

CHAPTER V

MISSION NARRATIVES

SAR activity for the quarter started on 8 Nov 71 when Captain Rodney S. Griffith and crew were scrambled at the Bien Hoa FOL. The objective for the mission was a downed VNAF H-34 helicopter located deep in Cambodia. Enroute to the crash site the crew was advised that the survivors were in contact with the enemy and being forced to leave the wreckage. At this time the on scene commander, a Mike FAC, began putting the TAC Air provided by both fast and slow movers. Upon arrival in the SAR area the Jollys rendezvoused with two Ubon base Sandys who began preparing the area for the pickup attempt. Ordnance was placed within close proximity to the survivors, and a smoke screen laid between the survivors and known enemy positions. At this time the Sandys briefed the Jollys on the pickup and an ingress was initiated. As the Jolly approached the pickup point the crew vision became obscured by the smoke screen which drifted over the survivors location. At this time Sandy lead advised the Jolly to make an immediate egress from the area. As Capt Griffith began the pullout the co-pilot spotted the survivors yellow smoke and red marker pannel approximately 50 meters away. The helicopter was slowed and a landing made in a small clearing adjacent to the survivors's markers. As the survivors scrambled on board through the aft ramp the Sandy's and Cobra gunships continued to expend around the pickup area. Ground fire was reported throughout the pickup phase, but was not observed by Capt Griffith and crew as a result of the smoke screen. Once the eight survivors were safely on board a

37 ARRSQ HISTORY, 1 OCTOBER - 31 DECEMBER 1971

high speed low altitude egress from the area was made and the aircraft recovered uneventfully at Bien Hoa AB.

Four days later Capt Griffith and crew were again scrambled from the Bien Hoa FOL. A VNAF UH-1F was reported down twenty miles northeast of Bien Hoa. A RASH FAC Briefed the Jollies on the situation while they proceeded to the area. An army hunter-killer team began preparing the area while the Jollies readied their aircraft for the rescue attempt. The survivors were located in the trees at the edge of a large clearing. Immediately upon arrival they were advised that the area had been thoroughly prepared and were cleared in for the pickup. An autorotative decent and power recovery to a landing was made in the immediate vicinity of the survivors who rapidly boarded through the crew entrance door. During the recovery, ground fire was reported north of the LZ but was never confirmed by the crew. Egress was made from the area and seven survivors brought safely back to Bien Hoa.

On 25 November 71 Jolly Green 70 and 73 were scrambled out of the Bien Hoa FOL for a Navy CH-46 shot down ninety miles south with twenty-one people on board. Major problems encountered enroute were navigation being hampered by low ceilings and poor visibility. As a result both aircraft, forced to fly at 100-300 feet AGL, were exposed to enemy ground fire as they approached the down helicopter. King advised the Jollies to withdraw to a safe holding point to await area preparation. Major Robert B. Swench the Alpha Low AC on Jolly Green 70 was advised that Dustoff and Sea Wolf helicopters had extracted seven injured survivors and that his assistance would be required to pickup the remaining personnel. Jolly Green 70

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(SECOND OAK LEAF CLUSTER)

TO

CHARLES B. ALDEAN

Airman First Class Charles B. Aldean distinguished himself by heroism while participating in aerial flight as a Pararescue Specialist on an HH-53 Rescue Helicopter near Kracheh, Cambodia, on 8 November 1971. On that date, Airman Aldean's outstanding airmanship and extensive technical skill, displayed under the extremely hazardous conditions of making a pick up in a known hostile area, culminated in the rescue of eight Vietnamese crewmembers whose H-34 Helicopter had been shot down. With complete disregard for his own personal safety, and despite the threat of hostile ground fire Airman Aldean exposed himself in the open door of the helicopter to man his defensive gun position and provide suppressive fire throughout the landing and recovery of all survivors. The outstanding heroism and selfless devotion to duty displayed by Airman Aldean reflect great credit upon himself and the United States Air Force.

PHOTO BURKE - GRIFFITH
SARIDOL
FE GARETH
DJO MARKO - ALDEAN

Bob -

THIS WAS

MISSION WE HAD BEEN
TOLD GOING IN THAT
SURVIVORS WERE AMERICAN.
ABLE TO LAND IN A
CLEARING. MARKO WAS
ON RAMP GUN, I WAS
ON L-SIDE GUN. I
SAW EM BREAK
TREE LINE FIRST AND
HAD TO YELL AT GEND
THAT THEY WERE
ALAN & GARETH IN AK'S.
IF HE'D HAVE SEEN
EM FIRST, HE'D HAVE
HOSSED EM! WAS A
REPARATED EX NVA
'ROAD WALKER' TERM. AT
LEAST I HAD BEEN KILLED
IN FIREFIGHT AFTER THEY
WENT DOWN. WE LANDED
IN REMOTE AREA AT
BREN HON & THEY GOT OFF
QUICKLY. NO KNOWLEDGE OF
FLYBY. (TALKED TO GEND ON
PHONE TODAY & HE REMEMBERS!)

CA

1211 121

(C) The first of three SAR missions in Cambodia occurred on the 8th of the month. The crew and passengers of an AH-1 helicopter, with the call sign of King Bee, were downed in central Cambodia about 60 miles northeast of Phnom Penh. The helicopter had a crew of three and five passengers.²⁷

(C) Sandys C5 and C6 were launched from Udon where they had been on alert. Upon arriving in the vicinity of the downed helicopter they were aided in locating the correct position by a local F4C, Mike C5. The Sandys proceeded to activate the area with gunfire until the Jolly Greens, also launched from Udon, arrived on the scene.²⁸

(C) No hostile fire was encountered in the area of the downed helicopter and the Jolly Greens made the pickup of all who had been on board King Bee. The Sandys continued to make fire suppression passes while the pickup was being made, however, no opposition was encountered at any time.²⁹

27. Details provided by Maj. G.V. Miller, 56th Wing SARCO, 22 Feb 72.

28. Ibid.

29. Ibid.

1211 121

NOVEMBER 1971

SURVIVORS

NAME RANK

BSN

DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
8 NOV	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	661 THRU 668	DNB-BAN-HUE LT. 219 SP + 7	345/120/73 ASN# 03016, 8 NOV 71	8 COMBAT SAVES
12 NOV 71	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	669 THRU 675	2LT TRONG MINH DUC 2LT PHAU VAN HOR SGT HOANG TRONG DUNG SGT TROU HUE PHUOR SGT LOUAI H.V. MAC HONG N.V. THANH L.V.	120/73	7 COMBAT SAVES
25 NOV 71	SURICK GEORGE THEODORE THOMAS FLOSS STEED	346 70	676 THRU 689		C955N 10559E	14 COMBAT SAVES
25 NOV	WALL DAKE GARCIA NARDI ALDEAN	788 73	670	AIC STEED STEED 37 ARRS		14 COMBAT SAVES



ALDOAN #1, JP6

SARTORI

ALDEAN

NARDI

GRIFFITH

SCR

50 R

SOR

~~SECRET~~

Date: 8 November 1971

Mission Number: 03-016-8 November 1971

Aircraft Designation: King 24

Distressed Aircraft: King Bee w/Ground Team

Location: 115 DME on the 342 Radial CH 73

Saves: 8 Combat

(S) At 0725Z Joker diverted King 24 to proceed to the 155/170/93 advising that a King Bee had been shot down with 7 SOB. Jolly Green 65 and 70 were enroute from CH 73 and Sandys 5 and 6 were being scrambled from CH 93. Mike 64 was on scene and the survivors were reported to be under attack.

We proceeded to the crash scene and established contact with Ramrod and Pyramid. We requested information on the situation and the frequency of Mike 64 from Ramrod. Ramrod informed us that King Bee, a CH 34 was down and we could talk to Mike 64 on 280.9U. A discrete GCI frequency, 372.0U, was obtained from Pyramid. Ramrod said that they could not come up that frequency.

At 0735Z initial contact was established with Granny 01, and Mike 65 who was Mike 64's replacement. At that time both Granny and Mike 65 were enroute to the scene. At 0738 we established contact with Mike 64 and designated him OSC. All SAR Forces on 280.9 were told to QSY King 24 on 364.2.

During this time Ramrod informed us that they were RTB and to effect further coordination with Sundog Alpha on 121.6V. At this time King 24's ETA to OS was 0750Z.

At 0740Z Jolly Green 65 and 70 were contacted on Hotel A and told to QSY King 24 127.7V with 364.2U as SAR primary.

At 0741Z Mike 64 informed us that there were 6 people on the ground (3 chopper crewmembers and 3 members of the ground team). Mike 64 also said that the survivors were moving to a clear area for use as a landing zone and that they were being pursued by the enemy. King Bee had been shot down while attempting to extract the ground team.

Weather OS was 4500' broken with good visibility, altimeter 2990. Terrain was flay 100' elevation with 100' trees. The hostile situation consisted of small arms fire.

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

At 0744Z we reported to the Law 56 signifier turned out to be Law 56) was 17 and had visual and voice contact with the survivors. M65 said that a Huey Cobras would be available within 5 min. if required.

At 0745Z Sandy 5 and 6 were airborne CH 93 and Hawks were requested. At 0746Z we requested that King 27 be launched.

Further ordinance (soft preferable) was requested from Sundog Alpha. Ramrod then began to talk to Mike FACS and King on 364.2. We requested that he coordinate in discrete GCI freq. 372.0. Communication with Ramrod was poor and all requests were made through King 4. Our requests for TAC Air were issued to Sundog Alpha and Ramrod.

At 0751Z we requested that JBU 17, 30 and 312 be unloaded. At 0752Z Granny 01 was put in hot with Nape and High Drags.

We attempted to contact Pawnee Target because of difficulty in obtaining TAC Air, however they could not be raised on listed frequencies. Law 56 reported that the enemy was close to the survivors and that the survivors were still under fire.

At 0806Z we requested that Joker coordinate with blue chip for TAC Air that was needed urgently. At 0808Z we were informed that Hawk 01 and Hawk 03 were being launched as TAC Air, we also requested gas be fragged on the hickory anchor for SAK support.

At 0810Z M64 RTB and M65 was appointed CSO. We asked for a kacked up position of the LZ but M64 said he would have to give it in the clear. We then asked for TACAN radial & DME only. He reported it as 342/115/102 (later he revised it to 342/115/73), at this time Granny Flt was winchester and RTB'd. M65 informed us that Raider 26 (4 Huey Cobras) was 5 min. out.

At 0812Z Gunfighter 01 checked in with 16 Snake and Nape, M65 started to work them as soon as they were available.

At 0813Z we were informed that King 27 was off CH 71 at 0811Z, ETA 0900Z. At 0815Z we were informed by Joker that Hickory 46 could AR Gunfighter 01 at anytime.

At 0820Z Gunfighter 01 was sent to the tank and Raider 26 was put to work, at 0830Z Hawk 01 was OS and was immediately put to work and the Raiders held close by. Hawk 01 had M82's, Nape and Nails.

At 0825Z JG 65 and 70 were established in holding 5 NM East of LZ. ETA for Sandy 5, 6 was 0900Z.

Three more flights of TAC Air were requested from Sundog Alpha. We were informed that we would have Clammy flt, Hawk 03 and Redbird 09.

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Declassified after 12 years

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At 0837Z CSU [redacted] we were informed that neither CSU 147C or 147B were available. We then requested a fast mover smoke tank.

At 0835Z Mammy flt checked in with M82 and BLU 27. At 0837 Hawk 03 checked in with M82 clicks, AG, and pistol. At 0841Z Sandy 5 and 6 checked in on 127.7 with a 1230Z bingo. Bingo for JG 65 and 70 was 1100Z. A replacement FAC had been requested previously and we were informed by Sundog Alpha that Sundog 08 would be 08 at 1000Z. Law 56 informed us that there were 8 survivors and that they were all in good condition waiting at the LZ with a panel ant.

At 0855Z Hawk 01 RTB'd and Raider 26 (then a flight of 2 Cobras) began to troll the area.

At 0900Z Sandy 5 & 6 began to work with M85. King 27 arrived 08. At 0900Z, BLU 52 was again requested with the approaching darkness in case we had to bed down the survivors.

After coordination with Sandy 5 evaluating wind and time remaining we cancelled our request for fast mover smoke. Sandy 5 & 6 began trolling for ground fire. JG 65 and 70 checked in on 364.2 at this time and phase A was completed.

Phase B began at 0918Z. Sandy 5 saw ground fire west of LZ and expended on it. Raider 26 (now a flight of 4 Cobras) worked with Sandy 5 & 6 in phase B.

At 0920Z Clammy 1 & 2 were sent to the tank and at 0921Z Lowboy flt checked in with 12 MK82's ext and 12 MK82's non extended. LOWBOY flt had very little fuel so he was also sent to the tank. Hawk 03 and Red Bird 09 were in holding. Red Bird 09 had wall to wall high drag bombs.

At 0925Z smoke had been deployed by Sandys 5 & 6 and the survivors reported negative fire in their immediate vicinity. Survivors were asked to pop a smoke at 0932Z. Some one called that they were taking ground fire 30 meters to the NE and Sandy 5 went in hot. At 0935Z Raiders were bingo and had to RTB. At 0940Z phase bravo was complete.

At 0940Z Gunfighter 01 checked back in. He had landed at CH 73 and refueled. He was released at 0942Z. Hawk 03 was asked to escort JG 64 & 70 to CH 73, RTB 1125Z under the guidance of King 27. Redbird 09 was sent to Law 56 to destroy the CH34 and all participants were informed they the SAR was terminated and that they were released. Sandy 5 & 6 RTB'd to CH93.

Several problems were encountered in this mission basically due to a lack of knowledge of what to expect in a Cambodian operation. The Jollys were launched out of CH 73 without the SAR dedicated Hawks, when they were requested they were not available and only became available later as TAC Air. If the Jollys

SECRET

GROUP 1

Downgraded at 8 year intervals
Declassified after 12 years

could have made a quick pick up and then returned to within 50 miles for the Sandys or go in unescorted. I feel this situation should not have occurred. We also had problems getting the air, we felt that Hamrod and Sundog Alpha were not familiar with Kings role and how they should assist us, I felt that CBU 19/30 should have been used and that BLU 52 also should have been available in case we had to bed down the survivors. If we will not be able to use this ordinance in Cambodia someone should have told us before hand. At least some type of smoke flight should be made available for all missions. We used to expect BLU 52 on Cobra F4's from Phu Cat. Phu Cat is closing now and Joker said that they were trying to locate BLU 52. Information on the location BLU 52 should be researched and made available to all using agencies. In requesting authentication from Joker there was an excessive time delay. Request that Joker radio operations have all encoding and decoding devices immediately available and are familiar with their use.

