

He gave us further refined coordinates and maintained communications with the survivors every 30 minutes. At 0058G, a bandit call off Squid placed MIGS overhead with BLU 52 was on RTB and expend his ordnance during and B30. I immediately asked Nail 18 and Nail 13 if they could use the BLU 52 near the survivors and Nail 31 (who had just arrived) answered affirmative and began working up a set of coordinates for the drop by Loran equipped Killer flight. We diverted Killer back to the SAM scene and Nail 31 put him in at 0058G. Nail 18 had just started to RTB when a bandit call off Squid placed MIGS nearing the SAM area. I cleared Nail 31 to head west out of the area and further bandit calls by Motel placed a MIG on one of the Nails tail (Nail 18 or 31). Since both Nails were heading west we deduced that the "bandit" was on Nail 31 or 18's tail so we cleared 31 back into the area to resume the comm gap and further pinpoint the survivors position with his functioning Loran equipment and DF cuts on A and B. The previous BLU 52 drop was a Loran drop approximately 3 clicks west of the survivors and A remarked to 31 that he knew they had used the stuff. At no time did A or B state that the Jingle had landed near them as later events were to prove.

Nail 18, as he RTB'd reported a beeper and weak voice approximately 11 miles on a 250 bearing from 74A and B's position. He could not establish communication but weak DF cuts placed the beeper in that position. He was low on fuel so he continued on to RTB CH 89. We requested that additional FACS as they came out, to comm search that area which we believed might be Falcon 66 who had gone down earlier in the day.

Nail 31 determined that A was on a gentle slope, under a 50 foot canopy with clearings at approximately a 3000 foot elevation. He had heard or seen no enemy activity. Nail 31 placed B approximately 2 miles SW of A's position on a 30 to 40 degree slope under a canopy with clearings also. He had no enemy activity. Nail 31 also determined that neither A or B's Ix strobes were functioning and thus could not get their exact position with his Ix scope. Weather at 0200G was still permissible for pickup at first light. Also at 0240G, Nail 16 was inbound to the area and picked up a beeper and weak voice near the same area west where we believed Falcon 66 might be down. He also was unable to establish voice contact but remained in the area for a while to get DF cuts on the beeper. Nail 31 was approaching bingo fuel so we had Nail 16 proceed on to the 74A and B scene to take over from Nail 31. He arrived at the SAM scene at 0245Z and assumed OSC. Nail 31 also reported a beeper at the same area 11 miles west of the SAM scene as he RTB'd and gave its position as 050/21 off Beta 21. We requested more Nail FACS to come out and check out the area for the secondary SAM for Falcon 66. During this time, many of the KAC'd coords given by the Nails at both scenes were erroneous and had to be re-KAC'd. Weather at the secondary SAM scene was 3000 feet thin overcast. Just as we were beginning to believe that we had Falcon 66's general position and were involved in the secondary SAM, JACK briefed us on the details for the first light. JG's 62 and 57 were to launch at 0350G escorted by Sandies 3 and 4. Sandies 1 and 2 were to launch later and proceed direct to F74's position to arrive in time to assume OSC prior to the JG's arrival. Backup Jollies 32 and 63 were to launch with Sandies 9, 10 at approximately 0520G and proceed to a holding west of F74's position during the first light pickup attempt by Jollies 62 and 57. King 41 was requested

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to plan on leaving Mission Normal orbit to refuel JG 62 and 57 between the "movers" and "movers". We objected to this degradation of mission command during the all important hours just prior to the first pickup attempt. We felt that we should stay on orbit and help the Nail further pinpoint 74's position and also work the secondary for F66 while another King tanker refueled JG 62 and 58 as they proceeded north (they had to go west and around to the north of the POW to reach the SAA area). We had hoped to have enough time before day light to locate Falcon 66 and combine the pickup attempts at first light on both Falcon 74 and 66. In the meantime we had additional Nails proceeding to the secondary SAA position and also our MIG CAP aircraft overhead putting our calls on guard to F66. Gunfighter (MIG CAP) also reported a beeper 055/82/108 (near the positions given by Nails for F66).

