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Secondly, all Sandys should be made familiar with all the different types of fast mover smoke. Thirdly, I recommend that the use of the mirror be emphasized in survival training. This is the only way to pinpoint the survivors position without exposing his position to the enemy. I was unable to see the crewmen on the ground and I did not know exactly where they were until they popped their smoke. Fourthly, I recommend that the Bingo time for an opposed SAR where the Sandy low is maneuvering at low altitude and at Max performance be changed to 3 or 3½ hours depending on his distance from channel 89.

Levy M. Rentz

LEVY M. RENTZ, Capt, USAF
SANDY 07

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S T A T E M E N T

SAR Report/Cobra 23 A/B
26 Feb 71/Sandy 09/Lt Wilson

On this date at 0820 local, Sandy 9 and 10 launched on a SAR effort for two downed crewmen of an F-4, Cobra 23 A/B.

Immediately after take off Sandy 9 and 10 contacted King, passed on ETA and bingo time and proceeded to the designated holding point to meet and escort Jolly Green 65 and 67. Upon arrival, at approx. 0915 local, Sandy 10 could not get his centerline fuel tank to feed. A revised bingo time was then passed to King. Jolly 65 and 67 arrived at the holding point at approx. 0930 having just refueled.

At approx. 1015 local, Sandy 07 requested Sandy 09 to come down into the area for a briefing on the survivor's location. Sandy 10 remained with Jolly 65 and 67. During the briefing Sandy 07 pinpointed the survivors, pointed out friendly positions, and discussed the pick-up tactics. Sandy 09 trolled for ground fire upon request from Sandy 07 and then returned to brief the Jollys.

At approx. 1030 local Sandy 10 was forced to RTB due to his fuel state. Sandy 09 remained with the Jollys and at approx. 1100 local was joined by Sandy 11. The escorts and Jollys continued to hold until Sandy 07 requested them to proceed to the SAR area and hold over the friendly positions.

About 1140 local Sandy 07 called for the pick-up execution. Jolly 67 remained high as Jolly 65 was led in by Sandy 09. With Sandy 11 covering his tail, Cobra 23A popped his smoke and Sandys 8, 9, and 11 joined in a daisy chain around him covering the Jolly and laying down ordnance. With Alfa on board, Jolly 65 proceeded to Bravos position and picked him up in like fashion. The Jolly was then egressed from the area escorted by all the Sandys.

Sandy 09 and 11 escorted the Jollys to a point just west of Ch. 103 and were then released to RTB Ch 89.

ROBERT L. WILSON, 1Lt, USAF
Sandy 09

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COBRA 23 ALPHA & BRAVO SAR

CALL SIGN: Sandy 5/6

Crew Members: Captain Roberts/Lieutenant Lyon

DATE: 26 Feb 71

FIRST LIGHT EFFORT: Launch Time — 0445 Local

Captain Rentz was originally scheduled as Sandy 05, however, he encountered AC generator problems in the arming area and Captain Roberts moved up to the Sandy 05 position. Mission was helicopter escort on the 265/25/103. Arrived on station at 0555 Local. Jolly Green 65 (Low) and 67 (High) arrived at the rendezvous at approximately 0630 Local. At approximately 0830 Local. Sandy 03 (On-Scene-Commander) reached bingo and was forced to RTB. We proceeded into the area and received a thorough briefing on the survivors' situation and best known locations. The weather was rapidly improving and so we decided to pinpoint the survivors and lay down some ordnance in their immediate area to silence the small arms and automatic weapons that they reported each time we flew over the area.

Starting with Alpha, he reported he was in excellent condition and the radio sounded very strong, so we made criss-cross low altitude passes over his area until we were positive about the position within about 15 meters. As it turns out later, the position I briefed to Captain Rentz was approximately 25 meters southeast of the actual position he was picked up at. Each time I passed over his position he called ground fire from a position over a small hill and directly west of his position.

Moving over to Bravo's position only two low altitude passes were required to pinpoint his position which turned out during the pick-up to be exact. He stated that light/sporadic gun fire was coming from somewhere north of his position, but I was not able to locate this reaction.

Sandy 07/08 (Captain Rentz) arrived in the area at this time and I began to brief him on the positions of the friendly and enemy forces and the survivors' positions as known at that time. I marked the known area of the gunfire west of Alpha's position and passed the On-Scene-Command to Captain Rentz at about 0905.

