

DATE: 2 Jun 71

8 Jun 71

MISSION NUMBER: B-3-013

AIRCRAFT DESIGNATION: King 22

DISTRESSED AIRCRAFT: PFL

LOCATION: 028/45/108

SAVES: 2 Combat

(S) On 2 Jun 71 I had been airborne from Udon for 5 minutes on King 22 when King 21 relayed that Cricket (ABCCC) had a message about a "MAYDAY". Cricket consequently passed the information at 0615Z that "Hunter", a ground station/team, had observed an Air America C-46, call sign PFL, crash northwest of Lima Site 32. Cricket advised me that Laredo 12, a FAC, was flying in the vicinity and would contact me on 282.8. As soon as I spoke with Laredo 12, he offered to proceed to the crash scene and reconnoiter the area. At approximately 0625Z Laredo was over the crash site and gave it's position as 9NM northwest of LS 32 (028/45/108 or UEL69973). He reported that the wreckage was burning and the weather was moving in on the area. Shortly thereafter he had to leave the scene to go to tanker (0640Z). At 0630Z, Charlie Romeo, an Air America Helicopter came up on 123.1 and volunteered to proceed to the scene, estimating the LS 32 area at 0645Z. I requested that Sandys 3/4 be launched from GH 89 to provide RESCORT. Also, I requested a Mail FAC be launched from GH 89. Raven 21, another FAC, offered his assistance at 0700Z and I told him to fly to the LS 32 area. Charlie Romeo was over the site at 0650Z and I made him On Scene Commander, replacing Laredo 12. As Charlie Romeo only has VHF, it was not determined whether the survivors were using their radios. MIDCAP and border clearances were requested at 0705Z and I asked Jack to check with Air America regarding survival gear on board "PFL". Raven 21 informed me at 0700Z that "Kingpin" reported ground teams were in the area of the site and he would attempt to contact them. At 0710Z Laredo 12 checked in again and remained over the scene monitoring ground. Sandys 3/4 were airborne at this time. At 0707Z "Hotel Bravo", an Air America H-34, was inbound from L-30A to LS 32 to assist. Charlie Romeo spotted the crash site at 0713Z and gave the UTM coordinates as UEL696. Weather was 5500 feet ceiling with fair visibility. Throughout the mission, Cricket advised us of several bombing drops 8-15NM south of LS 32. Charlie Romeo found one parachute at 0719Z but this later was determined to be an old flare chute (10 yards from the wreckage). Jack then advised us that five SOB's were on the aircraft with five parachutes and one hooper (0722Z). Mail 45 arrived on scene at 0735Z and Raven 21 was estimating the area at 0745Z. At 0730Z Hotel 73, another Air America helicopter, checked in on 123.1. At 0735Z, J 57/60 were requested to be launched from GH 89 and proceed to Pakane area. No SAR objective had been determined yet. Mail 45 was appointed OSC at 0737Z. All aircraft on scene were searching the area for parachutes or signs of survivors.

The primary SAR frequency was changed from 123.1 to 282.8. Hotel Bravo arrived on scene at 0743Z. Sandy 3 requested ELN-52 and smoke be uploaded and this was passed to Jack. I asked Raven 21 for information on ground teams in the area and he started investigating this. Also "97A", another helicopter, was on scene but did not check in with me. JG 57/60 were airborne from CH 89 at 0750Z and proceeded direct to CH 108. At 0755Z Hotel Bravo tried to lower a man onto the crash site but his hoist cable did not extend far enough. At 0756Z I recommended a photo reconnaissance aircraft be sent to the scene (this was later cancelled). At 0800Z Charlie Romeo RTB'd to LS 272. At 0800Z Raven 21 reported that "Kingpin" said there was a 20 man friendly ground team in the area. At 0800Z Joker advised us of 3 5784 AAA guns in the SAR area. All of the aircraft on scene, including Sandys, believed this information to be incorrect. At 0805Z Sandys 1/2 air aborted into CH 89 with hydraulic problems. Sandys 7/8 were requested at 0810Z. H-85, another Air America helicopter arrived on scene at this time. Sandys 3/4 arrived on scene at 0815Z and Joker recommended not launching Sandy 7/8 without a SAR objective. I concurred. Nail 45 observed personnel north of the river (the wreckage was south) and this was assumed to be the friendly ground team. Sandy 3 was made OSC at 0820Z after he had the wreckage in sight. At 0825Z Raven 21 discovered a parachute southeast of the site at UH286929 (this was one of the survivor's chutes, as we later discovered). Cricket relayed that "Goldmine" had reported spotting parachutes coming from the aircraft before it crashed. At 0828Z Sandy 3 found two chutes at the Raven's sighting. At 0830Z, Hotel Bravo reported that at least one parachute was still inside the wreckage. JG 57/60 arrived at the CH 108 area at 0848Z. K-23 was requested to be launched at 0850Z. At 0851Z upon my request, Air America operations reported personnel parachutes were the only chutes on board. At 0854Z Hotel Alpha, another helicopter offered his assistance but remained at CH 108 until needed. At 0855Z Sandy 4 spotted two survivors and Hotel Bravo went in to pick them up. At this point the mission became a SAR and Sandys 7/8 were launched from CH 89. At 0859Z Hotel Bravo had two survivors on board. At 0902Z Hotel Bravo reported that his survivors said the C-46 took heavy small arms fire around LS 32 while dropping rice and three people bailed out before it crashed. At 0904Z Sandy 3 asked to use 123.1 as primary and all forces checked in. Hotel Bravo departed the scene at 0908Z for LS-50 to refuel, and to drop off the survivors who, it was later determined, were "kickers" for the rice bags dropped from PFL-3. Upon further debriefing, it was learned that the third man had bailed out approximately 2 minutes before the two rescued survivors and this was later confirmed by "Goldmine" who reported seeing a parachute come down in an area about one mile NW of LS-32. The aircraft on scene investigated this area and reported a village at UH2587 which was known to have unfriendly troops nearby. No parachute nor survivor was spotted, however. Meanwhile, Seneca 40/41 was airborne from CH 89 at 0925Z and estimated the area 30 minutes after Sandy 3/4 would bing. This flight also air aborted into CH 89 with a propeller malfunction. K-23 was airborne at 0925Z and proceeded to the CH 108 area to refuel JG 57/60. At 0950Z, H-73 reported that he had lowered a man on his hoist onto the wreckage and had extracted the body of the indigenous co-pilot. This left one American pilot and one of the "kickers" unaccounted for. At 1000Z, all aircraft on scene reported at or near bing fuel and then were cleared from the area.

Sandys 7/8 finally became airborne at this time and were instructed to RTB. JG 57/60 and K-23 were cleared to RTB as the weather at CH 59 and CH 70 was deteriorating.

King 22 Crewmembers

Aa/Ame	Capt Nash
CP	1Lt May
N	Maj Good
IRC	Tsgt Marts
BO	Sgt Chrisan
FE	Tsgt Crozier
FE	Sgt Hudson
LM	Tsgt Jones

Forces Utilized

Laredo 12
 Charlie Romeo (Air America Porter)
 Raven 21
 Sandy 3/4
 Hotel Bravo (Air America H-34 Helicopter)
 Hotel 73 " "
 Hotel 85 " "
 Mail 45
 JG 57/60
 K-23
 Sandy 1/2
 Sandy 7/8
 Snake 40/41
 Papa Flight

320 DG JG 60 BACK IN COMMISSION - JACK AND
BUFF OPS NOTIFIED - ALSO TEEPEE

I JUNE 71

10 ~~TO~~ RADIOS ON - OPS NML/JACK/SGT DAIVISON ON DUTY.

