

IMMEDIATE

CONFIDENTIAL

79C 03-0141
FOUO - SSANS

PT 00775

OTTCTYUW RUMMRSA8399 2741536-CCCC--RUWTBMA.

ZNY CCGEC

O 011520Z OCT 71

FM 3ARRGP TAN SON NHUT AFLD RVN

TO RUEFHQA/CSAF/COMMAND POST

RUHHABA/PACAF/DOH HICKAM AFB HAWAII

RUWTBMA/HQ ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUCWAAA/HQ USAF ALT MAXWELL AFB AL

RUWTBMA/MAC/MAOCCP

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

RUHHABA/41ARRWG/CONTROL CENTER/DOC HICKAM AFB HAWAII

RHMSMVA/MACV SAIGON VIETNAM

RUHHHQA/CINCPAC CC HM SMITH HAWAII

RUEKAAA/USAF/AFEOC/FT RITCHIE MD

RUMFRBA/CTF SEVEN SEVEN

RUHGOSA/CTG SEVEN SEVEN PT ZERO

RUWTFJA/USAFMPC/DPMCS RANDOLPH AFB TX

RUMOJAA/39ARRS CAM RANH BAY AB VIETNAM

RUMUJNA/OL-A 3ARRGP SON TRA AB VIETNAM

RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND

RUMUJBA/37ARRS DANANG AB VIETNAM

PAGE 2 RUMMRSA8399 C O N F I D E N T I A L

RUMOSRA/40ARRS UDORN RTAFB THAILAND

RUMUFLA/8 SOS/HAWK/BIEN HOA AB VIETNAM

RUMUFLA/19 TASS/RUSTIC/BIEN HOA AB VIETNAM

ZEN/19 TASS/SUNDG/TAN SON NHUT AB VIETNAM

RUMUODA/432TRW UDORN AFLD THAILAND

BT

C O N F I D E N T I A L/JOPREP JIFFY/JRCC/RESCUE 03-014/

010610Z OCT 1971

1. RESCUE OPENING/CLOSING REPORT 01 OCT 1971

2. MISSION NUMBER: 03-014-01 OCT 1971

3. SITUATION: RF-4C CRASHED

A. DESCRIPTION OF SAR OBJECTIVE:

1. RF-4C/660439:CAMOUFLAGED/FALCON 33

2. TACTICAL

3. CAPT JAMES V. NEWENDORA 485483076/UDORN/432TRW

4. 2

5. 2000 FT BROKEN 7 MILES VIS IN RAINSHOWERS

6. USAF STANDARD

7. 11-47N 106-50E

B. ACTIONS TAKEN:

PAGE 3 RUMMRSA8399 C O N F I D E N T I A L

1. 3ARRGP JRCC 0610Z PARIS CONTROL

2. 0610Z

3. 0610Z

C. PERSONNEL INFORMATION:

1. 2 INVOLVED, 2 LOCATED, 1 DECEASED, 2 RECOVERED

2. RUSTIC 14, 0615Z, 11-47N 106-50E

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

3/Dec 77

FOUO - SSANS

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OPR	CYS
ARRS	1
DO	4
DOC	1
CELL	1
	2

LOCATION	
Individual Contacted:	EG
Local Time and Date:	1300L

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PT 00775

OTTCZYUW RUMMRSAB399 2741536-CCCC--RUWTBMA.

FOUO - SSANS

ZNY CCGEC

O 011520Z OCT 71

FM 3ARRGP TAN SON NHUT AFLD RVN

TO RUEFHQA/CSAF/COMMAND POST

RUHHABA/PACAF/DOH HICKAM AFB HAWAII

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INFO RUCWAAA/HQ USAF ALT MAXWELL AFB AL