JACK informed us that they would try to get a tanker up to perform the A1 but didn't know whether they would arrive in time to do the A1 on schedule. At 0432G, Nail 25 had arrived on scene in addition to Nail 16. They reported A was at 4000 feet elevation on a gentle slope and that A and B had heard no "movers" and saw no problem for the Jollies to make the pickup. They also had reported previously that A said Falcon 75 (the other missing aircraft) had tried to go "feet wet" to the Gulf of Tonkin when they last had contact.

At 0443 another bandit call put MIGS 003/102 off of squid and we reconfirmed MIG CAP was being continually provided (they were working another frequency with GCI). At 0524G we established contact with JG's 57 and 62 and JACK confirmed that tanker King 21 was on way but would not arrive in time to refuel as scheduled. We agreed to depart orbit to refuel them south of CH 108. At 0539, Sandy 1 and 2, JG 32 and 63 were above proceeding to the SAA area. Sandy 1 was to become OSC upon his arrival. Sandy 9 and 10 were to escort JG 32 and 63 to the holding point to standby while JG 62 and 57 attempted the pickup.

At 0541G, we commenced A1 with JG 62 and 57. At 0549G, we completed the refueling just south of CH 108 and proceeded to reassume orbit (during rendezvous and joinup, we had two possible unguided rocket launches near our position). JG's 62 and 57 proceeded on to the north to be rejoined with Sandy 3 and 4. Their ETA to the SAA scene was now 0700G (one hour past first light).

We reassumed orbit and at 0615G, Sandy 1 and 2 arrived on scene and received briefing from both King 41 and Nail 25 who was still OSC. Weather had deteriorated but Sandy 1 who assumed OSC believed a pickup could still be attempted. F74A and B still reported negative movement near their positions.

At 0711G, JG 62 and 57 arrived in the SAA area and phase Alpha began. JG 57 held high while JG 62, guided by Sandy 1, began phase B at 0713. While in hover over A's position, JG 62 noticed a canister just in front of their position about 50 meters from the A man. Shortly after, the effect of the rotor blades had stirred the contents of the canister (BLU 52) enough to affect the area of JG 62. They immediately pulled out to get clear of it. Sandy 1 then requested JG 57 to don masks for a second pickup attempt. JG 57 was very slow to get masks on and comm was had once their masks were in place. Sandy 1 elected to have JG 62, who knew the exact location of A,

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attempt the second pickup try after putting their masks on. At approximately 0805G, JG 62 hovered again over Alpha man, and at 0807G took automatic weapons fire which knocked him out. JG 62 departed the area on pigeons to LS 32 we had given him. He was escorted by JG 57 and Sandies 3 and 4. Note: The coordinates given by Nail for the forward drop of BLU 52 plotted 2-3 miles away from 74A and B's positions. Alpha had never mentioned any effects of the drop on him and we had no reason to believe beforehand that the BLU 52 would have any effect on the pickup attempt.

JG 62 and 57, with Sandies 3 and 4, proceeded to the LS 32 area to be met by King 21 for refueling or to land at LS 32 if necessary. Sandy 1 and 2 were approaching bingo and Sandy 11 became the OCU at approximately 0840G. He requested more BLU 52 be uploaded on fast movers at CH 93 to standby to launch. King 21 intercepted JG 62 and 57 about 15 miles east of LS 32 and escorted them to the site.

At 0858G, JG 62 landed at LS 32 and JG 57 picked up crewmembers after being refueled by King 21. At 0920G, 74A reported enemy within 50 feet of his position. We didn't have any BLU 52 overhead but Nail 41 who was in the SAR area suggested the use of "Gravel" (CDU 14) which we had in holding. Sandy 11 briefed the survivors on the contents of the coming ordnance and Nail 41 agreed to put it in on the survivors position. King 41 requested more CDU 14 diverted to the SAR effort immediately. At 0937G another candid call placed MICS nearing the SAR scene. JG's 63 and 62, Sandy 11, 9, 10, and 15 cleared to the west while Nail 41 remained behind to put in Card flight with the "Gravel". At 0940G, "Gravel" had been expended. At 1007G, more CDU 14 arrived overhead and King 41 briefed King 21 to assume AMC duties. At 1017G we gave AMC to King 21 and RTB'd to CH 70 with minimum fuel.