I suggested that he use our ordnance to try to quell the gunfire in the area around Alpha and he agreed. Lt Lyon and I delivered CBU-25, Rockets, and 20mm in that area before beginning to RTB.

RTB to NKP at 1005 Local — No further incident.

Philip A. Roberts, Captain, USAF
SANDY 05

Atch 8

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SARCO LOG

25 Feb 1971

- 1430L - Jack called - SAR declared - A Navy F-4, Potato Masher 665 down at 260/43/103. Two good chutes were observed and radio contact has been established with both survivors. Generate 4 Smokes.
- 1440L - Sandys 05/06 to launch and proceed to area to escort Da Nang Jolly Greens. Sandys 09/10 scrambled from 77.
- 1445L - Hobo 32/33 RTB'd from BR due WX. Divert to SAR effort per JACK/BLUE CHIP.
- 1450L - Advised Jack to check ARC LIGHT Schedule with Blue Chip. Have a couple that could cause trouble.
- 1445L - 3 Huey Cobras in area.
- 1508L - Sandys 07/08 redeploying from Bien Hoa diverting to scene.
- 1512L - Hammer 04 On-Scene-Commander (OSC). Reports tanks in area and moving towards survivors position. Weather 5000' scattered visibility good. Mach mach ZPU, small arms plus tanks reported. Call sign of downed aircraft now reported as Cobra 23, F-4D out of Phu Cat.
- 1536L - King 26 directed launch of King 27.
- 1545L - Sandy 09/10 in area. Sandy 09 OSC.
- 1605L - Smoke 41/42 cocked. Sandy 10 RTB'd channel 103 with battle damage, holding hands with Hammer 62.
- 1610L - Sandy 10 looked over by other aircraft and is returning to scene. Jettisoned tanks.
- 1621L - SAR forces being pulled back due TPQ alert for 270/33/103. Centralized control prevents aborting missions endangering friendlies.
- 1625L - Smoke 43/44 cocked and Ground alert.
- 1635L - Sandy 10 RTB'd 77 due to low fuel. (No external tanks)
- 1730L - Sandy 09 hit in external tanks and streaming fuel. RTB'd 77. Jettisoned tanks.
- 1745L - Smokes and Sandys released from ground alert.
- 1755L - First light effort. Survivors being bedded down.
- 1805L - Hammer FACS will be overhead all night.

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- 1822L - Sandys 05/06 ETA 89 1845 local. King 21 will be airborne control for first light and will arrive 89 0215-30 local for briefing. Tail # 220, pilot Maj Dilorenzo. Will require 20,000# JP-4.
- 1910L - Sandy 09 down @ 77. At least nine entry holes in aircraft, one size of football. Sandy 10 will RTB 89 in AM. Fast mover Smokes on alert at 77. Sandy 09 says it will take a lot of Smoke for an attempt.
- 1920L - 2255 local established for first light time. WX forecast 4000' broken 9000' overcast 5 NM GFH. Patchy GF dissipating by 0300L.
- 1950L - Jack - 4 JG's will be launched from Da Nang.
- 2050L - Called Blue Chip with request for napalm. Maj Stinson at the Chip.
- 2200L - Lt Col Bryant, Blue Chip, called and wanted to know why we needed relief from all our normal fragged sorties for the SAR. Tried to explain how short of airframes we were. He said OK but would pursue in future. Also said he didn't think we'd get our request on wall to wall napalm as it wasn't in the frag. Might get us some mixed loads.
- 0040L - Called Jack - Hammer 04, 46, 62 will be the on-scene FACS tomorrow. Sandys 03/04 will launch at 2145 local and 05/06 at 2155 local. The smokes and NKP JG's will be CD.
- 0145L - Still can't get ordnance line-up out of Blue Chip. King 21 estimating block time on the hour. Candlestick 21 and Hammer 79 were heard calling, "Beeper Beeper come up voice."
- 0215L - Received call signs and TOT's for fast mover strikes. No ordnance loads given.
- 0300L - Briefed first wave.

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SARCO LOG

26 Feb 1971

0415 Sandy 03 - 1 launch effort. (Sandy 03 generator, so Sandy 07 acft and pilot substituted Sandy 05)

0452 (FAC) OSC with King

0525 Hammer 40 (OSC)

0530 King switched plan of checking in on 127.7 and receiving 123.1 for Sandy low and reversed it so we could monitor the Sandy low operation (Queen apparently only has 127.7)

0550 King established first radio contact day with 23/B

0553 King established first radio contact day with 23/A

0600 Jolly Green 65/67 at holding pt 10NM E of survivor.

0610 Sandy 03 OSC, (Stone) weather is D.S. Bingo Time 0200.

0730 Req Bingo Time for 03 again (ans 0200)

0756 Launched 07/08 to replace 03/04 and become Sandy low.

0815 Sandy 03/04 are calling Bingo now! There will be insufficient time to get 07/08 there so I suggested move JG escorts 05/06 (Roberts) to OSC temporarily.