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

RUHHABA/41ARRWG/CONTROL CENTER/DOC HICKAM AFB HAWAII

RHMSMVA/MACV SAIGON VIETNAM

RUHHHQA/CINCPAC CC HM SMITH HAWAII

RUEKAAA/USAF/AFECC/FT RITCHIE MD

RUMFRBA/CTF SEVEN SEVEN

RUHGOSA/CTG SEVEN SEVEN PT ZERO

RUWTFJA/USAFMPC/DPMCS RANDOLPH AFB TX

RUMOJAA/39ARRS CAM RANH BAY AB VIETNAM

RUMUJNA/OL-A 3ARRGP SON TRA AB VIETNAM

RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND

RUMUJBA/37ARRS DANANG AB VIETNAM

PAGE 2 RUMMRSAB399 C O N F I D E N T I A L

RUMOSRA/40ARRS UDORN RTAFB THAILAND

RUMUFLA/8 SOS/HAWK/BIEN HOA AB VIETNAM

RUMUFLA/19 TASS/RUSTIC/BIEN HOA AB VIETNAM

ZEN/19 TASS/SUNDOG/TAN SON NHUT AB VIETNAM

RUMUUDA/432TRW UDORN AFLD THAILAND

BT

C O N F I D E N T I A L/JOPREP JIFFY/JRCC/RESCUE 03-014/

010610Z OCT 1971

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2. MISSION NUMBER: 03-014-01 OCT 1971

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2. TACTICAL

3. CAPT JAMES V. NEWENDORA 485483076/UDORN/432TRW

4. 2

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6. USAF STANDARD

7. 11-47N 106-50E

B. ACTIONS TAKEN:

PAGE 3 RUMMRSAB399 C O N F I D E N T I A L

1. 3ARRGP JRCC 0610Z PARIS CONTROL

2. 0610Z

3. 0610Z

C. PERSONNEL INFORMATION:

1. 2 INVOLVED, 2 LOCATED, 1 DECEASED, 2 RECOVERED

2. RUSTIC 14, 0615Z, 11-47N 106-50E

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON 31 DEC 77

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3/2

3. VNAF QUEENBEE HELO LANDED AND PICKED UP BACKSEATER

4. BACKSEATER TAKEN TO 377 DISP, TAN SON NHUT

PILOTS REMAINS TAKEN TO BIEN HOA

D. FLYING ACTIVITY

1. 39ARRS HC-130 KING 25, 1, 4.3

37ARRS HH-53 JOLLY GREEN 21, 2, 3.1

37ARRS HH-53 JOLLY GREEN 20, 2, 1.9

850S A-37 HAWK 05/06, 2, 2.6

850S A-37 HAWK 07/08, 2, 2.0

19TASS O-2 PRETZEL 06, 2, 3.1

19TASS OV-10 RUSTIC 14, 1, 1.0

-VNAF UNKNOWN KINGBEE, 2, 2.0

-VNAF UNKNOWN QUEENBEE, 1, 0.5

E. SAVES DATA: NO SAVES CLAIMED BY USAF RESCUE RESOURCES

PAGE 4 RUMMRSA8399 C ~~CONFIDENTIAL~~

2. CAPT JOHN J. SIGLER 153341132

F. SUMMARY OF SAR ACTIONS:

1. AT 0610Z, 3ARRGP JRCC WAS NOTIFIED BY PARIS CONTROL THAT AN F-4 WAS DOWN AT 59 MILES NORTH OF TAN SON NHUT AB. KING 25, AN HC-130, WAS DIVERTED AND ASSUMED AIRBORNE MISSION COMMAND DUTIES AT THIS TIME. AT 0628Z KING 25 REPORTED THAT THE BRAVO MAN (BACKSEATER) HAD BEEN PICKED UP BY A VNAF HELICOPTER. SURVIVOR TRANSFERRED TO JOLLY GREEN 20 AT LOC NINH AND RETURNED TO TAN SON NHUT. JOLLY GREEN 21 REMAINED IN THE AREA TO DETERMINE THE STATUS OF THE ALPHA MAN (FRONTSEATER). A PARARESCUE MAS WAS PUT ON THE GROUND FROM JOLLY GREEN 21 AND DETERMINED THAT THE ALPHA MAN WAS KILLED IN ACTION. AN ARVN GROUND TEAM WAS INSERTED AND REMOVED THE REMAINS AT 0900Z. THE REMAINS WERE TAKEN TO BIEN HOA AB, RVN. NO AIR REFUELINGS WERE REQUIRED.

GP-4

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PT 00118

OTTSZYUW RUMUJNA0083 2850510-SSSS--RUWTBMA.