200 ~~APP~~ MSGT Payne on duty

35 ~~APP~~ RADIOS OFF - OPS NORMAL - shop closed -
2 JUNE 71

105 ~~APP~~ RADIOS ON - OPS NML - MSGT PAYNE ON DUTY.

10 ~~APP~~ SGT DAIVISON ON DUTY / OPS NML

329 ~~APP~~ Jack advised A C-46 down in Band Belt Region &
to standby for possible launch -

322 ~~APP~~ All Jolly Green Crews Alerted -

250 ~~TO~~ SAR Position/JACK/028/45/108

30 ~~APP~~ TEEPEE NOTIFIED US FOR LAUNCH

431 ~~TO~~ NOTIFIED CREWS OF SAR SCRAMBLE / BUFF/JACK

50 ~~TO~~ JG 57/60 ABN CH 89 / BUFF

655 ~~TO~~ HAVE SPOTTED TWO SURVIVORS IN SAR AREA BY H-B
AND MADE PICK-UP

50 ~~TO~~ RADIOS OFF / OPS NML / JACK &

~~TO~~ JG 63 & CH 89 / JACK / mx / TENNANT

55 ~~TO~~ RADIOS ON / OPS NML / JACK / SGT DAIVISON ON DUTY

1645 ~~TO~~ JG 63 & CH 89 / JACK / mx / TENNANT

200 ~~APP~~ - MSGT Payne on duty -

56 ~~APP~~ JACK ADVISES WE ARE NOW PRIMARY GROUND ALERT
AS JOLLYS ON NOVEMBER ORBIT ARE RTB DUE
MX.

7610 ~~APP~~ RADIOS ON - OPS NML - ~~HE/B~~ - MSGT Payne on duty.

4 JUNE 71

56 SOW
Jul - Sept 70
K-WG-56-HI

~~CONFIDENTIAL~~
STATEMENT

FROM: 1SOS (Lt Col Dunwoody/2754)

SUBJECT: Foxtrot Lima SAR (3 Jun 71)

TO: SARCO

On June 3 at 1415L Lt Colonel Dunwoody (Sandy 03) Flight 1, and Capt Witta (Sandy 04) Wingman, were launched on a Search and Rescue (SAR) Mission for a downed C-46 (Foxtrot Lima) with 5 survivors on board. The aircraft had been shot down and crashed just north of Lima Site 32 in an extremely hostile area. At time of launch King passed to Sandy 03 that there was no beeper or sign of any life and that two Air America helicopters were on-scene and had located the crash. Sandy 03 requested that King contact Air America Operations to determine what survival and signal devices that the crewmembers might have had, and also requested that fast mover smoke and strike birds along with BUH-52 be loaded and put on alert. Sandy 03 arrived on-scene and took command at 1530L. King ordered assets requested and confirmed that survivors had parachutes only. Nail 45, Raven 26 and three Air America helicopters were now in the area, and OSC Nail 45 pinpointed the crash site to Sandy 03 and 04. Sandy 03 determined that although no sign of life was present, that he should put down a chopper immediately to rescue possible injured. Sandy 03 and 04 then made numerous low level intimidation passes to draw possible enemy fire. When Sandy 03 determined the area was not opposed he executed Hotel Bravo helicopter. Sandy 03 and 04 remained in a daisy chain until the helicopter came back out and reported no sign of survivors. Sandy 03 and 04 then proceeded south along the probable route of the downed aircraft in search of parachutes. Raven 26 then transmitted he had spotted two possible chutes 5 kilometers south of the crash site. Sandy 03 went to the scene of the crash site. Sandy 03 went to the scene of the parachutes and had all assets hold high while he again trolled for enemy ground fire and possible threats. Nail 45 said he thought he spotted small fire coming from the scene. Sandy 03 and 04 made many passes until satisfied that the area was now sterile for a pickup attempt. Hotel Bravo went down to the area while Sandy 03 and 04 performed a tight daisy chain. Again no ordnance could be expended due to the unknown position of the friendlies. Sandy 03 and 04 were forced to intimidate by low treetop passes around the helicopter. Hotel Bravo could not locate either survivor in the general area and came back out. Sandy 03 then organized a search pattern using all available SAR forces. Sometime later Sandy 03 spotted a small smoke fire and what he thought was a survivor nearby. Again Hotel Bravo went down while Sandy 03 and 04 flew tight cover. This attempt was successful with two survivors rescued. Sandy 03 instructed the helicopter to take the survivors to a safe base while he and Sandy 04 continued the search. A friendly ground controller indicated he had spotted a total of 3 parachutes coming out of the stricken aircraft. The third parachute landed about 1 kilometer south of the rescued crewmembers. Unfortunately the ground controller thought the crewmember was immediately captured and his parachute hidden. SAR forces continued the search but to no avail. Hotel 73 another Air America helicopter asked Sandy 03 and 04 to fly cover while he put down a ground team in the area of the crash. Again low level intimidation passes were made until the team was picked up. ---

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They had found one body, the copilot, and indicated a strong possibility that the remaining missing survivor, the pilot, was also in the wreckage, but was impossible to determine due to the severe damage and burning of the pilot's body. Sandy 03 and 04 continued search in any event. Sandy 03 was approaching Bingo fuel but King indicated that replacements were now not available for another hour. Sandy 03 and 04 continued search, and had to RTB in 30 minutes due to minimum fuel of Sandy 03. Sandy 03 then suggested to King that the effort be terminated as the objective was completed. Sandy 03 recovered at homebase uneventfully under minimum fuel conditions.

SAR PROBLEM AREA:

The most significant factors that made the SAR difficult were the following:

- (1) None of the survivors carried any form of survival gear, radios or signaling devices.
- (2) Although the area was hostile and small arms fire was observed the Sandys were not permitted to expend ordnance due to the proximity of possible friendly troops. This problem forced the Sandys to fly intimidation passes in the face of ground fire and yet could not return.

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56 SOW

Jul - Sept 70

K-WG-56-HI

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56 SOW
Jul - Sept 70
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STATEMENT

FROM: 1st SOS (Lt/Col Murray - 2116)

SUBJECT: report for Foxtrot Lima

TO: DO

1. A successful rescue was conducted on 2 June 1971 for two crewmembers of Air America aircraft "Foxtrot Lima". The aircraft, C-46 Commando, went down at approximately 1330 2 June 1971 approximately seven miles north of Lima Site 32 in Barrel Roll East. This report covers those activities relating to the Sandys during the rescue effort. All times are Thailand local.
2. Foxtrot Lima was shot down by enemy ground fire from the area surrounding a friendly position while para-dropping supplies. The crewmen on board totalled 5 (one American, four indigenous). Reconstructing of this incident reveals that three indigenous kickers (para-drop handlers) did bailout of the aircraft. One was promptly captured by enemy forces and the pilot and copilot were killed in the ensuing crash of the aircraft. The Forward Air Guide stationed at the Lima Site stated that AK-47 and possibly 57mm (probably recoilless rifle) fire downed the aircraft. A Durax helicopter spotted the wreckage, and sighted one parachute on the ground but did not sight any survivors. An ASAP launch of Sandys 03/04 was ordered.
3. Sandys 03/04 were airborne at 1405 and proceeded north to the crash scene. Sandy 01/02 was airborne at 1455 but air-aborted due to a hydraulic jack on 02. Sandy 01/03 was airborne at 1450 and proceeded north to the initial drop point at Barrel, later to CH 106. Sandy 03 arrived on-scene at 1520 and assumed on-scene command at 1530. Hotel Bravo, an Air America helicopter, was cleared by Sandy 03 to reconnoiter the crash scene for survivors. None were detected. Raven 26 spotted two parachutes on the ground and again Hotel Bravo searched for survivors at this location. None were found. Sandy 03 then directed a wide search pattern and soon he located two survivors using a very small fire to generate smoke. Hotel Bravo promptly picked both up. At this time two more Air America helicopters (H-34's) arrived on-scene and requested air cover by the Sandys while they searched the crash site for the as yet unaccounted for pilot and co-pilot. The co-pilot's body was recovered from the wreckage but the pilot's body was not recovered and assumed to be still in the wreckage. Two Smoke A-1 aircraft were airborne at 1653 but they air-aborted due to prop regulator problems with one aircraft.
4. The area of this SA is rugged hill country infested with hostile NVA and Pathet Lao troops, concentrated about the Lima Sites. Known enemy weapons up to 12.7mm AAA and concentrated AC-47 (7.62) were common in the areas adjacent to the Lima Site. The crash scene was far enough from the Lima Site to allow helicopter operations. One crewmember bailed out and unfortunately landed a scant distance from enemy troop concentrations. (FAG Report) Weather at this time was overcast at 2000' AGL but workable.