0820 Launched 09/10 as JG escorts

0830 Sandy 05 OSC, WX improving, will attempt to pinpoint survivors.

0900 Sandy 05 has position of survivors w/I 10 Meters and briefing replacements 07/08.
Radio contact with Stone says trail WX is bad enough for cover so acft can go direct to scene.

0905 Sandy 07 (Rentz) OSC

0925 Sandy 10 (Col Rouch) can't get his C/L tank to feed - new Bingo for him is 1030. Wanted to launch 11/12 immed. to replace 09/10.

0955 Sandy 12 aborts (no radio)

1010 Sandy 10 got his fuel feeding again but then it quit again - asked Jack to get him released and leave 8-9 with Jolly's - need acft - neg from King.

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SARCO LOG

1012 Blue Chip pulled 2 - H models (my next Sandy lows) for the CD barrel roll.

1015 Maint has 4 acft but Sgt Moore cannot get them to concentrate on on acft that I have to get up for my #2 JG escort. (Sandy 09 replacement)

1030 Asked Jack to reconfirm Bingo for 07/08 as 1200L

1045 Bingo confirmed as 1130. Asked Jack to launch 01/02 from UBN as Sandy low.

1115 Sandy 01/02 launched

1151 Cobra 23 Alpha picked up by JG 65

1156 Cobra 23 Bravo picked up by JG 65

1205 Sandy 09 and 11 escorted JG to CH 103 where they were released - Survivors were recovered into CH 77.

1240 Sandy 07 landed at CH 103 because of shortage of fuel. RTB to NKP 1 hr later.

1437 SAR Terminated by Queen

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FLYING SCHEDULE

26 Feb 71

<u>PILOT</u>	<u>CALL SIGN</u>	<u>T/D</u>	<u>ATE</u>	<u>REMARKS</u>
	SANDY			
CAPT MADDEN	01	1115	2.7	FROM UBON
MAJ DE FELICE	02	1115	2.7	FROM UBON
LT/COL STONE	03	0438	4.5	On-Scene-Commander
1LT MATHERS	04	0438	4.7	
CAPT ROBERTS, R.	05	0447	5.3	On-Scene-Commander
1LT LYON	06	0447	5.3	
CAPT RENTZ	07	0800	4.7	On-Scene-Commander
CAPT PHILIPS	08	0800	4.7	
1LT WILSON	09	0820	4.9	
COL ROUCH	10	0820	3.2	AIR ABORT
LT/COL DUNWOODY	11	0955	3.4	
CAPT TAYLOR	12			AIR GROUND
MAJ WOLCOTT	13		GA	
1LT KILAND	14		GA	
MAJ PLACE	15		GA	
CAPT STEWART	16		GA	
CAPT RENTZ	07	1445	1.0	RTN FROM QUANG TRI
	SMOKE			
MAJ BELT	41		GA	
LT/COL MURRAY	42		GA	
1LT TIPTON	43		GA	
CAPT MAMIYA	44		GA	

~~CONFIDENTIAL~~

MARCH

1971

SURVIVORS

NAME RANK

SSN

DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
2	BAKKE HARROW ROGERS NARDI PECORARO MONTENAYOR	73	610	LE HANOI NHOU (U.N. SAILOR)	CON SON ISLAND	MEDICAL INON-LME
6	MUDD MERCHANT JOHNSON MUELLER McDONALD HACKNEY LEWIS (AP)	71	611	TIPTON, CHARLES 4LT SANDY 04 5650W NRP	1639 N 106.23 E	COMBAT
23	JENSEN WALDER MCKINNEY RATLIFF HAWCOCK KIRK SITAPIRO (AP)	72	612 613	MAJOR ROBERT D. PRIEST XXXXXXXXXX 432 TFW MAJ ROBERT L. CUBBERLY XXXXXXXXXX 432 TFW	312/32/103 North VN	2 COMBAT

