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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 56TH SPECIAL OPERATIONS WING (PACAF)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF: 1st Special Operations Squadron

SUBJECT: SAR Report for Mustang Blue

TO:

Sandy 01 and 02 (Lowe and Rutschow) were scrambled at 1100L on 12 Oct 71. Airborne at 1115, we checked in with King and were vectored to 330/68/108 as a SAR was in progress for a T-28, call sign, Mustang Blue. Proceeding up the line I received additional inputs and started counting the assets on hand. Two Air America helicopters were on scene as was Raven 12 and a flight of 2 Hobos, 44 and 45, who had been diverted from a Barrel Roll strike. As we neared CH-108 we caught the Jollys (62 & 63) and we all arrived on the scene at about the same time. The survivor had not come up on the radio and no one knew if he in fact had one. A person had been sighted on the ground and Raven 12 said he had taken his shirt off and left it as a panel. However, when the Air America helicopter (FH) had tried to pick up the person sighted he ran and avoided being picked up. As this was not the usual action taken by a survivor, the chopper assumed the person on the ground to be hostile and he immediately withdrew. He said "no thank you" when Raven 12 proposed he set down and put some friendly foot soldiers in to look for the survivor. We arrived on the scene at this time and everyone cleared out of the area to give us working room. The area was a bowl and was extremely difficult to work in as we were heavy. The tops of the Karst went up to 4700' and didn't leave much room to work. I assumed on-scene command and designated Sandy 02 to hold high to cover me while I tried to gin up any ground fire. I trolled her up and laid down strafe on several passes. I didn't see any ground fire and as there was no one to talk to on the ground to confirm or deny it, we decided to try to get a PJ on the ground, based on the theory that the guy might be hurt and hiding. I laid down a dud WP for a marker and briefed the attempt on FM. We roared in and laid down a trail of WP R& and Jolly 63 had no problem and went right to the chute. The PJ went out and down the penetrator. Sandies and Hobos laid strafe around the scene and after about 10 minutes of search time, the Raven got a call that the survivor was on top of a ridge and he had a FM radio. A Lao H-34 was

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holding nearby and as we had the PJ out on the ground with some difficulty with his radio we had trouble getting him back on board. Sent the Hobos to escort this chopper (C.S. 780) and they picked him up off a hard site. Egressed and RTB'd.

OBSERVATIONS:

1. Lao track stars can outrun Jolly PJ's.
2. It pays to strafe as only one aircraft took a small arms hit. That was my bird and I don't know when it occurred.

James K. Lowe

JAMES K. LOWE, Major, USAF
Sandy 01

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FROM: 1st Special Operations Sq (Lt Col Bowden/2754)

SUBJECT: SARCO Report - Mustang Blue

TO: 56th SOW-(DO)

1. A successful SAR for a Laotian T-28, call sign Mustang Blue, was conducted on 12 October 71. Mustang Blue was shot down while striking an enemy troop concentration approximately 330/68/108. This report covers the activities of the Hobos and Sandys during the SAR. All times are Thailand local.

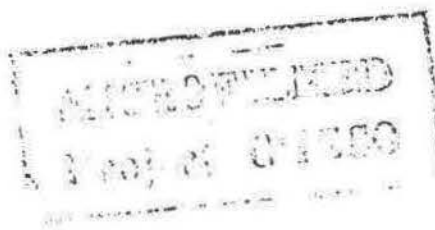
2. A SAR was declared by Jack at 1058. Hobo 44 and 45 (Capt Jayne and Major Milner/Major Nicholson) had taken off at 1050 for a med-evac escort mission to the Barrel Roll and were diverted to the crash site. They arrived on scene at 1205 and assumed on-scene command from Raven 12 who had arrived at the crash site almost immediately after the crash. Sandy 1 and 2 (Major Love and Lt Rutschow) were launched at 1115 and arrived on scene at 1230.

