERTED TO THE SCENE AND BECAME AIRBORNE MISSION COMMANDER AND COVEY 268 - ON SCENE COMMANDER AT 0621Z, JOLLY GREENS 64/73 (HH-53) WERE AIRBORNE AT THIS TIME. SANDYS 9/10 (A1-H) WERE PLACED ON COCKPIT ALERT AT 0620Z. THERE WAS NO BEEPER HEARD FROM AREA. COVEY 268 SAID COCKPIT WAS INTACT AND HAD NOT BURNED, HE BELIEVED THERE WAS A GOOD POSSIBILITY OF SURVIVORS. JOLLY GREENS 64/73 WERE DIVERTED TO SCENE AT 0650Z. SANDYS 9/10 WERE AIRBORNE TO SCENE AT 0705Z. SNOOPY 02 (UH-1) FROM 101ST AIRBORNE DIVISION INSERTED A 4 MAN GROUND TEAM TO EXAMINE WRECKAGE AT 0740Z. PILOT AND OBSERVOR WERE FOUND TO BE KIA. SANDY 9 BECAME OSC AT 0750Z. JG64 WAS UTILIZED TO RECOVER GROUND PARTY AND BODY OF OBSERVOR AT 0820Z. BODY OF PILOT WAS TRAPPED IN WRECKAGE. JG64 WAS UTILIZED BECAUSE JUNGLE CANOPY PREVENTED SNOOPY 02 FROM RECOVERING THE TEAM. ONE PJ WAS DEPLOYED. BODY OF OBSERVOR RETURNED TO DANANG AF, RVN. NEGATIVE AIR REFUELINGS.

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(2) TOTAL FLYING ACTIVITY: SEE ITEM 3D.

GP-4

BT

#0135

NNNN#

IMMEDIATE

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