I feel that the mission was overall very successfully handled. Without the assistance of AMKS, the recovery of 8 personnel could not have been completed that day. If the 8 survivors did have to spend the night I feel that it is very questionable whether or not they would have been alive the next day due to the intense enemy activity in the area.

King 24 Crewmembers

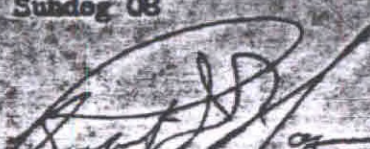
AC/AMC Capt Robert J. Hager
CP 1 Lt James V. Jordan
N Major Thomas E. Doherty
RO SSgt John E. Freeman
FE SSgt George T. Whitlow
FE SSgt Louie B. Payne
LM SSgt Jaime Rivera

SAR Resources

Jolly Green 65/70
Sandy 5/6

Other Resources available
not used

Clammy 01 Lowboy
Subdog 08


ROBERT J. HAGER, Capt., USAF
Aircraft Commander/Airborne Mission Commander

King 27 Crewmembers

AC/AMC Capt Don H. Owen
CP 1 Lt Thomas J. Parks III
N Capt John C. Thomas
RO SSgt James Chrisan
FE TSgt Edward L. Pike
FE SSgt Bobby E. Stubbs
LM TSgt Claude R. Perrand

Other Resources used

Mike 64/65	Gunfighter 01
Law 56	Red Bird 09
Raider 26	Hawk 01/03
Granny 01	

SECRET

GROUP 4
Downgraded at 3 year intervals.
Declassified at 12



U.S. Air Force Photo By Capt Ron Peck

Safely snatched from the jaws ..., Vietnamese airmen chat with their rescuers at Bien Hoa.

Seven saved in one mission

BIEN HOA - Rescue crews from the 37th Aerospace Rescue and Recovery Squadron on alert here recently rescued seven crewmen and passengers of a downed Republic of Vietnam Air Force (VNAF) helicopter from possible capture or death by nearby enemy forces.

The VNAF helicopter was hit at 8:57 a.m., the seven airmen aboard it were on their way to safety via an HH-53 Super Jolly Green Giant helicopter. During those 31-minutes however, a lot happened.

As soon as the VNAF chopper went down, an emergency call went to 3d Aerospace Rescue and Recovery Group headquarters Joint Rescue Coordination Center (JRCC) at Tan Son Nhut. Maj. Jimmy Lewis, the duty controller, immediately located the site and his map while MSgt. Darryl D. Tincer plotted the position on the center's search and rescue map.

Major Lewis then punched the hot-line button for Bien Hoa, ordering the two HH-53s on alert there to launch. The next order of the day was

to get air cover over the downed crewmen. To do this, Major Lewis contacted the U.S. Army liaison officer with the JRCC, Lt. Col. Gus Greyhosky, and asked that Army

gunships be diverted to the rescue site.

Near Major Lewis, intelligence officers plotted the area again and evaluated it as "hot"... known enemy troop concentrations, within range of possible enemy mortars, good chance of ground fire.

Minutes after the crash, an Air Force OV-10 Bronco forward air control aircraft was on the scene, and notified the JRCC that there was enemy small-arms fire in the area, some as close as 50 yards north of the downed men.

JRCC had by then diverted a specially modified HC-130 Hercules aircraft to act as airborne command and control center for the rescue.

More minutes passed until finally voice contact was made with the Vietnamese crewmen. There was no injuries but they could hear enemy fire very close to them. They had not as yet made contact.

While the Jolly Greens were churning their way to the area, U.S. Army Cobra gunships had reached the scene and began working with their cohort, a tiny OH-6 low observation helicopter to suppress the enemy's fire and keep them away from the downed chopper.

The Jolly Greens arrived soon after. One of the big helicopters stood off to provide cover while the other went in for the rescue.

Aboard the rescue chopper making the pickup were Captains Rodney S. Griffith, aircraft commander, and Michael C. Sartori, co-pilot. Crewmen included Sgt. David Garcia, flight engineer, and pararescuemen TSgt. Eugene L. Nardi and A1C Charles B. Aldean.

Captain Griffith brought the HH-53 in for a landing near the downed VNAF chopper, and the Vietnamese airmen quickly scrambled aboard. This was the second rescue mission of the week for the men at Bien Hoa; earlier this week they pulled another eight men to safety, continuing to live up to their Service's motto - "That others may live."

37 ARRSQ HISTORY, 1 OCTOBER - 31 DECEMBER 1971

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(FIRST OAK LEAF CLUSTER)

TO

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Airman First Class Charles B. Aldean distinguished himself by extraordinary achievement while participating in aerial flight as a Pararescue Specialist on an HH-53 Rescue Helicopter near Bien Hoa, Republic of Vietnam, on 12 November 1971. On that date, Airman Aldean's outstanding airmanship and extensive technical skill, displayed under hazardous conditions, culminated in the rescue of seven Vietnamese airmen from their crashed helicopter. Airman Aldean exposed himself to hostile ground fire while manning his defensive gun position throughout the rescue effort, thus insuring the successful recovery of the seven airmen. The professional competence, aerial skill, and devotion to duty displayed by Airman Aldean reflect great credit upon himself and the United States Air Force.

Bob-

NARDI ON

THIS ONE ALSO.

BUT ORDERS ONLY

GO UP TO SSGT.

HE WAS TSGT.

DATA FE

I ALWAYS THOUGHT

THIS WAS MISSION

WE HAD BEEN ON

WHY JIM THOMAS

WENT DOWN, BUT

MUST HAVE BEEN

DIFFERENT ONE

AS DATES DON'T

MATCH.

AA



FILE = 12NOV 7/

Drug test program expanded

TAN SON NHUT -- In a continuing effort to suppress the use of drugs, Seventh Air Force has recently expanded the urinalysis testing program by adding three new testing categories.

The first is random sampling. Each Seventh Air Force base has been directed to randomly select personnel assigned to their respective installation and test them on a no notice basis.

The second category is command-directed. Under this program, commanders are now authorized to single out those who are suspected of being a drug user. This test will also be on a no notice basis.

The final and most important category is the no notice testing of an entire unit. The drug incident rate of each unit in the Republic of Vietnam will be closely monitored. If there is a significant increase in the rate of a specific unit, then that unit will be tested. Additionally, other units which are randomly selected will also be tested.

This new portion of the urinalysis testing is now in operation, and several units at each Seventh Air Force base have already been tested. In the very near future, U.S. Air Force personnel throughout the Republic may be subject to one of these tests. This expanded program will be a continuous and comprehensive effort to identify the drug user.

Also, drug abuse prevention officials stress the importance of U.S. Air Force personnel being aware that they must have a confirmed negative urinalysis test before departing from the Republic of Vietnam.



U.S. Air Force Photo By Capt R.

Safely snatched from the jaws ..., Vietnamese airmen chat with their rescuers at Bien Hoa.

Joint effort pays off

Seven saved in one mission

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The VNAF helicopter was hit at 8:57 a.m., the seven airmen aboard it were on their way to safety via an HH-53 Super Jolly Green Giant helicopter. During those 31-minutes however, a lot happened.

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to get air cover over the downed crewmen. To do this, Major Lewis contacted the U.S. Army liaison officer with the JRCC, Lt. Col. Gus Greyhosky, and asked that Army

gunships be diverted to the rescue. Near Major Lewis, intelligence officers plotted the area again, evaluated it as "hot"... known troop concentrations, within a possible enemy mortars, good of ground fire.

Minutes after the crash, Force OV-10 Bronco forward control aircraft was on the scene, notified the JRCC that the enemy small-arms fire in the area was as close as 50 yards north of downed men.

JRCC had by then dispatched specially modified HC-130 Hercules aircraft to act as airborne command and control center for the rescue.

More minutes passed until voice contact was made with

Airman's Medal earned by two

UBON RTAFB -- A daring crash-scene rescue of two crew members of a blazing F-4C Phantom aircraft in May earned the Airman's Medal for heroism for two NCOs assigned to the 8th Tactical Fighter

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MISSION NUMBER: B-3-039-14, 157, 21

FLIGHT DESIGNATION: KING 27

MISSION OBJECTIVE: RAVEN 32

LOCATION: 050/25/99

SAVES: ONE (COMBAT)

1. At 0937Z King 27, which was covering the King Frag Orbit received a broken call of "King, King" on guard frequency. Guard channel was immediately selected on one of the UNF radios. As the radio channelized another guard transmission of "Mayday, Mayday, Mayday, this is Raven 32 I'm hit bad; I'm going down" was received. King 27 responded on guard asking Raven 32 for his position. Raven 32 responded that he was north of Semo, at about 050/25/CH99, his Xray was dead, that he was hit bad, and going down. At this time Raven 30 called Raven 32 on guard channel. King 27 asked Raven 30 for his position; Raven 30 replied "About 40 miles southeast of Raven 32." King 27 directed Raven 30 to proceed to Raven 32's position. HOB0 42 and 43 contacted King on guard frequency and asked if they could be of assistance. King 27 directed them to proceed to Raven 32's position.

2. King 27 again called Raven 32. Raven 32 replied that he was hit, had ~~ARTERIAL~~ artificial bleeding, and his backseater was dead. King 27 told Raven 32 "you can make it; just hold on". King 27 requested launch of the CH39 Jollys and Sandies. King 27 also contacted Smokey Control and Churchbells at Savannahket, requesting they locate a doctor or whatever medical talent was available and get it out to Savannahket airport (L-39). Raven 32 was again called by King 27; Raven 32, much calmed, said he thought he "might make it." King urged him on and told him the Jolly Greens were already on their way to help him. King 27 advised Churchbells that it would

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be at least 20 minutes before the plane could reach L-39 to Air Evac Raven 32.
5. Raven 32 pronounced he had lost sight of the plane and was alone. It was confirmed that a doctor had been located and would be available at L-39 to assist Raven 32. Churchbells advised King 27 that PFB, a porter, would be available to Air Evac Raven 32. Raven 32 landed at 0950Z. Raven 30 landed behind Raven 32 and was asked to keep King 27 advised of what was happening on the ground with Raven 32. Hobo 42-43 were held airborne over L-39 to serve as escorts for PFB.

6. Churchbells advised King 27 that Raven 32's blood type was a negative and that PFB would take Raven 32 to Nakorn Phnom. At 1005Z PFB was airborne with Raven 32 and a doctor on board. The destination of PFB was changed to Udorn. Hobo 42 and 43 escorted PFB to Udorn. PFB landed at Udorn at 1110Z where Raven 32 was transferred to a hospital at Udorn.

KING 27 CONTINUED

AMC Capt Constant
32 Major Provenci
NAV Major Katz
RO SSGT Borland
FE TSGT Lamb
FE SSGT Olah
IM SSGT Barnett

NAV Major Katz
FE TSGT Lamb
FE SSGT Olah
IM SSGT Barnett
PFB (PORTER)

DEANIS L. CONSTANT, CPT, USMC
Aircraft Commander/Airborne

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FROM: 40th ARRSq (20)

SUBJECT: RCS: ARRS V-6 Report

TO: 3rd ARRGp (JRCG)

DATE: 16 November 1971

MISSION NUMBER: B-3-040

FLIGHT DESIGNATION: Jolly Green 30

MISSION OBJECTIVE: Med Evac

LOCATION: 17°23'N 104°39'E

SAVES: 1 Non-combat

1. Summary of SAR Actions. 40 ARRSq was notified by 56th SOW Dispensary at 0900L of a need to medevac Air Force Sgt Misner, Thomas P., 533-56-0019 who had internal bleeding to Udorn RTAFB. 3 ARRGp was notified of request and it was approved by JCKER. Jolly Green 30 was diverted from training sortie for medevac. Patient unloaded at 0940. Dr. Jerry W. Howington, FS, 249-60-3659 and four PJ's accompanied patient. Jolly Green 30 departed at 0955. Doctor advised pilot that helicopter should not exceed 5000 ft. Airspeed held at 85 knots to decrease the effect of turbulence. Landed at Udorn RTAFB at 1050L. Patient off-loaded to ambulance. Helicopter departed at 1235L for Camp Hunky to complete sling training.

2. One sortie and .9 hours.

3. Two ambulances and four ground personnel.

4. N/A

5. N/A

6. Crew composition: Jolly Green 30.

AC Major Hartstein, Frederick C.

CP Lt. Col. Holland, Anthony E.

FE TSgt Russell, Rufus B.

RS TSgt Neal, Eldridge M.

RS SSgt Fisk, Wayne L.

RS Sgt Lackeos, John S.

RS Sgt Williamson, Dennis C.

Frederick C Hartstein
FREDERICK C HARTSTEIN, Major, USAF
Aircraft Commander

IMMEDIATE

CONFIDENTIAL

PT 00850

OTTCZYUW RUMMRS8480 3161811-CCCC--RUMTBMA

ZNY CCCCC

O 121800Z NOV 71

FM 3ARRGP TAN SON NHUT AFLD RVN

TO RUEFHQA/CSAF

RUHHBBA/PACAF/DOH HICKHAM AFB HI

RUWTBMA/HQ ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

RUCPAAA/MAC/MAOCCP

RUHHBBA/41 ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI

RUHHHQA/CINCPAC/CC/H.M. SMITH HI

RHMSMVA/MACV SAIGON VIETNAM

RUEKAAA/USAF/AFE0C/FT RITCHIE MD

RUMOJAA/39ARRS CAM RANH BAY AB RVN

RUMUJNA/OL-A 3 ARRG SON TRA AB RVN

RUMOSRA/OL-B 3 ARRG UDORN RTAFB THAI

ZEN/423 TRANSPORT SQ/VNAF/TAN SON NHUT AFLD RVN

BT

C O N F I D E N T I A L / J O P R E P J I F F Y / J R C C / R E S C U E

03-018, 12 NOV, 0740Z

1. (RESCUE OPENING REPORT: 12 NOV 71.
2. MISSION NUMBER: 03-018-12 NOV 71.