ZNY SSSSS

O 120505Z OCT 71

FM OL-A 3ARRGP SON TRA AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUHEAKA/PACAF HICKHAM AFB HI/DOH

RUWTBMA/HQS ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

RUWTBMA/MAC/MAOCCP

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

RUHHABA/41ARRWG CONTROL CENTER HICKHAM AFB HI/DOC

RUHHHQA/CINCPAC/CC

RHMSMVA/MACV SAIGON RVN

RUEKAAA/AFEOC FT RITCHIE MD

RUMFRBA/CTF 77

RUHGOSA/CTG 77 .0

RUMQJAA/39ARRS CAM RAHN BAY AB RVN

RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC

RUMUJBA/37ARRS DANANG

RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND

RUMUMJA/326 MED BAT CAMP EAGLE RVN

RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS

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

ARRS	1
DO	4
DO	1
CSEH	1

PAGE 2 RUMUJNA0083 S E C R E T

RUMOREA/5650W DOO NAKHON PHANOM RTAFB THAILAND

BT

S E C R E T/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE 036/10/1530Z OCT 71.

1. RESCUE OPENING/CLOSING REPORT 10/1352Z OCT 71.

2. MISSION NUMBER: A-3-036-101352Z OCT 71.

3. SITUATION: SEARCH FOR UH-1H MEDEVAC HELICOPTER.

A. DESCRIPTION OF SAR OBJECTIVE:

(1) UH-1H/68-16460/OLIVE GREEN/DUSTOFF 904.

(2) TACTICAL MEDEVAC MISSION.

(3) PILOT: UNKNOWN-UNIT: 326 MEDICAL BATTALION.

(4) POB 4

(5) WEATHER: 1000 FT SCT 3000 FT BKN 8000 OVERCAST VSBY
6 NM WITH LIGHT RAIN.

(6) SURVIVAL EQUIPMENT: ARMY STANDARD.

(7) LAST KNOWN POSITION: 1619N 10749E.

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCZFN OL-A 3ARRGP, NOTIFIED AT 101352Z
BY MILITARY REGION I DASC THAT A UH-1H HAD CRASHED IN THE BAY SE
OF HUE.

(2) FOLLOWING SAR FORCES ALLERTED:

PAGE 3 RUMUJNA0083 S E C R E T

(A) 37 ARRSQ AT 101402Z.

(3) FOLLOWING SAR FORCES WERE LAUNCHED:

(A) 37ARRSQ AT 10/1424Z - 2 -HH53.

C. PERSONNEL INFO:

MESSAGE NOTIFICATION	
Individual Contacted:	SW
Local Time and Date:	12 OCT 71

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(1) 4 PERSONS INVOLVED-4 PERSONS MISSING.

(2) SAR OBJECTIVE LOCATED BY 101ST AB DIV AT 1430Z, COORDINATES 1619N 10749E.

(3) NO RECOVERY MADE.

D. FLYING ACTIVITY:

(1) 37ARRSQ - 2 SORTIES FOR 2.4 HOURS.

E. NO SAVES.

G. SUMMARY OF SAR ACTIONS:

(1) MISSION NARRATIVE- AT 1350Z 10 OCT 71 QUEEN WAS NOTIFIED BY JOKER THAT A HELICOPTER, DUSTOFF 904 (UH1H) HAD CRASHED IN A SHALLOW BAY 10 MILES SOUTH EAST OF HUE, POSITION 124/12/CH69. QUEEN CALLED I DASC AND WAS INFORMED THAT A DUSTOFF 999 HAD SEEN A HELICOPTER GO DOWN AND HAD HEARD A 10-15 SECOND BEEPER BUT WAS UNABLE TO LOCATE ANYONE OR THE WRECKAGE. AT 1402Z I DASC REQUESTED ASSISTANCE FROM ARRS. 37TH ARRSQ WAS ALERTED AND JOLLY GREEN 66 & 64 (HH53) WERE LAUNCHED AT 1424Z. AT 1430Z DUSTOFF 999 REPORTED SEEING SOME

PAGE 4 RUMUJNA0083 S E C R E T

WRECKAGE AT POSITION ZD 0005. AT 1445Z JOLLY GREENS ARRIVED ON SCENE, LOCATED POINT OF IMPACT AND FOUND THE FUSELAGE WHICH WAS UNDER WATER. A THOROUGH SEARCH OF THE AREA WAS CONDUCTED, NO SURVIVORS OR BODIES WERE FOUND. JOLLY GREEN 66 & 64 RTB'D AT 1530Z I DASC INFORMED QUEEN THAT THE ARMY WOULD PUT IN A GROUND TEAM AND BRING IN SOME NAVY DIVERS TO RECOVER THE BODIES AND WRECKAGE THE NEXT MORNING. NO AIRIAL REFUELINGS WERE ACCOMPLISHED.