At the time King 21 assumed AMC duties the weather in the SAR area had deteriorated to the point that another recovery attempt could not be made. JG 32 flight was brought to LS 32 to orbit pending improvement in the weather. Nail FACs and Sandys cycled into the SAR area to maintain a weather watch and contact with the survivors. JG 55/61 who had launched at 0230Z as backup proceeded to CH 108. King 23, while attempting to refuel JG 57, experienced a flash fire at the end of the left refueling hose. King 23 then proceeded to Udon. At 0335Z JG 32 lost his rotor Tac and proceeded with JG 63 to LS 20A. Smoke 44, who had assumed OCU reported weather in the search area as deteriorating with no chance for a recovery attempt for some time. JG 55 and 61 were directed to land at LS 20A to refuel and stand strip alert until the weather improved. Smoke 46 flight was directed to remain on the ground pending weather improvement.

Smoke 44 requested CDU 14 to drop around Falcon 74A as he had reported enemy movement including dogs in his vicinity. Two flights, Brushy and Calsite, carrying CDU 14 (Gravel) were cycling off of tankers and were called in to expend. Difficulty was experienced in getting the strike flights and the Pave Nails together. One strike flight had difficulty contacting the Pave Nail and had to return to a tanker for fuel. Then the Pave Nail had to RTB.

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and this equipment did not arrive in time for any overlap. Some equipment difficulties were also experienced by the Pave Nails. Coordination was finally effected and CDU 14 was delivered directly on 74A's position. Radio contact was maintained with 74A to ascertain the accuracy of the Loran drop for possible correction. Additional CDU 14 had been ordered to be uploaded ready for launch. This request was never fulfilled although the request was made very early in the mission repeated several times. When the request for CDU 14 was not fulfilled, Cbu 42 was requested and obtained for immediate expenditure should further area denial be necessary. At approximately 0620Z, Smoke 44 reported an improvement in the weather and JG 55/61 were launched from LS 20A to orbit LS 32 at 0640Z. By the time JG 55/61 reached LS 32 the weather had improved further and they continued to the SAR area. At 0726Z JG 55 began phase bravo. Falcon 74A was picked up first and P74B second with no difficulty. Pickup was completed at 0810Z. Both survivors were in excellent condition except for a laceration on the Alpha man's leg. JG 55/61 were refueled by King 27 in the vicinity of LS 32 and then proceeded to CH 70 (Udorn) to discharge the survivors.

SAR forces, except for Nail FACs were released at 0819Z and AMC duties were passed to King 22 to continue the search for Falcon 06 and 75.

King 21 Crewmembers

AMC Maj Bruce H. Driscoll
CP 1LT Samuel K. Byers
CP 1LT Frederick H. Wilbourn
NAV MAJ Stephen E. Katz
NAV MAJ Marvin C. Whitfield
AO MSC Dulan E. Lyles, Jr.
FE MSE Harold G. Kreitlein
FE TSG George E. Olah
FE TSG Charles P. Neuber

Forces used by King 21

JG 55, 61, 32, 63
Sandy 1, 2, 3, 4, 9, 11, 15, 16, 17
Smoke 44
Nail 12, 27, 04, 41, 32, 33, 39, 26, 20
Laredo (FAC)
Falcon Flight (MIG CAP)
Gunfighter 51 Flight (MIG CAP)
Gunfighter 55 Flight (MIG CAP)
Ashcan 1 (Iron Hand)
Basket 1 (Iron Hand)
Apollo 41 (Alint)
Apollo 44 (Alint)
Brushy (Strike)
Calsite (Strike)
Falcon 51 (Strike)
Dusco 21, 22 (Alint)

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will. And, we tried to glean something out of it, to help somebody else in the future. More and more, as we looked at it, we saw that it was the man who knew the SAR procedure techniques, and knew his equipment - he was the one who always had the best and fastest pickup.