PAGE 2 RUMMRS8480 C O N F I D E N T I A L

3. (C) SITUATION: VNAF C-123, XVFRU, ON FLIGHT FROM TAN SON NHUT TO NHA TRANG, FAILED TO LAND AT NHA TRANG FOLLOWING LANDING CLEARANCE REQUEST AT 0254Z. PORTCALL RADAR HAD PAST RADAR POSITION AT 230/20/105 AT 0254Z.

A. DESCRIPTION OF SAR OBJECTIVE:

- (1) C-123/568RU/CAMOFAGED/XVFRU
- (2) IFR, AIRWAYS, TAN SON NHUT TO NHA TRANG.
- (3) 1ST LT NGO-VINH-TRUNG, 423 TRANSPORT SQUADRON (TSN), VNAF.
- (4) 8 TOTAL, 4 CREW, 4 PASSENGERS
- (5) WEATHER IN NHA TRANG AREA: TWO THOUSAND SCATTERED, THREE THOUSAND BROKEN, SEVEN THOUSAND OVERCAST, SIX MILES VISIBILITY IN RAINSHOWERS. WING: 330/10.
- (6) NO SURVIVAL EQUIPMENT CARRIED.
- (7) LAST KNOWN POSITION: RADAR POSITION 230/20/105 (BP 7528)

B. ACTIONS TAKEN:

- (1) JOKER, NOTIFIED AT 0740Z BY SAIGON CENTER
- (2) SAR FORCES NOT ALERTED. SEE PARAGRAPH F.
- (3) N/A

C. PERSONNEL INFORMATION:

- (1) EIGHT (8) PERSONS INVOLVED, ALL MISSING AT THIS TIME.

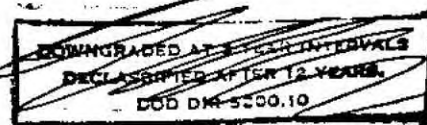
PAGE 3 RUMMRS8480 C O N F I D E N T I A L

E. FUTURE PLANS:

(1) ANTICIPATE INITIAL SEARCH AREA FAN SHAPED, CENTERED ON NHA TRANG, EXTENDING APPROXIMATELY 15 NM FROM 315 DEGREE COUNTER-CLOCKWISE TO 045 DEGREES. AREA DIVIDED INTO THREE SEARCH AREAS. SEARCH PLANNED TO BEGIN APPROXIMATELY 0200Z, 13 NOV, IF FORECASTED LOW CEILINGS CLEAR SUFFICIENTLY.

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(2) USAF KING AIRCRAFT WILL COORDINATE SEARCH EFFORT. VNAF PROVIDING NHA TRANG BASED SEARCH AIRCRAFT, TWO UG-1H, AND ONE C-123.

F. SUMMARY OF SAR ACTIONS:

(1) C-123, ETA NHA TRANG 0300Z, REPORTED MISSING BY SAIGON CENTER AT 0740Z. INITIAL JOKER EFFORTS LIMITED TO COMMUNICATIONS AND RAMP CHECKS PLUS COORDINATION WITH VNAF TAN SON NHUT COMMAND POST. VNAF REQUESTED SAR ASSISTANCE TO COORDINATE 13 NOV DAYLIGHT SEARCH IN IMMEDIATE NHA TRANG AREA, BASED ON LAST PORTCALL RADAR POSITION. SEARCH ASSETS AND INITIAL GRID PLANNING ACCOMPLISHED BY VNAF WITH JOKER AND USAF ADVISORY GROUP ASSISTANCE. UHF AND FM COMMUNICATIONS PLANNED TO BE UTILIZED WITH HF CONTACT WITH JOKER AND STOKER. GP-4

BT

#8480

NNNN#

2/2

MESSAGE NOTIFICATION	
Individual Contacted:	
Local Time and Date:	

IMMEDIATE

~~CONFIDENTIAL~~

IMMEDIATE

CONFIDENTIAL

033018
12 Nov 71
#2
15 Nov 71
No Brief
G...

PT 00233
OTTZYUW RUMMRSAB640 3181553-CCCC--RUWTBMA.
ZNY CCCCC
O 141530Z NOV 71
FM 3ARRGP TAN SON NHUT AFLD RVN
TO RUEFHQA/CSAF
RUHHABA/PACAF/DOH/HICKAM AFB HI
RUWTBMA/HQ ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL
RUWTBMA/MAC/MAOCCP
RUHHABA/41 ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI
RUHHHQA/CINCPAC/CC/H M SMITH HI
RHMSMVA/MACV SAIGON RVN
RUEKAAA/USAF/AFEOC/FT RITCHIE MD
RUMUJAA/39 ARRS CAM RANH BAY RVN
RUMUJNA/OL-A 3 ARRG SON TRA AB RVN
RUMOSRA/OL-B 3 ARRG UDORN RTAFB THAI
BT

CONFIDENTIAL/JOPREP JIFFY/JRCC/RESCUE

03-018, 120740Z NOV

1. RESCUE PROGRESS REPORT 2: 13 NOV 71
2. MISSION NUMBER: 03-018-12 NOV 71.
3. SITUATION: VNAF C-123 MISSING ON FLIGHT FROM TAN SON NHUT TO

PAGE 2 RUMMRSAB640 CONFIDENTIAL

TRANG.

A. DESCRIPTION OF SAR OBJECTIVE:

- (1) C-123/568RU/CAMOUFLAGED/XVFRU

B. ACTION TAKEN:

- (1) NO SAR FORCES LAUNCHED

C. PERSONNEL INFORMATION:

- (1) EIGHT VNAF PERSONNEL MISSING.

D. FLYING ACTIVITY: THERE WAS NO FLYING TODAY DUE TO WEATHER CONDITIONS IN THE SEARCH AREA.

F. FUTURE PLANS:

(1) 62ND TAC WG PLANS TO CONCENTRATE TOMORROW'S SEARCH ACTIVITIES ON AN AREA BETWEEN 10 AND 20 MILES SOUTHEAST OF NHA TRANG ON BOTH SIDES OF THE PROPOSED FLIGHT PATH OF THE SEARCH OBJECTIVE. TENTATIVE PLANS ARE FOR VNAF TO TRY TO SUPPLY THEIR OWN COMM CAP TOMORROW.

- (2) FORCES AVAILABLE FOR 14 NOV:

2 UH1H.

2 O-1

2 U-17

POSSIBLY 1 C-119 FOR COMM CAP.

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON 3/Dec 79

PAGE 3 RUMMRSAB640 CONFIDENTIAL

G. SUMMARY OF SAR ACTIONS: THERE WAS NO SEARCH ACTIVITY TODAY DUE TO WEATHER CONDITIONS IN THE SEARCH AREA.

GP-4

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71 00 233

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

ARRS

MESSAGE NOTIFICATION
Individual Contacted:
Local Time and Date:

~~CONFIDENTIAL~~

Individual
Contacted: R.G.

Local Time:
and Date: 18 Nov 71

OTTCZYUW RUMMSA8565 3171834-CCCC--RUWTBMA.
ZNY CCCCC

0-151800Z NOV 71

FM 3ARRGP TAN SON NHUT AFBLO RVN

RUHHABA/PACAF/DOH HICKAM AFB HI

RUWIBMA/HQ ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

RUWTBMA/MAC/MAOCCP

RUHHBBA/41 ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI

RUHHHQA/CINCPAC/CC/H M SMITH HI

RHMSMVA/MACV SAIGON RVN

RUEKAAA/USAF/AFEOC/FT RITCHIE MD

RUMAJAA/39ARRS CAM RANH BAY AB RVN

RUMUJNA/OL-A 3 ARRGP SON TRA AB RVN

RUMOSRA/OL-B 3 ARRGP UDORN RTAFB THAI

BT

CONFIDENTIAL/JOPREP JIFFY/JRCC/RESCUE

03-018, 120740Z NOV

1. RESCUE PROGRESS REPORT 1: 13 NOV 71.

2. MISSION NUMBER: 03-018-12 NOV 71.

3. SITUATION: VNAF C-123 MISSING ON FLIGHT FROM TAN SON

PAGE 2 RUMMRSA8565 C O N F I D E N T I A L
NHUT TO NHA TRANG.

A. DESCRIPTION OF SAR OBJECTIVE:

(1) C-123/568RU/CAMOUFLAGED/XVFRU

B. ACTIONS TAKEN:

(1) NO SAR FORCES LAUNCHED

C. PERSONNEL INFORMATION:

(1) EIGHT VNAF PERSONNEL MISSING.

D. FLYING ACTIVITY: TOTAL FLYING TIME 22.1 HOURS, ALL BY VNAF AIRCRAFT, 62ND TAC WG VNAF, UH-1H, 4 SORTIES, 6.1 HRS.

62ND TAC WG VNAF, 0-1, 4 SORTIES, 8 HRS.

62ND TAC WG VNAF, U-17, 4 SORTIES, 8 HRS.

F. FUTURE PLANS:

(1) 62ND TAC WG PLANS TO CONCENTRATE TOMORROW'S SEARCH ACTIVITIES ON AN AREA BETWEEN 10 AND 20 MILES SOUTHWEST OF NHA TRANG ON BOTH SIDES OF THE PROPOSED FLIGHT PATH OF THE SEARCH OBJECTIVE. TENTATIVE PLANS ARE FOR VNAF TO TRY TO SUPPLY THEIR OWN COMM CAP TOMORROW.

(2) FORCES AVAILABLE FOR 14 NOV:

2. UH-1H

2, 0-1

PAGE 3 RUMMRS A8565 ~~C O N F I D E N T I A L~~

2, U-17

POSSIBLY 1 C-119 FOR COMM CAP.

G. SUMMARY OF SAR ACTIONS:

(1) TWO VNAF HELICOPTERS AND 4 LIGHT, FIXED WING VNAF AIR-
CRAFT FLEW A TOTAL OF 12 SORTIES FOR A TOTAL OF 22.1 HOURS SEARCHING

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PT 00713

FOR THE MISSING VNAF C-123, CALL SIGN XVFRU. THEIR SEARCH WAS ABOUT EQUALLY DIVIDED BETWEEN THE COAST WATERS JUST SOUTH OF NHA TRANG AND 30 SQUARE MILES LAND AREA IMMEDIATELY SOUTHWEST OF NHA TRANG. THE WATER AREA WAS WELL COVERED VISUALLY BUT THE LAND AREA COVERAGE WAS ONLY APPROXIMATELY 30 PCT EFFECTIVE DUE TO MARGINAL WEATHER CONDITIONS. NO USAF AIRCRAFT WAS INVOLVED IN THE SEARCH. THE SAR HC-130P THAT HAD BEEN EXPECTED TO ACT AS COMMUNICATIONS CAP WAS NOT AVAILABLE DUE TO MAINTENANCE DIFFICULTIES.

(2) SAME AS ITEM D.

(3) TOTAL 60 SQUARE MILES APPROXIMATELY 30 OVER WATER AND 30 OVER LAND SOUTHWEST OF NHA TRANG.

GP-4

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* [REDACTED]

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No Brief

16 Nov 71

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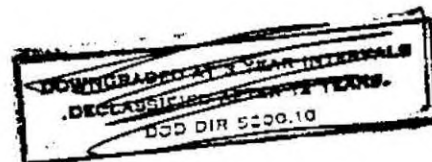
OPR	CYS
APPS	/
INFO	CYS

[illegible]

9

- Classified by _____
SUBJECT: GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/10/87

~~CONFIDENTIAL~~



- IMMEDIATE
(19 DAY 1971
19.33.07Z
MSG# 002013
FROM: AESC

* ~~CONFIDENTIAL~~ *
* ~~CONFIDENTIAL~~ *

2 UH-1H.
2 L-19.
1 C-123 FOR COMM CAP.
G. SUMMARY OF SAR ACTIONS:

2
2

PAGE 3 RUMRSA8738 C O N F I D E N T I A L
(1) TWO VNAF HELICOPTERS, 2 O-1'S, AND 1 C-47 FLEW A TOTAL OF
12 HOURS. SEARCHING FOR THE MISSING VNAF C-123. THE SEARCH WAS
MAINLY CONCENTRATED SOUTH AND SOUTHWEST OF CAM RHAN BAY, AND
APPROXIMATELY 35 TO 40 MILES SOUTHWEST OF NHA TRANG WITH NEGATIVE
RESULTS DUE TO MARGINAL WEATHER IN THE AREA. THE C-47, WHILE
ACTING AS COMM CAP, SEARCHED SW ALONG THE COAST TO PHAN RHANG ALSO
WITH NEGATIVE RESULTS.

(2) SAME AS ITEM D.
(3) UNK.

GP-4
BT
#8738

NNNN

- IMMEDIATE
314 DAY 1971
19.33.07Z
MSG# 002013
FROM: AESC

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

CONFIDENTIAL

[illegible]

3. SITUATION: VNAF C-123 MISSING ON FLIGHT FROM TAN SON NHUT

(1) TWO VNAF HELICOPTER, TWO VNAF LIGHT, FIXED WING AND ONE VNAF TRANSPORT AIRCRAFT FLEW A TOTAL OF 9 SORTIES FOR A TOTAL OF 12.2 HOURS, SEARCHING FOR THE MISSING VNAF C-123, CALL SIGN XVERU. EFFORTS CONCENTRATED IN MOUNTAINOUS TERRAIN WEST AND SOUTH OF NHA TRANG, ORIENTED ALONG THE 230 DEGREE RADIAL OF NHA TRANG TACAN. WEATHER PERMITTED FIRST ADEQUATE

[illegible]

~~CONFIDENTIAL~~

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/0277

IMMEDIATE
30 DAY 1971
16.01.54Z
MSG # 002117
FROM: AESC

* ~~CONFIDENTIAL~~ *
* ~~CONFIDENTIAL~~ *

COVERAGE IN THESE AREAS. THE C-123 ACTED AS COMMUNICATIONS
CAP AS WELL AS ACTIVE SEARCH DUTIES. SAR, USAF HC-130P,
WAS NOT UTILIZED DUE TO MAINTENANCE DIFFICULTIES.
(2) SAME AS ITEM D.

PAGE 3 RUMMRSAB835 C O N F I D E N T I A L

(3) UNK.

(4) VNAF HAS RELEASED USAF SAR RESOURCES FROM SAR
EFFORT ALTHOUGH VNAF CONTINUES AN ACTIVE SEARCH.

