

CHAPTER V

MISSION NARRATIVES

Marginal weather conditions and withering enemy fire were part of the complications faced by Lt Col C. D. (Bud) Fried on 9 Apr 71 in the first squadron SAR activity of the quarter. The object of this successful mission was the extraction of four indigenous personnel. The cost, two wounded PJ's, one seriously, as well as the unexplained loss of one Sandy (A-1H) aircraft and pilot. A Nail (OV-10) FAC started the activity for the morning by directing the Sandys through a devastating preparation of the area. Despite the efforts of these aircraft, the first rescue attempt by Lt Col Fried had to be aborted as a result of ground fire coming from the one to three o'clock position of his Jolly Green. After additional ordinance was laid into the area, Lt Col Fried made his second run and subsequently four combat saves. The true test of men and machines came shortly after the egress run had started when extremely heavy ground fire was observed in a 360 degree radius around Lt Col Fried's aircraft. It was at this time, while returning the enemy fire with their miniguns, that the number one PJ, A1C Petty, received a .51 caliber round through his right arm and the number three PJ, SSgt Hackney, took a round through his helmet resulting in a minor scalp wound. Medical aid was rendered these men as the aircraft recovered without further incident. The Sandy aircraft that was lost was last seen prior to the egress run.

Crew Rosters

AC Lt Col C. D. (Bud) Fried	AC Capt Glen W. Walder
CP Capt Bruce M. Carskadon	CP Capt Edward D. Harrow
HM SSgt David M. Cutillo	HM MSgt Samuel J. Halphen
RS SSgt Duane D. Hackney	RS MSgt Gordon C. Bailey
RS A1C Donald J. Pecoraro	RS TSgt Allen J. Avery
RS A1C Ervin A. Petty	RS A1C Ralph R. Moreno

A first light effort resulting in one combat save on 18 Apr 71 was the squadron's second SAR mission of the quarter. The mission, led by Capt Glen W. Walder, ran into complications as soon as they arrived at the initial holding point, where they were greeted by a combination of hazy visibility and anti-aircraft artillery airbursts. Following some appropriate evasive actions, a thorough briefing on the situation by a Covey (OV-10) FAC, a rapid air-to-air refueling as well as some additional holding while the area was prepared by Sandy (A-1H) aircraft, Capt Walder made a high speed, low level run for the Navy A-7E pilot on the ground. The ingress, which was made up a small valley with a plateau at its end for a target, drew only light ground fire, which was returned. Upon reaching the survivor's approximate position on the plateau, Capt Walder was forced to hover for an extended period, lowering the jungle penetrator several times, before the survivor, who had nothing to mark his exact location, could be extracted. Egress from the area and return to DaNang was accomplished uneventfully with a Sandy escort.

Crew Rosters

AC Capt Glen W. Walder	AC Lt Col Harry S. Copperthite Jr.
CP Capt Otto G. Gamill Jr.	CP Lt Roderick Martin III (USCG)
HM TSgt Carlos J. McKinney	HM SSgt David M. Cutillo
RS A1C Ralph R. Moreno	RS A1C Michael A. Curtiss
RS A1C Randy L. Zonker	RS A1C Charles B. Aldean
RS SSgt Michael D. Morris	RS SSgt James R. Thomas

Five SAR missions have resulted in 11 lives saved during this quarter. Eight of the 11 were combat saves. The first mission was on 9 Apr 71. Lt Col Fried and crew rescued 4 indigenous personnel with damage to his aircraft and two wounded pararescuemen. The second mission of the quarter, led by Capt Glen W. Walder, brought about the rescue of a downed Navy A-7E pilot. Captain Walder accounted for three more saves on 12 May 71 when he picked up the crew of an Army helicopter on the beach near Quang Tri. The fourth mission involved the pick up of a crew member from a crashed Army O-1 on 24 May 71 by Maj Robert H. Heiges. The final mission of the quarter was led by Maj Donald L. Jensen on 4 Jun 71 and resulted in the rescue of two downed OV-10 crew members.

Personnel standing alert at the FOL responded to several scrambles during the quarter, but no actual SAR activity was recorded.

The personnel required to maintain the alert status at Bien Hoa consisted of a commander, four pilots, and six enlisted crew members. The FOL was also completely manned with a maintenance staff of seven airmen.

TRAINING

During the quarter the following personnel were upgraded or qualified in the positions noted:

Pilots

Maj Robert H. Heiges to Flight Examiner
Maj Gerald J. Lange to Instructor Pilot
Maj Joseph F. Mudd to Instructor Pilot
Maj Reginald A. Murray to Instructor Pilot

SAC - Strategic Air Command

SAR - Search and Rescue mission

SEA - Southeast Asia

TDY - Temporary Duty

TFW - Tactical Fighter Wing

SAVES

<u>Number</u>	<u>Survivor's Name</u>	<u>Rank</u>	<u>Date</u>	<u>Mission Number</u>
614	Indigenous Person	--	9 Apr 71	A-3-016-09
615	Indigenous Person	--	9 Apr 71	A-3-016-09
616	Indigenous Person	--	9 Apr 71	A-3-016-09
617	Indigenous Person	--	9 Apr 71	A-3-016-09
618	Richard E. Forman	1 Lt	18 Apr 71	A-3-017
619	Alvin R. Simon	SP/5	12 May 71	A-3-018
620	Gary Westphal	Sgt	12 May 71	A-3-018
621	Bjarni O. Bradwell	WO1	12 May 71	A-3-018
622	Robert A. Wolff	1 Lt	24 May 71	A-3-020
623	Sam Ross	Maj	4 Jun 71	A-3-021
624	Art Moxon	Capt	4 Jun 71	A-3-021

DATE: 9 Apr 71

MISSION NUMBER: A-3-016-9 Apr 71

AIRCRAFT DESIGNATION: King 26

DESTRESSED PERSONNEL: Vietnamese Ground Team

LOCATION: 215/57/CH 77

SAVES: 4 Saves

(S) On 9 Apr 71 at 0642 (1454H) I advised a Vietnamese who had been transmitting on Guard for some time to stay off that frequency when Nail 47 came up and explained that his indigenous backseater had been conversing with a four-man Vietnamese ground team (Call sign AP) which was surrounded at landing zone "Belgrass" located at 215/57/CH 77 (TB 8089). He said that the extraction forces could not come from NKP due to a large weather front on the ridgeline and that if the team was not recovered that day they would be captured by the next morning. I asked if he had tried Army resources and he replied that they did not have the endurance for an extraction in that high terrain (4300'). Queen was advised and at 0731Z (1531H) JG 70/67 and Sandy 9/10 were launched from Darang for the SAR effort. The weather in the area was 7/8-8/8 at 10,000 feet and 3/8 on the surface with scud and low clouds moving across the landing zone.

Nail 47 was appointed OSC at 0700Z (1500H) and had sufficient fuel to remain until dark. Nail 28 was on scene also but departed soon after. Nail 49 arrived at 0810Z (1610H) to supplement Nail 47. Sandy 9 was made OSC at 0823 Z (1623H) after locating the survivors. Other aircraft arriving on scene were several Blade aircraft which were not used due to deteriorating weather and Jupiter, a flight of 2 VNAF A-1's which Nail 47 used from 0835Z (1635H) to 0850Z (1650H) to sanitise the area. Since Hobo 20/21 and Sandy 1/2 were due on scene at 1000Z (1800H), I cleared Sandy 9/10 to expend about half their ordnance on scene in support of the SAR before the first pickup attempt. At 0900Z (1700H) Sandy 9 was briefing the pickup to the Nail FACs, Sandy 10, and JG 70/67. At 0914Z (1714H) the forces moved in for a first attempt with JG 70 prebriefed to set down on the landing zone in order to onload an injured survivor. Nail 49's backseater briefed the survivors on Guard but the SAR forces used discreet frequencies for the attempt as only Vietnamese was spoken on Guard. The first attempt was abandoned

after Smoke drifted across the landing zone and JG 70 took some small arms fire. Confusion resulted when it was thought that the survivors were firing at the aircraft but the Nail PACs checked with the survivors and relayed that the firing came from the treeline across the landing zone from the SAR forces. At 0936Z (1736H) Sandy 9 briefed for a second attempt with modified tactics. With Sandy 9/10 strafing and JG 67 flying above a thin cloud deck as high bird, JG 70 moved in for the pickup with his MD60's firing at the treeline. From 0946Z to 0954Z the run-in and pickup was accomplished and I heard the radio calls, "We're hit" or "I'm hit" and then Sandy 9 calling to JG 70 to, "Get it up Jolly...Climb out Jolly" and then, "Where's Sandy 10?". I asked twice, "Who is hit?" but received only broken transmissions. Then I said on Guard, "All SAR forces check in on 123.1". Immediately everyone checked in except Sandy 10. JG 70 assessed his damage and reported the survivors were all on board and that two PJ's had been injured. I then sent JG 70 and 67 home to CH 77 and kept Sandy 9 and the Nail PACs on scene. Sandy 1/2, JG 65/71 and Hebe 20/21 had all arrived in the area as the pickup was accomplished and they were also kept on scene.

Sandy 9 reported that the last time he had seen Sandy 10 was on the strafing passes while JG 70 was inbound on the second pickup attempt. He also said that a 5600 ft peak to the south was largely obscured by clouds. Sandy 9 initiated a communications search and Panama was asked by King if they had an emergency squawk on radar. Queen also advised several ground stations to be on the lookout for Sandy 10 who may have had radio failure.

Sandy 1 rejoined with Sandy 9 over the scene and Sandy 2 stayed with JG 65/71 in the holding pattern. Nail 49 was bingo and departed for CH 77 at 1015Z (1815H).

All efforts to locate Sandy 10 both visually and electronically proved negative and the SAR forces were cleared off scene in the following order: Sandy 9 (1039Z) CH 77; Hebe 20/21 (1050Z), Moonbeam; Sandy 1/2 (1110Z) CH 93; JG 65/71 (1110Z) CH 77; Nail 47 (1110Z) CH 77; King 26 (1120Z) CH 71.

SAR Forces

Sandy 1/2, 9/10
JG 70/67, 65/71
King 26

PACs

Nail 47, 49, 28

Strike Aircraft

Jupiter C
Hebe 20/21

To: Bob Lapointe, rlapointe
From: Jim Scott, INTERNET:jdsconfig@jps.net
Date: 4/8/99, 12:11 PM
Re: Swerve

9 APR 71 JAR

Since you are going to see Swerve to go over that stuff thought I had just as well send something else you can go over. He will be able to definitely give you the date. (when he got shot)

Our Jollies got scrambled to go pick up a team that was in a highly contested area and they needed our minigun suppressant. Don't remember if it was the Army or the Knives. But they went in totally unopposed and on their way out every one was congratulating themselves. (Swerve, Hackney and Peccaro were the PJs) Swerve reached over to shake someone's hand and a 51cal took the top of one finger off and entered his bicep and blew the entire back of his arm out.

Roy Taylor and I were off that and when we heard we had a Jolly coming back with wounded about we went to the dispensary helo pad. Roy and I helped carry Swerve off the bird. (Swerve may have pictures of us carrying him off. He also has a 16mm movie that the Photo took of him coming off. I got that film and gave it to him later.)

We took him inside. His arm was darn near blow off. We PJs insisted that they send him to the Army hospital (95thMed ?) rather than the Marine station since some of the PJs had gone over there to work on days off and knew that those Docs would chop off an arm in a flash. While waiting on the Army chopper to take him over there Col Copperthite came in with Hackney, they both were in shock. The Col was saying don't take his helmet off, don't take his helmet off. Hack sat down and there was a hole in the center of his helmet through the visor and a larger hole in the back of the helmet near the lower part of the head. Looking at him from the side it had to travel through most of his head. The Col said when they went on down to the flight line Hack got off the bird and kind of wobbled around so he went up to him and about had a stroke. He was afraid if he took the helmet off that the top of his head would come off with it.

The helmet (ballistic) had to come off. There also was a small trickle of blood that had run down the back of his neck. The bullet 51cal. had gone through the visor, front of the helmet, over the top of his head and out through the back. Where the bullet went through getting some brass frayed off and made some small cuts to his neck. (Don't know if you can find much on this one except the people mentioned because Duane didn't want a purple heart or anything that may get into the papers. Because he had told his Mom that he was not flying Combat this trip.

Swerve wanted me to go with him to the Hospital so I did, but just before we left one of the guys told me if they say something about the sticks in his foot to not worry about it because Peck had tried to start an IV in his tendon.