3. All events in this SAR were rather more confused than usual due primarily to the lack of survival equipment carried by Mustang Blue. Raven 12, the first on-scene commander, reported he had the survivor in sight. Mustang Blue took off his shirt and spread it out as a marker panel. Shortly thereafter he ran into undergrowth and out of sight. Two Air America Helicopters arrived on-scene shortly thereafter and began looking for the survivor. They thought they had him sighted and one helicopter went down to pick him up. The "survivor" continued to run and would not stop for the pickup. After some discussion between the helicopter and Raven 12 they concluded that he was not the survivor as he had a shirt on and the reason he would not stop was that he didn't really want to be picked up. At this point the helicopter pilot began to lose interest in participating in the SAR, withdrew from the immediate area, and turned down a later request from Raven 12 that he lift an indigenous ground team into the area to search for the survivor.

4. Hobo 44 and 45 arrived in the area and began a visual search without results. Raven 12 was also unable to locate the survivor again. When Sandy 1 and 2 arrived, Sandy 1 assumed on-scene command and continued the visual search. Sandy 1 had other forces withdraw from the immediate area as he trailed for ground fire and shot some rockets and 20mm. Jolly Greens 62 and 63 arrived in the area about the same time as Sandy 1 flight. When no ground fire was observed and the survivor had not been spotted it was decided to put a PJ on the ground to search for the survivor.



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5. At 1305 Jolly Green 62 lowered a PJ protected by a daisy chain of Sandys and Hobos. The PJ started a search pattern on the ground but lost radio contact with the Jollys because of an equipment malfunction. At 1315 the survivor called on PJ from a friendly position about one mile from his original position and asked for a helicopter to give him a ride home. After some minor difficulties Jolly Green 62 got the PJ's attention, lifted him back into the helicopter and the SAR was terminated at 1320.

6. The survivor was picked up by a Laotian helicopter. Sandy 3 and 4 had taken off at 1312 to replace the Hobos. All SAR forces RTBed.

7. The weather was clear. No enemy reaction was noted but Sandy 1 took one small arms hit.

8. There seem to be no conclusions which can be drawn from this SAR except that some SARs are funnier than other SARs.

CHARLES K. BOWDEN, Lt Col, USAF

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Date: 12 October 1971

Mission Number: B-3-033

ACFT Designation: King 21

Distressed Aircraft: Mustang Brown

Location: 330/70/108

Saves: None

At 0353Z King 21 was notified by Cricket that Raven 12 had observed a man descending in a parachute at UTM coordinates TA 2030. Raven 12 believed the man in the chute was from Mustang Brown, a T-28 he had been in contact with. King 21 was 300 miles south of SAR scene at the time of initial SAR notification. Mobo 44 and Cricket were used as a communication relay between Raven 12 and King 21. King 21 proceeded toward the SAR area and requested Raven 12, through Cricket, to maintain sight of the SAR objective and to evaluate the permissiveness of the area for SAR recovery. Concurrently, King 21 requested launch of Jolly Greens 63 + 62 and Sandys 1 + 2 from CH 89. Mobo 44 flight advised King 21 that they were Sandy qualified. King 21 directed Mobo 44 flight to proceed to the SAR scene 330/70/108. Bingo time for Raven 12 was determined to be 0615Z and King 21 requested Launch/Diversion of another Raven from Cricket/Raven control to replace Raven 12 prior to bingo. Raven 10 was immediately dedicated to SAR. A discrete GCI frequency and controller were requested and received from Brigham for monitor of SAR forces. At 0408Z King 21 requested Jack to bring King 23 to hard alert for possible use as a tanker for Jollys. Charlie November, an America Porter in the vicinity of the SAR objective contacted King 21 to offer assistance. Charlie November was directed to contact and assist Raven 12 primary SAR frequency of 127.0 was established by King 21. Air America helicopters Hotel Charlie, Hotel Golf, and Hotel 89, which were determined to be relatively near the scene, were brought up to the SAR Frequency and directed to the scene.

Raven 12 confirmed identity of SAR objective and was designated on scene commander of the SAR by King 21. Raven 12 reported seeing the survivor put a red marking panel (later identified as a shirt) in the center of a small clearing near the point of parachute landing. The survivor then entered the jungle heading uphill away from the marking panel. Upon inquiry from King 21, Raven 12 advised that no hostile activity had been encountered in the immediate SAR area during the previous few days. At 0426Z Raven 12 advised that his backscatter was in contact with LAC Chopper 780 and LAC 780 would descend into the clearing for the pickup. It was also confirmed that the survivor

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GROUP-4

Downgraded at 3 year intervals.
Declassified at or 12 years.