GP-4

BT

118835

DOCP
DOCR
IN TURN

NNNN

IMMEDIATE
30 DAY 1971
16.01.54Z
MSG # 002117
FROM: AESC

* ~~CONFIDENTIAL~~ *
* ~~CONFIDENTIAL~~ *

- IMMEDIATE
321 DAY 1971
14.13.52Z
MSG # 004175
FROM: AESC

DECLASSIFIED

JTTCZYUW RUMMRSA8910 3211317-CCCC--RUCIMAA.

ZNY CCCCC

O 171300Z NOV 71

FM 3ARRGP TSN AB RVN

TO RUEFHQA/CSAF

RUHHABA/PACAF/DOH/HICKAM AFB HI

RUCIMAA/HQ ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUCWAAA/HQ USAF ALT MAXWELL AFB AL

RUCIMAA/MAC/MAOCLP

RUHHBBA/41 ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI

RUHHHQA/CINCPAC/CC/HM SMITH HI

RHMSMVA/MACV SAIGON RVN

RUEKAAA/USAF/AFEOC/FT RICHIE MD

RUMUJAA/39ARKS CAM RANH BAY RVN

RUMUJNA/OL-A ARRGF SON TRA AB RVN

RUMOSRA/OL-B ARRGF UDORN RTAFB THAI

BT

CONFIDENTIAL E JOPREP JIFFY/JRCC/RESCUE

03-018, 120740Z NOV.

1. RESCUE CLOSING REPORT: 17 NOV 71.

2. MISSION NUMBER: 03-018-12 NOV 71

3. SITUATION: VNAF C-123 MISSING ON FLIGHT FROM TAN SON NHUT

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON

31 DEC 77

PAGE 2 RUMMRSA8910 CONFIDENTIAL

CO NHA TRANG.

C. PERSONNEL INFORMATION:

(1) EIGHT VNAF PERSONNEL DECEASED

(2) REPORTED BY VNAF TACC, TAN SON NHUT AFLD RVN.

LOCATED AT 0300Z, 17 NOV 71, AT 1209N/10908E.

(3) 62ND TAC WG VNAF CONFIRMED SIGHTING OF WRECKAGE.

(4) WRECKAGE SIGHTED ON SOUTH SIDE OF 3209FT HILL.

APPROXIMATELY 6 NM SOUTH ON THE 220 DEGREE RADIAL OF NHA TRANG

TACAN. NO ATTEMPT MADE TO RECOVER WRECKAGE THIS DATE.

D. FLYING ACTIVITY:

(1) UNKNOWN.

E. SAVES DATA: NO SAVES CLAIMED.

F. SUMMARY OF SAR ACTIONS:

(1) VNAF TACC, TAN SON NHUT AFLD RVN, REPORTED TO JRCC THAT THE MISSING VNAF C-123 AIRCRAFT WAS LOCATED AT 1209N/10908E AT 0300Z, 17 NOV 71, BY A VNAF UH-1H. WRECKAGE WAS

- IMMEDIATE
321 DAY 1971
14.13.52Z
MSG # 004175
FROM: AESC

* [REDACTED] *
* [REDACTED] *
* [REDACTED] *

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13A
51102
B

DO
No Brief
18 Nov 71

OPR	CYS
ARRS	1
DO	4
DOC	1
CSH	1
	7

MESSAGE NOTIFICATION

Individual

Contacted: E.P.

Local Time

and Date: 0850C

17 NOV 71

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 * **CONFIDENTIAL** *
 *

(2) UNKNOWN
(3) UNKNOWN

GP-4
BT
#8910

NNNN

17 NOV 1971

A	I		
		DO	
		DOT	
		DOP	
		DOZ	
		DOB	
		DOS	
		DOX	

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* **CONFIDENTIAL** *
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WILCOX 21

(C) On 15 November 1971, Wilcox 21, an F-4h, was destroyed in the crash which followed a mid-air collision in the Steel Tiger area of Laos. Two survivors were reported on the ground. Sandys OJ and OJ out of Ubon were on orbit at the time, and they were directed to the crash site.³⁰

(C) When the Sandys arrived at the scene of the accident it was reported to them that an Army helicopter had picked up one survivor and was searching for the other. The Sandys orbited the location for 30 minutes until they were informed that no objective remained for the SAR effort. They then returned to Ubon with a strike mission authorized and carried out on the way.³¹

³⁰. Details provided by Maj. G.W. Miller, 56th Wing SANG, 22 Feb 72.

³¹. Ibid.

FALCON 66-74-75

(C) A SAR was declared at 1400 hours on 19 December 1971 when Falcon 66 was shot down by a MIG while flying MIG CAP for a DOZ mission in the vicinity of San Neua, Laos. Falcon 67, wingman of Falcon 66, reported that he saw two chutes open as Falcon 66 went down but that no beepers were heard and no radio communications established. Falcon 67 returned to his base without refining the location of the chutes he had seen.⁵²

(C) Sandys 03 and 04 had launched at 1350 on a routine mission to the Barrel Roll. Fifteen minutes after takeoff they were notified by KING of the SAR for Falcon 66 and were directed to a location 102 miles at 045 degrees from BACAN azimuth 108. This was in the area southeast of San Neua. Upon their arrival at the designated location contact was made with an Air American aircraft with the call sign "Arthur" who was searching for the survivors. The Sandys and Arthur split up the area and continued the search. They were soon joined by Nail 44 who was assigned to remain near San Neua and listen for some communication from the survivors.⁵³

(C) Shortly after the arrival of Nail 44 a beeper was heard by both the Nail and the Sandys. It was traced to an area southeast of San Neua and voice contact was established shortly

52. SARNO Report for Falcon 66/74/75, 19-Dec 71, (Doc 17).

53. Ibid.

thereafter. To everyone's surprise, the radio was located on Falcon 74. He explained that Falcon 74 and 75 had joined the search for Falcon 66, but that 74 had run out of fuel and been forced to eject. Since no word had been received from Falcon 66, the search then became one to locate the injured survivors from Falcon 74. With the Sandpiper, the Mail, and Arthur searching, the location of Falcon 74 was fixed at 1625, determined to be about nine miles southeast of Brokeham. Visual conditions were poor with broken to overcast conditions prevailing. Sandy 03, however, decided to go under the low clouds to try to locate the chutes by visual search rather than by radio calls. While at low altitude under the clouds his aircraft developed difficulty, indicated by an oil warning light, and he was required to jettison his ordinance and return to base with Sandy 04. Co-seine command was then passed to Mail 14. 54

(C) Mail 14 continued to talk with Bravo so as to refine his location. During these conversations Alpha also identified himself as being down in the same general area and able to communicate. The search by Mail 14 and Arthur was joined by Mail 09, however, due to the location close to the border of North Vietnam, operations were hampered by numerous SAM and MIG warnings. At 1648 Mail 14 refined the survivors' position to be LH 6202. The weather at that time was poor but navigable, and no

54. IMAL
55. FLID.

ground fire was noted in the area. A decision to stay for a rescue before dark was made.⁵⁵

(C) Jolly Green 52 and 56 were called into the area from where they had been holding near Line base 32. They departed from the site at 1730 with a new team of Sandy 01 and 02 inbound also. The weather closed in and darkness arrived and by 1905 conditions made it impossible to continue with the pickup. It was decided to wait until first light in the morning. The Jolly Greens and Sandys returned to RHP for the night and Hail 07 carried on-sound command.⁵⁶

(D) During the search of the afternoon no word had been received from Falcon 66, and hope of rescue of that crew began to fade. By mid afternoon a third Falcon aircraft was also identified as missing. Falcon 75, the wingman of 74 had not only run low on fuel, but had lost navigational aids as well, and at last contact had departed the San Nua area heading over North Vietnam for the sea in hope of a "fist net" rescue. When he departed the area he was known to be almost out of fuel. By evening no contact had been established with the crews of either Falcon 66 or 75.⁵⁷

(E) As darkness came the two survivors reported they could hear people moving around them. The inhabitants of the area were known to be hostile, and it became essential to isolate the two crewmen until rescue could be made in daylight. The use of RHP-52 and CDF-11 was approved, and a protective ring was applied around

56. Ibid.

57. Ibid.

and on the area of the survivors, directed by the Hail on-scene commander. While it served its purpose, it was to cause problems the next day.⁵⁸

(C) MIGs entering the area on several occasions forced the Nails to jettison their ordnance and take evasive action. In spite of those difficulties the Nails directed the application of the area denial munitions around Falcon 74 Alpha and Bravo and laid ordnance on hostile positions and known enemy gun locations.⁵⁹

(C) The first Night SAR effort was carefully planned during the night to utilize two Jolly Greens and four Sandys. The Jolly Greens were to hold in a safe area over Lima Site 32 so as to be near the pickup site when needed. Other Sandys and Nails were programmed to assist in refinement of the search.⁶⁰

(C) Before dawn on the 19th, a four plane formation of Sandys and Nails launched from MAP in time to arrive over the crash site at the end of darkness. Weather in the area was worse than the day before, with a solid low cloud deck. At first light Sandy 01 went under the clouds and after many very low passes located 74 Alpha in a position barely visible under the clouds. Bravo reported that he was close by, but that the clouds were right on the treetops in his location. The Jolly Greens were called in and Jolly Green 62 went under the clouds to make the rescue. He was guided to 74 Alpha and went into hover over him

58. Ibid.

59. Ibid.

60. Ibid.

~~CONFIDENTIAL~~

preparing to leave the jungle pit. When the rotor blades started up a cloud from the ground enveloped the helicopter and objective. It was the HBU-52 which had been dropped during the night to protect the survivors from hostile intruders. The Jolly Green was forced to withdraw, with the crew suffering from the effects of the HBU-52. Alpha also suffered from the same ill effects to the degree that he could hardly talk on his radio.⁶¹

(C) The crew of Jolly Green II required some time to recover from the HBU-52. They then put on gas masks and again started towards the objective area. The weather in the vicinity had deteriorated even more, to the extent that low clouds made protective passage by the Sandy impossible. Jolly Green 62⁶² reached Alpha again and went into a hover at which point a burst of small arms fire took out one of his engines and forced him out of the area. He was escorted to Lima Site 32 by the Sandy 03/04 flight and as he drew near that site additional ground fire was encountered from the surrounding area. Sandy 03 returned fire with his 20mm cannon and mini-guns and Jolly Green 62 was able to make an emergency landing for repairs to the engine.⁶³

(D) Clouds closed in over the survivors after the second pickup attempt, and little could be done for the time being.

61. Ibid.
62. Ibid.

Police 74 High 17. Subject in fact to a further traffic stop
 from the procedure of the highway and the subject was taken to
 his position. The subject was taken to a village
 some while trying to find a better location. The subject
 Sandy now took over the car and the subject was taken
 to the. There was also a car which was taken to the car
 from the holding area. The subject was taken to the car
 and the subject was taken to the car. The subject was taken
 by Sandy 15 and 16. The subject was taken to the car
 out of the car by the. Although no other were removed by the
 FBI force, the three had a contact to the police officer.
 There were no further. The subject was taken to the car
 apparent that an effective FBI car had been deployed.

(C) Further continued had for the rest of the morning, and
 no further rescue attempts were made. It was then given
 on-scene command by Sandy 15 who had to return to base for fuel.
 He had Smoke 15 and Radio 33 available, as well as a Police Officer
 then holding in a safe area. They were joined on 1235 by Police
 Radio 39 who assisted in directing a team of first responders in
 dropping 300-11 on and around the survivors.

(C) In the early afternoon April 15 Sandy a third spot in

42. 1211.
 43. 1211.

1211 1211 1211
 1211 1211 1211

the westward. He led Smoke 44 to the crest and followed him down, leaving Smoke 44 on top to direct the effort. Conditions under the clouds were poor, with mountain peaks obscured and broken clouds in the valleys, but there were indications that visibility was improving. The Jolly Greens were called in from their holding point at Area Site 32, about thirty minutes away. While the Jolly Greens were on the way, Smoke 44 tried to locate the objectives under the clouds with the aid of Para Mail 39 over the clouds to guide him to the correct position. Smoke 44 was unable to locate Alpha or Bravo, and at 1400 he was required to return to base for fuel.⁶⁵

(C) Scouts 03 and 04 were arrived on the scene, followed shortly by Jolly Greens 55 and 61 who were contacted by Scouts 17 and 18. Scouts 09, 33, and 39 were also in the area to assist. Due to previous holding time, the Jolly Greens now had limited time remaining on station and it seemed to be a "now or never" time to make another rescue attempt that day. It was now Scout 03's turn to go under the clouds to conduct the search. He found conditions much as Smoke 44 had described them, with low visibility and clouds in the higher areas. After many unsuccessful attempts, often finding himself in dead end canyons but always guided back towards the survivors by Para Mail 09 and his radio warning, Scout 03 was reported to be overhead by Alpha. The parachutes were located, and Scout 04 was directed to guide Jolly Green 55 into the area. The Scout 03 made descent to near-

65. Ibid.

including any ground fire. There was no reaction to the warning by Sandy 03, and Jolly Green 35 was led to the clouds. While Sandy 03 and 04 orbited around him. Although it did not pay a smoke but no smoke appeared, and Alpha could not hear the helicopter. The search again started with the survivor continuing to give directions to 03 that would lead him to where the clouds were on the treetops. The chutes were nowhere in sight now. The Jolly Green was instructed to hover as close as he could to the edge of the clouds in the direction of Alpha and look for the chute from a stable position close to the ground. As he moved in the clouds lifted from 50 to 100 feet, but not enough to see the chute or survivor. The sound of the helicopter engines proved to be the key factor, and Alpha was able to talk the Jolly Green in to his location. The rescue was made with the Sandy ready to provide fire power if required.⁶⁶

(3) Bravo came up on radio while the Jolly Green was in a hover over Alpha. He gave a vector to bring the Jolly Green over his position, and soon he too was picked up. By the completion of Bravo's rescue, Alpha's previous position was again obscured in the clouds and the overcast was again thickening. All forces returned to base after a difficult but successful run.⁶⁷

(C) Throughout the two day SAR effort no contact was made

66. TMI.

67. TMI.

[REDACTED]

Date: 25 November 1971

Mission Number: 03-019-25 November 1971

Aircraft Designation: King 21

Mission Objective: CH-46 Cuckly 477

Location: 142/18/Ch 115 UTM: WR 908880

Saves: 21 Combat. Seven credited to non-USAF helicopters. Fourteen credited to USAF helicopter Jolly Green 70.