Sure as heck as we rolling him back to the OR one of the medics said wait we got to take him back because he must have straiten in the top of his foot. I told just to ignore it because he got accidentally punched there by one of medics.

That night Swerve wanted me to push him down the word so that he could kill this VC that had been brought in and was hollering and taking on. I had a heck of a time getting Swerve to settle down, he had blood in his eyes.

The next day Mulchi, Randy Zonker and some more came to see Swerve and pick me up. Swerve had a lot of blood on his bandages and what not, Randy started wobbling and then fainted. Some people were walking down the ward so Mulchi just politely pushed Randy under Swerve's bed to where these people could not see him. When asking him why, He said he didn't want anyone to see a PJ faint. Please verify these with Swerve, Peck and

Mulca.

Guess that will be about it, there are more incident that were' so comical at the time but looking back one can chuckle, i.e. lack the time I lost a mini gun barrel off the ramp on alfa 1 alert off Quang Tri after test firing the weapons.

Later Bob. I have never before said anything to any one about SEA. As you may note I have nothing in the Pararescue Book except sometime Fischer put in. I just felt that if I could give you anything you could use that would mean a lot to me. God bless good luck and I know from looking at your web page in the Jolly Green web site your book will be great reading and feel sure it has been my pleasure. Maybe when it's out I can purchase and autographed copy.

Scotty

----- Internet Header -----

Sender: jdscott@jps.net
Received: from smtp2.jps.net (smtp2.jps.net [209.63.224.235])
by hpdmqaaa.compuserve.com (8.8.8/8.8.8/HP-1.1) with ESMTP id QAA02248
for <rlapointe@compuserve.com>; Thu, 8 Apr 1999 16:11:52 -0400 (EDT)
Received: from jps.net (209-142-38-138.stx.jps.net [209.142.38.138])
by smtp2.jps.net (8.8.5/8.8.5) with ESMTP id NAA17932
for <rlapointe@compuserve.com>; Thu, 8 Apr 1999 13:11:45 -0700 (PDT)
Message ID: <370D0CF8.9C569D7@jps.net>
Date: Thu, 08 Apr 1999 13:09:28 -0700
From: Jim Scott <jdscott@jps.net>
X-Mailer: Mozilla 4.04 [en] (Win95; U)
MIME-Version: 1.0
To: Bob Lapointe <rlapointe@compuserve.com>
Subject: Swerve
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

30th ARS, 30th ARS, 30th ARS

Section II

Section III

SECRET

Rescue missions have shown a decline during this quarter mostly due to the onset of the rainy season but King has continued its mission of mercy effecting 27 combat and 3 non-combat saves.² Ninety per cent of the missions flown in support of a rescue resulted in the recovery of distressed personnel. Below are listed six typical missions for this quarter. It is suggested that the reader turn to these narratives at this time to acquaint himself with our most current operations.³

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13 Apr	Blade 57	1 Combat	62
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The entire squadron is dedicated to our mission and it is a matter of pride to have participated in the recovery of a downed crewman.

Change was the key word for the Operations Section during the quarter. Lt Col Irvin L. Klingenberg Jr. became the acting Squadron Commander when Col Sidney L. Spilseth rotated in June. Lt Col Clarence L. Paradis became the Operations Officer and Lt Col Ronald J. Soroka

1. Information for this portion of the history was supplied by Lt Col Ronald J. Soroka, Assistant Operations Officer.

2. The number of combat saves recorded here may vary from the figures recorded by 3rd ARRGp. The 39 ARRS claims a save whenever the King bird is involved with a recovery in spite of the type of aircraft making the actual pickup.

3. The mission narratives may be found on pages 59-71.

0325	JG 65	Airborne		
0325	JG 70	"		
0655	JG 71	DOWN	Logged <u>4.1</u>	OK
0712	JG 65	DOWN	Logged <u>4.7</u>	OK
0726	JG 70	DOWN	Logged <u>4.6</u>	OK
0930	JG 77	BH	LOGGED <u>3.0</u>	OK
1030	DAAJ JRCC TOTAL 15.3			OK
1040	Line Check 585			OK
1045	Spot AirBOR 585 Duty			OK

9 APRIL 1977

2045	CAPT. BEATTIE ON DUTY			OK
0010	Status Report PASSED to JOKER			OK
0115	Item 3 VU set AW REAL LFH AITRY			OK
0204	JG 71	Airborne		OK
0238	JG 72	Airborne		OK
0400	JG 70	Airborne		OK
0400	CAPT. BEATTIE OFF DUTY, SSgt ARNOLD ON			OK
0410	JG 72	DOWN LANDED	Logged <u>1.4</u>	OK
0432	JG 65	ABN.		OK
0620	JG 65	DOWN LANDED	Logged <u>1.6</u>	OK
0657	JG 70	DOWN LANDED	Logged <u>3.0</u>	OK
0820	JG 71	DOWN LANDED	Logged <u>5.3</u>	OK
0733	ALERTED FOR A BALLGAME AT 262/65/74 - 218/57/77			OK
	4 PEOPLE INVOLVED, KING 26 AMC			
	JG 70/67 ABN @ 0740 / JOLLY'S HOLDING 215/57/77			
0825	MAILROOMS NOTHING IS GOING ON RIGHT NOW.			
0837	JUPITER FLT WORKING AREA - 20mm			
0847	WX TOO BAD FOR FAST MOVES, Slow moves will work out.			
0904	PHASE ALPHA IN PROGRESS			
0907	PHASE ALPHA COMPLETED.			

0915 PHASE ALPHA STILL IN PROGRESS
 0918 PHASE BRAVO
 0925 GROUND FIRE JOLLY PULLING OUT. NO HITS TAKEN
 0926 LAUNCH BRAVO'S
 0930 STRAPPING AREA WHERE GROUND FIRE REPORTED
 0931 JG 65/71 ABN
 0940 PHASE ALPHA IN PROGRESS
 0950 PHASE BRAVO ~~COMPLETED~~ IN PROGRESS
 0958 PHASE BRAVO COMPLETED. #614, #615, #616, #617
 1000 JG 70 TOOK HITS - PJ HIT IN ARM, SANDY 10 MISS, 00
 1010 JG 70 TO DANANG MED PAD, ETA 1020
 1032 JG 70 LANDED LOGGED 3.0
 1035 JG 67 LANDED LOGGED 2.9
 1115 SAR MISSION # A-3-016
 1140 JG 65 LANDED LOGGED 2.4
 1145 JG 71 LANDED LOGGED 2.3
 1255 LINE CHECK SRS
 1300 DAAR. JCC TOTAL 22.1
 1315 SGT ARNOLD OFF DUTY

10 April 71

2045 Capt Cole on duty
 2115 Passed main. station to Queen
 2205 Ops station to John
 0055 J.G. 67 abn
 0230 " 72 "
 0315 " 65 "

0415 Item 3 AT AQ RYDI OXRB
 0400 CAPT COLE OFF, SGT ARNOLD ON DUTY, ALERT SYSTEM TESTED
 0610 JG 72 LANDED LOGGED 3.6
 0620 JG 65 LANDED LOGGED 3.1

APRIL

1971

SURVIVORS

NAME RANK

SSN

DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
9	FRIED	70	614	(4) FOUR	15.14 N	4 COMBA
	CARSKADON		615	INDIGENOUS	107.36 E	
	CURTILLO		616	PERSONNEL		
	PETTY		617		MSN #	
	HACKNEY				A-3-016-1A1471	
	PECORARO					
18	WALDER	65	618	FORMAN, RICHARD	241/81/77	1 COMB
	GAMMILL			E. USN	1522 N	
	MCKINNEY			BATTLE CRY 305	10701 E	
	MORENO			ATE, USS		
	ZONKER			RANGERSHIP		
	MORRIS				MSN #	
					A-3-017-1A1471	

TOTAL MONTHLY 5

DATE: 13 Apr 71

15 Apr 71

MISSION NUMBER: 30-08-13 Apr 71

AIRCRAFT DESIGNATION: King 26

DISTRESSED AIRCRAFT: Blade 57

LOCATION: UTM WT 6899

SAVES: 1 Combat Save

(8) At 0659Z, while preparing for operational A/R with Jolly Green 66 on the 120/30/77 at 6500 feet, Joker notified the RO that a Blade 57 had just bailed out. A/R was terminated, aircraft cleared up and an immediate climb initiated. Information provided was one SOB, one chute, location 350/58/85. The OSC was Sundog 28 operating of freq. 275.1. Jollies at 73 and Sandies at CH 93 alerted and scrambled. Joker informed King 26 that Jollies were holding at TAY NIN for escort to SAR area. Sandies were hours away. A later up-date of Blade 57 position was 080/35/85. King 26 was unable to establish communications with Sundog 28 on any frequency. Finally established communications with Rustie 56 who said he was the OSC working the problem. Since communications could not be established with Sundog 28, King 26 confirmed that Rustie 56 was OSC at 0741Z. He had the on scene situation well in hand and at 0744Z it was agreed that Blackjack 835 should attempt a pickup. The actual pickup went smoothly and was completed at 0748Z. Condition of the pilot (Blade 57) was verified to be excellent, smiling and looking pleased. Blackjack 835 was returning to TAY NIN and Jolly Green 77 was directed to pickup the survivor at TAY NIN for return to CH 73. This was per Joker direction. King 26 requested Rustie 56 to provide escort for Blackjack 835 until over the fence. Jolly Greens 77 and 72 were holding at TAY NIN for arrival of Blackjack 835. Blackjack 835 and Rustie 56 were over the fence at 0757Z. Everything was set-up for transfer of Blade 57 to Jolly Green 77 and subsequent transportation to CH 73 when a CH-47(Pipesmoke 127) went down with 8 SOB at XT 5738 from combat damage to the hydraulic system. Rustie 56 was relieved from OSC for Blackjack and appointed OSC for Pipesmoke 127 at 0820Z. At 0825Z, King 26 confirmed that Blade 57 was aboard and the ETH for CH 73 was 0845Z. This was the last King action for the Blade 57 SAR since the Pipesmoke 127 mission was rapidly developing.

30th ARS History, Apr-61

October 11

SECRET

SECRET

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IMMEDIATE

~~SECRET~~

CONFIDENTIAL

DECLASSIFIED

PT 00000

OTTSZYUW RUMMRSA0310 1031858-SSSS--RUWTBMA.

ZNY SSSSS

0 131819Z APR 71

FM 3ARRGP TAN SON NHUT AFLD RVN

TO RUEFHQA/CSAF/AFXOTZB

RUHHABA/PACAF HICKAM AFB HI/DOH

RUCPAAA/HQ ARRS/COMMAND POST/SCOTT AFB IL

INFO RUCWAAA/HQ USAF ALT MAXWELL AFB AL

RUWTBMA/MAC/MAOCCP

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

RUHHABA/41ARRWG HICKAM AFB HI/DOC

RUHHHQA/CINCPAC/CC

RHMSMVA/MACV SAIGON RVN

RUEKWWC/AFE0C FT RITCHIE MD

RUMFRBA/CTF SEVEN SEVEN

RUHGOSA/CTF SEVEN SEVEN PT ZERO

RUMUJBA/37ARRS DANANG AB RVN

RUMOJAA/39ARRS CAM RANH BAY AB RVN

RUWTFJA/USAFMPC RANDOLPH AFB TEXAS/DPMCS

RUMUJEA/35TFW PHAN RANG AB RVN

RUMUJNA/OL-A 3ARRGP SON TRA AB RVN

11 APR 13 19:43

CORRECTED
DISTR

OPR	CYS
DO	4
INFO	CYS
DOC	1
CSEH	1
ARRS	1

PAGE 2 RUMMRSA0310 ~~SECRET~~

RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAI

RUMUJEA/614TFS PHAN RANG AB RVN

UMOREA/56SOW NAKHON PHANOM RTAFB THAI

BT

~~SECRET~~ JORRED JIFFY/RESCUE 001/13/1600Z APR 71

CLASSIFICATION CANCELLED
Changed to CONFIDENTIAL
By Authority of 208 5200.1R
By [Signature] (Date) 7 Jul 74

1. RESCUE OPENING/CLOSING REPORT 13 APR 71

2. MISSION NUMBER: 3-008, 13 APR 71

3. SITUATION: PILOT BAILED OUT OF F-100

A. DESCRIPTION OF SAR OBJECTIVE:

(1) F-100/553749/CAMOUFLAGED/BLADE 57

(2) TACTICAL FLIGHT PWAN

(3) L/C HENDERSON, WARREN L., 608 175

(4) ONE POB

(5) VFR

(6) USAF STANDARD

(7) 1142N 105-46E

B. ACTIONS TAKEN:

(1) 3ARRGP/JRCC WAS CONTROLLING AGENCY. INITIAL NOTIFICATION WAS 13/0650Z BY TACC.