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did not have a survival radio. Upon reaching the clearing LAO Chopper 780 could not visually locate the survivor and pulled out. It was then decided that LAO would proceed to a friendly area, pickup a ground team and insert the team into the clearing. Raven 12 continued searching for the survivor now hidden by the jungle. At this time movement was noticed at the edge of the clearing opposite the side of the clearing from which the survivor had departed. King 21 requested a flight of fast mover aircraft loaded with soft ordinance for suppression of possible enemy ground forces. King 21 also confirmed availability of medical facilities at L-34.

At 0508Z LAO Chopper 780 returned to the SAR area with a six-man ground team equipped with radios. LAO 780, after inspecting the clearing determined he could not land in the clearing and would be unable to drop the ground team into the clearing. No movement was detected in or near the clearing. Air America chopper Hotel Charlie were asked if he had a hoist and if he could insert the ground team with his hoist. Hotel Charlie advised he did have a hoist, but did not like the look of things. King 21 advised Raven 12 that Jolly Greens 63 + 62 with Sandys 1 + 2 and Hobos 44 + 45 were now 20 minutes away. King 21 advised Raven 12 that the Jollys would make any further pick-up attempts. King 21 confirmed Jolly bingo time of 0640Z, then requested launch of a tanker.

Sandy 1 contacted Raven 12 for a briefing on the situation. Following the briefing the Sandys trolled the area and continued a visual search for the survivor. Negative ground fire or movement were noticed and the decision was made to insert one PJ into the clearing. At 0604Z one PJ was lowered into the clearing from Jolly 63 while the Sandys and Hobos flew protective cover. The PJ could not locate the survivor and was instructed to work a short way up the hillside. At 0616Z Raven 12 advised King 21 that the survivor had been located at a helicopter LZ at the crest of the hill. The PJ was instructed to return to Jolly green 63. LAO chopper 780 proceeded to the LZ, picked up the survivor and carried the survivor to L-34. Following pickup of the PJ King 21 refueled Jolly 63 + 62 enroute to CM 89.

It should be pointed out that the great distance between King 21 at the southern end of the modified orbit (CM82) and Raven 12 at the SAR scene 330/70/108 caused definite communication problems for the first 30 minutes of the SAR.

KING CREWMEMBERS

AC/AMC Capt. Constant
CP 1Lt Johnson
H Capt. Condie
AO 05gt Freeman, J.B.
FE TSgt Wilson

FORCES UTILIZED

Raven 12
Raven 10
Hobo 44/45
Sandy 1/2/JG 63/62
Charlie November (Air America Porter)

FORCES AVAILABLE NOT USED (Mustang Yellow Flight)

Falcon 56 Flight
Falcon 74 Flight/King 22
Sandys 3/4

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IMMEDIATE

* [REDACTED] *

PT 00194
OTTZYUW RUMOSRA2399 2851027-CCCC--RUWTBMA.
ZNY CCCCC

0 120955Z OCT 71
FM OL-B/ 3 ARRG UDORN RTAFB THAI
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/CINCPACAF/DOH
RUWTBMA/HQ ARRS SCOTT AFB ILL/CONMAND POST
INFO RUHHHQA/CINCPAC/CC
RUHHABA/41ARRWG/CONTROL CENTER/DOC HICKAM AFB HI
RUWKAAA/FT RITCHIE MD/AFECC
RUCEAAA/ HQ USAF ALTERNATE MAXWELL AFB AL
RUWTBMA/MAC/MAOCCP
RHMSMVA/MACV/SAIGON RVN
RUMMRSA/7AF TSN AF RVN/CC/DO/DOO/IN/DOCT/DP
RUMMRSA/3ARRGP TSN AB RVN/JRCC
RUMUJNA/OL-A/3ARRGP SON TRA AB RVN
RUMOREA/40ARRS NKP RTAFB THAI
RUMOREA/56SOW/DOO/NKP RTAFB THAI
RUMOUJAA/39ARRS CAM RANH BAY AB RVN
RUMOUVA/AIRA VIENTIANE LAOS