TOTAL MONTHLY SAVES 4

Vietnam War Aircraft Losses

1377	6 Mar 1971	A-1H	LAOS	Tipton C. L.	1Lt	Rescued	USAF Helo			
1378	12 Mar 1971	F-100D	SVN	Jeffs C. G.	1Lt	MIA				
1379	16 Mar 1971	O-2A	LAOS	Scrivener S. R.	1Lt	KIA		Seeley D. M.	Capt	KIA
1380	22 Mar 1971	F-4D	NVN	Priest R. D.	Maj	Rescued	USAF Helo	Cubberly R. L.	Maj	Rescued
1381	22 Mar 1971	F-100D	LAOS	Moriarty P. G.	Capt	KIA				
1382	24 Mar 1971	OV-10A	LAOS	Butcher J. M.	1Lt	POW (returned)				
1383	26 Mar 1971	A-37	CMB	Krueger D. W.	1Lt	KIA				
1384	4 Apr 1971	F-100D	CMB	Smith J. S.	1Lt	KIA				
1385	6 Apr 1971	A-1J	LAOS	Stewart J. W.	Capt	Rescued	u Helo			
1386	11 Apr 1971	F-100D	SVN	Buerk W. C.	Capt	KIA				
1387	13 Apr 1971	F-100D	CMB	u	u	Rescued				
1388	15 Apr 1971	F-100D	SVN	Hauck J. C.	Capt	Rescued	Army			
1389	21 Apr 1971	F-4D	LAOS	u	u	Rescued		u	u	Rescued
1390	24 Apr 1971	F-4	LAOS	Lemon J. C.	Capt	MIA		Sigafoos W. H.	1Lt	KIA
1391	26 Apr 1971	O-2A	LAOS	Mellor G. L.	1Lt	Rescued		Fleming G. J.	1Lt	Rescued
1392	28 Apr 1971	F-100D	SVN	Lang B. G.	1Lt	KIA				
1393	6 May 1971	F-4E	LAOS	Blissett A. S. Jr	Maj	Rescued		u	u	Rescued
1394	4 June 1971	OV-10A	LAOS	u	u	Rescued		u	u	KIA
1395	18 June 1971	A-1H	LAOS	White R. F.	Capt	KIA				
1396	20 June 1971	OV-10A	LAOS	Ross S. R.	Maj	Rescued		Moxon A. L.	1Lt	Rescued
1397	27 June 1971	A-37	CMB	Jones R. W.	Capt	KIA				
1398	29 June 1971	F-4D	Sea	Ricks W. R.	Capt	Rescued		Buffkin B. D.	1Lt	Rescued
1399	5 juli 1971	OV-10A	LAOS	Thomas D. W.	1Lt	MIA				
1400	10 juli 1971	RF-4	SVN	Wheeler R. C.	Capt	Rescued	USAF Helo	Stuermernav J. F.	1Lt	Rescued
1401	18 juli 1971	A-1H	u	u	u	u				
1402	22 juli 1971	RF-4	CMB	Musgrove W.	LtCol	Rescued	Army Helo	Stuermeyer J. F.	1Lt	Rescued

37th ARRS Makes Save Up North.

(Continued from Pg. 1)

"Everything happened so fast it was hard to tell exactly what was going on," recalled Major Priest. "We felt the concussion from the blast and the warning lights came on all over the instrument panel. The aircraft jerked up and we ejected."

The two pilots estimated that they landed within a quarter of a mile from each other. They immediately established radio contact and waited for the search and rescue (SAR) aircraft to come in.

"I landed in a tall tree and got hung



Major Priest



Major Cubberly

there," recalled Major Cubberly. "I could hear enemy troops on the ground below me. One of them was blowing a shrill whistle and the troops rejoined him down the hill and came back up again in two columns."

All this time the weight of the parachute was causing the tree branches to crack. "I thought the cracking noise might alert the troops below me, but they apparently didn't even notice me," related the major about the harrowing experience.

As poor weather and darkness crept over the area, the pilots prepared to spend the night there.

"Things really started happening fast

the next morning. As soon as it got light, we could see A-1 Skyraiders in the area."

"About 45 minutes later we saw the Jolly Green coming in," recalled Major Priest. "Before long they had picked me up and I was in the bird."

The rescue helicopter then went in and had the back-seater, Major Cubberly, picked up within five minutes.

Maj. Donald L. Jensen was the aircraft commander of the HH-53 Super Jolly Green Giant helicopter which made the pickup.

"This was a classic SAR mission. As soon as we went up this morning, everything went like clockwork. There was no heavy opposition and we were able to get right in there and pick up the survivors," commented Capt. Glen W. Walder, the co-pilot. "It turned out just like you hope they all do."