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56 SOW

Jul - Sept 70

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5. Search assistance was furnished by the on-scene FACs. Nail 45, Raven 26, and the Air America helicopters.
6. The Jolly Greens were not utilized on this SAR and RTB'd to CH 70 at 1800.
7. No survivor possessed any survival equipment. A definite hindrance to rescue forces.
8. Four Sandys, two Smoke aircraft and two Jolly Greens were launched in support of this SAR.

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Jul - Sept 70
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FLYING SCHEDULE
SAR "FOXTROT LIMA"

SANDY

01 Smith

02 Bowden

03 Dunwoody

04 W

Air Abort - Hyd Leak

On-Scene Commander

On-Scene Wingman

SMOKE

40 Madden

41 Rentz/Lackey

Air Abort - Prop Reg.

JOLLY GREEN

57 Strayen

60 Carman

Low J.G.

High J.G.

~~CONFIDENTIAL~~

finally locating the survivor, who had neither radios nor flares, TSgt Henry C. Kirk III (PJ), was lowered and found himself near an enemy encampment and that the survivor had been defending himself with an M-79 grenade launcher. The survivor, who was suffering from shock and possible broken ribs, was extracted and flown to Qui Nhon AB for treatment.

Crew Rosters

AC Maj Robert H. Heiges	AC Maj Charles E. Posey
CP Capt Roger T. Colgrove	CP Capt John R. Weimer
HM TSgt James B. Barrett	HM A1C George P. Ojala
RS TSgt Henry C. Kirk III	RS TSgt Eugene L. Nardi
RS TSgt Jon H. Young	RS A1C William P. McDonald
RS A1C Charles B. Aldean	RS A1C David G. Mueller
HM A1C James K. Ashdown	

The successful ejection of two Covey (OV-10) FAC crew members on 4 Jun 71 after receiving heavy ground fire, brought the airborne alert aircraft to make the last two combat saves of the quarter. The SAR area, which was reported to contain a considerable number of anti-aircraft weapons, had received a devastating pounding from both Sandy and fast moving aircraft, thus allowing Maj Donald L. Jensen to make his rescue run shortly after arriving on the scene. The first survivor was located and extracted easily, whereas the second, due to his position in a deep, heavily foliated ravine, had his smoke signal retarded from clearly marking his position. During the extraction of the second crew member the PJ's opened fire on suspected enemy positions and slight battle damage to the Jolly Green was sustained. Additional ground fire was noted during the egress phase and this was also returned by the PJ's.

Crew Rosters

AC Maj Donald L. Jensen	AC Maj Robert H. Heiges
CP LCDR Joseph L. Crowe Jr. (USCG)	CP Capt John N. Komich
HM SSgt Jerry L. Burchfield	HM MSgt Samuel J. Halphen
RS A1C George R. Ande	RS A1C Ralph R. Moreno
RS SSgt Micheal D. Morris	RS TSgt Charles S. Salome
RS TSgt Allen J. Avery	RS MSgt Richard M. Crowley
AP SSgt James W. Wines	

S T A T E M E N T

SARCO REPORT

SANDY 09/10
MAJ POTTON/CAPT OBERLIN

At 0415L we were launched out of Da Nang Air Base for the Covey 504 A & B SAR. The Jolly Greens were already on a special orbit when the SAR kicked off. So we met them at 350/30/94, the initial orbit point given to us by King. We were the first Sandys to get to the area so we asked and got the O.K. to press on into the survivors area, 304/44/94.

We had a little trouble at first in finding the area as CH 94 would not lock on. We finally got a D. F. steer from Nail 22 and Covey 554, the on-scene FACs. Covey 554 led me right to the survivors area and I could see one chute. I then took on-scene command and began to talk to the survivors. The best I could figure was that both pilots were near the one chute and only about 30 meters apart.

The FACs had not taken any ground fire and the survivors had not seen or heard a thing. We worked the area over a little bit more and then I sent Sandy 10 out to get the choppers. While Sandy 10 was out getting the Jollys, I put down a dud M-47 for the I.P. and worked the area over some more. Covey 504A said he had movers up the ridge from him and I worked it over with 20mm and CDU-25. Sandy 10 brought the Jollys into the I.P. and I put down a trail of W.P. rockets to the survivors area. Sandy 10 then led Jolly 64 in and I had 504A pop his smoke. He was easy to spot and was on the chopper in no time. Covey 504B was a lot harder to find as we couldn't see his smoke and he was very hard to understand on the radio. After what seemed like an eternity 504B saw the chopper and started to give us good vectors. The pick up was made and we put ordnance down on the way out.

The only ground fire that was seen was a little small arms on the way out.

We escorted the Jollys to a refueling and then to DaNang with out any further problems.

Del H. Pottor

~~CONFIDENTIAL~~

FROM: DOTS (Major Roberts)

SUB: SARCO Report for Covey 504 A/B

TO: DO

1. A successful rescue was made for Covey 504 A/B on 4 June 1971. The aircraft, an OV-10, sustained battle damage and both crewmembers were forced to bail out at approximately the 300/47/94. This report will cover activities relating to the SAR. All times are NKP local.
2. A call was received by the SARCO at approximately 1100L on 4 Jun 71, and he was told that a possible SAR existed. Sandy 9 and 10 were launched from DaNang along with Jolly Green 64 and 72 from that location. Sandy 5 and 6 were launched from Ubon along with 2 Jolly Greens from that location. The Jolly Greens aborted so DaNang launched two more as back-ups. The time of this action was 1132L. Sandy 9 and 10 arrived on scene at 1148 and Sandy 9 assumed OSC at 1150.
3. The initial report indicated that the Sandies were taking 23mm and 37mm fire. This later proved to be in error. Jack then began to call for Smoke. Two aircraft were in the process of being uploaded. Little more information was received until 1205L when Jack issued an order to hold the Smokes. A radio call at 1212L said the weather in the objective area was deteriorating rapidly. At 1218L Phase Bravo for 504A was initiated. Alpha was on board at 1223L. No more information was received until 1232L when a call from Jack confirmed 504/B was on board the Jolly Green also. Joker terminated the SAR at 1235L.
4. All agencies involved in this operation functioned very well from the SARCO point of view. A cooperative spirit existed throughout the effort resulting in a professional and expeditious effort.