At 0148Z, 25 November 1971, while on normal orbit controlling search aircraft on the Gunfighter 61 mission, we were requested by Joker to proceed to the Ch 115 (Binh Thuy) area where a SAR was in progress for a downed aircraft with 21 SOB's. Location passed was 30 miles south of Ch 115. Joker had already launched Jolly Greens 70 and 73 from Ch 73. Initial call sign passed for the downed aircraft was Cuddy 477(a C-7A). Since we were well beyond UHF-VHF range I instructed the Radio Operator to obtain as much information as possible since details were quite sketchy. Our ETA to the area was 0306Z.

While proceeding to the area I requested a slow FAC in the area from Joker. I also inquired to the possibility of getting Sandy aircraft from Ch 93 to proceed to the area to provide escort and SARCAP for the Jollies. Joker was unable to obtain the requested resources so I requested launch of the Hawks (A-37's) from CH 73 and requested Joker to obtain additional soft ordinance from DASC 4 in case it would be needed.

At this time we were still beyond UHF-VHF range but got HF contact with Jolly Green 70 and 73 who were nearing the SAR scene at 0245Z. They reported the weather was very marginal and that they were staying low under a 100-200 foot ceiling. I cancelled the request for Hawks because of the weather but kept them on a standby posture. Just prior to the arrival of the Jollies in the area, we learned that Navy aircraft were already in the area and were communicating FM which we were without. I requested that Jolly Green or Joker try to get all aircraft involved up on 364.2 and I would talk to them as soon as we were within range. Jolly Green 70 reported that some of the Navy aircraft were unable to come up on that frequency but that 344.0 could be used. By this time I was able to get UHF contact with the other aircraft.

Aircraft in the area at this time were Sealord 6 (UH-1), Black Pony 105,115 (OV-10), Seawolf 94 and 99 (UH-1), Dustoff 70 and 78, and Jolly Greens 70 and 73. I appointed Sealord 6 as On Scene Commander. Jolly Green 70 heard a beeper at 0235Z and started a DF homing maneuver on it although the crash position had been located. Shortly after commencing this he took small arms fire and received one hit in his external fuel tank. This was confirmed visually by Jolly Green 73 but damage was not extensive. Joker at this time ordered the Jollies away from the area to

[REDACTED]

GROUP-4

Classified at 3 year intervals.
Declassified after 12 years.

[REDACTED]

hold high and dry and we gave them a holding point away from the scene.

We determined at this time that terrain in the area was mostly rice paddies with a tree line adjacent to the paddy that the downed aircraft was on. We also determined from Sealord 6 that the downed aircraft was a Navy CH-46 (not a C-7A as indicated by the previously passed callsign) and that there were friendlies near the aircraft with the hostile fire coming from a location approximately one kilometer east of the scene. We received a revision of the position at 14/18/Ch 115 UTM WR 908880. Sealord 6 was overhead accompanied by Seawolf 94 and 99 with guns. He determined that the area was safe enough for a pickup attempt and at 0300Z, Dustoff 70 landed and picked up three survivors who were most seriously wounded (this included the pilots of the CH-46). Sealord 6 picked up four survivors with minor wounds. Dustoff 70 proceeded to Binh Thuy with his survivors and Sealord 6 remained at the scene. Since Joker had previously ordered the Jollies out of the area we contacted Joker to obtain a clearance for them to go in and pick up the fourteen survivors remaining. Joker approved the request and Sealord 6 directed Jolly 70 to the location. Jolly Green 73 remained airborne cover. Jolly 70 picked up the remaining survivors (ten U.S., four indigenous) at 0308Z and remained on the ground until 0314Z to check his damage and to remove some material from the downed aircraft. He was accompanied on the ground by Navy Helo 271 who landed also to check gunfire damage which he had received while flying east of the scene. He was also able to provide gun support while on the ground. While 70 and 271 were on the ground Seawolf 94 and 99 orbited overhead between the location of the two aircraft and the source of the previous hostile fire. At 0314Z, Jolly Green 70 accompanied by Jolly Green 73 left the area to proceed to Binh Thuy to drop off the survivors and also to check battle damage as previously instructed by Joker. Navy 271 remained on the ground until 0327Z and then proceeded to Binh Thuy.

Sealord 6 was near bingo fuel at 0332Z and left the scene. Aircraft remaining at this time were Seawolf 94 and 99, Sealord 1, Black Pony 105 and 115. Seawolf Operation (Sector TAC Operation Center) had arranged for security of the downed aircraft and friendly troops were in the area. At 0336Z all aircraft were released from the scene and returned to Binh Thuy. King 21 proceeded back to normal orbit position to resume the control of search aircraft in the other operation.

Additional Comments:

Our response in this mission was delayed by the distance involved in reaching the area from normal orbit position. King 21 on ground alert at Ch 71 could probably have reached the scene much sooner. Because of the delay in reaching the scene, much of the coordination was already accomplished before our arrival. Also our aircraft was equipped with FM radio but it was inoperative. The mission could have been better

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

CONFIDENTIAL

accomplished if it had been possible to locate the
downed aircraft. Passed - 11/11/77. 11/11/77
Cuckly 477.

Crewmembers:

AMC-Capt David J. Preston
CP-1Lt James V. Jordan
N-Maj. James F. [illegible]
FE-SSgt Bobby [illegible]
FE-SSgt Joseph M. McGee
RO-SSgt Louis A. [illegible]
RO-SSgt Rosco Williams
LM-TSgt Gary L. [illegible]

SAR Forces Not Used

Black Pony 105, 115
Sealord 1

David J. Preston, Capt., USAF
Aircraft Commander/Airborne Mission Commander

CONFIDENTIAL

GROUP 1
Excluded from automatic downgrading and
declassification after 10 years.

2320 RB CAPT CRIFTH ON DUTY
 2385 RB From Queen in clear UQ st BF Read NMP2, XCFS
 0110 RB JG 21 ↑ for orbit
 0150 RB JG 72 ↑ " "
 0330 RB JG 21 & 72 ↓ from orbit
 0715 FR J.G. 21 & 65 ON COCKPIT ALERT BY QUEEN
 0720 PR JG 21/65 ↑ FOR SAR - OBJECT / LOCATION
 UNKN -
 0730 FR ARMY HELD DOWN AT 145/15/77 20 PAX 1 WIA
 5 GUNSHIPS IN AREA / SANDY'S SCRAMBLED
 0740 FR DUSTOFF PICKUP MAN WIA. J.G. 21 & 65 HEADING
 FOR HOME. NO FURTHER ASSISTANCE NEEDED.
 0755 FR J.G. 21 & 65 ↓ FM SAR-E
 0845 FR TELEPHONIC REPORT TO JOKER

25 NOV 71

2230 PR MSG Ruff to duty
 2245 PR WCR / WOLCOM info posted
 2320 PR ITEM REPORT TO DT@JOKER
 2325 RB Capt Sutton on duty
 2345 RB Item 5 Queen XI AN EORG TULS
 0100 RB JG 64 ↑ to WCR
 0105 RB JG 21 ↑ for orbit
 0107 RB JG 65 ↑ for orbit
 0111 RB JG 72 ↑ " "
 0345 RB JG 72 ↓
 0355 RB JG 21 + JG 65 ↓
 LATE ENTRY FR J.G. 70 & 73 SCRAMBLED FM VUBH AT 0150Z
 LATE ENTRY FR J.G. 70 14 SAVES. AREA 0955N 10559E. TYPE A/C
 C-7 C/S CUDDY 477. JOLLY GREENS WENT INTO CH-115
 MSN NBR. 03-019 25 NOV 71.
 BOTH J.G. 70 & 73 HAD BATTLE DAMAGE.

NOVEMBER 1971

NAME RANK

BSN

DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
3 NOV	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	661 THRU 668	DNB-BW-HUE LT. 219 SQ + 7	345/20/73 ASN# 03016, 8 NOV 71	B COMBAT SAVES
12 NOV 71	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	669 THRU 675	2LT TRONG MINH DUC 2LT PHAU VAN HOA SGT HOANG TRONG DUNG SGT TRONG HUE PHUOC SGT LONG H.V. AIC HONG N.V. THANH L.V.	120/73	7 COMBAT SAVES
25 NOV 71	SURICK GEORGE Theriot THOMAS PROSS STEED	366 70	676 THRU 689		0955N 10559E	14 COMBAT SAVES
2 NOV	WALL DAKE GARCIA NARDI ALDEAN	788 73	690	AIC STEED Sgt HART THOMAS 37 APR 5		15 SLE NCH COMBAT

37 ARRSQ HISTORY, 1 OCTOBER - 31 DECEMBER 1971

high speed low altitude egress from the area was made and the aircraft recovered uneventfully at Bien Hoa AB.

[2 NOV 71] Four days later Capt Griffith and crew were again scrambled from the Bien Hoa FOL. A VNAF UH-1F was reported down twenty miles northeast of Bien Hoa. A RASH FAC Briefed the Jollies on the situation while they proceeded to the area. An army hunter-killer team began preparing the area while the Jollies readied their aircraft for the rescue attempt. The survivors were located in the trees at the edge of a large clearing. Immediately upon arrival they were advised that the area had been thoroughly prepared and were cleared in for the pickup. An autorotative decent and power recovery to a landing was made in the immediate vicinity of the survivors who rapidly boarded through the crew entrance door. During the recovery, ground fire was reported north of the LZ but was never confirmed by the crew. Egress was made from the area and seven survivors brought safely back to Bien Hoa.

On 25 November 71 Jolly Green 70 and 73 were scrambled out of the Bien Hoa FOL for a Navy CH-46 shot down ninety miles south with twenty-one people on board. Major problems encountered enroute were navigation being hampered by low ceilings and poor visibility. As a result both aircraft, forced to fly at 100-300 feet AGL, were exposed to enemy ground fire as they approached the down helicopter. King advised the Jollies to withdraw to a safe holding point to await area preparation. Major Robert B. Swench the Alpha Low AC on Jolly Green 70 was advised that Dustoff and Sea Wolf helicopters had extracted seven injured survivors and that his assistance would be required to pickup the remaining personnel. Jolly Green 70

37 ARRSQ HISTORY, 1 OCTOBER - 31 DECEMBER 1971

rendezvoused with SEA Wolf helicopter and was briefed on the SAR situation. Approach and landing at the crash site were without incidents and fourteen survivors taken on board. The Jollies proceeded to Binh Thy to unload the survivors and assess battle damage. Jolly Green 70 discovered five hits and Jolly Green 73 one, but the damage wasn't critical and the return to Bien Hoa was begun.

The weather had deteriorated and both aircraft were again forced to fly low. After transiting through a heavy rain shower Capt Richard L. Wall, Jolly Green 73 AC, lost all visual and radio contact with Jolly Green 70. A run through of all normal frequencies proved fruitless and Jolly Green 73 proceeded to Bien Hoa for fuel.

On the ground it was determined that Jolly Green 70 had crashed in the Son Nha Bhe River at the same position where visual contact had been lost. Several aircraft were already in the suspected SAR area and Jolly Green 73 launched to join them. Despite poor weather Capt Wall and crew spotted a survivor, Pararescueman A1C Richard L. Steed, on the river bank and an immediate pick-up was made. The search was continued and it was learned that a Navy helicopter had rescued the Flight Engineer, Sgt Hank L. Theriot, who had been taken to Vung Tau. Low fuel finally forced Capt Wall to return to Bien Hoa. Subsequent search and investigation revealed that Jolly Green 70 had been downed by enemy ground fire.

A lunch time scramble at the Bien Hoa FOL sent Capt Steven R. Tyler and crew heading for the heart of Cambodia to rescue a downed American A-37 pilot on 29 Nov. Enroute to the scene all applicable

25 NOV CONTINUED

0530 FR J.G. 70 & 73 DEPARTED CH-115 FOR CH-73 ETA 0640Z
 0740 KEY QUEEN ADVISED NO CONTACT WITH JG 70.
 CALLED BEIN HOA. JG 73 SCRAMBLED TO SEARCH
 FOR JG 70. KING BIRD^Y IS SEARCHING ALSO.
 0750 KEY NAVY GUNSHIP HAS VISUAL CONTACT WITH JG 70.
 0800 JY POSITION OF JG 70 IS 148/13/102.
 0810 JY JG 64 ON ^{ON HIS WAY} ~~SCENE~~. WRECKAGE SITED
~~0817~~ IN WATER
 0817 JY SEAVOLF HAS ONE SURVIVOR ON BOARD. WRECKAGE
 BY A SMALL VILLAGE ON LANDY WATER,
 0818 FR KING 22 HAS A BEEPER.
 0823 FR J.G. 73 HAS PICKED UP 1 SURVIVOR.
 0829 FR SEAVOLF HAS SGT THERIOT ON BOARD AND J.G. 73
 HAS ~~4 P.O.~~ ON BOARD.
 0840 JY JG 73 ETA ~~FOR~~ 5 NOV 5 0845.
 NOTE: Additional Log Entries Attached.

26 NOV 71

25/2230 RR msg Ruff to duty
 25/2245 RR maint status posted/wr status posted
 25/2250 RR item report to JOKER (maj Lewis)
 25/2303 RT JG 64 OFFBIENHOR FOR 102
 25/2352 DP ITEM 5 YE at AZ UPFK DN RW
 26/0135 DP CALLED QUEEN JG 66 CAM RAHN B AT 1130, TONS. N. 1340
 PPR key.
 26/0038 MS JG 21 + 65 ↑ AIRBORNE
 26/0129 DP JG 66 AIRBORNE
 26/0355 DP JG 65 + 21 down at 0405Z
 26/0452 FR J.G. 73 WILL NOT RETURN TONIGHT BECAUSE OF
 FURTHER INTREGATION. J.G. 73 WILL RETURN

NOVEMBER 1971

SURVIVORS

NAME RANK

BSN

DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
8 NOV	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	661 THRU 668	DNB-BAN-HUE LT. 219 SP + 7	345/120/73 ASN# 03016, 8 NOV 71	8 COMBAT SAVES
12 NOV 71	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	669 THRU 675	2LT TRUNG MINH DUC 2LT PHAU VAN HOR SGT HOANG TRUNG DUNG SGT TROU HUE PHUOR SGT LOUAI H.V. MAC HONG N.V. THANH L.V.	120/73	7 COMBAT SAVES
25 NOV 71	SURACK GEORGE THORNTON THOMAS FLOSS STEED	366 70	676 THRU 689		C955N 10559E	14 COMBAT SAVES
25 NOV	WALL DAKE GARCIA NARDI ALDEAN	788 73	690	AIC STEED SP. 1000-1000 37 ARRS		14 COMBAT SAVES

Notes: at Lima Site 20, crashed on landing, hit ground, spun right, rolled down hill, flipped, burst into flames. Two flight engineers survived.