Other crewmembers on the rescue chopper were TSgt. Carlos J. McKinney, the flight engineer and the three pararescuemen, TSgt. Henry C. Kirk, SSgt. John C. Ratliff and ALC Danny D. Hancock.

Pilots Rescued From N. Vietnam

After 15 hours on the ground in North Vietnam, two F-4 Phantom pilots were picked up by rescue crews from the 37th Aerospace Rescue and Recovery Squadron (ARRS) and returned safely early Tuesday (March 23).

Majors Robert D. Priest and Robert L. Cubberly were forced to eject from their Phantom when it was hit by an enemy surface-to-air missile (SAM) near Don Hoi north of the Demilitarized Zone (DMZ).

While flying as an armed escort for reconnaissance aircraft, the Phantom crews successfully evaded one SAM but a second SAM exploded near the Phantom causing many of the aircraft's systems to malfunction. It shortly thereafter burst into flames.



23 MAR 71

—15 hours on ground—

Rescue crews pluck 2 from North

DA NANG — After 15 hours on the ground in North Vietnam, two F-4 Phantom pilots were picked up by rescue crews of the 37th Aerospace Rescue and Recovery Squadron and returned safely to the Republic.

Majors Robert D. Priest and Robert L. Cubberly were forced to eject from their Phantom when it was hit by an enemy surface-to-air missile near Dong Hol, north of the Demilitarized Zone.

The two men had successfully evaded an earlier SAM missile during their escort mission for reconnaissance aircraft, but a second SAM exploded near them causing many of their aircraft's systems to malfunction. Shortly thereafter the plane burst into flames.

"Everything happened so fast it was hard to tell exactly what was going on," recalled Major Priest. "We felt the concussion from the SAM blast

and the warning lights came on all over the instrument panel. The aircraft jerked up and we ejected."

"I landed in a tall tree and got hung up there," said Major Cubberly. "I could hear enemy troops on the ground below me. One of them was blowing a shrill whistle and the troops rejoined him down the hill and came back up again in two columns."

All this time the weight of the parachute was causing tree branches to crack. "I thought the cracking noise might alert the troops below me, but they apparently didn't even notice me," the major continued.

As poor weather and darkness crept over the area, the pilots prepared to spend the night where they were.

"I cut down some palm leaves and made a shelter to hide in and protect me from the rain, which was pouring down by this time," related Major Priest. "But I still got soaked that night."

"Things really started happening fast the next morning. As soon as it got light, we could see A-1 Skyraiders in the area."

"About 45 minutes later we saw the Jolly Green coming in," recalled Major Priest. "Before long they had picked me up and I was in the bird."

The rescue helicopter then went in and, within five minutes, had Major Cubberly picked up.

Maj. Donald L. Jensen, Jolly Green pilot, and Capt. Glen W. Walder, co-pilot, agreed that "this was a classic SAR mission."

A PILOT LIGHTER FOR SALES

612 and 613

23 MARCH 1971

Pacific Stars & Stripes
Friday, March 26, 1971

23 MAR 71 SAR
5

Downed in N. Vietnam, Pilots Evade Searchers

SAIGON (AP)—Two U.S. Air Force pilots told Wednesday of spending a night hiding from the enemy in North Vietnam after their F4 Phantom fighter was shot down on a reconnaissance mission.

Maj. Robert D. Priest, 38, Victorville, Calif., and Maj. Robert L. Cubberly, 33, Bowling Green, Ohio, were flying escort for a reconnaissance aircraft over North Vietnam Monday. A SAM missile fired at them exploded near their plane. Pilots call the long SAM missile the "Flying Telephone Pole."

"Everything happened so fast it was hard to tell exactly what

was going on," Priest said in a statement released by the headquarters of the U.S. 7th Air Force.

Cubberly said he parachuted into a tree, and could hear enemy soldiers below searching for him.

"They apparently didn't even notice me," Cubberly added, though his weight was causing the tree branches to crack.

The two pilots estimated they landed within a quarter of a mile of each other.

"I cut down some palm leaves and made a shelter to hide in and protect me from the rain, which was pouring down by that

time," Priest said. "But I still got soaked that night."

As soon as the sun rose Tuesday morning, Priest said, their emergency radios led Al Skyraider search planes to them.

"About 45 minutes later we saw the Jolly Green rescue helicopter coming in," Priest said. "Before long they had picked me up and I was in the bird."

Cubberly was picked up five minutes later.