TOP SECRET
USE ONLY

Early debriefs revealed that downed crewmembers had only a sketchy knowledge of how to vector RESCAP or rescue helicopters over their position, or how to FAC for the fighters in suppressing ground fire. These procedures were stressed in the course, and at the end of 1971 were an integral part of the curriculum, with extensive classroom work and a final field exercise using the Lensatic compass and URC-64 radio to vector HH-3E helicopters in over the simulated survivor's position. ^{52/}

FALCON 74 SURVIVOR

That Jungle Survival School training was effective was attested by the many debriefs in which the JSS was credited with being the difference between being recovered, or being killed or captured. Not atypical was the narrative given to the JSS class of 30 December 1971 by Captain Lester O'Brian, an F-4 backseater from Udorn RTAFB, Thailand. He recalled: ^{53/}

. . . I was sitting here about three weeks ago. I graduated from this course about the third of December. Three weeks ago I was sitting over there in Seat Number Nine. I was listening to the guys talk, and taking it in, but it was sort of like, 'Well okay, that's well and good, but hell, that'll never happen to me.' But I got to my unit at Udorn, and on my fourth mission I had to punch out.

. . . Everything I did, from that point on, it was something somebody said from some survival school saying, 'Now this is what you do.' First of all, I did just what they said, and looked up to check

my canopy. I had no holes in it or anything, but my two main lines were twisted, so I just grabbed them and gave a twist and they straightened out.

. . . I stepped out [of the harness] and, just like the guys said, I wanted to run like hell as soon as my feet hit the ground. So again, I went back to the only thing I had to go on, what the guys here at the survival school had said. So I did what Sgt Martino there always preaches, and I reached down and got my canteen out and washed the taste of fear down my throat.

The Captain was shot down on December 20th and was rescued the following day, after spending the night under a fallen log in the jungle. His survival school training had negated any fear he might have of the jungle, and in fact, he slept most of the night in his hideaway. ^{54/}

Captain O'Brian's two and a half weeks with his unit before going down in enemy territory was by no means a record. The record was held by a young man who graduated from the school and went on to his unit in South Vietnam that evening. Next morning he was shot down, wounded by small arms four times while evading a VC company, suffered through a failed rescue attempt and had to again become part of the jungle, evaded another group of VC, and finally helped in a successful rescue attempt although wounded. His wounds required that he be medevacuated to the Clark AB Hospital, from which he called the school 23 hours and 10 minutes after leaving class. ^{55/} He had put into use the training received in the course and wanted to let the instructors know how much it had helped him.

18 DEC (CONT)

- 1500 TO HOLDING POINT FOR JOLLIES IS 150/108 / FALCON 66
SAR OBJECTIVE / TWO CHUTES SITED NO VOICE
CONTACT AS YET
- 1515 TO JACK SAYS LAUNCH B/UP JGS / CREWS NX / MX - NX
- 1520 TO JG 52/56 HOLDING OFF CH 108
- 1530 TO JG 32/63 ↑ CH 89 / JACK - T.P.
- 1550 TO JG 52/56 HOLDING AT LIMA SITE 16 / JG 32-63 HOLDING
SOUTH OF THE FENCE. / NO WORD OF THE SURVIVERS
- 1610 TO NAIL 44 REPORTED BEEPER CONTACT
- 1615 TO SECOND SAR OBJECTIVE / FALCON 74 / 074 / 70 / 108
- 1625 TO JACK IS BRINGING SOUTH JGS TO CH 89 FOR STAND-BY ALERT
- 1625 RH JG 61 HAVE LOST ROTAR TAC AND JG 61 + 55 WILL
REMAIN AT CH 89 93, JACK
- 1655 TO NAIL 44 IN CONTACT WITH A + B MAN ON FALCON
74 / "B" MAN 2000 / SECOND FROM "A" MAN
- 1700 TO JG 61-55 ↑ CH 93 FOR CH 89 / JACK - T.P. - MX
- 1810 TO JGS IN SAR AREA TO RTB AT THIS TIME / "A" & "B" MAN
ARE IN CONTACT / (2) NAIL ACFT & (1) KING ACFT TO REMAIN
IN AREA / SAR FORCES TO LAUNCH AT FIRST LIGHT.
- 1820 TO JG 55-61 ↓ CH 89 / JACK - T.P.
- 1854 BR JACK ADVISES JG 52 & 56 ETA CH 89 2025 // BR
- 1855 TO JG 32-63 ↓ CH 89 / JACK - T.P.
- 1930 TO JG 52/56 RTB TO CH 70 / JG 52 HAS OIL COOLER PROBLEM
MX & T.P. NX
- 1950 BR JACK ADVISES 52 & 56 1 HOUR OUT OF CH 70 // 52 MAY
HAVE POSSIBLE BATTLE DAMAGE.
- 2046 BR JG 52 & 56 ↓ CH 70 SAFELY // ADVSD JACK & TEECE.
- 2400 BR / CG. CLOSING,
- 19 DEC 11
- 0000 BR LOG OPENED.
- 0030 BR KNIFE 30 ↑ CH 89 TO CH 70 TO DELIVER PARTS AND A
MEN TO REPAIR JG 52. AT 0030.
- 0116 BR JG 56 ↑ CH 70 TO CH 89. AT 0105 // ADVSD JACK & TEECE