BT

C O N F I D E N T I A L JOPREP JIFFY/OL-B 3ARRGP/RESCUE 052/120624Z OCT 7

OPR	CYS
ARRS	
INFO	CYS
DO	4
DOC	1
CSEH	1
	7

1/2

M

PAGE 2 RUMOSRA2399 C O N F I D E N T I A L

1. RESCUE OPENING/CLOSING REPORT: 12 OCT 71
2. MISSION NUMBER: B-3-033 12 OCT 71
3. SITUATION:
3. SITUATION:
- A. A NON USAF AIRCRAFT (T-28) DOWN AT 2010N 10223E. 1 SOB, PILOT'S NAME UNKNOWN. WEATHER NO A FACTOR.
- B. ACTIONS TAKEN:
 - (1) OL-B, 3ARRGP NOTIFIED AT 120355Z BY KING 21 (HC130P).
 - (2) SAR FORCES ALTERED AT 120356Z
 - (3) SAR FORCES LAUNCHED:
 - A. JG 63 AND 60 (HH53) AT 0405Z
 - B. SANDYS 1 AND 2 (A1E) AT 0415Z
 - C. KING 22 (HC130P) AT 0555Z
 - D. FLYING ACTIVITY:
 - (1) 40 ARRS 2 SORTIES FOR 8.9 HRS-
 - (2) 56 SOW 6 SORTIES FOR 14.0 HRS
 - (3) DET 1, 56SOW 1 SORTIE 2.5 HRS
 - (4) 432TRW 2 SORTIES FOR 2.4 HRS
 - (5) 39 ARRS 1 SORTIE FOR 2.5 HRS-
 - E. SAVES DATA. NO SAVES
 - G. SUMMARY OF SAR ACTIONS. AT 12/0355Z KING 21 WAS NOTIFIED

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 310877

DECLASSIFICATION	
Individual Contacted:	VE
Local Time and Date:	12/07/04

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BY RAVEN 12 (T-28) THAT HE HAD SIGHTED AN AIRBORNE PARACHUTE. KING 21 REQUESTED THAT SAR FORCES BE LAUNCHED FROM NAKHON PHANOM RTAFB

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

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PT 00194

JG 63/62 WAS LAUNCHED AT 0405Z AND SANDY 1/2 WAS LAUNCHED AT 0415Z. RAVEN 12 WAS APPOINTED ON SCENE COMMANDER AT 0415Z. THERE WAS TWO HELICOPTERS IN THE AREA. HOTEL 89 AND 780 (NON USAF TYPE). KING 21 REQUESTED FAST MOVERS WITH SOFT ORDINANCE, FALCON 56 FLT (F4) WAS LAUNCHED FROM UDORN RTAFB AT 0520Z. KING 22 WAS LAUNCHED TO ACT AS A TANKER FOR THE JG'S. AT 0600Z, JG 63 INSERTED A PARAESCUE MAN HE WAS UNABLE TO LOCATE THE SURVIVOR. AT 0616Z THE DOWNED PILOT WAS LOCATED IN A FRIENDLY CAMP IN THE AREA. AT 0624Z, HELICOPTER 780 PICKED UP THE PILOT AND RETURNED HIM TO LINA 54. MISSION CLOSED AT 0630Z. ALL SAR FORCES RETURNED TO BASE. NO AERIAL REFUELINGS ACCOMPLISHED.

GP-4

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12 Oct 71

1110 HY CHAPACOWA T-28 DOWN 332R/70NM/108
 1900 CHUTE - TH 2430
 1230 205 HY JG 62+83 ARRIVED AREA
 1303 HY 40th P.J.S. being lowered to the AREA
 1305 HY 40th P.J.S. ARE ON the ground
 1320 HY PJ Being lifted to Aft.
 1318 HY Objective Has been found. He is safe with
 A friendly Force
 1322 HY JG-62+63 ARE Returning to base
 1343 HY JG-30+CH 89 JACK/TEEPER
 1410 RH JG 52+61 ↑ CH 89 JACK/TEEPER
 1505 RH JG 62+63 ↓ CH 89 JACK/TEEPER
 1620 HY JG-55 ↑ CH 89 JACK/TEEPER
 1710 HY JG-52 ↓ CH 89 JACK/TEEPER
 1730 HY JG-66 ↓ CH 89 JACK/TEEPER
 1755 HY Notified by JACK that JG-55 was declaring AN
 EMERGENCY due to Hydraulic Failure in utility System
 1756 OPERATIONS AN Duty OFFICER NOTIFIED
 1810 HY JG 55 ↓ CH 89 safely JACK/TEEPER
 1827 HY JG 55 ↓ CH 89 JACK/TEEPER
 1900 178 SGT PUSICZ ON DUTY, SGT. HARDY OFF DUTY
 2000 178 PASSED DIARR TO JOKER
 2040 178 LOG CLOSED