(2) SAR FORCES ALERTED AT 0655.

MESSAGE NOTIFICATION	
Individual	Sgt
Contacted:	PENKETON
Local Time and Date:	13/409Z

Classified by 608 175
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 79

PAGE 3 RUMMRSA0310 ~~SECRET~~

(3) SAR FORCES DIVERTED FROM NORMAL ORBITS AT 0657.

C. PERSONNEL INFORMATION:

(1) ONE INVOLVED/ONE LOCATED/ONE RECOVERED/ZERO SAVED/ZERO DECEASED/ZERO MISSING.

(2) BLADE 58 (WINGMAN) LOCATED SURVIVOR AT APPROXIMATELY 1552 AT 1142N 105-46E.

(3) RECOVERY AGENT WAS AN ARMY HELO, BLACKJACK 835

DECLASSIFIED

IMMEDIATE

~~SECRET~~

CONFIDENTIAL

IMMEDIATE

PT 00000

~~SECRET~~

* ~~SECRET~~ *

2/2

(4) PILOT TAKEN TO TAY NINH

~~CONFIDENTIAL~~

D. FLYING ACTIVITY:

- (1) 37ARRS - TWO SORTIES/3.4
- (2) 56SOW - TWO SORTIES/7.8
- (3) 39ARRS - ONE SORTIE/1.0

E. SAVES DATA:

- (1) NO ARRS SAVES CLAIMED.

F. SUMMARY OF SAR ACTIONS:

(1) 3ARRGP WAS NOTIFIED OAT 0650Z BY TACC THAT AN F-100 (BLADE 57) HAD BAILED OUT AS A RESULT OF AN INFLIGHT FIRE. KING 26 WAS DIVERTED FROM NORMAL ORBIT AND SANDY 5 AND 6 WERE SCRAMBLED FROM UBON. JG77 AND 72 WERE LAUNCHED FROM BIEN HOA AND WERE HELD IN THE TAY NINH AREA UNTIL THE SECURITY OF THE AREA COULD BE

PAGE 4 RUMMRSA0310 S E C R E T

EVALUATED BY SLOW MOVERS. TWO ARMY GUNSHIPS WERE LAUNCHED FROM TAY NINH TO EVALUATE THE AREA PRIOR TO SANDY ARRIVAL. THE AREA WAS DETERMINED TO BE SAFE AND AN ARMY HELO (BLACKJACK 835) PICKED THE PILOT UP AT APPROX. 0748Z. PILOT WAS TAKEN TO TAY NINH WHERE HE WAS TRANSFERRED TO JG77 FOR TRANSPORT TO BIEN HOA. NO AERIAL REFUELINGS ACCOMPLISHED.

GP-4

PT
#0310

NNNN#

~~CONFIDENTIAL~~
~~SECRET~~

* ~~SECRET~~ *

IMMEDIATE

DECLASSIFIED

CLASSIFICATION CANCELLED

Or Changed to CONFIDENTIAL

By Authority of DDO 5200 JL

By [Signature] (Date) 9/24/71

15 Apr 71

DATE: 15 Apr 71

MISSION NUMBER: 103-01-13 Apr 71

AIRCRAFT DESIGNATION: King 26

DISTRESSED AIRCRAFT: Blade 57

LOCATION: NIM NT 6899

STATUS: No Combat Saves

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED BY 31 Dec 79

(S) At 0659Z, while preparing for operational A/R with Jolly Green 66 on the 120/30/77 at 6500 feet, Joker notified the RO that a Blade 57 had just bailed out. A/R was terminated, aircraft cleaned up and an immediate climb initiated. Information provided was one SC3, one chute, location 350/52/35. The CSC was Sundog 28 operating of freq. 275.1. Jollies at 73 and Sandies at CH 93 alerted and scrambled. Joker informed King 26 that Jollies were holding at TAY NIM for escort to SAR area. Sandies were hours away. A later up-date of Blade 57 position was 080/35/35. King 26 was unable to establish communications with Sundog 28 on any frequency. Finally established communications with Rustic 56 who said he was the CSC working the problem. Since communications could not be established with Sundog 28, King 26 confirmed that Rustic 56 was CSC at 0741Z. He had the on scene situation well in hand and at 0744Z it was agreed that Blackjack 835 should attempt a pickup. The actual pickup went smoothly and was completed at 0740Z. Condition of the pilot (Blade 57) was verified to be excellent, smiling and looking pleased. Blackjack 835 was returning to TAY NIM and Jolly Green 77 was directed to pickup the survivor at TAY NIM for return to CH 73. This was per Joker direction. King 26 requested Rustic 56 to provide escort for Blackjack 835 until over the fence. Jolly Greens 77 and 72 were holding at TAY NIM for arrival of Blackjack 835. Blackjack 835 and Rustic 56 were over the fence at 0757Z. Everything was set up for transfer of Blade 57 to Jolly Green 77 and subsequent transportation to CH 73 when a CH-47 (Pipesmoke 127) went down with 3 SC3s at NT 5738 from combat damage to the hydraulic system. Rustic 56 was relieved from CSC for Blackjack and appointed CSC for Pipesmoke 127 at 0820Z. At 0825Z, King 26 confirmed that Blade 57 was aboard and the BTB for CH 73 was 0845Z. This was the last King action for the Blade 57 SAR since the Pipesmoke 127 mission was rapidly developing.

Downgraded at two year intervals.

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

King 26 Crewmembers

AC/AS Lt Col Paradis
CP Capt Petit
N Major Metz
RC SSgt Paulsen
TE TSgt Fielder
FL SSgt Payne
LM TSgt Simmons

SAR Resources

Jolly Greens 77-72
Sandy 5-6
NOTE: These SAR resources
did not get to the scene

Other Resources

Blackjack 835
Rustic 56 (CAC-CSC until
0820Z)

Jim L. Klingenberg JFL
CLARENCE L. PARADIS, Lt Colonel, USAF
Aircraft Commander/Airborne Mission Commander

~~CONFIDENTIAL~~

~~SECRET~~

~~GROUP 4~~
Downgraded at 5 year intervals.
Declassify on 19-01-01

~~CONFIDENTIAL~~

CHRONOLOGY OF RESCUE MISSIONS

~~SECRET~~

<u>DATE</u>	<u>CLASSIFICATION</u>	<u>MISSIONS</u>	<u>SAVES</u>
1 Apr	Unclassified	Fliver 110	1 Non-Combat
9 Apr	Secret	Vietnamese Gnd Team	4 Combat
13 Apr	Secret	Raven 52	2 Combat
13 Apr	Secret	Blade 57	1 Combat
17 Apr	Secret	Battlecry 305	None
18 Apr	Secret	Battlecry 305	1 Combat
22 Apr	Confidential	Wolf 07	2 Combat
26 Apr	Confidential	Tiger 60	2 Combat
27 Apr	Confidential	Nail 83	2 Combat
29 Apr	Unclassified	Cat Killer 676	2 Non-Combat
2 May	Confidential	Eagle Green 02	1 Combat
6 May	Confidential	Gunfighter 01	2 Combat
12 May	Confidential	Charlie Horse 828	3 Combat
14 May	Secret	Cobra Red One	1 Combat
2 Jun	Secret	PFL	2 Combat
4 Jun	Secret	Covey 504	2 Combat
17 Jun	Unclassified	King Star 11	None
20 Jun	Confidential	Covey 504	2 Combat
20 Jun	Confidential	Wolf 02	None

~~SECRET~~

CHARACTER OF RESCUE MISSIONS

<u>DATE</u>	<u>CLASSIFICATION</u>	<u>MISSIONS</u>	<u>SAVES</u>
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9 Apr	Secret	Vietnamese Gnd Team	4 Combat
13 Apr	Secret	Raven 52	2 Combat
13 Apr	Secret	Blade 57	1 Combat
17 Apr	Secret	Battlecry 305	None
18 Apr	Secret	Battlecry 305	1 Combat
22 Apr	Confidential	Wolf 07	2 Combat
26 Apr	Confidential	Tiger 60	2 Combat
27 Apr	Confidential	Nail 83	2 Combat
29 Apr	Unclassified	Cat Killer 676	2 Non-Combat
2 May	Confidential	Eagle Green 02	1 Combat
6 May	Confidential	Gunfighter 01	2 Combat
12 May	Confidential	Charlie Horse 828	3 Combat
14 May	Secret	Cobra Red One	1 Combat
2 Jun	Secret	PFL	2 Combat
4 Jun	Secret	Covey 504	2 Combat
17 Jun	Unclassified	King Star 11	None
20 Jun	Confidential	Covey 504	2 Combat
20 Jun	Confidential	Wolf 02	None

~~CONFIDENTIAL~~

SEARCH AND RECOVERY

(C) The Search and Recovery Forces remained very active again this quarter participating in eleven rescue attempts.* The major portion of the efforts took place during the Lam Son 719 operation which received a large fraction of the total Air Force resources used during that period. On several occasions Combat Crewmembers were downed in close proximity to the Lam Son 719 hostilities and some of these rescue attempts resulted in heroic and exciting efforts.¹¹⁶

(C) In another situation a SAR (Search and Recovery) was not officially generated but resources from Nakhon Phanom RTAFB were used to recover nine crewmembers who successfully bailed out of an AC-119 Gunship. The Aircraft Commander directed all crewmembers not required for flight to bail out approximately ten miles north of Nakhon Phanom RTAFB. The Pilot, Copilot and Flight Engineer remained to land the aircraft safely. The nine crewmembers who bailed out were picked up within 64 minutes and only two of them sustained injuries, none serious.¹¹⁷

(C) The aircraft, Stinger 21, had completed a normal night mission in the Barrel Roll area of Laos and departed for home with Bingo (minimum safe) fuel. Approximately eight minutes later

* There are nine Search and Recoveries discussed in the following pages. The tenth, Sandy 04, is covered as part of the Witchdoctor 05 report. Four A-1's from this station participated in the rescue of Falcon 84 Alpha and Bravo who were down in North Vietnam. The effort was controlled by another agency and was not included in this report.

116. Observation by 56th SPOFWG Historian.

117. Interview, 56th SPOFWG Historian with LtCol G. Botbyl, Operations Officer, 18th SOS and Aircraft Commander of Stinger 21, 16 Apr 71.

~~CONFIDENTIAL~~

CONFIDENTIAL

all oil was lost to the right reciprocating engine necessitating a shut-down. During the shut-down phase a fire developed in the engine but was quickly extinguished. At this point it was realized that fuel quantity would be a problem due to the inefficient operation of jet engines at low altitudes and required high power settings. There were no acceptable divert fields closer than Nakhon Phanom RTAFB and it was determined that this station could be reached with 15 minutes fuel remaining. By the time Stinger 21 reached the Bomblines (70 miles north) it was apparent that fuel consumption was exceeding expectations and if that rate continued there would be less than five minutes of fuel remaining over station. The Aircraft Commander initiated a slow descent and jettisoned all remaining ammunition, brass cartridges, the flare launcher, excess survival kits and the four Mini-guns. All crewmembers prepared for bail out and the flight continued. When Stinger 21 was seven minutes away from landing there appeared to be from seven to eight minutes fuel remaining. Prior to reaching extreme low altitudes all but required crewmembers were directed to egress. The remaining three crewmembers shut down the two jet engines and safely landed with only one reciprocating engine with from 10 to 20 seconds of fuel remaining.¹¹⁸

(C) During the emergency Knife 47, a CH-3 helicopter and Pedro 46 (Rescue Alert HH-43B Helicopter) were launched from Nakhon Phanom RTAFB. Spud 22, a US Army Mohawk helicopter, was flying in the area and reported to assist in locating the downed crewmembers.