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

GP-4

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

SUBJECT: SARCO Report - Mustang Blue

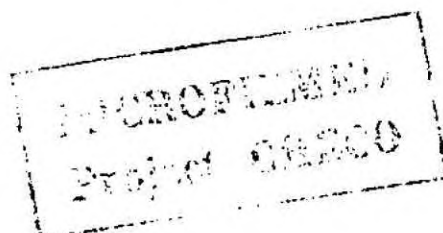
TO: 56th SOW (DO)

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.

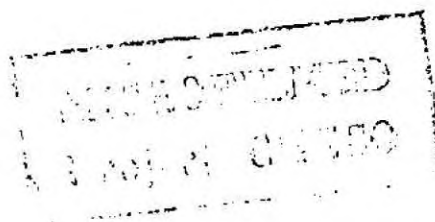
2. A SAR was declared by Jack at 1058. Hobo 44 and 45 (Capt Jayne and Major Milner/Major Nicholson) had taken off at 1050 for a med-evac escort mission to the Barrel Roll and were diverted to the crash site. They arrived on scene at 1205 and assumed on-scene command from Raven 12 who had arrived at the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

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

0 120955Z OCT 71
FM OL-B/ 3 ARRGP UDORN RTAFB THAI
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/CINCPACAF/DOH
RUWTBMA/HQ ARRS SCOTT AFB ILL/COMMAN POST...
INFO RUHHHQA/CINCPAC/CC
RUHHABA/41ARRWG/CONTROL CENTER/DOC HICKAM AFB HI
RUWKA AAA/FT RITCHIE MD/AFECC
RUCEAAA/ HQ USAF ALTERNATE MAXWELL AFB AL
RUWTBMA/MAC/MACCCP...
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
RUMOJAA/39ARRS CAM RANH BAY AB RVN
RUMOUVA/AIRA VIENTIANE LAOS

BT

~~CONFIDENTIAL~~ JOPREP JIFFY/OL-B 3ARBP/RESCUE 052/120624Z OCT 7

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

DECLASSIFIED ON 310877

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

Individual
Contacted: **VE**

Local Time
and Date: **12/07/04**

PAGE 3 RUMOSRA2399 C O N F I D E N T I A L

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

IMMEDIATE

* C U N T I N U E D O N P A G E 2 * *

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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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INSTANT. UNCLAS

(C) On 12 October, a Lachlan 2-36 was shot down while returning, passed on enemy troop concentrations in the Barrel Hill northwest of the FVJ. His call sign was Mustang Blue. A SAK was declared by JACK at 1038 local time and two A-1s, Echo 14 and 15, who were en route to the Barrel Hill 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 Echo 12, a FAC, arrived at the crash site, with 1 Air America helicopters not far behind. Raven 12 reported that the downed Lachlan 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 avoid being 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 11).

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

(6) Hobo 44 and 45 arrived on the scene at this point at about 1235 and assumed on-scene command of the SAR from Raven 12. Sandys 01 and 02 arrived at about 1235 along with Jolly Green: 62 and 63. Sandy 01 then took charge. After trolling for ground fire, 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.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 08-11-2001 BY 1045

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



REPLY TO 1st Special Operations Squadron
ATTN OF:

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's 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

[REDACTED]

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

0090055

* C *****

Classified b

BT

ARMY U-6 AIRCRAFT HAD DISAPPEARED FROM RADAR CONTROL AND RADAR CONTACT

(2) PEURO 21 LOCATED ACFT WRECKAGE AT 19/0450Z, POSITION

✓ PEDRO DEPARTED SCENE AT 19/0520Z FOR DET 1 HELIPAD ARRIVING
AT 19/0530Z.