19 Dec (cont)

- 0000 ZG 62 WILL LAND AT LIMA SITE 32 / JG 57 WILL PICK
UP THE CREW AND RTB CH 89 / T.P. & MX / JG-60 HAS
PROBE PROBLEM - WILL NOT RETRACT OR EXTEND - WILL BE
REPLACED BY JG 55 / JACK-T.P.
- 0005 ZG 61 ↑ CH 89 / JACK-T.P.
- 0010 ZG 52-30 BEING COCK FOR STAND-BY / JACK-T.P.
- 0015 ZG 55 & 89 - JACK-TEEPER
- 0025 ZG 57 TO RTB CH 70 / UNABLE TO GET AR / MX
- 0030 ZG 57 ETA TO CH 70 1100 / MX / T.P. / MAY RECIEVE AR
- 0035 ZG 57 RECIEVED AR / ETA CH 89 1120L
- 0045 ZG 57 ↓ CH 89 / JACK-T.P.
- 0050 ZG 32 ↓ LIMA SITE 20 WITH ROTAR TAC PROBLEM
- 0055 ZG 32 BACK IN COMMISSION WILL REFUEL AT CH 108 AND
REMAIN IN SAR AREA
- 0100 ZG 55-61 TO RELAUNCH FROM CH 108 & TO PROCEED LIMA SITE 32
- 0105 ZG 32 ↑ LIMA SITE 32 RTB CH 89 WITH ROTAR TAC PROBLEMS
JG 63 IS AT 20 ALTERNATE WITH APP PROBLEMS AND IS UNABLE
TO LAUNCH / JG-32 ETA CH 89 - 1335L
- 0115 ZG JACK SAYS LAUNCH JG 30-52 / MX & CREWS
- 0120 ZG 32 ↓ CH 89 / JACK-T.P.
- 0130 ZG 63 ↑ RTB TO CH 89 / MX-
- 0135 RH JG 30 & 52 ↑ CH 89 / JACK & TEEPER
- 0140 RH JG 63 ↓ CH 89 JACK & TEEPER
- 0145 ZG "A" & "B" MAN HAS BEEN PICKED UP / NO MEDICAL STATUS
~~JG~~ JG 55 MADE PICK UP
- 0150 ZG "A" MAN HAS LASURATION OF R LEG / "B" MAN IS OK
JG 55 WILL RTB CH 70 AFTER AR
- 0155 ZG JACK ADVISED US THAT JG-62 WILL BE MSN RDY IN 5 MINUTES
- 0200 ZG JG-62 SHOULD BE ABN IN 30 MIN. / TANKER & SANDIES STANDING
BY / PASSED BY JACK
- 0205 ZG JG 30-52 ↓ CH 89 / JACK-T.P.
- 0210 ZG JG-62 WILL REMAIN AT LIMA SITE 32 OVERNIGHT / MX CREWS
WILL LAUNCH ABOUT 0730L ON 20 DEC

1705 ~~TO~~ JACK SAID HAVE POSSIBLE SAR / FALCON 82 DOWN 5 mi. E
 BETA 27 / WANTS US TO STANDBY / MX NX
 1737 ~~TO~~ JG 55/61 ↓ CH 70 / MX-T.P.
 1815 ~~TO~~ JG 55-61 ↑ ^{CH 70} ETA TO CH 89 IS 1915 L / MX-NX
 1925 ~~TO~~ JG 55-61 ↓ CH 89 / JACK-T.P.
 1926 ~~OK~~ SGT DAVISON OFF DY // SSGT DW. Baker ON DY.
 2000 ~~OK~~ PASSED TALK TO TALKER.