118. Ibid.

CONFIDENTIAL

All the survivors landed in a safe area between nine and ten miles north of this station and were immediately picked up, eight of them by Pedro 46 and the other by Knife 47. Two crew-members suffered hair line bone fractures during the contact phase of their bail out and all other survivors returned uninjured.¹¹⁹

(U) Other Search and Recovery efforts are discussed on the following pages.¹²⁰

119. Ibid.
120. Ibid.

~~CONFIDENTIAL~~

BATTLECRY 305

(C) A routine Search and Recovery (SAR) was successfully conducted on 18 April for Battlecry 305 who ejected from a US Navy A-7 aircraft after sustaining battle damage from 23 or 37 millimeter anti-aircraft artillery (AAA). The Navy flyer was shot down at approximately 1800L on the previous day while conducting a bombing mission under direction of Covey 261, a Forward Air Controller (FAC). The survivor parachuted to a position west of D-41, an interdiction point on an extremely well defended segment of the Ho Chi Minh Trail complex in Laos. Due to the lack of remaining daylight hours when the pilot bailed out, a first light effort was planned for the following morning and the SAR forces anticipated that major enemy resistance would be waiting. #85

(C) During the planning and briefing stages it was decided to launch the Jolly Green Giant helicopters and have them proceed to a safe holding point (227/78 from Tacan Channel 77) without their normal A-1 escorts. The decision was based on extremely limited A-1 resources and resulted in saving two sorties without compromising security of the helicopters. Sandy 09/10 remained on ground alert with an immediate launch capability to protect the Jolly Greens or to escort them when the pick-up plan was executed. #86

(C) Sandy 03/04 launched from Nakhon Phanom RTAFB at 0410L and proceeded to the objective position. When they arrived Stormy 22, an F-4 FAC and King 21, the airborne controller, were already

85 SARCO Report for Battlecry 305, 18 Apr 71, Document #1.

86 Ibid.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

83

on scene. Covey 261, the FAC who had been working with Battlecry 305 the previous day, was enroute. He had observed the descending parachute, knew the objective's approximate position and was very familiar with the terrain and enemy defenses in the area. When Covey 261 arrived he pointed out Battlecry 305's parachute and approximate position to Sandy 03/04 who immediately started trolling for ground fire in the area. #87

(C) Another FAC, Covey 269, arrived and Sandy 03 directed him to execute fast mover (jet fighter-bomber) resources on a road east of the objective position. This was an area of known enemy activity and AAA emplacements and the strikes would serve as a diversionary tactic. The A-1's continued their trolling procedures and encountered no apparent resistance. From his ground position, Battlecry 305 reported activity in the general area although he could detect no ground fire. #88

(C) When Sandy 03 was satisfied that the area was permissive he coordinated with Covey 261 and used his knowledge of the area to devise a rescue plan. Sandy 09/10 were launched to escort the helicopters, smoke aircraft were ordered and Sandy 03 marked the initial point (IP) and too-far position with dud Mk-47 White Phosphorous bombs. By this time Sandy 03/04 reached minimum fuel and were forced to depart the area. Sandy 01/02 were enroute to take command and execute the pick-up. #89

(C) Sandy 01/02 received a comprehensive briefing and agreed with the plan. At 1030L Sandy 01 directed Covey 261 to execute the

87 Ibid.

88 Ibid.

89 Ibid.

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~~CONFIDENTIAL~~

84

plan for smoke aircraft while Covey 269 continued to direct strikes on the near-by road complex. Sandy 09/10 arrived and escorted the Jolly Greens to a forward holding point west of the route structure and near the objective position. Sandy 01 expended CBU-25 (cluster bomb units) and 20 millimeter ammunition on the ingress route and directed Sandy 02 to point out the route for the helicopters. The pick-up phase of the rescue was then executed. #90

(C) Jolly Green 65 departed the IP while Sandy 09/10, in their normal daisy chain formation, expended ordnance on the immediate path of the helicopters. Enroute Jolly Green 65 reported small arms ground fire and was directed to "press on" by Sandy 01. The Jolly Green proceeded to what was supposed to be the pick up point but the very excited survivor, who was without signal flares, was approximately 50 or 60 feet away. Battlecry 305 was directed to calm down and help direct the rescue helicopter to his position. This procedure took an unusually long time but did not otherwise hamper the rescue since the immediate area was permissive. The survivor was picked up while the A-1's continued to sanitize the area and prepare the egress route. The remainder of the rescue mission was uneventful. #91

(C) Sandy 09/10 escorted Jolly Green 65/66 to DaNang Air Base, Republic of Vietnam, with the happy survivor while Sandy 01/02 returned to Ubon RTAFB. A total of six A-1's from this station participated in the effort which was relatively uncontested although the survivor was thought to be in the middle of the enemy's back yard. #92

90 Ibid.
91 Ibid.
92 Ibid.

~~CONFIDENTIAL~~

Crew Rosters

AC Lt Col C. D. (Bud) Fried	AC Capt Glen W. Walder
CP Capt Bruce M. Carskadon	CP Capt Edward D. Harrow
HM SSgt David M. Cutillo	HM MSgt Samuel J. Halphen
RS SSgt Duane D. Hackney	RS MSgt Gordon C. Bailey
RS A1C Donald J. Pecoraro	RS TSgt Allen J. Avery
RS A1C Ervin A. Petty	RS A1C Ralph R. Moreno

A first light effort resulting in one combat save on 18 Apr 71 was the squadron's second SAR mission of the quarter. The mission, led by Capt Glen W. Walder, ran into complications as soon as they arrived at the initial holding point, where they were greeted by a combination of hazy visibility and anti-aircraft artillery airbursts. Following some appropriate evasive actions, a thorough briefing on the situation by a Covey (OV-10) FAC, a rapid air-to-air refueling as well as some additional holding while the area was prepared by Sandy (A-1H) aircraft, Capt Walder made a high speed, low level run for the Navy A-7E pilot on the ground. The ingress, which was made up a small valley with a plateau at its end for a target, drew only light ground fire, which was returned. Upon reaching the survivor's approximate position on the plateau, Capt Walder was forced to hover for an extended period, lowering the jungle penetrator several times, before the survivor, who had nothing to mark his exact location, could be extracted. Egress from the area and return to DaNang was accomplished uneventfully with a Sandy escort.

Crew Rosters

AC Capt Glen W. Walder	AC Lt Col Harry S. Copperthite Jr.
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RS A1C Ralph R. Moreno	RS A1C Michael A. Curtiss
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SAC - Strategic Air Command

SAR - Search and Rescue mission

SEA - Southeast Asia

TDY - Temporary Duty

TFW - Tactical Fighter Wing

SAVES

<u>Number</u>	<u>Survivor's Name</u>	<u>Rank</u>	<u>Date</u>	<u>Mission Number</u>
614	Indigenous Person	--	9 Apr 71	A-3-016-09
615	Indigenous Person	--	9 Apr 71	A-3-016-09
616	Indigenous Person	--	9 Apr 71	A-3-016-09
617	Indigenous Person	--	9 Apr 71	A-3-016-09
618	Richard E. Forman	1 Lt	18 Apr 71	A-3-017
619	Alvin R. Simon	SP/5	12 May 71	A-3-018
620	Gary Westphal	Sgt	12 May 71	A-3-018
621	Bjarni O. Bradwell	WO1	12 May 71	A-3-018
622	Robert A. Wolff	1 Lt	24 May 71	A-3-020
623	Sam Ross	Maj	4 Jun 71	A-3-021
624	Art Moxon	Capt	4 Jun 71	A-3-021

APRIL

1971

NAME RANK

SSN

DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
9	FRIED	70	614	(4) FOUR	15.16 N	4 COMB
	CABSKADON		615	INDIGENOUS	107.36 E	
	CURTILLO		616	PERSONNEL		
	PETTY		617		MSN #	
	HACKNEY				A-3-016-9A1471	
	PECORARO					
18	WALDER	65	618	FORMAN, RICHARD	241/81/77	1 COM.
	GAMMILL			E. USN	1522 N	
	MCKINNEY			BATTLE CRY 305	10701 E	
	MJRENS			ATE, USS		
	ZONKER			RANGERSHIP		
	MORRIS				MSN #	
					A-3-017-7A1471	

TOTAL MONTHLY 5

Navy pilot shot down, rescued from Laos

very nice thing about the work forth Vietnamese or Viet Cong in close to the man the rescue are trying to pick up, but they are killing or capturing him in the helicopter will come in and second target.

their favorite tricks is not to get just sit there and wait for us."

Brown, "I don't know what it sure do like to shoot at us."

Port fails

and nine helicopters shot down, which is not too bad when the conditions we fly in," he said. "Near every time you go out on you're likely to come back full

viewed the colonel just after a which his helicopter came back. It was one of the few unsuccesions he's flown. In that respect was by no means typical, but it that he and his men will go pick up a downed pilot.

a Navy man, lay in a jungle southern Laos, so badly wounded pop a smoke grenade to signal aircraft or talk over his radio, keeping a call for help. It was the pilot had both a broken leg and an arm.

Wait

Vietnamese were playing a trick," waiting in a circle around pilot, hoping to bag a rescue. Air Force A-1 Skyraiders bombed suppress ground fire and clear Colonel Brown's rescue chopper, known as a "BUFF."

the preliminary bombing, Colonel said that when he flew in to get pilot, "everywhere you looked was shooting at us."

he nonetheless made it to a spot the downed pilot. A pararescue to the door of the helicopter and be lowered on a cable to the when he was hit by automatic-

DA NANG AFLD — After 15 hours on the ground in Laos, U.S. Navy Lt. Richard E. Forman Jr., was pulled to safety recently by rescue crews from the 37th Aerospace Rescue and Recovery Squadron.

The Navy A-7 Corsair pilot from the attack carrier USS Ranger was shot down by enemy fire 20 miles inside the Laotian border in an area where there is a heavy concentration of enemy anti-aircraft guns.

"I was making my third and final pass over the strike target when I was hit by the enemy fire. The aircraft burst into flames and went into uncontrolled flight, so I ejected," recalled Lieutenant Forman.

He described the area where he was shot down as having "rolling hills with a road winding through them. I landed in a pretty heavily vegetated area, so it was easy to find cover."

Although he did not see any enemy troops in the area, the lieutenant received ground fire while on his way down in the parachute. He also reported that he could hear vehicle traffic on the road some distance away.

"Early in the morning I got quite a scare when I heard some noise in the bushes around me. At first I thought the enemy was out looking for me. It really startled me when I found out it was just a bunch of wild turkeys."

A U.S. Air Force forward air controller from the 20th Tactical Air Support Squadron, 1st Lt. Richard K. Ottem, was directing the Navy pilot when he was hit. "The bullets ripped all along the belly of the aircraft," related Lieutenant Ottem, "but I saw a good chute and was able to make radio contact with the pilot after he had landed and found out he was all right."

Although he was low on fuel, the FAC stayed over the downed pilot until another aircraft came in to relieve him. The FACs from the 20th TASS maintained a constant vigil over the area throughout the night.

Early the next morning Lieutenant Ottem returned to the area to reinitiate the search and rescue effort. "I saw the chute go down and knew right where the man was, so I wanted to be there to help in the rescue effort," he explained. "It was a great relief when I heard that he had been picked up."

Surprisingly, the night seemed to go by pretty rapidly," recalled Lieutenant Forman. "The first thing in the morning I saw the FACs accompanied by A-1 Sandies in the area. The A-1s really saturated the area with their bombs."

After the area had been saturated by the Sandies and jet fighter bombers, an HH-53 Super Jolly Green Giant



HAPPINESS IS !!!

12 APR 71 S/M

GENERAL NAZARRO PRESENTS SEVEN PURPLE HEARTS
TO MEMBERS OF THE 37th
FOR BATTLE CRY 315



DINOS.JPG

12 APR 71 SAR



CURTIS + SCOTT. JPG



NAVY PILOT

rescued from Laos



U.S. Air Force Photo

Minh cut ribbon symbolizing
of first unit

its finished, 100 planned

servicemen can never be underestimated. Its benefits in terms of relieving the men of worry as to how their wives and children are living, of knowing their families are being well provided for, are immeasurable in ensuring that the men place their efforts on their primary jobs—that of waging the war in the air."

Construction of the units was started in February by members of Detachment 2, 823d (RED HORSE) Civil Engineering Squadron, and VNAF airmen. The RED HORSE team built the first unit with the VNAF to give them on-the-job training so they will be able to complete the remaining units. Thus, the program is a self-help program. All the basic material will be provided to the VNAF airmen and they will construct the units, with USAF airmen serving as advisers.

In addition to family shelter units there will ultimately be a community center constructed for every 100 families at all the bases scheduled for units. The community centers will consist of a medical dispensary, day nursery and a kindergarten classroom.

Other VNAF bases which will receive housing are Bien Hoa, Binh Thuy, Pleiku, Soc Trang and Nha Trang Air Bases, and Da Nang Airfield.