The two were shot down at the same time that U.S. protective reaction air strikes were carried out against three antiaircraft missile sites in North Vietnam.

and DON JENSEN, MAKES THE
PICKUPS UP NORTH

22 MAR 71

LANCET
2 JULIES
R. INDIA MEET
2230Z
HEAT 2 SANDY ACROSS FOUN
14 4055C10

BB

0345 JG 72 AB

0415 JG 65 ABN A
0613 JG 70 & 67 ABN A
0710 JG 72 Down 3.5 A
0720 JG 65 Down 3.2 A
0800 JG 67 & 70 Down A
0800 FALCON 84 DOWN TWO GOOD CHUTE @ 312/52/103 A
0806 JG 72/65 ABN (720N 106 31E) A
0830 SANDY 11 & 12 ABN AND KING 27 ABN A
0835 JG 62/55 LAUNCHED ESCORTED BY SANDY 1 & 2 INTO A
INDIA ORBIT
0838 DIPPER 03 HAS CONTACT WITH FALCON 84 "A" NONE WITH "B" A
0911 CHIPPY 403 AND STORMY 1 & 2 WILL JOIN HANDS TO GO A
INTO AREA. A
0919 STORMY 01 OSC
0925 WX IS PS, STORMY 01 HAS MADE 3 PASSES OVER AREA
NO VISUAL CONTACT WITH SURVIVOR HAS DRAWN NO FIRE A
0932 SANDY 09 & 10 IN AREA. "A" & "B" CONTACT WITH
EACH OTHER NEW POSITION ^{OFF} ~~WITH~~ SURVIVORS 325/32/103
AREA A FLAT MARSHLAND
0955 SANDY 09 BAD 4HF, SANDY 10 HAS GONE IN TO TRY
LOCATE SURVIVOR
0958 SURVIVORS HAVE 2 RADIOS, 4 BATTERIES AND SMOKE A
1001 JG 72/65 HOLDING 350/40/103
1022 QUEEN WANTED TO LAUNCH BL: BH, COL COPPERTHYTE
ADVISED COL PRINE THAT IT WOULD TAKE 50 MIN
TO REACH THE AREA. A
1025 SANDY 09 HAS GOOD CONTACT WITH ALPHA MAN -
TRYING TO PIN POINT POSITION
84 "A" REPORTS RAIN IN AREA.
1045 SANDY 11 IS BRIEFING SURVIVORS TO SWITCH TO ON GUARD
START 2000Z EVERY TWO HOURS RADIO CHECK, TILL 0600
1046 SANDY 11 OSC AT THIS TIME.

1046 JG 80 A - CONTACT MAINT ALL HOURS A

22 MAR 71

1330 HC IN AE/GV
1335 MAR JCCC TOTAL 21.6
1400 SSGT ARUE OFF DUTY

He.
He
He

23 MARCH 1971

0040 CAPT MERCHANT ON DUTY M
0040 POWER FAILURE IN PROGRESS. NOTIFIED QUEEN.
PASSED MX STATUS & SAR POSTURE SAME CALL. M
0025 POWER BACK ON. NOTIFIED QUEEN. M
0015 LAUNCH ALPHA BIRDS M
0015 LAUNCH SANDY 1 & 2 M
0025 LAUNCH BRAVO BIRDS M
0030 JG 70 AIRBORNE M
0031 JG 72 AIRBORNE M
0033 JG 67 AIRBORNE M
0034 JG 65 AIRBORNE M
0109 JG 70, ON THE DECK - LOGGED 2.7 M
0109 JG 72 ON THE DECK - LOGGED 2.7 M
0110 JG 67 ON THE DECK - LOGGED 2.7 M
0110 JG 65 ON THE DECK - LOGGED 2.6 M
0150 ITEM 14. EB DD AKPT LUZV M
0245 JG 67 & 70 QUICK TURN-AROUND COMPLETE M
0246 JG 72 QUICK TURN-AROUND COMPLETE M

MSN NBR A-3-014

//2304// PHASE BRAVO COMPLETE - FALCON 84 A/B F-4D

#612 MAJ ROBERT D. PRIEST (SR PILOT)

478-34-9189 432 TFWg, UDORN

#613 MAJ ROBERT L. CUBBERLY (NAV)

270-32-0794 432 TFWg, UDORN M

PICKUP POSITION 312/52/103.

0333 JG 70 AIRBORNE - for FRAG.

0348 JG 67 AIRBORNE - for FRAG.