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ROUTINE

PT 0044Z

021 084254

RTTETUW RUMMRSA1321 0210146-EEEE--RUCIMAA.

ZNY EEEEE

R 210131Z JAN 72 ZEX

FM 3ARRGP TSN AB RVN

TO RUHHABA/41ARRWG/DO/HICKAM AFB HI

~~CINCPACFLT/41ARRWG/DO/HICKAM AFB HI~~

BT

UNCLAS E F T O DO

SUBJ: SUPPLEMENTAL REPORT.

REF A: ARRS/CC MSG 231715Z DEC 71 (SI).

THE FOLLOWING 40ARRSQ/DO MSG IS QUOTED AS SUPPLEMENTAL INFO
TO REF A PARA 6 AND TO 40ARRS ARRSN 55-1 MISHAP REPORT NBR 18
DEC 71. QUOTE 1. JOLLY GREEN 62 WAS IN A 200 FOOT HOVER
APPROACHING FALCON 74 ALPHA WHEN THEY WERE HIT BY NUMEROUS
ROUNDS OF SMALL ARMS FIRE. ONE OF THE ROUNDS HIT THE FUEL
LINE LEADING TO NUMBER ONE ENGINE AND THE ENGINE IMMEDIATELY
FLAMED OUT. THE PICK UP ATTEMPT WAS ABORTED AND THE AIR-
CRAFT WAS FLOWN TO LIMA SITE 32. UNQUOTE.

BT

#1321

NNNN

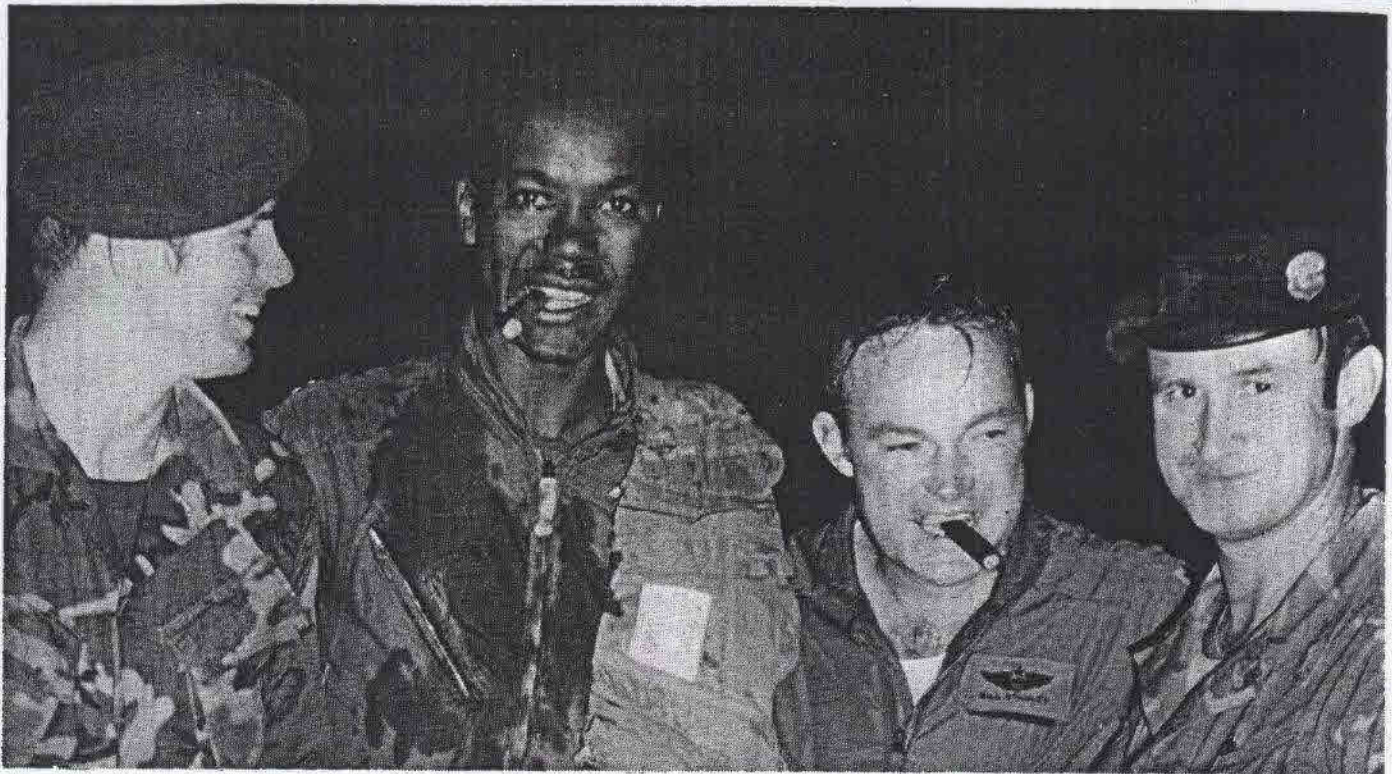
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OPR
ARRS
JAN 1972