* C *****

IMMEDIATE

DECLASS

Individual:
Contacted:

[illegible]

IMMEDIATE

PT 00353

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

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D. FLYING ACTIVITY

- (1) DET 1 3ARRGP, HH-43F, 1 SORTIE FOR 2.2 HOURS
- (2) 247 MED DET, UH-1H, 2 SORTIES FOR 3.2 HOURS
- (3) HQ HQ 35 ENGINEERS, OH-58, 1 SORTIE FOR 3.0 HOURS

E. NO SAVES

F. SUMMARY OF SAR ACTIONS:

(1) DET 1, 3ARRGP WAS NOTIFIED BY PRIMARY CRASH NET THAT A U-6 HAD DISAPPEARED FROM THE RADAR SCOPE OF APPROACH CONTROL. PEDRO 21 SCRAMBLED AND INITIATED A SEARCH WITH THE ASSISTANCE OF 3 ARMY HELICOPTERS. DUSTOFF 56, DUSTOFF 57 AND CASTLE 5. AFTER APPROXIMATELY 1.2 HOURS OF SEARCH DUSTOFF 56 SIGHTED THE CRASH SITE ON A STEEP MOUNTAIN SIDE. PEDRO 21 HOVERED IN THE VICINITY OF THE CRASH AND LOWERED THE MEDIC TO THE GROUND BY HOIST. THE MEDIC CONFIRMED 3 DEAD AT THE SCENE AND A POSSIBLE FOURTH. DUE TO TERRAIN AND LOCATION OF CRASH SITE, A STEEP MOUNTAIN SIDE, PEDRO WAS UNABLE TO LAND AND RECOVER THE BODIES. ASSISTANCE WAS OBTAINED FROM

PAGE 4 RUMUJEA0135 C O N F I D E N T I A L

MACV, PHAN RANG CITY AND AN ARVN FORCE WITH US ADVISORS, WHO WERE IN THE AREA, RECOVERED 4 BODIES AT 0845Z. WEATHER WAS NO PROBLEM, VFR IN CRASH SITE AREA. GP-4

BT

#0135

NN 17

~~CONFIDENTIAL~~

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

IMMEDIATE

SECRET

Date: 12 October 1971

Mission Number: B-3-033

ACFT Designations: 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 TM 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. Hobo 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 CM 89. Hobo 44 flight advised King 21 that they were Sandy qualified. King 21 directed Hobo 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 Jollies. 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 and 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 backseater 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

SECRET

GROUP-4
Downgraded at 3 year intervals.
Declassified after 12 years.

[REDACTED]

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-54.

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 Motel Charlie were asked if he had a hoist and if he could insert the ground team with his hoist. Motel 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-54. 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

AG/AMC Capt. Constant
CP 1Lt Johnson
N Capt. Condie
RO SSgt Freeman, J.B.
TE PSgt 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

[REDACTED]