John C. Roberts

JOHN C. ROBERTS, Major, USAF
SARCO

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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

4 JUN 71

TIME: 0600Z

MISSION: 101st AIRBORNE DIVISION

AIRCRAFT ASSIGNMENT: King 21

DISPATCHED AIRCRAFT: Covey 504

LOCATION: 304/44/CH 94 or YB16007

SAVES: 2 Combat

I was on King 24 on 4 Jun 71 descending through FL 080 east of CH 69 to refuel JG 64/72 when I monitored a "MAYDAY" call on guard at 0335Z from Linfield 210 an A-7, who reported that his FAC, Covey 504, had been shot down at 304/44/CH 94 (YB15687) and he had seen two good parachutes. I immediately began a climb to the south and several other aircraft came up on guard including Covey 554, Nail 22, and Covey 221. None of the FACs were on scene at the time and I appointed Nail 22 on scene commander at 0342Z since he was closest to the area. Covey 221, meanwhile, volunteered to return to the CH 94 area to find some Army helicopters that could make the pick-up. Nail 22 reached the scene first and located the first parachute at 0355Z. JG 64/72 were instructed to proceed to CH 94 and Sandys 9/10 were launched from CH 77 along with JG 60/30 and Sandy 5/6 from CH 93. Nail 22 located the second parachute at 0405Z and since Covey 554 knew the area in detail and had greater endurance, I appointed him On Scene Commander at 0410Z after he had the chutes in sight. At this time he talked to the survivors (who were very close together) and determined that they were both O.K. and had two radios apiece plus a spare battery. The weather in the area was only fair with a 1500-2000 foot ceiling which continued to drop throughout the mission. The terrain was 660 feet with a 3000 foot ridge 1 KM west. Several aircraft with ordnance were on scene and, although the area was considered only moderately hostile, I had Covey 554 put in a Falcon 50/51 flight at 0415Z to neutralize any resistance.

King 21 was instructed to shift his orbit east to monitor the SAR and a request was made to launch King 27. At 0420Z JG 64/72 were holding east of the scene awaiting Sandy 9/10, enroute from CH 77. Also JG 67/65 were launched from CH 77 and were airborne at 0437Z. Sandy 9/10 arrived on scene at 0443Z and had joined up with Nail 22 at 0443Z. At 0446Z Sandy 9 had one chute in sight and at 0455Z he was talking to the survivors, afterwards assuming the On Scene Command. At 0500Z, Covey 221 arrived with several Army helicopters and gunships but since the survivors were located beneath a canopy and the Army helicopters had no hoists, I held them near the scene and decided to use the Jelly Greens. Nail 22 cleared the scene at 0508Z as he was low on fuel. Sandy 9 deemed the area quiet enough to attempt a pick-up and at 0514Z all on scene forces were on guard frequency moving in for the "A" man. He was picked up at 0524Z by JG 64 and after a short period, the Jelly Green was over "B" man who told him to lower the penetrator. At 0533Z "B" man was on board and all forces departed the scene. King 26 was on hand to refuel the Jelly Greens. Both survivors were in excellent shape,

one having a small scratch on his leg. The SAR forces returned to CH 77. Covey 554 and 221 departed with 221 returning to CH 94 with the Army helicopters. JG 60/50 air aborted back into CH 93. JG 67/65 followed the recovery forces back to CH 77. From the "MAYDAY" to the last pickup, exactly two hours had elapsed.

It is strongly felt that without the planning and direction of King 24 these two pickups might not have occurred. Suggest King 24 crew be credited with two combat saves.

King 24 Crewmembers

AG/AMC	Capt Nash
CP	Capt Patey
N	Maj Good
RO	Sgt Chrisen
MO	Sgt Hunt
FE	Sgt Stubbs
FE	Sgt Ward
LH	Sgt Presson

Forces Utilized

King 26
 King 24
 Falcon 50/51
 Linfield 210/215
 Covey 554
 Covey 221
 Panther Flight (Army Helicopter)
 JG 64/72
 JG 67/65
 Stormy 01
 Tiger 05
 Nail 22
 Gunfighter 30/31
 Sandy 9/10
 Sandy 5/6

ANTHONY P. NASH, Captain, USAF
 Aircraft Commander/Airborne Mission Commander

JUN 1971

SURVIVORS

NAME RANK

SSN

DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
4	JENSEN CROWE BURCHFIELD AUDE AVERY MORRIS	64	623 624	ROSS, SAMUEL R. XXXXXXXXXX MAJOR 20 TASS MOXON, ARTHUR L. 1/LT XXXXXXXXXX 20 TASS	COVEY 504 47/300/94 (OV10) MSN# A-3-021-4JUN	2 COMBAT

CHRONOLOGICAL 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

34th ARRG, Vietnam, April 1968

Section II

OPERATIONS

MISSIONS

Rescue missions have increased in volume during this quarter mostly due to the onset of the rainy season and 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

<u>DATE</u>	<u>MISSION</u>	<u>SAVES</u>	<u>PAGE</u>
9 Apr	Vietnamese Gnd Team	4 Combat	59
13 Apr	Blade 57	1 Combat	62
12 May	Charlie Horse 826	3 Combat	64
2 Jun	PFL	2 Combat	65
4 Jun	Covey 504	2 Combat	68
20 Jun	Covey 504	2 Combat	70

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.

2205	STATUS TO QUEEN	Q2C
2350	STATUS TO DOCKER	Q2C
0010	ITEM 3 U13 SET APPROX G M N C U D H W	Q2C
0011	JG 65 AIRBORNE	Q2C
0220	JG 72 " " AT 0215	Q2C
0230	JG 64 " " AT 0230	Q2C
0400	CAPT COLGROVE OFF DUTY	Q2C
0408	JG 65 LANDED Logged <u>4.2</u>	Q2C
0530	JG 77 ABN FOR FCF	
0620	JG 77 LANDED Logged <u>0.8</u>	3 LNDg / 1500 ft
0654	JG 72 LANDED Logged <u>4.7</u>	
0706	JG 64 LANDED Logged <u>4.6</u>	
	BIEN HUA TIME 711784 - LOGGED 0.7 2 LANDING	
1100	JG 65 TNG	
1361	JG 65 LANDED LOGGED - 3.0	
130	2nd CHECK 5X5	
1313	DNR JRC TOTAL 18.0	
1330	SSOT ARISPE OFF DUTY	

4 Jan 71

2258	Mr. Murphy on duty
2305	Status to Queen
2340	Passed Status to Joker
0050	JG 77 Airborne
0100	Item 3 FG 1st A W R I X L C G W V M
0200	362 Airborne JG 64
0230	787 Airborne JG 72
0340	Covey 504 2 chutes 300/47
0350	All Chow Halls notified and briefed
0355	Recall Jolly 77 from Training F/H
0400	Jolly 72 & 64 on way to 300ft 94
0410	4 Radios WX = DS 1500'
0418	JG 77 down
0430	Fm Queen - Launch BL + B.H

~~CONFIDENTIAL~~

FROM: DOTS (Major Roberts)

SUB: SARCO Report for Covey 504 A/B

TO: DO

1. A successful rescue was made for Covey 504 A/B on 4 June 1971. The aircraft, an OV-10, sustained battle damage and both crewmembers were forced to bail out at approximately the 300/47/94. This report will cover activities relating to the SAR. All times are NKP local.
2. A call was received by the SARCO at approximately 1100L on 4 Jun 71, and he was told that a possible SAR existed. Sandy 9 and 10 were launched from DaNang along with Jolly Green 64 and 72 from that location. Sandy 5 and 6 were launched from Ubon along with 2 Jolly Greens from that location. The Jolly Greens aborted so DaNang launched two more as back-ups. The time of this action was 1132L. Sandy 9 and 10 arrived on scene at 1148 and Sandy 9 assumed OSC at 1150.
3. The initial report indicated that the Sandies were taking 23mm and 37mm fire. This later proved to be in error. Jack then began to call for Smoke. Two aircraft were in the process of being uploaded. Little more information was received until 1205L when Jack issued an order to hold the Smokes. A radio call at 1212L said the weather in the objective area was deteriorating rapidly. At 1218L Phase Bravo for 504A was initiated. Alpha was on board at 1223L. No more information was received until 1232L when a call from Jack confirmed 504/B was on board the Jolly Green also. Joker terminated the SAR at 1235L.
4. All agencies involved in this operation functioned very well from the SARCO point of view. A cooperative spirit existed throughout the effort resulting in a professional and expeditious effort.