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"I was making my third and final pass over the strike target when I was hit by the enemy fire. The aircraft burst into flames and went into uncontrolled flight, so I ejected," recalled Lieutenant Forman.

He described the area where he was shot down as having "rolling hills with a road winding through them. I landed in a pretty heavily vegetated area, so it was easy to find cover."

F-4s destroy 18 bunkers

PHU CAT — F-4 Phantom fighter-bombers from the 12th Tactical Fighter Wing here killed 14 enemy soldiers during a pre-planned mission northwest of Kontum recently. They also were credited with destroying 18 bunkers and three structures.

One of the crewmembers, 1st. Lt. Wade A. Hubbard, described the target as a suspected troop concentration in a shallow valley between two mountains.

"After the FAC threw in a few markers," he said, "we made our first bombing pass. Then the FAC gave us another area about 40 yards directly ahead of the previous bomb site."

"It looked like we wouldn't find out our results because of the heavy clumps of trees. But when we returned we found out we had 14 enemy dead plus the 18 bunkers and three military structures."

Lieutenant Hubbard closed by saying, "It shows what can be done if the efforts are completely coordinated with the FAC, the Army light observation helicopters and our aircraft."

Although he did not see any enemy troops in the area, the lieutenant received ground fire while on his way down in the parachute. He also reported that he could hear vehicle traffic on the road some distance away.

"Early in the morning I got quite a scare when I heard some noise in the bushes around me. At first I thought the enemy was out looking for me. It really startled me when I found out it was just a bunch of wild turkeys."

A U.S. Air Force forward air controller from the 20th Tactical Air Support Squadron, 1st Lt. Richard K. Ottem, was directing the Navy pilot when he was hit. "The bullets ripped all along the belly of the aircraft," related Lieutenant Ottem, "but I saw a good chute and was able to make radio contact with the pilot after he had landed and found out he was all right."

Although he was low on fuel, the FAC stayed over the downed pilot until another aircraft came in to relieve him. The FACs from the 20th TASS maintained a constant vigil over the area throughout the night.

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After the area had been saturated by the Sandies and jet fighter bombers, an HH-53 Super Jolly Green Giant



12 APR 71

Downed Navy Pilot Pulled Out of Laos

DA NANG (Special) — A U.S. Navy pilot was hauled out of dense Laotian jungle Sunday after spending 15 hours on the ground.

Lt. Richard E. Forman Jr., 28, flying from the USS Ranger, was shot down late Saturday about 20 miles into Laos. He was picked up by a crew from the 37th Aerospace Rescue and Recovery Sq.

"I was making my third and final pass over the strike target when I was hit by the enemy fire. The aircraft burst into flames and went into uncontrolled flight, so I ejected," Forman said.

Forman described the area where he was shot down as having "rolling hills with a road winding through them. I landed in a pretty heavily vegetated area, so it was easy to find cover."

Although he did not see any enemy troops in the area, the lieutenant received ground fire while parachuting down. He also said he could hear vehicle traffic on the road some distance away.

"Early in the morning I got quite a scare when I heard some noises in the bushes around me. At first, I thought the enemy was out looking for me. It really startled me when I found out it was just a bunch of wild turkeys," he said.

An Air Force forward air controller (FAC) from the 20th Tactical Air Support Sq., 1st Lt. Richard K. Ottem, 25, was directing the Navy pilot when he was hit. "The bullets ripped all along the belly of the aircraft," Ottem said, "but I saw a good chute and was able to make radio contact with the pilot after he had landed and found out he was all right."

Although he was low on fuel, the FAC stayed over the downed pilot until another aircraft came

in to relieve him. FACs maintained a constant vigil over the area throughout the night.

Early the next morning Ottem returned to the area to resume the search and rescue effort. "I saw the chute go down and knew right where the man was, so I wanted to be there to help in the rescue effort," he said. "It was a great relief when I heard that he had been picked up."

"Surprisingly, the night seemed to go by pretty rapidly," Forman said. "The first thing in the morning I saw the FACs accompanied by A1 Skyraiders in the area. The A1s really saturated the area with their bombs."

After the area had been saturated by the Skyraiders and jet fighter-bombers, an HH53 Super Jolly Green Giant rescue helicopter piloted by Capt. Glen W. Walder, 34, went in to make the pickup.

Downed Navy Pilot Pulled Out of Laos

DA NANG (Special) — A U.S. Navy pilot was hauled out of dense Laotian jungle Sunday after spending 15 hours on the ground.

Lt. Richard E. Forman Jr., 28, flying from the USS Ranger, was shot down late Saturday about 20 miles into Laos. He was picked up by a crew from the 37th Aerospace Rescue and Recovery Sq.

"I was making my third and final pass over the strike target when I was hit by the enemy fire. The aircraft burst into flames and went into uncontrolled flight, so I ejected," Forman said.

Forman described the area where he was shot down as having "rolling hills with a road winding through them. I landed in a pretty heavily vegetated area, so it was easy to find cover."

Although he did not see any enemy troops in the area, the lieutenant received ground fire while parachuting down. He also said he could hear vehicle traffic on the road some distance away.

"Early in the morning I got quite a scare when I heard some noises in the bushes around me. At first, I thought the enemy was out looking for me. It really startled me when I found out it was just a bunch of wild turkeys," he said.

An Air Force forward air controller (FAC) from the 20th Tactical Air Support Sq., 1st Lt. Richard K. Ottem, 25, was directing the Navy pilot when he was hit. "The bullets ripped all along the belly of the aircraft," Ottem said, "but I saw a good chute and was able to make radio contact with the pilot after he had landed and found out he was all right."

Although he was low on fuel, the FAC stayed over the downed pilot until another aircraft came

in to relieve him. FACs maintained a constant vigil over the area throughout the night.

Early the next morning Ottem returned to the area to resume the search and rescue effort. "I saw the chute go down and knew right where the man was, so I wanted to be there to help in the rescue effort," he said. "It was a great relief when I heard that he had been picked up."

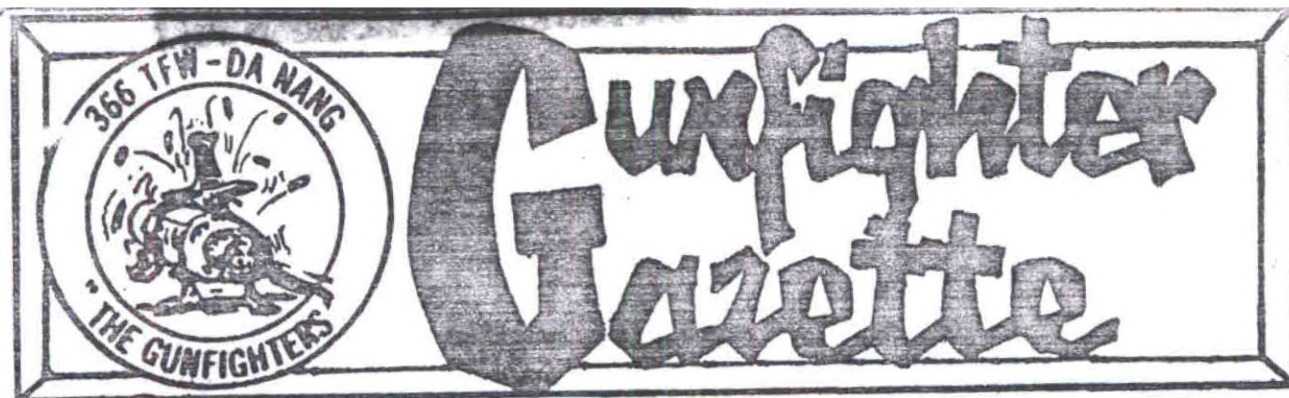
"Surprisingly, the night seemed to go by pretty rapidly," Forman said. "The first thing in the morning I saw the FACs accompanied by A1 Skyraiders in the area. The A1s really saturated the area with their bombs."

After the area had been saturated by the Skyraiders and jet fighter-bombers, an HH53 Super Jolly Green Giant rescue helicopter piloted by Capt. Glen W. Walder, 34, went in to make the pickup.



FOREMAN RESCUE. JPG

MIRRI S



Volume VI, No. 16

18 APR 71 SAR

April 24, 1971

37th MAKES LAOS SAVE

After 15 hours on the ground in Laos, U.S. Navy Lt. Richard E. Forman, Jr. was pulled to safety last Sunday morning by rescue crews from the 37th Aerospace Rescue and Recovery Squadron (ARRS) here.

The Navy A-7 Corsair pilot from the attack carrier USS Ranger, was shot down by enemy fire approximately 20 miles inside the Laotian border late Saturday evening in an area where there is a heavy concentration of enemy anti-aircraft guns.

"I was making my third and final pass over the strike target when I was hit by enemy fire. The aircraft burst into flames and went into uncontrolled flight, so I ejected," recalled Lieutenant Forman.

Forman described the area where he was shot down as having "rolling hills with a road winding through them. I landed in a pretty heavily vegetated area, so it was easy to find cover."

Although he did not see any enemy troops in the area, the lieutenant received ground fire while on his way down in the parachute. He also reported that he could hear vehicle traffic on the road some distance away.

"Early in the morning I got quite a scare when I heard some noises in the bushes around me. At first, I thought the enemy was out looking for me. It

(Continued on Pg. 5)

Laos Rescue

(Continued from Pg. 1)

really startled me when I found out it was just a bunch of wild turkeys."

A USAF forward air controller (FAC) from the 20th TASS, 1st Lt. Richard K. Ottem was directing the Navy pilot when he was hit. "The bullets ripped along the belly of the aircraft," related Lieutenant Ottam, "But I saw a good chute and was able to make radio contact with the pilot after he had landed and found out he was all right."

Although he was low on fuel, the FAC stayed over the downed pilot until another aircraft came in to relieve him. The FACs from the 20th TASS maintained a constant vigil over the area throughout the night.

Early the next morning Lt. Ottem returned to the area to reinitiate the Search and Rescue (SAR) effort. "I saw the chute go down and knew right where the man was, so I wanted to be there to help in the rescue effort," he explained. "It was a great relief when I heard that he had been picked up."

"Surprisingly, the night seemed to go by pretty rapidly," recalled Lt. Forman. "The first thing in the morning I saw the Covey FACs accompanied by Sandys (A-1 Skyraiders) in the area. The A-1s really saturated the area with their bombs."

After the area had been saturated by the Skyraiders and the "Gunfighters", an HH-53 Super Jolly Green Giant rescue helicopter from the 37th, piloted by Capt. Glen W. Walder, went in to make the pickup.

Other crewmembers on the rescue helicopter were co-pilot, Capt. O. Gene Gam-mill, TSgt. Carlos J. McKinney, flight engineer; and SSgt. Michael D. Morris, ALC Ralph R. Moreno and ALC Randy L. Zonker, pararescuemen. Four aircraft from the 37th participated in the SAR effort, marking the 618th save for the squadron.