Tail No.: 68-10366 Model: HH-53C Date of Loss: 25 Nov 71 Unit: 37th ARRS
Country of Loss: Gia Dinh, SVN Call Sign: Jolly Green 70

Pilot: Robert B. Swenck (02W-72)
Co-Pilot: John W. George (02W-72)
P.J.: Thomas D. Prose (02W-72)
P.J.: James R. Thomas (02W-72)

Notes: SAR mission, crashed Song Na River

Tail No.: Model: UH-1N Date of Loss: 04 Dec 71 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Gia Dinh, SVN Call Sign: Green Hornet

Gunner: Thomas E. Fike (02W-84)

Notes: Tim Fike was the last Hornet lost. If I remember right it was in Dec 71. It was his last mission before rotating home (it was to be a milk run out of Saigon and back). His crew was shot down as they were returning to Saigon. The pilot thought that they had seen a rocket launcher set up in a rice paddy. The went in low level to check it out (flying a slick), and a bad guy popped up and racked the bottom of the chopper. Tim Fike was killed, the other gunner (King) was seriously wounded and at least one of the pilots was wounded in the leg. From "Jim" (Official Squadron History does not have this information in files -- History ends Sept 1971)

Tail No.: 68-10359 Model: HH-53C Date of Loss: 27 Mar 72 Unit: 40th ARRS
Country of Loss: Cambodia Call Sign: Jolly Green 61

Pilot: David E. Pannabecker (02W-120)
Co-Pilot: Richard E. Dreher (02W-119)
Flight Engineer: James Manor (02W-120)
P.J.: Raymond J. Crow, Jr. (02W-119)
P.J.: Raymond A. Wagner (02W-120)

Notes: crashed from unknown causes

Tail No.: 68-10365 Model: HH-53C Date of Loss: 6 Apr 72 Unit: 37th ARRS
Country of Loss: Quang Tri, SVN Call Sign: Jolly Green 67

Pilot: Peter H. Chapman, II (02W-130)
Co-Pilot: John H. Call, III (02W-130)
Flight Engineer: Roy D. Prater (02W-131)
P.J.: Allen J. Avery (02W-130)
P.J.: William R. Pearson (02W-132)

Robert LaPointe

From: "Lori" <cbaldea@mn.mediaone.net>
To: "LaPointe" <rlapointe@gci.net>
Sent: Saturday, May 06, 2000 12:25 PM
Attach: chuck & me.jpg
Subject: Fw: Hi

Bob, Heres some stuff on missions you asked for. Picture is after 12nov71 mission; Pilots- Griffith& Sartori; PJ's- Nardi& Aldean ; not pictured FE-Garcia.

8Nov71 mission in Cambodia Nardi & I both remember we were expecting Americans. When they broke tree line, were Viet's wearing combo good guy-bad guy uniforms & were all carrying AK's. Came in ramp by Nardi. He kept close watch on em because we still weren't sure who they were, & I layed down covering fire with mini on way out. They were off loaded pretty hush hush at Bien Hoa. We were told later they were a 'road watch' team of repatriated bad guys.

24May71 Your mission report covers it pretty well.

29Nov71 Cambodia If you remember being at Bien Hoa shortly after Jim Thomas's bird went down, the unidentified picture of pilot on your web site could have been this guy. Was burned, & I dressed his arm & cleaned up his face a little.

25Nov71 Nardi & I hi bird. Thomas , Prose , Steeds lo bird made succesful pickup. Both took hits on way in. Stopped at small army base to check for damage & had quick Thanksgiving Turkey.[Was Thanksgiving Day] On way back to Bien Hoa weather real bad. They went down. We returned & couldnt see anyone in water. I went in river but very strong current & poor visibility & couldnt locate for sure where wreckage was. Also put me down on shore but again unable to locate survivors. Short time later we did pick up Steed who apparently had been taken to different location on shore by Vict fisherman. Keep up good work. See you in Sept thanks Charlie Aldean

----- Original Message -----

From: <Genonardi@aol.com>
To: <cbaldea@mn.mediaone.net>
Sent: Monday, April 24, 2000 3:40 PM
Subject: Hi

> Here is the picture you asked about
 >

377th ARRS
Memorial Service

North Hanger, DaNang Airfield
Republic of Vietnam

5 December 1971 1530 Hours

ORDER OF SERVICE

- * Presentation of Colors Color Guard
- * Hymn "Just As I Am, Without One Plea"
- * Invocation Chaplain Carl T. Hawkins
- Responsive Reading "The Christian Hope"
- * Hymn "The Strife is O'er, The Battle Done"
- Scripture Reading TSgt Raymond Gore
- Tribute Lt. Colonel William Harris
- * Hymn "The Air Force Hymn"
- * Benediction Chaplain Thomas P. Keane

* Please Stand

NEXT

BACK

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MAJOR, ROBERT B SWENCK - Aircraft Commander - Killed in action 25 November 1971. Major Swenck was born on 18 March 1933 in Louisville, Kentucky. He attended Grade and High School at Okaloma School in Louisville. He was a graduate of Western Kentucky State College and was commissioned in 1956 through the Reserve Officer Training Corps Program. Major Swenck earned his pilot's wings in January of 1957. Major Swenck's decorations include the Silver Star, the Distinguished Flying Cross with 1 OLC, the Airman's Medal, the Air Medal with 3 OLC, and the Air Force Commendation Medal. This was Major Swenck's second combat tour in Vietnam. He served in SEA previously, flying the Huey Gunship. He is survived by his wife Donna, and 3 daughters, who reside at 9509 Plumwood Road, Sainville, Kentucky 40291.

CAPTAIN, JOHN W GEORGE - Copilot - Killed in action 25 November 1971. Captain George was born on 10 June 1945 in Dover, Tennessee. He attended Big Rock Elementary School in Big Rock, Tennessee and Stewart County High School in Dover. He was a graduate of the University of Tennessee in Knoxville and was commissioned in 1967 through the Reserve Officer Training Corps Program. Captain George earned his pilot's wings in February 1969 and this was his first tour in SEA. He is survived by his parents, Mr and Mrs Ray George, his wife Elizabeth and a daughter, who reside at P.O. Box 66, Big Rock, Tennessee 37023.

A1C THOMAS D PROSE - Pararescueman - Missing in action since 25 November 1971. Airman Prose was born on 9 April 1951 in Springfield, Illinois. He graduated from Girard High School in Girard, Illinois and attended Lincoln Community College in Springfield. Airman Prose entered Basic Training at Lackland AFB in March 1970. His decorations include the Air Medal with 1 OLC. He is survived by his Father, Lawrence E Prose and five brothers, who reside at RR # 2 Girard, Illinois 62640 and his Mother, Mrs. Jacqueline L. Epley.

SSgt JAMES R THOMAS - Pararescueman - Missing in action since 25 November 1971. SSgt Thomas was born on 5 July 1943 in Marianna, Florida. He attended grade school and High School in Florida and entered Basic Training at Lackland AFB in August 1961. SSgt Thomas's decorations include the Air Medal with 1 OLC and the Air Force Commendation Medal with 2 OLC. His wife Julia and 2 daughters reside at 406 Sherry Circle N.W., Fort Walton Beach, Florida.

NEXT

BACK

INDEX

Bob -

THINGS MOVIN PRETTY FAST. SENT YOU E-MAIL
FEW DAYS AGO & JUST TALKED TO GENE NAROI &
JIM THOMAS'S DAUGHTER KIM.

GENE & I WERE HI BIRD DAY JIM CRASHED. WE'D
HAD A PICKUP EARLY & STOPPED AT AN ARMY BASE TO REFUEL.
WAS THANKSGIVING DAY & HAD TURKEY. ON WAY BACK TO
BIEN HOA, WEATHER WAS TERRIBLE, & WE WERE REALLY
MOVIN, LOW ALONG RIVER. LOST CONTACT & WE WERE BACK
AT SCENE WITHIN COUPLE OF MINUTES. I WAS READY TO JUMP
IN RIVER, WHEN GENE POLUTELY (HA!) TOLD ME UNLESS I WANTED TO
LOSE MY PRIVATES LANDING ON WRECKAGE I'D BETTER USE THE
PENETRATOR! VISIBILITY WAS ZERO IN WATER & CURRENT WAS
VERY STRONG. UNABLE TO LOCATE WRECKAGE/SURVIVORS SO HOISTED
ME UP & PUT ME DOWN PENETRATOR ON SHORE. AGAIN COULDN'T
FIND ANYTHING. NAROI CONFIRMED THAT A FISHING BOAT HAD
PICKED UP STEED & TAKEN HIM TO SHORE. WE PICKED UP STEED
IN SMALL VILLAGE. NEITHER OF US REMEMBERS WHO GOT THE FE.
GEORGE SHIPPER CAME DOWN FROM DANANG & WE WENT OUT NEXT
DAY (MAYBE 2 DAYS) ON A NAYY BOAT & DOWE THE RIVER. AGAIN
CAME UP WITH NOTHING (EXCEPT I ALMOST GOT SUCKED INTO BOAT
PROP & LOST MY LEGS! BUT THAT'S ANOTHER STORY!). NEITHER GENE OR
I REMEMBER ANYONE FINDING WRECKAGE, HOOKING IT UP & THEN
HAVING CABLE BREAK (LOSING IT) A FEW DAYS LATER.

HOPES THIS STUFF HELPS. KEEP UP THE GOOD WORK!
KIM & GENE TOLD ME ABOUT A REUNION IN CANADA IN SEPT.
SURE IS GONNA BE GREAT TO SEE YOU GUYS!!!

Thanks
Charlie Alden

What happened On That Day

On November 25, 1971 (Thanksgiving Day), while on a TDY assignment, he was on a rescue mission with five other crew members which successfully retrieved 13 soldiers whose helicopter had been shot down. The chopper, a HH-53C (Jolly Green 70), took ground fire during the rescue. The crew stopped at a forward base camp to make sure the chopper was safe to fly. The soldiers got off at that time. My dad and the crew of the Jolly Green 70 were offered Turkey sandwiches before their flight to their home base at Bien Hoa. They ate their sandwiches, inspected their chopper and headed home.

They encountered a heavy rain storm on the flight back, when the chopper took more fire and the pilot was hit. It began a slow, controlled descent and impacted in the Nha Be River. Once it hit the water it did a severe end over flip, and the chopper sank immediately. Three men, Capt. John W. George, Maj. Robert B. Swenck, and A1C Thomas D. Prose were killed immediately. There were two survivors, the flight engineer and a third Pararescueman. My father was never recovered. There was a fisherman who said that he saw three white skinned survivors: two were holding on to the tail of the plane and the other man was by the floating cockpit. He mentioned that one of the men was wearing a T-shirt. According to statements and records, my dad was the only one that day in a T-shirt when the chopper went down. The fisherman helped the third Pararescueman into his boat, then they went for the other men by the tail section. They were unable to locate anyone. As it turned out, the flight engineer had swam to shore and hid himself for about an hour until he heard the sweet sounds of a Huey Helicopter. You see, there were hostiles in the area and one side of the bank was friendly but the other was not. The search continued over the next five days to no avail, my dad has never been found. They tried to raise the wreckage once, but the cable broke and the chopper sank into an even deeper, rougher part of the river. They have never made a second attempt to my families knowledge.

NOVEMBER 1971				SURVIVORS		
				NAME	RANK	
				SSN		
DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
8 NOV	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	661 THRU 666	DNB-BAN-HUE LT. 219 SP + 7	345/120/73 ASN# 03016, 8 NOV 71	8 COMBAT SAVES
12 NOV 71	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	669 THRU 675	2LT TRONG MINH DUC 2LT PHAU VAN HOA SGT HOANG TRONG DUNG SGT TRON HUE PHUOR SGT LOUWI H.V. AIC HONG N.V. THANH L.V.	120/73	7 COMBAT SAVES
25 NOV 71	SWEENEY GEORGE THORICZ THOMAS FLOSS STEED	366 70	676 THRU 689		0955N 10559E	14 COMBAT SAVES
25 NOV	WALL DAKE GARCIA NARDI ALDEAN	788 73	690	AIC STEED Sgt. [illegible] 37 ARRS		1973 SAVES NON COMBAT

1/18/98

Pararescuemen Technical Sergeant James R. Thomas and Airman First Class Thomas D. Prose were lost, along with the pilots returning from a mission on 25 November 1971. Pararescueman Rich Steed and Flight Engineer Theriqux survived. The crew had rescued the crew of an army Chinook helicopter in the Delta, and were returning when their HH-53 Super Jolly Green Giant helicopter was hit, the pilots killed, and it crashed in the Na Be River.

Jim Thomas' third grandson, James, was born in January of 1997 to Mrs. Kimberly Thomas-Bowles. Jim was survived by his wife, Julie and his two daughters, Kimberly and Lisa. Lisa was instrumental in helping Julie through some very rough times. Julie adopted another daughter in 1980 named Symphony, for whom Jim has always been "Daddy Jim." According to Lisa, "Symphony is only 18 so we won't let her have kids yet. Ha Ha." Lisa's two sons are CJ (Christopher James), age 4 currently, and Ryan, a 2 year old. These kids are "the lights of our lives, and I know, would be of Jim's." according to Julie.

The crews from the 37th ARRSq won the Presidential Unit Citation, Outstanding Unit Citation, and had over 613 "saves," or lives saved from its crews efforts. Jim Thomas had a number of those saves credited to him.

The motto of the Aerospace Rescue and Recovery Service is:

"These things we do, That Others May Live.

Webmaster, John C. Ratliff

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Revised 1/20/98

<http://www.sorcom.com/~searat/Jim.html>

contact searat@sorcom.com

Not Jim!

In Honor of Jim Thomas



Mrs. Julie Thomas wrote our Pararescue Association one day
Asking if any of us had information about her husband she could gather.