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ROUTINE



U.S. Air Force Photo

Captain O'Brien, second from left, and Major Stanley, enjoy cigars following their rescue. Pararescuemen on the mission were Sgt. William D. Brinson, left, and MSgt. Leon Fullwood.

Major airlift milestone

150th C-5 arrives in 'Nam

CAM RANH BAY -- The 150th C-5 Galaxy arrival here recently marked a major milestone in the giant aircraft's role in U.S. redeployment from the Vietnam war.

The Galaxy, number 90017, flown by Lt. Col. Louie O. McFaron, completed the milestone flight from its home

base at Travis AFB, Calif., three hours ahead of schedule.

A prime mover of U.S. retrograde equipment from the Republic of Vietnam, the 150th Galaxy left here with three U.S. Army CH-47 Chinook helicopters for the return flight home. The CH-47s are the largest single pieces of equipment to have been carried by the giant aircraft from the Republic.

In another recent flight, one C-5 carried 22 OH-6 Cayuse low observation helicopters.

With this 150th landing and departure, the Galaxy fleet operated by the U.S. Air Force has carried more than 10,700 tons of cargo and passengers in its Vietnam runs.

It has averaged about 75 tons per mission or 37.5 tons for each leg of the flight.

One hundred forty of the C-5's Vietnam runs landed here. The other 10 Galaxies flew into and out of Tan Son Nhut AB near Saigon.

'Transition' announces job openings

TAN SON NHUT -- A plan to provide training for entry level jobs in all phases of the Transportation Industry has been proposed to the





U.S. Air Force Photo

..., and Major Stanley, enjoy cigars following their rescue. Pararescuemen on the left, and MSgt. Leon Fullwood.

milestone

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F-4 crew rescued in Laos

TAN SON NHUT -- A U.S. Air Force F-4 Phantom crew was rescued from the jungles of Laos near the North Vietnam border recently after spending nearly 23 hours on the ground.

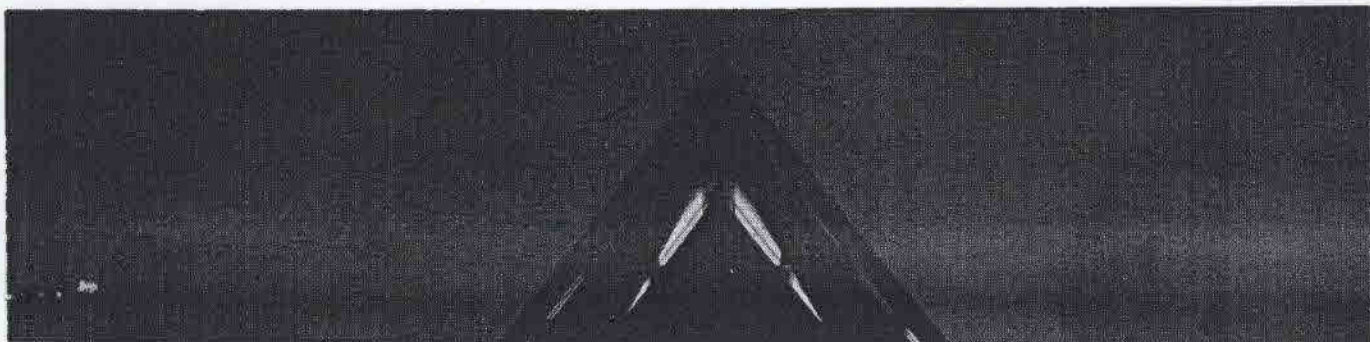
The Phantom pilot, Maj. William T. Stanley, and the navigator, Capt. Lester O'Brien, were supporting friendly forces over Laos when they were diverted from their original mission to aid in the search and rescue of a downed F-4.