Lieutenant Forman

18 APR 71

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18 APR 71

2020	CAPT BAKKE ON DUTY	KB
2110	STATUS TO QUEEN	JM
2100	RECD HOLDING PTS AND CROSSING PTS	
	HOLDING PTS SET CX READ FPO/CK/OC	
	XOC/VG/KR	
	CROSSING PTS SET DI READ TSN/XU/IE	
	PEK/ED/XN	KB
2130	J.G. 63 + J.G. 66 AIRBORNE - BATTLECRY 305 MISSION	KB
2225	COVEY 26 IS OSC, BATTLE CRY 305 GOOD SHAPE	KB
2230	SANDY 3+4 PRETTY WELL HAVE SURVIVOR LOCATED	KB
2240	SANDY REPORTS SURVIVOR A-OK, GOOD WX, 7 MILES VIS	KB
2305	COVEY 269 IS GOING TO WORK FAST MOVERS EAST	
	OF SURVIVOR	KB
2315	JOLLY'S TAKING GND FIRE IN HOLDING AREA	KB
2320	SURVIVOR HAS NEG FLARE, HE HAS PEN GUN	KB
2335	SANDY'S 9+10 AIRBORNE CH 77	KB
0000	JOLLY 65+66 AIR REFUELING NEW BINGO 0400	KB
0005	SANDY 01+02 AIRBORNE CH 89 BINGO 0415	KB
0015	COVEY 261 OSC - SANDY 3+4 DEPARTED AREA	KB
0110	SCRAMBLED THE BRAVO BIRDS	DS
0115	ITEM 3 ^{IV} SET DD READ YINE NDX	KB
0115	J.G. 70+73 AIRBORNE	KB
0220	phase ALFA	DS
0230	phase BRAVO	DS
0232	Survivor on his way up	DS
0233	BRAVO complete	DS
0235	cleared AREA	DS
0240	MISSION # IS A-3-017 - 17 APR 71	DS
0300	JG 70 Down 2.0 366	DS
0300	JG 73 Down 2.1 788	DS
0350	JG 65 Down 6.5 363 with survivor	DS
0355	JG 66 Down 6.5 364	DS

CHARACTER OF PLANE MISSIONS

<u>DATE</u>	<u>CLASSIFICATION</u>	<u>MISSIONS</u>	<u>SAVES</u>
1 Apr	Unclassified	Tiger 110	1 Non-Combat
9 Apr	Secret	Vietnamese Gnd Team	4 Combat
13 Apr	Secret	Raven 52	2 Combat
13 Apr	Secret	Blade 57	1 Combat
17 Apr	Secret	Battlecry 305	None
18 Apr	Secret	Battlecry 305	1 Combat
22 Apr	Confidential	Wolf 07	2 Combat
26 Apr	Confidential	Tiger 60	2 Combat
27 Apr	Confidential	Nail 83	2 Combat
29 Apr	Unclassified	Cat Killer 676	2 Non-Combat
2 May	Confidential	Eagle Green 02	1 Combat
6 May	Confidential	Gunfighter 01	2 Combat
12 May	Confidential	Charlie Horse 828	3 Combat
14 May	Secret	Cobra Red One	1 Combat
2 Jun	Secret	PFL	2 Combat
4 Jun	Secret	Covey 504	2 Combat
17 Jun	Unclassified	King Star 11	None
20 Jun	Confidential	Covey 504	2 Combat
20 Jun	Confidential	Wolf 02	None

~~SECRET~~

File
24
W1

DO

RCS AFS V-6 Report

3 ARRGF (JROC)

APG 96307

DATE: 22 April 1971

MISSION NUMBER: B-3-013

FLIGHT DESIGNATION: Jolly Green 56 and Jolly Green 62

MISSION OBJECTIVE: Wolf 07A & B

LOCATION: 360/70/93

SAVES: 2 Combat Saves

SUMMARY OF SAR ACTION

1. (C) Jolly Green 56 (L) and Jolly Green 62 (H) departed Udorn RTAFB at 0615 local (2315Z) for Channel 89. At approximately 0630L, Jack directed King 21 to proceed to 360/70/93 to cover the bailout of the crew from Wolf 07. JG 56 notified Jack that his flight was approximately 30 minutes flying time from the survivors. At 0635L, Jack directed JG 56 & JG 62 to proceed to the bailout area. King 21 notified JG 56 that no Sandy aircraft would be available for the pickup. JG 56 requested that a FAC aircraft be directed to proceed to the area to aid in accurately determining the ground situation and to pinpoint the survivors position. Raven 30 arrived on scene and located the survivors at approximately 0650L. Both survivors were determined to be in good condition and bravoman was in the company of indigenous personnel. Cap 55 was also on scene and orbiting overhead. JG 56 and JG 62 arrived on scene at 0715 and JG 56 immediately started procedures for the pickup. Bravoman was located on the Laotian bank of the Mekong River and was picked up at 0725L. Alphaman was directed to pop his smoke and was located approximately 200 yards from the river and from bravoman. The pickup of Alphaman was completed at 0728L. Jolly 56 and Jolly 62 departed the recovery area and turned toward Channel 93, which at that time was thought by both JG 56 and JG 62 to be the closest airfield. However, Joker directed both aircraft, through King to proceed to Channel 89. Both survivors were in good condition and JG 56 and JG 62 landed at Channel 89 at 0825.

2. Crew Composition:

JG56

AC Capt Alfred M. Meyer
CP Capt Allen K. Macaulay
FE AIC Dennis C. Chriswell
P SSGT Wayne L. Fisk
PO MSGT Lorenzo E. Willis Jr.
A SSGT Willie E. Madison

JG62

MAJ Jay M. Strayer
LT COL Burwell M. Block
SSGT Ernest R. Cyrus
MSGT Leon Fullwood
SSGT Theodore J. Polys

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years
GROUP 4

~~SECRET~~

3. Survivors:

Captain Benjamin D. Smith 8TFW
Captain Robert S. Dotson 8 TFW

Alfred M Meyer

ALFRED M. MEYER, Captain, USAF
Aircraft Commander

~~SECRET~~

GROUP 4
Downgraded at 3 year

Mission B-3-013, 22 Apr 71, Pick-up

Top, left to right: SSgt Willie E. Madison, Combat Photographer; Captain Alfred M. Meyer, Aircraft Commander; Captain Allan K. MacAulay, Co-pilot; AlC Dennis C. Chriswell, Flight Engineer. Bottom, left to right: MSgt Lorenzo E. Willis, Jr., Pararescueman; SSgt Wayne L. Fisk, Pararescueman.

~~SECRET~~

File
24

DO

W-1

RCS ARS V-6 Report

3 ARNGP (JRCG)
APC 96307

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LOCATION: 360/70/93

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JG56

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CP Capt Allan K. Macaulay
FE AIC Dennis C. Chriswell
P-1 SSGT Wayne L. Fisk
P-2 MSGT Lorenzo E. Willis Jr.
A SSGT Willie E. Madison

JG62

MAJ Jay M. Strayer
LT COL Burwell M. Block
SSGT Ernest R. Cyrus
MSGT Leon Fullwood
SSGT Theodore J. Polys

~~SECRET~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

GROUP 4

~~SECRET~~

File
24
WP

DO

RCS ARS V-6 Report

3 ARRGF (JRCC)

AP0 96307

DATE: 22 April 1971

MISSION NUMBER: B-3-013

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MISSION OBJECTIVE: Wolf 07A & B

LOCATION: 360/70/93

SAVES: 2 Combat Saves

SUMMARY OF SAR ACTION

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P MSGT Lorenzo E. Willis Jr.
P SSGT Willie E. Madison

JG62

MAJ Jay M. Strayer
TCOL Burwell M. Block
SSGT Ernest R. Cyrus
MSGT Leon Fullwood
SSGT Theodore J. Polys

~~SECRET~~

GROUP 4

Downgraded at 5 year
intervals, declassified
after 12 years

~~CONFIDENTIAL~~

3. Survivors:

Captain Benjamin D. Smith 8TFW
Captain Robert S. Dotson 8 TFW

Alfred M Meyer

ALFRED M. MEYER, Captain, USAF
Aircraft Commander

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year

~~SECRET~~

40th ARRSq History, 1 Apr - 30 Jun 71

Chapter II

OPERATIONS

(U) The 40th ARRS participated in two Search and Rescue (SAR) missions during the quarter 1 April - 30 June 71. Four combat saves were credited as a result. Air activities throughout Laos have slowed down considerably with the advent of the Monsoon season. However, local flying conditions have been predominately good. Our assigned pilot strength has remained at 32 and we do not anticipate a shortage until December 71.

(C) Our flight engineer resources have improved somewhat over last quarter but we still continue to be undermanned. We currently have 11 of our authorized 15 and anticipate 5 more arrivals in July.

(S) The three pilots and one flight engineer provided by the 40th ARRS for the Trans-Pacific ferry flight number 2, were used for Trans-Pacific ferry flight number 3. Two helicopters with the PAVE IMP System (IMRS)¹ were ferried from Eglin AFB, Florida, to Udorn RTAFB, Thailand, arriving on the 24th of May 1971. This brought our total PAVE IMP equipped aircraft to five.

(S) Wolf 07: On the morning of 22 Apr 71, an F-4 aircraft (Wolf 07) took small arms fire in his fuel tanks and flamed out before he could hook up with his tanker. The crew bailed out South of Savannakhet and² landed on the Laos side of the Mekong River. Two Jolly Greens were enroute³ to NKP to assume alert and were diverted for the pick-up. Both crew⁴ members were rescued successfully and returned to Udon RTAFB, Thailand.

~~SECRET~~
GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years.

CHRONOLOGY OF RECON MISSIONS

<u>DATE</u>	<u>CLASSIFICATION</u>	<u>MISSIONS</u>	<u>SAVES</u>
1 Apr	Unclassified	Tiger 110	1 Non-Combat
9 Apr	Secret	Vietnamese Gnd Team	4 Combat
13 Apr	Secret	Raven 52	2 Combat
13 Apr	Secret	Blade 57	1 Combat
17 Apr	Secret	Battlecry 305	None
18 Apr	Secret	Battlecry 305	1 Combat
22 Apr	Confidential	Wolf 07	2 Combat
26 Apr	Confidential	Tiger 60	2 Combat
27 Apr	Confidential	Nail 83	2 Combat
29 Apr	Unclassified	Cat Killer 676	2 Non-Combat
2 May	Confidential	Eagle Green 02	1 Combat
6 May	Confidential	Gunfighter 01	2 Combat
12 May	Confidential	Charlie Horse 828	3 Combat
14 May	Secret	Cobra Red One	1 Combat
2 Jun	Secret	PFL	2 Combat
4 Jun	Secret	Covey 504	2 Combat
17 Jun	Unclassified	King Star 11	None
20 Jun	Confidential	Covey 504	2 Combat
20 Jun	Confidential	Wolf 02	None

Mission B-3-013, 22 Apr 71, Pick-up

Top, left to right: SSgt Willie E. Madison, Combat Photographer; Captain Alfred M. Meyer, Aircraft Commander; Captain Allan K. MacAulay, Co-pilot; ALC Dennis C. Chriswell, Flight Engineer. Bottom, left to right: MSgt Lorenzo E. Willis, Jr., Pararescueman; SSgt Wayne L. Fisk, Pararescueman.

FILE NAME

22APR71



~~CONFIDENTIAL~~

NAIL 83 ALPHA AND BRAVO

(C) On 27 April, Nail 83 Alpha and Bravo were assigned to Sector 4, Steel Tiger, and were accomplishing VR (visual reconnaissance) in the vicinity of Alpha Box* in search of fleeting targets. At 2300L (approximate), Bravo remarked that he saw what appeared to be two flares in the sky to the rear of the aircraft. Since Nail 83 was in charge of controlling the air space in Sector 4, the pilot turned to observe the flares and the aircraft that dropped them. The action was taken in the interest of avoiding a mid-air collision and in an effort to determine who had entered the area without proper clearance. As the aircraft rolled over Alpha could see what resembled two bright flares except they were moving very rapidly and headed directly for the aircraft. It didn't take long to realize that what appeared to be flares were really two missiles coming down from Mugia Pass about 500 yards apart and flying at about 1,000 feet above the ground. The missiles were approaching rapidly and Nail 83 broke left to avoid collision. In less than three seconds after the pilot first observed the missiles there was an explosion, an impact with the aircraft and Nail 83 was flying inverted. #93

(C) When Nail 83 broke left his air speed was approximately 80 knots and time did not allow for much lateral displacement. Fortunately, however, the turn did put the rear engine of the O-2 aircraft between the crew and the missile and protected the pilots

* Alpha Box was a group of interdiction points on the Ho Chi Minh Trail. The targets were concentrated in a small area which normally supported heavy truck traffic.

93 Intvw, Maj R Tice, 56th SPOWPG Historian with 1Lt G Miller, Nail 83 Alpha, 9 June 71. Final copy was edited by Lt Miller for accuracy and completeness.