John C. Roberts

JOHN C. ROBERTS, Major, USAF
SARCO

~~CONFIDENTIAL~~

S T A T E M E N T

SARCO REPORT

SANDY 09/10
MAJ POTTON/CAPT OBERLIN

At 0415L we were launched out of Da Nang Air Base for the Covey 504 A & B SAR. The Jolly Greens were already on a special orbit when the SAR kicked off. So we met them at 350/30/94, the initial orbit point given to us by King. We were the first Sandys to get to the area so we asked and got the O.K. to press on into the survivors area, 304/44/94.

We had a little trouble at first in finding the area as CH 94 would not lock on. We finally got a D. F. steer from Nail 22 and Covey 554, the on-scene FACs. Covey 554 led me right to the survivors area and I could see one chute. I then took on-scene command and began to talk to the survivors. The best I could figure was that both pilots were near the one chute and only about 30 meters apart.

The FACs had not taken any ground fire and the survivors had not seen or heard a thing. We worked the area over a little bit more and then I sent Sandy 10 out to get the choppers. While Sandy 10 was out getting the Jollys, I put down a dud M-47 for the I.P. and worked the area over some more. Covey 504A said he had movers up the ridge from him and I worked it over with 20mm and CEU-25. Sandy 10 brought the Jollys into the I.P. and I put down a trail of W.P. rockets to the survivors area. Sandy 10 then led Jolly 64 in and I had 504A pop his smokes. He was easy to spot and was on the chopper in no time. Covey 504B was a lot harder to find as we couldn't see his smoke and he was very hard to understand on the radio. After what seemed like an eternity 504B saw the chopper and started to give us good vectors. The pick up was made and we put ordnance down on the way out.

The only ground fire that was seen was a little small arms on the way out.

We escorted the Jollys to a refueling and then to DaNang with out any further problems.

Col. H. Pottor



U.S. Air Force Photo
Major Roff, left, and Lieutenant Moxon return to Da Nang after being rescued in Laos

F-4s scramble twice on strikes near Kontum

PHU CAT — Two U.S. Air Force F-4 Phantom fighter crews from the 12th Tactical Fighter Wing's 389th Tactical Fighter Squadron killed 47 enemy soldiers and destroyed six mortar positions on two separate scramble missions north of Kontum recently.

The strikes, according to Maj. James C. Dempsey, the flight leader, were in support of the Army of the Republic of Vietnam's Firebase Five.

enemy. We again made several passes and put all our ordnance within 20 yards of the target, with two direct hits reported.

"Upon return to Phu Cat, we were notified that we killed 20 more enemy soldiers and destroyed six mortar positions," the major said.

Jolly Greens reel in pair

DA NANG AFLD — Rescue crews from the 37th Aerospace Rescue and Recovery Squadron "Jolly Greens" pulled two FACs to safety recently from the heavily enemy-infested area near Boloven's Plateau in Laos.

The two rescued men, Maj. Samuel R. Roff and 1st Lt. Arthur L. Moxon, ejected from their OV-10 Bronco after being hit by enemy ground fire.

When word of the downed aircraft was received, two HH-53 Super Jolly Green Giant rescue helicopters on airborne alert raced to the scene. Aided by A-1 Sandys, the Jolly Greens braved marginal weather and enemy ground fire to rescue the two downed men.

The rescued men had been directing an air strike against an enemy position in the area when they were struck by the ground fire. "We were coming in to mark the target for a second time when a loud bang and a jolt hit the aircraft," related Lieutenant Moxon.

"Apparently we had been hit on a fuel tank and under the belly of the aircraft. My left engine burst into a ball of flames and smoke started to fill the cockpit.

"We didn't want to punch out over this environment so we tried to get further east. Somehow the engine control cable had been severed and we couldn't maneuver the aircraft, so we were forced to bail out less than a mile away from where we had taken the hit," continued the lieutenant. "Going down with the parachute, I felt like a duck in a shooting gallery. I was sure someone down there had me in his sights."

He landed safely in a tree on a steep ridge line and lowered himself on to the ground to await the rescue aircraft.

The second downed pilot, Major Ross, landed slightly further up the ridge line from the lieutenant's position. "I was remembering so many things from survival school that it amazed me," commented the major. "There was a thick jungle canopy but not much where I landed. I found a large stump to use for cover and established radio contact with the aircraft in the area.

"They told me the rescue effort was already underway," he recalled.

OV-10

4 JUN 71 SAR

Jolly Greens drop line, reel in pair of FACs

DA NANG AFLD — Rescue crews from the 37th Aerospace Rescue and Recovery Squadron "Jolly Greens" pulled two FACs to safety recently from the heavily enemy-infested area near Boloven's Plateau in Laos.

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"They told me the rescue effort was already underway," he recalled.

"I don't think I can say enough to praise the teamwork of the people involved in this SAR effort. Immediately other FAC aircraft came into the area and the fast movers that we had been directing remained there as long as their fuel held out," he added.

"When we heard the Jolly Greens were coming, I was so damned happy I couldn't believe it," commented Major Roff. "I knew if anybody could get us out, they would do it. I knew what kind of people they were and there's just something about the word Jolly Green — it stays with you from the first time you hear it until the time you need their skills."

Major D.L. Jensen, who had been credited with three previous saves, was the aircraft commander on the rescue helicopter that made the pickup. His co-pilot was U.S. Coast Guard Lt. Cmdr. Joseph L. Crowe Jr., who was working with the Jolly Greens on an exchange program between the two services.

"The Sandys lined up smoke rockets into the location of the first survivor and we followed them in," recalled Major Jensen. "The first survivor popped his smoke to indicate his position and we hovered over him and made the pickup.

"The second survivor was then instructed to mark his position with smoke which he did," continued the major. "At first we had difficulty seeing it because of the thick jungle canopy, but we pretty much knew his location and went in to get him out."

Two of the pararescuemen on the rescue aircraft were TSgt. Allen J. Avery and A1C George R. Ande.