CONFIDENTIAL

DATE: 30 October 1971

FLIGHT-DESIGNATION: King 22

MISSION OBJECTIVE: Covey 273

LOCATION: 20 NM NE of L39

MISSION NUMBER #B-3-037 30 Oct. 71

SAVED: NONE

At approximately 1015Z we overheard the end of a conversation between an aircraft and Moonbeam. We called Moonbeam and were informed that Covey 273 an O-2 was approximately 20 NM NE of L-39 (Savannakhet) with a failed rear engine and did not desire any assistance. We continued a listening watch on Moonbeam primary frequency for about 5 minutes at which time we were informed that Covey 273 had switched frequencies. We immediately QSY'd to Smokey Control frequency and contacted Covey 273. He stated that his rear engine had failed, that he was approximately 10 NM NE of the field and had the runway in sight. He further stated that he was having no problems and needed no assistance. Weather in L-39 area was clear and visibility unrestricted. We informed Moonbeam of this and continued into the L-39 area. At approximately 1030Z Moonbeam called and informed us that Covey 273 had lost his front engine. We attempted contact with L-39 tower on both VHF and UHF but could not raise them. An Air America Caribu #392 on take off roll came up on VHF and said he would take a look around. We then contacted Smokey Control and Church bells to find out what information they had. Neither had any information but RAVEN 33 and A.A. Porter GN came up and said they would also look around. GN had heard a call from someone he assumed to be Covey 273 stating that they were looking for a level spot to set down and a quick consensus of the forces determined that the river banks would be the likely place to start looking. At this time A.A. helicopter H59 took off from L-39 after a briefing from Church bells. He stated that he would search the approaches to the runway. About 4 minutes later H-52 another A.A. helicopter took off and had just broken ground when H-59 sighted the Covey 273 aircraft at 1031Z approximately one mile from the runway (22) to the north east. He stated that there were a number of local people in the area waving their arms and pointing back along the flight path and he would check to see where they had bailed out. A few minutes search revealed no chutes so he returned to the crash site and set down with H-52 overhead. At this time Jack called and asked if we would like Jolly Green 62. We advised that there were a number of planes and choppers in the area and we had located the crash site so that JG62 would not be needed. At 1040Z H-59 called and reported 2 bodies in the crash, 1 apparently dead and the other very badly injured. He requested through Church bells to have two medics available and dispatched H-52 back to the field to pick them up. While H-52 was in transit we learned that the medics only had first aid training and so requested JG with 2 PJs.

GROUP-4

Downgraded at 3 year intervals.

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They immediately passed word to L-39 with an ETA of 1100Z. Shortly after we received word from L-39 that the medics wished to move the bodies to L-39 ASAP and needed stretchers. H-52 returned to the field to bring 2 stretchers. At this time Raven 33, who had been made on Scene Commander at 1034Z, requested a flare ship from Moonbeam since it was nearly dark on the ground. Moonbeam began coordination for a flare ship but could not get one immediately. They diverted Nail 31 (OV-10) from his working area to the area because he was carrying flares. We then asked Raven 33 if the area was permeable and was given an affirmative reply. At 1058Z we then told the on scene forces and Moonbeam that we would descend down to 3,000 feet and drop flares. Nail 31 and a flare ship arrived on scene. We made one flare drop just as the bodies were removed from the wreck and loaded on H59. At this time JG 62 landed at L-39 to await transfer. At 1129Z H59 landed and transfer of the injured was completed. As JG 62 was taking off, Jack called to have JG 62 and K22 proceed to U-Tapau with the survivor. The PJ's assessed his condition and decided that NKP would be much better because of the seriousness condition of the survivor. At this time the personnel from H59 at the crash site started searching the wreckage for any classified material and equipment, so K22 continued to drop flares. Raven 33 landed to refuel and H52 discontinued operations. Smokey, a ground mobile unit from Smokey control, was dispatched from the field with a guard team mounted by Church bells to guard the crash scene overnight. Nail 31 checked in and we notified him that he would not be needed and released him back to Moonbeam. At 1142Z we also notified Moonbeam that a flare ship would not be needed. JG 62 passed an ETA to NKP as 1135Z. K22 continued to drop flares to aid in the deployment of the guard team. H59 returned to the field and Raven 33 took off again to aid in the flare drops. The guard team was in place at approximately 1152Z and one more flare was dropped at 1155Z at which time Raven 33 and King 22 RTB'd. Seven flares were expended on the mission. Enroute back to Udorn Jack informed us that the patient would be moved from NKP to U-Tapau and diverted us to NKP to perform med-vac. A landing was made at NKP at 1223Z and taxi had commenced when word was received from Jack that the patient's condition had stabilized and we would not be needed for transport. K22 then took off and RTB'd to Udorn, landing at 1300Z.

SUPPORTING FORCES

AA392 -C- 7
Raven 33-0-1
Hotel 52 - Helicopter
Nail 31-OV-10
Smokey Control
Golf November - Porter
Hotel 59 - Helicopter
Jolly Green
Churchbells
Smokey Mobile

CONFIDENTIAL

30 October 1971

O-2A 67-21439 20 TASS, 504 TASG, USAF, Da Nang
1Lt Robert Edward Ryan (KIA)

An O-2 FAC aircraft crashed near Savannakhet in southern Laos after being hit in the engine by ground fire. The pilot was killed in the incident.

THIS GUY MAY
HAVE SURVIVED

HE IS NOT ON VN VET WALL OR
COVER