I had slides from my experiences far away
In a place called Vietnam where he was lost in a river's water.

I looked at my slides to see
And found one with the name tag of "James Thomas."

But I wasn't sure, for with my memory
After over twenty years it was a guess.

So I copied the slide,
And sent her the picture, along with another.

I had to confide
That I did not know if it was him, or some other.

But it matched.
She wrote back and told me that the person was her husband who had died.

But she couldn't have watched
My reaction to her letter--I cried!
For at last, over twenty years thereafter,
I had learned the fate of a beloved Pararescueman,

A man who had died in the service of others who matter
More to him than his own life but this wasn't his plan.

As I read the letter, I said,

"Not him, Not Jim!"

And shed some more tears as I laid
the letter down to compose my thoughts from that time.

Jim was a family man, jovial and merry,

The kind of guy who let others know

Just how much he could carry

With an attitude which always said, "Go!"

A big man, with a smile which shined,

A slap on the back,

Encouragement when he grinned,

Which was often, even when we were down and in the sack.

Jim Thomas was lost when his pilots were shot
and the helicopter headed for a gentle crash in a Vietnam river.

Some survived the crash, perhaps even Jim, but he was not

later recovered, and was lost forever.

For one river side was friendly,

The other

The enemy,

And for this he and his family had to suffer.

Jim was a Pararescueman,

One who had earlier that day

Distinguished himself along with his fellow crewmen
By rescuing fellow Americans from enemy fire in a extraordinary way.

They took many a hit,
But were successful with those they rescued.
The ride back to base was supposed to fit
A peaceful, relaxed journey, for they were tired.

But it wasn't to be,
And they were lost.
And now, so many years later I had a key
To some of Jim's life in the pictures from the past.
I enlarged those pictures and sent them on
Not knowing how they, or my letter would be received.

But the response after many a dawn
Was more than I could have conceived.
Kimberly, Jim's daughter wrote back,
Telling me that my photograph was the one
That had accompanied her when she too was on her back
Giving birth to her first child, Jim's third grandson.

She said in her way,
"It helped me tremendously
knowing that a little part of my Dad was there that day."

And again tears came to my eyes audaciously.

I had one other photograph,
Which only showed Jim's form from behind;

All that can be recognized of him, almost his autograph
Was his "Thumbs Up!" sign.



To all you out there seeking heroes,
Look no further than Jim Thomas.
Who like any of us "others"
Was a man we wish to be "as good as."
And look at his attitude's signature,
Observe the positive in life.

One other of Jim's traits should become your feature,
That caring is more important than strife.



John C. Ratliff



Findings From Our Recent Trip To Washington, DC

[Home](#)

[Another
Casualty
of
Vietnam-
Our
Mom](#)

[Findings
about
our
Dad](#)

[That
Others
May
Live-
Those
who
Gave](#)

[All \(my
first 9
adopted
heros- all
pj's\)](#)

[My
10th
Adopted
Hero](#)

[Sign](#)

[Our
Guest
Book](#)

[View
Our
Guest
Book](#)

[Letters
To Dad](#)

On June 15th, 1998, my family made a trip to Washington, DC for the purpose of meeting with Casualty control, the DoD, JTF-FA, DPMO and other organization regarding my fathers case.

What we have learned, I want to share with you. Please write your Congressmen, Senators, Governors and anyone else you think may be able to help us!!! Time is running out on my dad's case. The following are quotes from different letters that we have received. However they are written VER BATUM and at your request, I will be more than happy to forward them to you for your own personal review.

This first letter, comes from the JTF-FA (Joint Task Force- Full Accounting).

Special note: Some time in July, the JTF-FA will be meeting to decide on some cases for possible re-evaluation. My dad's case is supposed to be brought up during this meeting. Please write the JTF-FA and let them know that you care and that they should at the very least investigate the possible grave site mentioned below.

The address for the JTF-FA is:

CDR JTF-FA
BOX 64044
CAMP HSMITH, HAWAII 96861-4044

Narrative

"On 25 November, 1971, Staff Sergeant James R. Thomas was a crew member aboard a HH-53 Helicopter (serial number 68-10366) returning to base after completing its rescue mission. The aircraft encountered heavy rain showers and crashed in the son

Nha Be in the vicinity of grid coordinates XS953730, approximately 9 kilometers south-southeast of Nha Be, Ho Chi Minh City Municipality. Two crew members survived the crash and were rescued. Rescue operations resulted in the recovery of the bodies of three other crew members. Staff Sergeant Thomas was not located. A vietnamese fisherman who participated in the rescue operations reported observing three Americans in the river, two of whom were rescued. The third american was reported to be wearing a Tee-shirt and was not accounted for.

One of the survivors reported Staff Sergeant Thomas was wearing a Tee-shirt at the time of the crash".

This second correspondence, comes from the DoD (Department of

[Awards
I Have
received](#)

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Links](#)

[Webring's](#)

[Kim's
Vietnam
Poetry](#)

[Family
Photo's](#)

[A
tribute
to Dad
by
John
Ratliff
\(retired
PJ\)](#)

[A
tribute
to Dad
by one
who
cares](#)

[Kim's
Tribute
to
Three
Fallen
Officers](#)

[Kim's
Missing
Children
Page](#)

[Return
to SDIT
National](#)

[Return
to
SDIT-
Florida
Index
Page](#)

Defense) dated July 3, 1997. I am writing this specifically for the intent of a narrative that was given to our government by a vietnamese fisherman. Please note the above ORIGINAL grid coordinates and the one listed in this narrative.

Narrative

"A source, (183-032, April 1983), reported that in May 1975 a body of an alleged US serviceman floated by his fishing position in the vicinity of XS950805. The source claimed he buried the body on the bank because it was bad luck for fishing if he had not done so. the source stated that he didn't think the body came from the helicopter wreck because it had floated downstream pas the wreckage. while the location near Nha Be is consistent with this case, the details of it floating downstream and the time frame do not match the details of this case".

Even though the years on this case do not match, if you disregard that, the coordinates are very close to where the helicopter my dad was in sank after an attempt to tow it UPSTREAM to a naval base out of Nha Be. Even the gentleman I spoke to who was a representative of the JTF-FA could not explain to my family why they deemed this non relevant to my father's case.

This last letter comes from Mr. James Wold, Deputy Assistant Secretary of Defense (POW/MIA Affairs)

"Unfortunately, our analysis has identified some cases where all available evidence indicates there is no reasonable expectation that identifiable remains will ever be recovered. This is true in the case of Technical Sergeant James R. Thomas, United States Air Force, REFNO 1780".

"Given the circumstances of the loss and the fact that his remains were not recovered at the time, we have concluded that your husband's remains are not recoverable".

Not recoverable, that's what Mr. Wold thinks. Funny that they only tried to recover his body ONE time after the original loss before coming to this wonderful conclusion. How can we find the Titanic but loose my dad's chopper after the original attempt to raise the wreckage? I'm sure if my father were Mr. Wold's son, more effort would have taken place. More than one search conducted, not so quick to flush him down the proverbial governmental toilet!!!!

Please write anyone you can think of. Let them know that my dad

email
me
below:



deserves better than to be casually written off due to the governments laziness in not wanting to spend more money on possible sightings and grave sites!!! Look at the letters above. On a map the body that the fisherman buried is indeed RELEVANT to my father's case. Please help me to make sure that our government investigates this report and this grave site!!! For if it is not my father, it is someone else's son, brother, husband, father.

Thank You!!!!



The
Rainbow
Ribbon

POW/MIA



T/Sgt. James Richard Thomas was born on July 05, 1943 in Marianna, Florida to Buford James and Daisy Erline Thomas. As a young child, he was sent to live in the Florida Baptist Children's Home in Lakeland, Florida. He remained there until the age of 16 (the age when they "kick" the children out into the world). During his teen years, he was a reckless and even danger seeking child. One way he looked for thrills was by swinging from a rope in front of cars traveling on the road just barely missing them. His time in the Children's Home was something else entirely. Expected to wake long before dawn to walk a field to the place where the cows' were held for milking, the children were expected to get their daily chores done before the school bus picked them up.

In August 1961, at the age of 18 and fresh out of High School he joined the United States Air Force.

After basic training, he started his military career as a Reciprocating Engine Mechanic based at Hickam AFB, Hawaii for the 76th ARSq.

While stationed at Hickam, he made friends with several men in his squadron who were with an elite group known as PARARESCUE. He admired their look, their commitment to saving others and upon re-enlistment in 1965, he was accepted into Pararescue Training. Over the next 17 months, he would learn the following: The Pararescue/Combat Control Indoctrination Course (10 weeks), US Army Airborne Parachutist School (3 weeks), US Army Combat Divers School (4 weeks), US Navy Underwater Egress Training (1 day), US Air Force Basic Survival School (2 ½ weeks), US Army Military Free fall Parachutist School (5 weeks), Special Operations Combat Medic Course (22 weeks), Pararescue Recovery Specialist Course (20 weeks).

The day he graduated from PJ school was one of the happiest days of his life. He was so proud to wear the Maroon Beret which signifies the Pararescuemen, he walked around base with a big smile on his face.

He soon excelled in this field, and by 1968, he was an instructor at Eglin Air Force Base in Ft. Walton Beach, Florida.

He was also a prime team member on the NASA Apollo Launch Site Recovery Force for Apollo Missions 7, 8, 9, 10, 11, 12, 13 and 14.

In March 1971, he left his wife and two daughters for duty in Vietnam. He was assigned to the 37th ARRS out of Da Nang.

~Click the Bracelet to read what happened to MY DAD~

On November 25, 1971 (Thanksgiving Day), while on a TDY assignment, he was on a rescue mission with five other crew members which successfully retrieved 13 soldiers whose helicopter had been shot down. The chopper, a HH-53C (Jolly Green 70), took ground fire during the rescue. The crew stopped at a forward base camp to make sure the chopper was safe to fly. The soldiers got off at that time. My dad and the crew of the Jolly Green 70 were offered Turkey sandwiches before their flight to their home base at Bien Hoa. They ate their sandwiches, inspected their chopper and headed home.

They encountered a heavy rain storm on the flight back, when the chopper took more fire and the pilot was hit. It began a slow, controlled descent and impacted in the Nha Be River. Once it hit the water it did a severe end over flip, and the chopper sank immediately. Three men, Capt. John W. George, Maj. Robert B. Swenck, and A1C Thomas D. Prose were killed immediately. There were two survivors, the flight engineer and a third Pararescueman. My father was never recovered. There was a fisherman who said that he saw three white skinned survivors; two were holding on to the tail of the plane and the other man was by the floating cockpit. He mentioned that one of the men was wearing a T-shirt. According to statements and records, my dad was the only one that day in a T-shirt when the chopper went down. The fisherman helped the third Pararescueman into his boat, then they went for the other men by the tail section. They were unable to locate anyone. As it turned out, the flight engineer had swam to shore and hid himself for about an hour until he heard the sweet sounds of a Huey Helicopter. You see, there were hostiles in the area and one side of the bank was friendly but the other was not. The search continued over the next five days to no avail, my dad has never been found. They tried to raise the wreckage once, but the cable broke and the chopper sank into an even deeper, rougher part of the river. They have never made a second attempt to my families knowledge.

Pararescue has a code. It reads as follows:

It is my duty as a Pararescueman to save a life and aid the injured. I will perform my assigned duties quickly and efficiently, placing these duties before personal desires and comforts. these things I do, "That Others May Live."

My father lived by this code and on that day he and the others on Jolly Green 70 gave all... "That Others May Live."

[Main Page](#) [Go](#)

15 NOV. 71

MAJ ROBERT SWENCK
CAPT JOHN GEORGE
HANK THERIOT
JAMES R. THOMAS
THOMAS PROSS
RICHARD STEED



JOLLY

GREEN

70

*NEVER
FORGOTTEN*

AF Museum Photo

15Nov71.jpg

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DATE: 29 November 1971

MISSION NUMBER: A-3-038 November 71

AIRCRAFT DESIGNATION: King 21

DISTRESSED AIRCRAFTS: CH-47 - Playtex 866

LOCATION: 130°-100° Radial 10-15 Miles Hue Tacan

SAVES: NONE

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DECLASSIFIED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 77

At 0430, 29 Nov. 71, we were briefed by Jack that we would be diverted from the normal King 21 orbit to cover the search for an Army CH 47 - Call Sign - Playtex 866 that had been missing on a flight from Danang to Hue Phu Bai. The last reported contact was at 0530Z 29 November on the 130° radial of Hue NDB. King 21 arrived in the area of the search at 0730 local and made contact with PECAN - a ship off the coast acting as on-scene commander. At that time there were no aircraft in the area due to bad weather conditions. Contact was made with Hue approach control who confirmed the last call of Playtex 866. He reported on the 130° radial of Hue NDB at 0530Z, said he was declaring an emergency and going Tactical IFR. There was no indication of the nature of the emergency. Contact was then made with Danang VFR control to attempt to determine the exact route of flight. They indicated that they did not have radio or voice contact with Playtex 866 at any time. The weather in the area at the time of last contact was reported to be 500 to 1000 overcast - visibility 3-4 miles and both ceilings and visibility lower in rain showers. Queen had a report that some fishermen observed a low flying helicopter pass over head about that time and he was heading out to sea. This area was on about the 100° radial of Hue NDB and on the coast. About 0830 local, several Army helicopters (6) arrived in the area led by Smokey 26 - a UH1H. A search area was set up and co-ordinated with Smokey 26 and each aircraft covered an area 10 kilometers square. Several sightings were made of old wrecks in the area of ZD 169058 and ZD 151054 but were confirmed as previous crashes. During the morning hours, attention was focused in the area of the coast and low lands where the Playtex was last reported. The high areas were obscured by low clouds. At 1130 local King 21 was diverted from the mission to cover the orbit due to another SAR in progress. Upon returning around 1300 local we were informed by Sailfish 18 (101st Airborne Cmd Post) that the Army had called off the search for the day as the weather was too bad. During the afternoon, three aircraft were used to continue the search and the area was expanded to include the sea. Several items were found floating off shore but could not be readily identified as being on board the aircraft. They consisted of 6 - 7 boxes of "Booster Bomb Nose" M-148. Lot 2020, and numerous cans about 10-15" long and 5-8" in diameter. These were suspected to be contents of the boxes as several had broken. These were located on the 090 radial for 18 miles from Hue Tacan. A piece of plywood about 6'x6' was discovered about 2 miles further out and several pieces of white styrofoam and a piece of cloth about the 26 mile area on the 087 radial. The ship- PECAN was vectored to the areas of debris but nothing

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

~~CONFIDENTIAL~~

could be identified. Jolly Green recovered one box of Booster Bomb Nose M-148 for later identification. King 21 departed the area at 1615 local due to lack of fuel. The weather in the search area remained 500 to 1000 ft overcast with 3-4 miles visibility - lower in rain showers, and moderate to severe turbulence was encountered in mountainous areas.