IMMEDIATE

* [REDACTED] *

DECLASSIFIED

A 00663
OTTCZYUW RUMOSRA2250 1621523-CCCC--RUWTBMA.
ZNY CCCCC

O 111455Z JUN 71

FM OL B 3 ARRG UDORN RTAFB THAI

TO RUEFHQA/CSAF/AFXOTZB

RUHHABA/PACAF HICKAM AFB HI/DOH

RUWTBMA/HQ ARRS/COMD POST/SCOTT AFB IL

INFO RUHHHQA/CINCPAC/CC/HAWAII

RUHHABA/41ARRWG HICKAM AFB HI/DOH

RUEKAAA/AFEOC FT RITCHIE MD

RUCWAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUMOREA/56 SOW NOKHON PHANOM RTAFB THAILAND

RUWTBMA/MAC/MAQCCP/SCOTT AFB IL

RHMSMVA/MACV/SAIGON RVN

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

RUMMRSA/3ARRGP TAN SON NHUT AB RVN

ZEN/7/13TACC UDORN RTAFB THAI

ZEN/40ARRSQ UDORN RTAFB THAI

RUMOUVA/AIRA VIENTIANE LAOS

RUMUJNA/OL A 3 ARRG SON TRA AB RVN

RUMOJAA/39ARRS CAM RANH BAY AB RVN

DOC P

OPR	CYS
ARRS	1
INFO	CYS
DO	9
DOC	1
SAH	1
	7

P 2 RUMOSRA2250 C O N F I D E N T I A L

B1 C O N F I D E N T I A L JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 033/111059Z
JUNE 1971.

1. RESCUE OPENING/CLOSING REPORT-11JUNE 1971.

2. MISSION NUMBER-B-3-019-11 JUNE 1971

3. SITUATION: DOWNED AIRCRAFT

(A) DESCRIPTION OF SAR OBJECTIVE:

(1) 0-1/57/2976/RAVEN 42

(2) FLIGHT PLAN-TACTICAL

(3) PILOT-NOT RELEASABLE

OBSERVER-NOT RELEASABLE

(4) POB -2

(5) WEATHER IN AREA-GOOD

(6) SURVIVAL EQUIPMENT -USAF STANDARD

(7) LAST KNOWN POSITION-1516N 10608E

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY -OL-B, 3 ARRG

(2) OL-B 3ARRGP NOTIFIED OF INCIDENT AT 111059Z JUNE 71 BY 3ARROP

JRCC

(3) FOLLOWING SAR FORCES ALERTED:

PAGE 3 RUMOSRA 2250 C O N F I D E N T I A L

(A) 39ARRS AT 111059Z

(B) 40 ARRS AT 111103Z

(C) 56 SOW AT 111103Z

(4) TIME SAR FORCES LAUNCHED:

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

IMMEDIATE

* [REDACTED] *

DECLASSIFIED

IMMEDIATE

* C O N F I D E N T I A L *

P 00663

- (A) 1 HC-130P, 39ARRS, DIVERTED AT 111059Z
(B) 2 A-1'S, 56 SOW, DIVERTED AT 111059Z
(C) 2 A-1'S, 56 SOW, LAUNCHED AT 111135Z

C. PERSONNEL INFORMATION

- (1) 2 PERSONNEL INVOLVED, 2 SAVED
(2) SAR OBJECTIVE LOCATED BY HOTEL 88 (NON USAF HELICOPTER IN AREA)
AT 1516N 10608E
(3) RECOVERY MADE BY HOTEL 88
(4) SURVIVORS TAKEN TO PAPA SITE 18

D. FLYING ACTIVITY

- (1) 39ARRS-1 SORTIE FOR 1.5 HOURS
(2) 40ARRS -2 SORTIES FOR 0.7 HOURS
(3) 56SOW -4 SORTIES FOR 1.9 HOURS

E. SAVES DATA: 2 SAVES CREDITED TO HELICOPTER HOTEL 88

- (1) RCC MAKING SAVE-NAME NOT RELEASABLE

PAGE 4 RUMOSRA2250 C O N F I D E N T I A L

- (2) PERSONS SAVED-NAMES NOT RELEASABLE
(A) SERVICE AND NATIONALLY -NOT RELEASABLE
(B) COMBAT SAVES
(C) AIRCREW MEMBERS

G. SUMMARY OF SAR ACTIONS:

(1) OL-B 3ARRGP WAS NOTIFIED AT 111059Z BY JRCC, 3ARRGP THAT
RAVEN 42 WAS DOWN AT 1516N 10608E. KING 26 WAS DIVERTED AT 111059Z
A ESTABLISHED CONTACT WITH RAVEN 41 (ON SCENE COMMANDER) AT 111105Z.
RAVEN 41 WAS IN VOICE CONTACT WITH THE SURVIVORS WHO REPORTED THE
PILOT SUFFERED A WOUND FROM GROUND FIRE AND A BROKEN LEG FROM THE
FORCED LANDING. THE OBSERVER WAS NOT INJURED. HOTEL 88 (HELO IN AREA)
WAS DIVERTED TO THE SCENE FOR THE PICKUP WHICH OCCURRED AT
111139Z. SURVIVORS WERE TAKEN TO PAPA SITE 18 FOR MEDICAL TREATMENT.
NO AIR REFUELINGS WRE ACCOMPLISHED IN SUPPORT OF THIS MISSION. GP-4
BT

#2250

NNNN#

IMMEDIATE

* C O N F I D E N T I A L *

0330 JG 64 ↑ FOR ORBIT
 0345 MSG RUFF TO DUTY
 0440 QUEEN CALLED: TIGER SHARK J97 DOWN 210/18/107
 FOR mechanical problems. Polecat 127 OBS. from
 hostile area. 2 SOB, 1 with possible BROKEN
 BACK. DUST OFF ON ROUTE - QUEEN will send
 JG 64/66 SENT TO RECOVER INJURED MAN &
 TAKE TO HOSPITAL presently at ~~PIEFU~~ ^{PIEFU}.
 JG's proceeding TO P/A AREA.
 0525 JG 64/66 RTB NO PICKUP
 0640 JG 66 ↓ FM ORBIT Logged 4.4
 0750 JG 64 ↓ FM ORBIT Logged 4.4
 1103 JG 71 ABN FOR ENG
 1155 JG 71 ↓ Logged _____

11 JUN 71

2255 CAPT Foley on Duty
 2315 STATUS TO QUEEN
 2345 STATUS TO JOKER
 0145 ITEM 3 LX-AK VOYI DFZU
 0320 JG 67 ABN
 0330 JG 73 ABN
 0410 MSG RUFF ON DUTY
 0630 JG 73 ↓ FM ORBIT Logged 3.2
 0710 JG 67 ↓ FM ORBIT Logged _____
 1100 QUEEN ADVISES RAVEN 42 DOWN 050/25/82
 CHW 89 SCRAMBLED ~~3.2~~ JG 61/60
 1110 QUEEN ADVISES NO NEED FOR 37th SUPPORT.
 1135 HOTEL 88 (AIR AMERICA) HAS INQUIRY RTB LII
 1140 closing Shop