~~CONFIDENTIAL~~

from much of the blast when the projectile exploded. Parts of the missile impacted on the right and rear sides of the aircraft and shrapnel penetrated the cockpit causing major structural damage. Nail 83 Alpha was not injured but Bravo was hit in the face by shrapnel and he sustained other cuts and bruises which left him unconscious. The aircraft was flipped over during the incident and, not knowing the extent of damage, the Aircraft Commander considered immediate bailout. However he noticed that Bravo was injured and unconscious (if not dead) and that he was lying prone since his seat had broken after impact. First, Alpha did not want to leave Bravo in that condition and secondly, if he chose to bail out Bravo would have to go first since it was necessary to egress from the right side of O-2 type aircraft. He fought to regain control of the aircraft and was pleased to discover that damage was not as extensive as he anticipated. Control was recovered and the aircraft rolled out straight and level. Much to the pilot's surprise the entire maneuver had lost only 500 feet and left the aircraft at 6,500 feet MSL. #94

(C) Nail 83 headed west and within 15 seconds the rear engine began to fail. Alpha initiated his single engine emergency procedures and in the process was pleased to observe that Bravo was regaining consciousness. While Bravo checked his wounds Alpha fought to control the aircraft. It took full left aileron to keep the wings level and after the rear engine failed it was impossible to maintain altitude. Next Alpha made a quick check of the communications equipment and discovered most of it was inoperative. The radio rack

94 Ibid.

~~CONFIDENTIAL~~

was located in the rear of the aircraft and many of the components were damaged by the missile explosion. Guard channel was completely inoperative and other UHF frequencies could receive but not transmit. The only completely operational radio was VHF and the pilot contacted Moonbeam (Airborne Command and Control Center) on that equipment. Another FAC, Nail 72, had been working in the adjacent area to the south and was also monitoring Moonbeam's frequency. He had observed the entire incident, knew that Nail 83 had been hit and arranged to attempt a rendezvous with the damaged aircraft. #95

(C) Meanwhile Nail 83 Alpha was pleased with the condition of the aircraft and was convinced that once he reached a lower altitude the aircraft would sustain flight long enough to reach Thailand prior to bailing out. However Bravo examined the aircraft and by the time Nail 83 reached 4,000 feet it was apparent that they would never be able to maintain altitude due to extensive structural damage and the loss of one engine. Part of the right wing and much of the air frame's aft section was missing. The Aircraft Commander made a quick check of Bravo's condition and determined that his most serious wound was under the right eye where a piece of shrapnel had hit. Noting that the wound had already stopped bleeding, Alpha gave the command to jettison the right door and prepare for bailout. All radio navigation aids were inoperative and the crew was unsure of their exact position. A decision was made to fly generally west toward safer grounds until they reached minimum bailout altitude. #96

95 Ibid.
96 Ibid.

~~CONFIDENTIAL~~

(C) Before Nail 72 could complete a rendezvous, Nail 83 announced they were turning south to avoid high terrain and that they were not capable of maintaining altitude. At this point Candlestick 21, a C-123 FAC who had been working in an area further to the south had monitored the entire incident, requested permission to proceed to Nail 83's position and estimated it would take 50 minutes to reach the area. During this time Nail 83 elected to bail out and by the time Candlestick 21 arrived both pilots had landed safely. Nail 72 had assumed on-scene command, radio contact with Nail 83 Bravo had been established and Papa 03, an F-4 aircraft, was busy identifying Bravo's position. #97

(C) At approximately 3,000 feet MSL, Alpha gave the command to bail out. After a few seconds delay Bravo jumped and was followed immediately by Alpha who had successfully parachuted 13 times before but never under combat conditions. Both pilots had good parachutes and Bravo landed in a tree located on the side of a karst mountain. Remembering his survival training he elected to tie himself to the tree rather than use his personnel lowering equipment. It was very dark and the dense jungle canopy prevented him from seeing the ground. The survival training advice proved to be sound. The personnel lowering device was capable of lowering a person as much as 200 feet. When daylight came Bravo estimated that he would have missed the ground by more than 50 feet. Bravo sustained a few more scratches and bruises during the contact phase and suffered a loss of feeling in both legs after being suspended in the tree for a long period.

97 Observation, Maj R Tice, 56th SPOFWG Historian. Maj Tice monitored the entire incident as Navigator on Candlestick 21.

He was able to make immediate contact with aircraft and helped them determine his position. He had no contact with Alpha and was not to learn of Alpha's fate until the following morning. #98

(C) By the time Alpha bailed out the aircraft was at an extremely low altitude. His parachute oscillated one and a half times and Alpha touched down in tall elephant grass and on level ground near the base of the karst. He took the prescribed drink of water and determined that he was uninjured. Although complete darkness prevented him from seeing more than three or four feet, Alpha decided that it would be wise to move about 50 meters from the parachute in case there were enemy troops in the area. He checked the stars for direction and determined that the O-2 had turned back to the east prior to impacting. The position of the aircraft and the location of his parachute would be useful for the SAR forces in the morning. He decided to move south toward the high karst but first tramped out a path for about 50 meters to the north and another east toward the burning aircraft. This would serve to delay the enemy should they start looking for him in the morning. Next Nail 83 Alpha started moving very cautiously toward the south and very carefully so as not to leave a trail. He discovered the terrain was much more rugged than it appeared from altitude and that total darkness made traveling more difficult than anyone would ever expect. After traveling for about 20 meters in the darkness, Alpha stumbled into a deep ravine. He tumbled and rolled and was happy to reach bottom without injury. Considering

98 Intvw, Maj R Tice, 56th SPOFWG Historian with 1Lt G Miller, Nail 83 Alpha, 9 June 71.

darkness and other hazards of travel the survivor decided to remain right there and dig in. He broke out his survival radio and was able to hear Bravo talking to aircraft in the area. However when he tried to transmit there was no response. Alpha didn't realize it but his position in the deep ravine prevented transmissions from reaching the aircraft. It was going to be a long night. #99

(C) Nail 83 Alpha followed his training instructions by monitoring his radio and attempting to transmit once every hour. At one point he heard an aircraft acknowledge a second beeper. He was satisfied that people knew he was down there even if they could not converse and determine his condition or position. Knowing that he had at least six more hours on the ground, he decided to spend a quiet evening and perhaps even take a nap. He relaxed and attempted to mentally reconstruct everything that had happened and reviewed everything that might take place in the morning. He examined equipment to be used and reviewed all other operating procedures. The nap never came. #100

(C) Nail 83 Alpha remembered no periods of loneliness throughout the night because he could continuously hear the chatter of air crews directly over him. Maintaining emotional control was probably the most significant factor in survival. Fear was completely suppressed because the pilot knew SAR forces would arrive at first light and he remembered his excellent training which completely prepared him for everything he was to accomplish. As first light approached Alpha decided to climb out of the ravine and head for safer grounds toward the high karst. He could hear roosters

99 Ibid.

100 Ibid.

~~CONFIDENTIAL~~

92

crowding in the immediate area but there were no signs of other activity. From his position high in the tree, Bravo reported hearing chickens, dogs barking and the chatter of people in the near-by village. Upon reaching higher ground Alpha was elated when he made his first radio contact with SAR forces arriving in the area. The crewmembers were down near a village and between improved roads. All personnel involved expected a long day and anticipated the enemy would contest the SAR. #101

(C) At Nakhon Phanom RTAFB planning progressed throughout the night and SAR forces started receiving briefings at 0300L. The expected objective position was identified and tentative initial points (IP's), run-in headings and bailout areas were established. All available intelligence data were reviewed by participating crewmembers. Additional Jolly Green helicopters were ordered to be in place at Nakhon Phanom RTAFB and King 21, the Airborne SAR Controller, stopped for a local update briefing. So as to be in the objective area at first light, the SAR forces started launching at 0500L. #102

(C) Sandy 01 took off as scheduled but Sandy 02 aborted on the ground. Sandy 03/04 took off as scheduled but Sandy 03 was forced to abort after becoming airborne. Sandy 07/08 were standing by and took off immediately to become the new "Sandy Low Element". They proceeded directly to the objective area while Sandy 01/04 re-grouped to escort Jolly Green 63/61 to the planned holding point. Two A-1's equipped with Mk-47 smoke bombs and CBU-30 remained on ground alert to furnish a smoke screen and provide additional close

101 Ibid.

102 SARCO Report, Nail 83 A/B, 27 Apr, Document #2.

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tactical air support when requested by the On-Scene commander. #103

(C) Sandy 07/08, who had taken off at 0500L, arrived in the search area just after first light and immediately identified the prominent landmarks pointed out in the earlier intelligence briefings. Nail 53 was already present and had contacted both survivors and pinpointed their positions. He briefed the Sandy pilots and pointed out Nail 83 Alpha's position on level ground amongst tall trees just southeast of his parachute. Bravo's position in the tree was identified about 100 meters due south. A small river and truck-sized trails passed to the north and there were small active villages scattered throughout the area. #104

(C) Sandy 07 took charge as On-Scene Commander and started planning the pick-up. The apparent enemy activity in the area posed a threat to the operation and two additional A-1's, Smoke 41/42, were ordered to the scene. Nail 99 arrived and both Nail FAC's, who were quite familiar with the area, assisted the On-Scene Commander in determining conditions in the general area. In an effort to locate resistance Sandy 07 started trolling for ground fire. He particularly checked the river and trails and the wooded area to the north and east. Sandy 08 and both Nail FAC's observed from overhead while the survivors maintained a vigil from the ground. All sources reported negative activity in the form of resistance. Sandy 07 ascertained that picking up Bravo would be difficult since he was tangled in the tree and would require the assistance of a PJ (para-medical). Recovery of Alpha would be

103 Ibid.

104 Ibid.

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94

simple. Bravo would require the Jolly Green to hover for an extensive period so the On-Scene Commander wanted to make certain the area was permissive. While the other forces were preparing to pick up Nail 83 Alpha and Bravo, Sandy 07 dispensed CBU on the road leading west and in the area approximately 100 meters from the nearest village. #105 People in the village could be seen scrambling for cover and, although they were in an area completely controlled by the enemy, they showed no sign of interfering with the rescue. #106

(C) The IP and other positions were marked by dud white phosphorous bombs and Jolly Green 63 was brought to a position near the IP. Smoke 41/42 arrived and Sandy 07 directed them to follow him in a trail position. He dropped CBU on the path he wanted marked off and directed the smoke aircraft to cover his CBU with smoke. The survivors received a final short briefing on flare and radio procedures and the pick-up was executed. Sandy 07 led Jolly Green 63 in and everything went as planned. Alpha dispensed his marking flare and the smoke came up behind a tree. The helicopter pilot saw it immediately and proceeded to that position and experienced no difficulty in picking up Alpha. Next Jolly Green 63 went to Bravo's position. As the helicopter approached and went into a hover, Bravo was blown from the tree and landed on a ledge. The PJ was lowered and, although he was unable to converse with the survivor, he was able to help Bravo get untangled and climb on the jungle penetrator. It was necessary for the helicopter to maintain a hover for a long period but, fortunately, the effort was

105 Ibid.

106 Intvw, Maj R Tice, 56th SPOWPG Historian with 1Lt G Miller, Nail 83 Alpha, 9 Jun 71.

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uncontested by the enemy. #107

(C) After the survivors were safely picked up all forces returned to Nakhon Phanom RTAFB for a happy reunion. In a second consecutive SAR, with the survivors down in positions well controlled by enemy forces, the actual recovery was uncontested. Seven A-1's, two Jolly Green helicopters and numerous other aircraft participated in the rescue of Nail 83 Alpha and Bravo. #108

- 107 SARCO Report for Nail 83 A/B, 27 Apr 71, Document #2.
108 SARCO Report for Nail 83 A/B, 27 Apr 71, Document #2, with observation by 56th SPOFWG Historian.

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CGS 3003 V-6 Report

3 AUGUST (JRCG)

AFG 96207

DATE: 27 Apr 71

MISSION NUMBER: 11-3-015

FLIGHT DESIGNATION: Jolly Green 63

MISSION OBJECTIVE: Nail 83 ARB

LOCATION: 1723N-10537E

SIGNS: 2 Combat Savers

SUMMARY OF SAR ACTION:

1. (S) Jolly Green 63(L) and Jolly Green 61(H) were launched from Ch 89 at 05/0445L after being notified of a first light objective the previous evening. We proceeded out to the initial holding area at 085/40-50/89, and held at 8000. The Sandy aircraft had difficulty launching from Ch 89 - six aborted - but we were finally joined by our escorts - Sandy 1 and Sandy 4. Sandy low lead (Sandy 7) and his wingman proceeded to the objective area. Initial contact had been made immediately after bailout with Nail 83B by beeper and voice. He related that he was hanging in a tree on the side of a steep karst. We were told that he had received burn injuries from his waist down but that was later corrected to injuries to his face. Another beeper was heard during the night and this was thought to be Alpha but was not confirmed. At approximately 0600 Nail 83 Alpha came up loud and clear on voice and considerable jubilation was expressed by everyone in the area. At approx 0615, we were moved to the forward holding point about 4 mi N.E. of the survivors at 2500, over a rugged karst formation. Nail 83A was located at the bottom of a flat area approx 10 mi in diameter. Nail 83 Bravo was located halfway up the northern side. An initial briefing was conducted at 0630 by Sandy 7 and it was decided to wait an extra 15 min before attempting a pickup for the smoke A-1's to arrive on scene. No ground fire had been reported but a village was located about a mile and half to the west of the survivors and also a village and route structure to the south. A final briefing was conducted at 0645 and the smoke aircraft laid their screen in two perpendicular lines (like two sides of a square) effectively blocking off both villages and the route structure. A willow pole rocket was put down on the side of a karst near us to mark the IP and three more in a line to lead straight to the Alpha man. A few seconds after the last W-P marker was laid, Sandy 7 gave the order to execute. Our runin course was 230. No ground fire was received on the runin and Alphaman was told to pop his smoke when we were about 1/4 of a mile from him. The trees were about 150' high and a hover was established over the survivors who was in a small open space between trees at the base of the "volcano". Our flight engineer directed the penetrator to the survivor and he was on, up, and in the helicopter in 1 1/2 min time. We then never taxi'd up the side of the karst. Bravo's chute was on the co-polit side and he directed the helicopter to it until the FE saw it. The force of our rotor blunt

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

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blew brave out of the tree - against the side of the karst into a small crevice. The wall of the karst was extremely steep and covered with thick vegetation and high trees. Because the extent of braves injuries were relatively unknown and his confined area and lack of mobility, it was decided to put a PJ down to assist him. We were in a hover for approx 8 1/2 min while the FE directed the helicopter so the PJ on the ground could work his way to the survivor. For the last 3 min the PJ and survivor were out of sight of the FE. When the FE finally felt that enough time had elapsed, he slowly started easing the penetrator up, and both the PJ and the survivor appeared together through the foliage. As soon as the PJ and survivor were on board a rapid exit out the same way we had come in was established. Possible small arms ground fire was observed coming out, and our mini guns were used as well as fire support from the Gardsies. A direct course to Ch 89 was begun and after a symbolic fly by, we landed and all crew members enjoyed humbly the role of heroes and also a little bubbly.