13 OCT 71

2041 178 LOG OPENED
 2030 178 REL. MAINT. STATUS FROM MAINT CTL
 1330 178 BOOK FOR STATION COMM. CTR. + PROPOSED SCHEDULE ATTENDANCE
 2005 178 PASSED MAINT + SAR POSTURE TO JACK
 2005 178 PASSED HF RADIO // ADVISED JACK
 2005 178 PASSED DIK TO JOKER
 2020 BR SGT PUSICZ OFF DY // SSGT D W. BECKER ON DY
 2045 178 PEDRO 41 ↑ CH 89 FOR 1 1/2 HR LCL // JACK-TEEPER
 2011 BR JG-62 ↑ CH 89 AT 1005 // ADVISED JACK + TEEPER
 2050 178 PEDRO 41 ↓ CH 89 JACK + TEEPER NOTIFIED
 2050 178 PEDRO 41 ↓ CH 89 JACK + TEEPER NOTIFIED

1. MUSTANG BLUE

(C) On 12 October, a Indian 2-28 was shot down while making passes on enemy troop concentrations in the Barrel Roll northwest of the PDJ. His call sign was Mustang Blue. A SAR was declared by JAGX at 1038 local time and two A-1s, Echo 44 and 45, who were en route to the Barrel Roll on a Medevac mission, were diverted to the crash site. Sandys 01 and 02 were scrambled and launched by 1115 along with Jolly Greens 62 and 63.²⁴

(C) Shortly after the crash Ranch 12, a PAC, arrived at the crash site, with 4 Air America helicopters not far behind. Raven 12 reported that the downed Indian pilot had little survival equipment, but that he had taken off his shirt to use as a marker on the ground and had then run into the underbrush to remain out of sight. Raven 12 gave instructions to one of the Air America helicopter pilots as to the location of Mustang Blue and a prospective candidate for pickup was soon sighted in the right area. The helicopter went down to make the pickup but the man on the ground ran away from each attempt. Raven 12 and the helicopter pilot decided after due consideration that since the man who ran away was wearing a shirt, he could not be the pilot of Mustang Blue. Raven 12 then asked the Air America pilot to lift a team of friendly troops into the area to search for Mustang Blue, with the thought that he might be hurt. The helicopter pilot, however, had quickly lost interest after his chase

24. SARCO Report for Mustang Blue, 12 Oct 71, (Doc 13).

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 DATE 10-10-2001

of the wrong man and he withdrew from the area.²⁵

(9) Hobo 44 and 45 arrived on the scene at this point at about 1205 and assumed on-scene command of the SAR from Raven 12. Sandys 01 and 02 arrived at about 1230 along with Jolly Greens 62 and 63. Sandy 01 then took charge. After trolling for ground wire, and making several passes using his guns without any reaction from the ground it was decided that the Jolly Greens would put a run on the ground to search for the survivor. The area was neutralized with explosives and the Hobos and Sandys put in chain in a protective orbit of firing passes as a PJ was lowered on a jungle penetrator from one of the Jolly Greens at 1305 to make the ground search. After about ten minutes of searching during which difficulty in communicating with the PJ was encountered because of a radio malfunction, a call was received from Raven 12 who had remained in the area to assist. Raven 12 had received a call on FM radio from Mustang Blue who had located some friendly Laotians with a radio about a mile away. Mustang Blue said that he was ready to go home if someone would send a helicopter to pick him up. A Laotian helicopter which was nearby picked him up and the SAR was terminated. In the words of the SARCO Report, "some SARs are funnier than other SARs".

25. Ibid.

26. Ibid.