DATE: 20 JUN 71

21 JUN 71

MISSION NUMBER: A-3-023-20 JUN 71

AIRCRAFT DESIGNATION: KING 24

DISTRESSED AIRCRAFT: COVEY 504

LOCATION: 310/70/107

SAVES: 2 COMBAT

At approximately 0430Z, King 24 was at 050/80/103 preparing to descend for A/E with J1 70 and G1. King 24 received a call from Hillsboro indicating Covey 504 had shut-down his left engine for fluctuation of oil pressure and was going to RTB to CH 107. King 24 contacted Covey 504 and confirmed the shut down. Covey 504 was on OV-10 with 2 SOC. His position was 310/70/107 and requested negative assistance. King 24 proceeded in the direction of CH 107 and advised Covey 504 to monitor Hillsboro's VHF and SAR primary 304.2. King 24 obtained the CH 107 weather and passed it on to Covey 504. At approximately 0445, Covey 504 reported that he had talked to Covey 505 and was cleared to RTB to CH 07 due to CH 107 weather. At 0450 Covey 504 reported negative TACAN on CH 107 and requested position. Pencock had negative radar contact with 504's emergency squawk. King 24 picked up 504's emergency squawk on the AFX-45 and passed position 305/27/107. Covey 504 acknowledged and indicated his altitude was 5500 feet. At 0500 Covey 504 indicated he was descending to 4700 feet and requested position and vectors to CH 107. Pencock had negative radar contact and King 24 passed position 300/30/107, vector 110. Covey 542 and Covey 577 came up and King 24 directed them to attempt to rendezvous with 504. At approximately 0502Z, 504 reported he was unable to maintain altitude and was diverting to CH 94. He requested position and vectors. Pencock still had negative radar and King 24 passed position and vectors. At 0504 Covey 504 reported altitude 3600 feet and descending. King 24 passed position 290/15-16/94 vector 050. Covey 542 unable to intercept due to weather. Phantom Hawk 13 was in area and was given vectors to intercept Covey 504. At 0507, Covey 504 reported IAS 82 knots, knots, unable to maintain altitude and would attempt to re-start feathered engine. King 24 gave him position 250/14/94, vector 070. At 0510, King 24 passed over Covey 504 at 250/12/94 (IFF Interrogator) and had negative radio contact with Covey 504. At 0512 King 24 heard a loud and sustained beeper. King 24 made contact with Covey 504 and he reported both were down and in good shape; were together on side of a hill near a stream and both chutes would be visible from the air. Phantom Hawk 13 was in area and started search for Covey 504 A and B. King 24 requested J1's and Samys from CH 77 and requested gun ships

and alicks from Kontum and Carbon Outlaw. Phantom Hawk 33 reported he was familiar with the area and considered it to be permissive for an immediate pick-up. At 1520, Carbon Outlaw advised that gun ships and alicks were being launched. Phantom Hawk 33 sighted alicks at 0525 and was in radio contact with Covey 504. Weather was reported to be 1000 scattered to broken, visibility O.K. with rain showers to the east. Phantom Hawk 33 located the survivors and was designated On Scene Commander at 0527. Best position available was YB7512(248/16/94), 200-300' below a 2500' peak. At 0529, Undertaker 29, Hunter Killer Team with two alicks checked in with King 24 and were 10 miles from the scene. Kontum advised area had been seeded with mines, and King 24 passed this to Covey 504 on guard with a caution to stay put and not move around. Covey reported movers east of position, up the stream. Undertaker 29 confirmed alicks had penetrator capability and Phantom Hawk 33 reported pick-up from a hover would be possible. Undertaker 29 was at scene at 0542 and revised position to YB8120(260/12/94). Gladiator 20 Flight (Gun ships) checked in and were told to hold clear. Phase Alpha commenced at 0543 with Pall Bearer 37 making the pick-up and Undertaker and Scalp Hunter providing cover. Phase Bravo started at 0548 and completed at 0550Z. Both survivors were in good shape and would be RTB'd to CH 94, ETA 0605Z. JO 70/64 had AR'D with King 27 and were inbound to CH 94 to pick-up survivors for further RTB to CH 77. SAR forces were released at 0552Z and Phantom Hawk 33 advised he had pictures of the crash scene and would have them available at 225th SAC at Tuy Hoa AB, RVN.

It should be noted that Major Good's skillful use of the APL-65 provided the only positive positions for Covey 504 initially, throughout King 24's intercept and for the bailout position. His performance was outstanding. The APL-65 proved to be of unquestioned value and every effort should be made to maintain this equipment in the highest state of readiness in the future.

King 24 Crewmembers

ACC Lt Col Soroka
 IP Maj Sharkey
 CP Capt Futer
 NAV Maj Good
 RO Paulsen SSgt
 FE Payne SSgt
 FE Crawford Tsgt
 LM Durbin MSgt

FOR THE COMMANDER

SAR Forces

King 27, JO 70/64
 Phantom Hawk 33
 Covey 562
 Undertaker 29
 Pall Bearer 37
 Scalp Hunter 37
 Gladiator 20

RONALD J. SOROKA, Lt Colonel, USAF
 Aircraft Commander/Airborne Mission Commander

DATE: 4 Jun 71

MISSION NUMBER: A-3-021

AIRCRAFT DESIGNATION: King 24

DISTRESSED AIRCRAFT: Covey 504

LOCATION: 304/44/CH 94 or YH315687

SAVES: 2 Combat

I was on King 24 on 4 Jun 71 descending through FL 080 east of CH 69 to refuel JB 64/72 when I monitored a "MAYDAY" call on guard at 0335Z from Linfield 210 an A-7, who reported that his FAC, Covey 504, had been shot down at 304/44/CH 94 (YH315687) and he had seen two good parachutes. I immediately began a climb to the south and several other aircraft came up on guard including Covey 534, Mail 22, and Covey 221. None of the FACs were on scene at the time and I appointed Mail 22 on scene commander at 0342Z since he was closest to the area. Covey 221, meanwhile, volunteered to return to the CH 94 area to find some Army helicopters that could make the pick-up. Mail 22 reached the scene first and located the first parachute at 0355Z. JB 64/72 were instructed to proceed to CH 94 and Sandys 9/10 were launched from CH 77 along with JB 60/30 and Sandy 5/6 from CH 93. Mail 22 located the second parachute at 0407Z and since Covey 534 knew the area in detail and had greater endurance, I appointed him On Scene Commander at 0410Z after he had the ~~chute in sight~~. At this time he talked to the survivors (who were very close together) and determined that they were both O.K. and had two radios apiece plus a spare battery. The weather in the area was only fair with a 1500-2000 foot ceiling which continued to drop throughout the mission. The terrain was 660 feet with a 3000 foot ridge 1 KM west. Several aircraft with ordnance were on scene and, although the area was considered only moderately hostile, I had Covey 534 put in a Falcon 50/11 flight at 0415Z to neutralize any resistance.

King 24 was instructed to shift his orbit east to monitor the SAR and a request was made to launch King 27. At 0420Z JB 64/72 were holding east of the scene awaiting Sandy 9/10, enroute from CH 77. Also JB 67/65 were launched from CH 77 and were airborne at 0437Z. Sandy 9/10 arrived on scene at 0440Z and had joined up with Mail 22 at 0443Z. At 0446Z Sandy 9 had one chute in sight and at 0455Z he was talking to the survivors, afterwards assuming the On Scene Command. At 0503Z, Covey 221 arrived with several Army helicopters and gunships but since the survivors were located beneath a canopy and the Army helicopters had no hoists, I held them near the scene and decided to use the Jolly Greens. Mail 22 cleared the scene at 0508Z as he was low on fuel. Sandy 9 cleared the area quiet enough to attempt a pick-up and at 0516Z all on scene forces were on guard frequency moving in for the "A" man. He was picked up at 0524Z by JB 64 and after a short period, the Jolly Green was over "B" man who told him to lower the penetrator. At 0533Z "B" man was on board and all forces departed the scene. King 24 was on hand to refuel the Jolly Greens. Both survivors were in excellent shape,

one having a small scratch on his leg. The SAR forces returned to CH 77. Covey 554 and 221 departed with 221 returning to CH 94 with the Army helicopters. JG 60/50 air aborted back into CH 93. JG 67/65 followed the recovery forces back to CH 77. From the "MAIDAY" to the last pickup, exactly two hours had elapsed.

It is strongly felt that without the planning and direction of King 24, these two pickups might not have occurred. Suggest King 24 crew be credited with two combat saves.