King 21 Crewmembers

AC/AMC	Lt Col Edgar C. Benson Jr.	FE	TSGT Kenneth G. Spiegel
CP	1Lt James F. May	LM	TSGT Johnny b. Mullins
N	Capt Joel F. Hancock	FE	TSGT Edgar L. Trout Jr.
N	Maj James J. Kelly	N	Capt Thomas T. Ishii Jr.
RO	MSGT Thomas R. Kimbrell	RO	SSGT Rosco Williams
RO	TSGT Lester L. Ruark	FS	Col Lewis Smith
FE	MSGT Sidney A. Presley		

Other Resources Used

Smokey 26 + 6 UH1H's (Army)	<u>Ships</u>
Helix 15	
Jolly Green 72/21 (AM) 65/67 (PM)	PECAN
Flatboat 33 (2 Gunships)	

Edgar C. Benson
 EDGAR C. BENSON, Lt Col., USAF
 Aircraft/Airborne Mission Commander

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 Downgraded at 3 year intervals
 Declassified after 12 years

*
* **CONFIDENTIAL** *
*

RUWTFJA/USAFMPC:KANDOLPH:AEH:TEX/DPMC

$\frac{1}{3}$

DU

MOUNTAIN AREAS 4500 FT. IN THE DESTINATION AREA. 788 140

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
*YEAR INTERVALS
DECLASSIFIED ON 31 DEC 77

- IMMEDIATE
353 DAY 1971
12.22.53Z
MSG # 001433
FROM: AESC

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* ~~CONFIDENTIAL~~ *

2/3

- (6) SURVIVAL EQUIPMENT: US ARMY STANDARD
- (7) LAST KNOWN POSITION: 16-15N 107-53E

B. ACTIONS TAKEN:

- (1) CONTROLLING AGENCY, UL-A, JARRGP, NOTIFIED AT 280850Z NOVEMBER 1971 BY DANANG TOWER THAT A PLAYTEX 688 HAD NOT

PAGE THREE RUMUJNA0346 C O N F I D E N T I A L
ARRIVED AT THE HUE-PHU BAI AIRPORT.

(2) FOLLOWING SAR FORCES ALERTED:

- (A) 39 ARRS AT 29/0001Z NOV 71.
- (B) 37 ARRS AT 29/0001Z NOV 71
- (C) 101ST ABN DIV AT 29/0002Z NOV 71
- (D) 20 TASS AT 29/0003Z NOV 71

(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:

- (A) 39 ARRS AT 29/0047Z 1 HC-130
- (B) 37 ARRS AT 29/0105Z 4 HH-53
- (C) 101 ABN DIV AT 29/0105Z 2 U-2

F. FUTURE PLANS:

- (1) PLAN TO SEARCH COASTAL AREAS AND LAND AREAS AT FIRST LIGHT DEPENDING ON WEATHER.
- (2) SAR FORCES FOR 30 NOV 1971.
 - (A) 39 ARRS - 1 - HC-130P
 - (B) 20 TASS - 3 - OV-10
 - (C) 101ABN DIV - UNKNOWN - UH-1H/LOCH'S
 - (D) 1 CAV DIV - UNKNOWN - UH-1H/LOCH'S
 - (E) US NAVY - UNKNOWN - UNKNOWN
 - (F) VN NAVY - UNKNOWN - UNKNOWN

PAGE FOUR RUMUJNA0346 C O N F I D E N T I A L

- (6) 37 ARRS - 2 - HH-53

G. SUMMARY OF SAR ACTIONS:

- 1. ON 28 NOV 71 THERE WAS A COMMUNICATION CHECK ON OVERDUE CH-47. PLAYTEX 866. FIRST LIGHT ON 29 NOV 71 KING 21 ARRIVED IN AREA TO BE AML. 101ST ABN DIV PROVIDED HELICOPTER COVERAGE OF THE HUE AREA. TWO (2) HH-53'S FROM 37 ARRS HELPED IN SEARCH IN FEET WET AREA OVER COAST. WEATHER IN MOST OF THE AREA WAS 500 FEET OVERCAST WITH 1000FT VISIBILITY. WATER AREAS HAD GOOD COVERAGE AND SEVERAL ITEMS HAVE BEEN

- IMMEDIATE
353 DAY 1971
12.22.53Z
MSG # 001433
FROM: AESC

* ~~CONFIDENTIAL~~ *
* ~~CONFIDENTIAL~~ *

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003602
FROM: AESC

CONFIDENTIAL I A L

OTTCZYUW RUMUJNAU361 3341015-CCCC--RUCIMAA.
ZNY CCCCC

O 301010Z NOV 71

FM OL-A/3ARRGP SUN TRA AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUHHABA/PACAF/HICKHAM AFB HI/DOH

RUCIMAA/HQS ARKS/CUMMANT POST SCOTT AFB ILL

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

RUCIMAA/MAC/MAOCLV

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

RUHHABA/41ARRWG CONTROL CENTER DOC HICKHAM AFB HI

RUHHABA/CINPAC/CC

RUMUJNA/101ST ABN DIV CAMP EAGLE RVN

RHMSMVA/MACV SAIGON RVN

RUEKAAA/AFEOC FT RITCHIE MD

RUMFRBA/CTF 17

RUHGOA/CTG 17.0

RUMFTGT/CTU 10.8.9

RUMQJAA/39 ARRS COM KAHN BAY AB RVN

RUMMRSA/COMNAV 4B SAIGON

RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC

RUMUJBA/37ARRS DANANG AB RVN

MESSAGE NOTIFICATION

Individual
Contacted: H.M.

Local Time 6535
and Date: 30 NOV 71

DO
DOC
CC

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 77

PAGE TWO RUMUJNAU361 C O N F I D E N T I A L
RUMOSKA/OL-B/3ARRGP UDORN RTAFB THAILAND
RUWTFJA/USAFMPC/RANDOLPH AFB TEX/DPMCS
RUMOREA/56SOW DOO NAKHON PHANOM RTAFB THAILAND

BT

~~CONFIDENTIAL~~

CONFIDENTIAL/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038/1000Z 30 NOV 71.

1. RESCUE PROGRESS REPORT NBR 1.

2. MISSION NUMBER: A-3-038/00472 29 NOV 71.

3. SITUATION: CH47 HELICOPTER IS MISSING AND PRESUMED DOWN BETWEEN DANANG AND HUE PHU BAI, POSSIBLY IN THE SOUTH CHINA SEA.

C. PERSONNEL INFO: 33 PERSONS INVOLVED.

(2) SAR OBJECTIVE: PLAYTEX 866, HAS NOT BEEN LOCATED AT THIS TIME.

D. FLYING ACTIVITY: FOR 29 NOV 71 ENDING LAST LIGHT.

(1) 101ABN DN - 3 SORTIES FOR 12.1 HOURS.

(2) 37ARKSQ - 4 - SORTIES FOR 14.2 HOURS.

(3) 39ARKSQ - 1 SORTIE FOR 9.7 HOURS.

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003602
FROM: AESC

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1 cy reproduced
by ARAS/DNAS
30 NOV 71

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003602
FROM: AESC

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* ~~CONFIDENTIAL~~ *

A-3-038
29 Nov 71

F. FUTURE PLANS: (1) PLAN TO CONTINUE THE SEARCH OF THE LAND ROUTE BETWEEN DANANG TO HUE WITH ARMY HELICOPTERS AND A OVER WATER SEARCH UTILIZING HH53 HELICOPTERS AND NAVY SHIPS AS SOON AS WEATHER PERMITS. (2) SAR FORCES FOR 1 DEC 71.

PAGE THREE RUMUJNAU301 C O N F I D E N T I A L

- (A) 39 ARRSQ - 1 - HC130P
- (B) 37 ARRSQ - 2 HH53
- (C) 101 ABN DIV - 4 - 6 - UH1H/LOCH
- (D) 1ST CAV DIV - 2 - 4 - UH1H/LOCH

5. SUMMARY OF SAR ACTIONS: (1) AT FIRST LIGHT PRIOR TO LAUNCH TIME A WEATHER CHECK WAS MADE AT DANANG, HUE/PHU-BAI AND THE RESCUE AREAS. THE CEILINGS AND VISIBILITIES AT LAUNCH BASES WERE BELOW MINIMUMS. THE WEATHER IN THE SEARCH AREAS NEVER IMPROVED ENOUGH THROUGHOUT THE DAY TO PERMIT ANY TYPE OF FLYING. THE WINDS OVER THE SEARCH AREA OVER THE SOUTH CHINA SEA CREATED HIGH SEAS, WHITE CAPS AND BLOWING MIST SO AS TO REDUCE VISIBILITY TO ALMOST ZERO AND NEGATE ANY SURFACE SEARCH. SEA SURFACE CONDITIONS WERE REPORTED TO US NAVAL SHIPS ON SCENE. THE CORRECT CALL SIGN OF THE SUSPECTED DOWN AIRCRAFT IS PLAYTEX 866.

GP-4
BT
#0361

2/2

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003602
FROM: AESC

* ~~CONFIDENTIAL~~ *
* ~~CONFIDENTIAL~~ *

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

* ~~CONFIDENTIAL~~ *
* C ~~CONFIDENTIAL~~ *
* *****

OTTCZYUW RUMUJNA0017 3351020-CCCC--RUCIMAA.

~~ZNY 86CCC~~

O 010945Z DEC 71

FM OL-A 3 ARRGP SON TRA AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUHHABA/PACAF HICKHAM AFB HI/DOH

RUCIMAA/HQS ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

~~RUCIMAA/MAC/MAOCCP~~

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

RUHHABA/41ARRWG/CONTROL CENTER DOC/HICKHAM AFB HI

RUHHHQA/CINCPAC/CC

RUMUMJA/101ST ABN DIV DAMP EAGLE RVN

RHMSMVA/MACV SAIGON RVN

RUEKAAA/AFE0C FT RITCHIE MD

RUMFRBA/CTF 77

RUHGOSA/CTG 77.0

RUMFSBB/CGU 70.8.9

RUMOJAA/39ARRS CAM RAHN BAY AB RVN

RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC

RUMUGKA/COMNAV 4B SAIGON

RUMUJBA/37ARRS DANANG AB RVN

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RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND

RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS

RUMOREA/56SOW/D00/NAKHON PHANOM RTAFB THAILAND

BT

~~CONFIDENTIAL~~/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038/

1000Z 1 DEC 71.

1. RESCUE PROGRESS REPORT NBR: 2

2. MISSION NUMBER: A-3-038 - 0043 29 NOV 71.

3. SITUATION: A CH-47 HELICOPTER IS MISSING AND PRESUMED DOWN
BETWEEN DANANG AND UEE-PHU BAI, POSSIBLY IN THE SOUTH CHINA SEA.

C. PERSONNEL INFO:

(1) 33 PERSONS INVOLVED

(2) PLAYTEX 866 HAS NOT BEEN LOCATED AT THIS TIME.

D. FLYING ACTIVITY: FOR 01 DEC AND ENDING LAST LIGHT.

(1) 101 ABN DIV - 1 SORTY FOR 1.2 HRS.

(2) 37 ARRSQ - 4 SORTIES FOR 5.0 HRS.

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

* ~~CONFIDENTIAL~~ *
* C ~~CONFIDENTIAL~~ *
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OPR	CYS
INFO	CYS
DO	4
DOC	1
CSE	1
	7

MESSAGE NOTIFICATION	
Individual Contacted:	SW
Local Time and Date:	545 1 DEC 1971

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

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E. FUTURE PLANS:

(1) PLAN TO CONTINUE THE SEARCH OF THE LAND ROUTE BETWEEN DANANG TO HUE WITH ARMY HELICOPTERS AND AN OVER WATER SEARCH UTILIZING HH-53S HELICOPTERS AND NAVY SHIPS AS SOON AS THE

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WEATHER PERMITS.

(2) SAR FORCES FOR 2 DEC 1971

(A) 39 ARRSQ - 1 - HC-130P

(B) 37 ARRSQ - 2 - HH-53

(C) 101 ABN DIV - 4 TO 6 - UH-1H/LOCHS

(D) 1ST CAV DIV - 2 TO 4 - UH1H/LOCHS

SUMMARY OF SAR ACTIONS:

(1) AT FIRST LIGHT PRIOR TO LAUNCH TIME A WEATHER CHECK WAS MADE AT DANANG, HUE/PHU BAI AND THE SEARCH AREA. HUE WAS BELOW MINIMUMS AND DANANG WAS BARELY ABOVE. TWO JOLLY GREENS FLEW IN THE MORNING ON A FRAGGED MISSION NEAR THE SEARCH AREA. RETURNING FROM THAT MISSION THEY FLEW BY THE SEARCH AREA AND (WITH 200 TO 300 FOOT CEILINGS) SPOTTED SOME 'GREEN' WRECKAGE ON A BEACH. THEY WERE AT BINGO FUEL, SO TOOK PICTURES OF WREKAGE AND RETURNED TO DANANG. AFTER REFUELING THEY TOOK OFF AGAIN TO RE-INVESTIGATE THE WRECKAGE AND ONE HUEY FROM HUE/PHU BAI JOINED THEM. THE WRECKAGE WAS CONFIRMED BY THE HUEY AS NOT CH-47. LATER, FLYING UP THE BEACH THE HUEY LANDED IN SEVERAL PLACES AND DID PICKUP MORE DEBRIS. IT WAS JUDGED LATER NOT TO BE FROM A CH-47 ALSO. BECAUSE OF LIMITED WEATHER THE JOLLY GREENS RETURNED THEN TO

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DANANG. NO AIR REFUELINGS WERE ACCOMPLISHED.

GP-4
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#0017

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335 DAY 1971
11.04.05Z
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