2. Crew Composition:

JG 63

AC Capt William M. McGeorge,
CP Capt Carl Kaufhold,
FE SSgt Wayne Estry,
RS SSgt Gary Bryant,
RS TSgt Stu Stanland,
AP SSgt Rooney L. Olson,

JG 61

AC Maj George MacDonald,
CP Capt Robert Paul,
FE AIC Michael Stagliano,
RS TSgt Billy R. Davidson,
RS AIC John S. Luckede,
RS AIC Jack Crow,

3. Survivors:

1Lt Guy L. Moller, 23TASS, NKP
1Lt Len J. Fleming, 23TASS, NKP

~~FOR OFFICIAL USE ONLY~~

William M. McGeorge

WILLIAM M. MCGEORGE, Captain, USAF
Aircraft Commander

~~CONFIDENTIAL~~
GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

40th ARBSq History, 1 Apr - 30 Jun 71

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27 APR 71

(S) Nail 83: While flying a mission near MuGia Pass, an O-2 aircraft⁵
(Nail 83) was shot down by SAM late at night. A first light effort was⁶
organized. The first crewmember was picked up with little difficulty.
However, the second crewmember, who had spent the night hanging in a tree,
was blown from the tree into a crevice in the karst by the rotor wash.
A PJ⁷ was sent down to assist him and he was also recovered successfully.
Both pilots were returned to their home base at NKP.

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals: declassification

CHECK LIST OF RECENT MISSIONS

~~SECRET~~

<u>DATE</u>	<u>CLASSIFICATION</u>	<u>MISSIONS</u>	<u>SAVES</u>
1 Apr	Unclassified	Tiger 110	1 Non-Combat
9 Apr	Secret	Vietnamese Gnd Team	4 Combat
13 Apr	Secret	Raven 52	2 Combat
13 Apr	Secret	Blade 57	1 Combat
17 Apr	Secret	Battlecry 305	None
18 Apr	Secret	Battlecry 305	1 Combat
22 Apr	Confidential	Wolf 07	2 Combat
26 Apr	Confidential	Tiger 60	2 Combat
27 Apr	Confidential	Nail 83	2 Combat
29 Apr	Unclassified	Cat Killer 676	2 Non-Combat
2 May	Confidential	Eagle Green 02	1 Combat
6 May	Confidential	Gunfighter 01	2 Combat
12 May	Confidential	Charlie Horse 828	3 Combat
14 May	Secret	Cobra Red One	1 Combat
2 Jun	Secret	PFL	2 Combat
4 Jun	Secret	Covey 504	2 Combat
17 Jun	Unclassified	King Star 11	None
20 Jun	Confidential	Covey 504	2 Combat
20 Jun	Confidential	Wolf 02	None

~~SECRET~~

RCG ADRES V-6 Report

3 AUGRP (JRCG)
APO 96307

DATE: 27 Apr 71

MISSION NUMBER: B-3-015

FLIGHT DESIGNATION: Jolly Green 63

MISSION OBJECTIVE: Nail 83 AMB

LOCATION: 1723K-10537E

SAVES: 2 Combat Savors

SUMMARY OF SAR ACTION:

1. (C) Jolly Green 63(L) and Jolly Green 61(H) were launched from Ch 89 at 0445L after being notified of a first light objective the previous evening. We proceeded out to the initial holding area at 085/40-50/89, and held at 8000. The Sandy aircraft had difficulty launching from Ch 89 - six aborted - but we were finally joined by our escorts - Sandy 1 and Sandy 4. Sandy low load (Sandy 7) and his wingman proceeded to the objective area. Initial contact had been made immediately after bailout with Nail 83B by beeper and voice. He related that he was hanging in a tree on the side of a steep karst. We were told that he had received burn injuries from his waist down but that was later corrected to injuries to his face. Another beeper was heard during the night and this was thought to be Alpha but was not confirmed. At approximately 0600 Nail 83 Alpha came up loud and clear on voice and considerable jubilation was expressed by everyone in the area. At approx 0615, we were moved to the forward holding point about 4 mi N.E. of the survivors at 2500, over a rugged karst formation. Nail 83A was located at the bottom of a flat area approx 10 mi in diameter. Nail 83 Bravo was located halfway up the northern side. An initial briefing was conducted at 0630 by Sandy 7 and it was decided to wait an extra 15 min before attempting a pickup for the smoke A-1's to arrive on scene. No ground fire had been reported but a village was located about a mile and half to the west of the survivors and also a village and route structure to the south. A final briefing was conducted at 0645 and the smoke aircraft laid their screen in two perpendicular lines (like two sides of a square) effectively blocking off both villages and the route structure. A willie Pete rocket was put down on the side of a karst near us to mark the IP and three more in a line to lead straight to the Alpha man. A few seconds after the last W-P marker was laid, Sandy 7 gave the order to execute. Our runin course was 230. No ground fire was received on the runin and Alphaman was told to pop his smoke when we were about 1/4 of a mile from him. The trees were about 150' high and a hover was established over the survivors who was in a small open space between trees at the base of the "volcano". Our flight engineer directed the penetrator to the survivor and he was on, up, and in the helicopter in 1 1/2 min time. We then hover taxied up the side of the karst. Bravo's chute was on the co-polit side and he directed the helicopter to it until the FE saw it. The force of our rotor blast

GROUP 4
Declassified at 3 year
intervals, indefinite

~~CONFIDENTIAL~~

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2. Crew Composition:

JG 63

AC Capt William M. McGeorge,
 CP Capt Carl Kaufhold,
 FE CSgt Wayne Estry,
 RS SSgt Gary Bryant,
 RS TSgt Stu Stanland,
 AP SSgt Rooney L. Olson,

JG 61

AC Maj George MacDonald,
 CP Capt Robert Paul,
 FE AIC Michael Stagliano,
 RS TSgt Billy R. Davidson,
 RS AIC John S. Luckeds,
 RS AIC Jack Crow,

3. Survivors:

1Lt Guy L. Mallor, 23TASS, NKP
 1Lt Len J. Fleming, 23TASS, NKP

~~CONFIDENTIAL - EYES ONLY~~

William M. McGeorge

WILLIAM M. MCGEORGE, Captain, USAF
 Aircraft Commander

GROUP 4

Downgraded at 3 year
 intervals; declassified
 after 12 years

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CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL
(FOURTH OAK CLUSTER)

TO

JOSEPH S. STANALAND

Staff Sergeant Joseph S. Stanaland distinguished himself by meritorious achievement while participating in aerial flight as an HH-53 rescue helicopter Pararescue and Recovery Specialist in Southeast Asia on 27 April 1971. On that date Sergeant Stanaland took part in the rescue of two American airman whose aircraft had been shot down by a surface to air missile deep within hostile territory. Sergeant Stanaland manned his machine gun position and defended the helicopter throughout the entire rescue mission. At one point Sergeant Stanaland observed small arms fire and at which time quickly returned the fire with his machine gun. The professional skill and airmanship displayed by Sergeant Stanaland reflect great credit upon himself and the United States Air Force.

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HGS ARVN V-6 Report

3 GROUP (JGCC)
AFG 96307

DATE: 27 Apr 71

MISSION NUMBER: B-3-015

FLIGHT DESIGNATION: Jolly Green 63

MISSION OBJECTIVE: Nail 83 AXB

LOCATION: 1723N-10537E

SAVES: 2 Combat Saves

SUMMARY OF SAR ACTION:

1. (C) Jolly Green 63(L) and Jolly Green 61(H) were launched from Ch 89 at 05/0445L after being notified of a first light objective the previous evening. We proceeded out to the initial holding area at 085/40-50/89, and held at 8000. The Sandy aircraft had difficulty launching from Ch 89 - six aborted - but we were finally joined by our escorts - Sandy 1 and Sandy 4. Sandy low load (Sandy 7) and his wingman proceeded to the objective area. Initial contact had been made immediately after bailout with Nail 83B by beeper and voice. He related that he was hanging in a tree on the side of a steep karst. We were told that he had received burn injuries from his waist down but that was later corrected to injuries to his face. Another beeper was heard during the night and this was thought to be Alpha but was not confirmed. At approximately 0600 Nail 83 Alpha came up loud and clear on voice and considerable jubilation was expressed by everyone in the area. At approx 0615, we were moved to the forward holding point about 4 mi N.E. of the survivors at 2500, over a rugged karst formation. Nail 83A was located at the bottom of a flat area approx 10 mi in diameter. Nail 83 bravo was located halfway up the northern side. An initial briefing was conducted at 0630 by Sandy 7 and it was decided to wait an extra 15 min before attempting a pickup for the smoke A-1's to arrive on scene. No ground fire had been reported but a village was located about a mile and half to the west of the survivors and also a village and route structure to the south. A final briefing was conducted at 0645 and the smoke aircraft laid their screen in two perpendicular lines (like two sides of a square) effectively blocking off both villages and the route structure. A willow pete rocket was put down on the side of a karst near us to mark the IP and three more in a line to lead straight to the Alpha man. A few seconds after the last WP marker was laid, Sandy 7 gave the order to execute. Our runin course was 230. No ground fire was received on the runin and Alphaman was told to pop his smoke when we were about 1/4 of a mile from him. The trees were about 150' high and a hover was established over the survivors who was in a small open space between trees at the base of the "volcano". Our flight engineer directed the penetrator to the survivor and he was on, up, and in the helicopter in 1 1/2 min time. We then hover taxi'd up the side of the karst. Bravo's chute was on the co-polit side and he directed the helicopter to it until the FE saw it. The force of our rotor blast

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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2. Crew Composition:

JG 63

AC Capt William M. McGeorge,
CP Capt Carl Kaufhold,
FE SSgt Wayne Estry,
RS SSgt Gary Bryant,
RS TSgt Stu Stanland,
AP SSgt Rooney L. Olson,

JG 61

AC Maj George MacDonald,
CP Capt Robert Paul,
FE ALC Michael Stagliano,
RS TSgt Billy R. Davidson,
RS ALC John S. Lookeds,
RS ALC Jack Crow,

3. Survivors:

1Lt Guy L. Mellor, 23TASS, NKP
1Lt Len J. Fleming, 23TASS, NKP

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William M. McGeorge

WILLIAM M. MCGEORGE, Captain, USAF
Aircraft Commander

Mission B-3-015, 27 Apr 71, Pick-up.

Top, left to right: TSgt Stu Stanaland, Pararescueman; SSgt Wayne Estry, Flight Engineer; SSgt Rooney L. Olson, Combat Photographer; SSgt Gary Bryant, Pararescueman; Lt Col Phillip R. Gonzales, Commander 40th ARRSq. Bottom, left to right: Captain William McGeorge, Aircraft Commander; Captain Carl Kaufhold, Co-pilot; Colonel George C. Pinyard, Commander 3rd ABRGp.

FILE NAME

27APR71