King 24 Crewmembers

AG/AME	Capt Nash
CP	Capt Patey
N	Maj Good
RO	Sgt Chrisan
RO	Sgt Hunt
FE	Sgt Stubbs
FE	Sgt Ward
LM	Sgt Pressen

Forces Utilized

King 26
King 24
Falcon 50/51
Linfield 210/215
Covey 554
Covey 221
Panther Flight (Army Helicopter)
JG 64/72
JG 67/65
Stormy 01
Tiger 05
Hail 22
Gunfighter 30/31
Sandy 9/10
Sandy 5/6

ANTHONY P. NASH, Captain, USAF
Aircraft Commander/Airborne Mission Commander

FACs Rescued Twice in 16 Days

All pilots in Southeast Asia have a lot of respect for the men who participate in SAR (search and rescue) missions, knowing full well that if they are ever on the ground in enemy territory a max-effort will be made by these men to get them out.

Two men know only too well what a massive effort a SAR really is and can attest, through experience, to the teamwork involved. In a period of a little over two weeks they were the subjects of two SAR missions.

U.S. Air Force Maj. Samuel R. Ross and Capt. (then 1st Lt.) Arthur L. Moxon, both forward air controllers from the 20th TASS, were shot down and forced to eject from their aircraft on June 4th near Boloven's Plateau in Laos. They were pulled to safety after two hours on the ground by rescue crews from the 37th ARRS, the Jolly Greens, from Da Nang.

On June 20, exactly 16 days after their first brush with death, Major Ross and

level flight, which became increasingly impossible as time went on," stated Major Ross. "We were already below most of the peaks in the area, but we were hoping to surge the aircraft through the valleys in the area to nearby Dak To."

For nearly 30 minutes the crew dodged peaks in the area, trying to bring the crippled aircraft to a safe landing. Throughout the ordeal, "King", a HC-130 that serves as a control point for SAR efforts, was maintaining constant contact with the endangered crew and directing

them through the rugged terrain.

"Finally there were no lower valleys to get into and the ridges were all above us, so about 15 miles out of Dak To, we notified King that there was no way we were going to be able to maintain level flight and get over the ridges to Dak To."

The aircraft began to roll at the low level and the two crewmen made the decision to eject.

"I ejected first and as I was coming down I saw the plane impact on a ridge. At first, I didn't see Major Ross' chute and all I could think of was that he didn't get out."

"I was looking all around trying to spot his chute, hoping that he had made it," related Captain Moxon. "Right before I hit the ground I spotted him. It was then that I realized that I had no idea where I was going to land and I looked down and saw I was headed for water."

"I tried to steer the chute towards the east but landed in the water anyway," he continued. "My first sensation was of drowning, but I felt the mud under my feet and knew it wasn't deep enough to inflate the life preservers."

"I was in mud and water up to my neck and I kind of half-swam/half-crawled to the edge. Once I got clear of the water I immediately saw Major Ross up the hill waving at me and I headed towards him."

"We both looked at each other and my first thought was, Oh no. We don't want to go through this again," commented the captain.

Captain Moxon again became the subject of a massive SAR.

While on a visual reconnaissance mission in the tri-border region, where the boundaries of Laos, Cambodia and the Republic of Vietnam meet, they suddenly developed engine problems in the left engine of their twin-engine OV-10 Bronco.

Unable to determine if they had been hit by ground fire, the crew made a futile attempt to revive the engine.

"There was a sudden surge in the left engine and with the right engine going at full power it caused the aircraft to jerk to the left," recalled Major Ross.

"The engine instruments began fluctuating and oil pressure began to drop, so we had to shut down the engine," added the major. "We dropped all our external rocket pods and fuel tanks to lighten the aircraft in order to keep enough altitude to make it back to Pleiku."

The crew alerted their control point to the emergency situation and began trying to ferry the crippled aircraft to Pleiku.

"Our main concern was to try and hold

"This was about the first time I realized that it had happened again. Until the last minute before we ejected I was fully confident that the aircraft would fly.

"I was much more nervous on the ground this time, probably from the experience on the ground the last time," commented the captain. "I was thinking that maybe we ran out our luck."

The rescue forces had been alerted and went immediately to work. Rescue crews from the 37th, their previous rescuers, were on the way and U.S. Army helicopters in the area headed towards the SAR area.

Army helicopter gunships and A-1E

'Sandys' from the 56th Special Operations Wing saturated the enemy-infested area to locate and suppress any enemy ground fire before the rescue aircraft arrived.

UH-1H 'Huey' helicopter from B Troop, 7th regiment of the 7/17th Air Cavalry Division at Camp Holloway near Pleiku, came in and hovered a few inches above the water as the men wallowed through the mud and scrambled aboard.

The 'Huey' took the men to Da Nang where the 'Jolly Greens' picked them up to return them to Da Nang.

37 ARRS Picks Up Dozen

The 37th Aerospace Rescue and Recovery Squadron chalked up 12 non-combat saves July 26, as two aircraft from that unit combined forces to rescue U.S. Army soldiers from a beach 18 miles south of Hue.

Piloting the HH-53 "Jolly Green Giant" rescue helicopters were Maj. Robert H. Heiges Jr., and Lt. Col. Harold R. Walthall, both of the 37th ARRS.

The soldiers were aboard a UH-1H "Huey" helicopter, when mechanical problems forced them to land on the beach.

"We had just taken off for airborne alert," stated Major Heiges, "and had completed test firing the weapons, when we heard the call for assistance."

"A light observation aircraft circling over the downed helicopter relayed the call for assistance to us," he continued.

After obtaining clearance from the local control center, Major Heiges passed over the area and decided it was a relatively secure place to set down. The crew took the necessary precautions and armed their weapons as Major Heiges set the "Jolly Green Giant" down about 75 feet from the downed helicopter. Eight of the crewmembers scrambled aboard the aircraft and were returned to Da Nang.

Pick up Dozen

(Contd. from Pg. 1)

cover for the remaining four crewmen who were attempting to make repairs.

Colonel Walthall picked up three more crewmen after repairs had been made and he and Major Heiges escorted the Huey back to Da Nang.

For Major Heiges, this was his second non-combat save. He also has one combat save to his credit as an aircraft commander.

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SEARCH AND RECOVERY

22 JUN 71

(C) Compared to recent periods the Search and Recovery effort was relatively light and amounted to approximately one half of the effort expended in each of the previous two periods. The wing participated in four successful Search and Recovery missions and one other unsuccessful effort to rescue an injured member of Task Force I. That effort was unique to the mission in so far as no aircraft was down and the objective was not a flyer. #82

(S) A special four man team known as Task Force I parachuted into an area approximately 55 miles west of DaNang Air Base, Republic of Vietnam. The area was extremely hostile and two of the paratroopers were injured during contact phase of their landing. A decision was made to extract the team and two of the members, one injured, were removed immediately. A Search and Recovery (SAR) was generated for Sierra, the other injured soldier. Sandy 09/10 were enroute to Nakhon Phanom RTAFB from DaNang Air Base and were diverted to the area along with Jolly Green 73/70. The weather was extremely poor, darkness was approaching and the SAR forces were unable to continue the effort that day. Voice contact was established with the injured survivor and the other team member and they were told to wait for a first-light effort the following day. #83

(S) The following morning, 23 June, the forces returned to the area but contact with Sierra was never established and his fate was undetermined. After a major search effort the SAR was terminated and the fourth man was extracted by other resources. Six A-1 sorties participated in the effort and flew 14.4 hours. #84

82 Observation, 56th SPOWPG Historian.

83 SARCO Report, Task Force I (Sierra), 22 Jun 71, Document 310.

84 Ibid.

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