After expending ordnance on ground targets in Laos, they attempted to engage threatening MIG aircraft. No MIGs were initially engaged and as their Phantom reached "go-home fuel," they were fired upon by antiaircraft artillery and surface-to-air missiles and were attacked by MIGs. They took evasive action, which ranged over North Vietnam from high to low altitude, causing the aircraft to rapidly exhaust its fuel before either a landing base or tanker could be reached.

At approximately 5:15 p.m. the crew reported they were ejecting for lack of fuel.

Forward air controllers operating in the area established and maintained voice contact with the pair throughout the night. The rescue force of HH-53 Super Jolly Green Giant helicopters, A-1 Skyraiders, tactical jet fighters, and HC-130s launched at dawn the following day.

One of the helicopters contacted the downed crew shortly after 8 a.m. but had to withdraw from the area because of bad weather and enemy ground fire. At approximately 4 p.m., after the weather began to clear and the ground fire was silenced by fighters, the Super Jolly moved in to pick up the crewmen. Both were in good condition.



Robert LaPointe

From: "Richard M. Atchison"
To: "Robert LaPointe" <rlapointe@gci.net>
Sent: Wednesday, March 21, 2001 7:03 PM
Subject: Falcon 74

May be able to do better than that. I will be a member of the group that will discuss Falcon 74 and I think they are going to tape it. Will try to get a copy of the tape. Will definately write you an article as long as it does not end up being copyrighted and I can use a version of it for the FAC History. And I will be willing to send you copies of anything that the CSAR group sends to me from their historical archives which I assume may be the same sources you have. Are you a member of the CSAR education effort? I also participated in Ashcan 01, Gunfighter 84, Nail 31, the A-6, Bat 21, and a bunch of others. Tell me about your book. What is in it and how much does it cost? My address is:

R.M. Atchison
8808 Arley Drive
Springfield, VA 22153

Thanks, Rick Atchison

MAILED ALL 25 MAR

3/24/01

Robert LaPointe

From: "Robert LaPointe" <rlapointe@gci.net>
 To: "Richard M. Atchison"
 Sent: Sunday, March 25, 2001 12:02 AM
 Subject: Re: Falcon 74

It's 23:50 and I am wrapping up another marathon session of final editing. Information about my soon to be released book is enclosed. Essentially I am trying to write the first comprehensive history of Air Rescue in Vietnam.

I took an hour tonight to copy and package everything I have on the Falcon 74 SAR. It is quite a bit and should refresh and excite some old brain cells. I served at the 37th for 18 months in 1971-72. We likely flew together on some of the same missions.

We have a 7 x 24 post office in Anchorage. I will handcarry your material down in the morning and send it priority mail. You should have it NLT Thursday 29 March. Any primary source data that you can provide on SAR's would be appreciated and put to good use.

I'll get back with you about your writing a story for inclusion in volume two. While the book itself will be copyrighted, you will own unlimited rights to anything you write. I'll provide a written agreement to that fact when get to that point.

Right now I am looking forward to handing volume 1 to the printer. That will happen in early April. Then I plan a five month break and start doing many of the things I've given up for the past 2 1/2 years.

Time to hit the rack.

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

From: "Richard M. Atchison" <ricka6@ix.netcom.com>
 To: "Robert LaPointe" <rlapointe@gci.net>
 Sent: Friday, March 23, 2001 8:31 PM
 Subject: Falcon 74

> Today I received three items from the CSAR folks. A audio tape of the
 > debrief of Falcon 74B at the Jungle Survival School (it's pretty good),
 > a copy of two pages of log from the Joint Rescue Center (I believe) and
 > several maps with suspected locations of Falcon 74A and 74 B. Would you
 > like copies of this information? Please send me your address and I'll
 > forward it to you. VR Rick Atchison
 >

18 December 1971

F-4D 66-0241 555 TFS, 432 TRW, USAF, Udorn
Maj Kenneth R Johnson (POW)
1Lt Samuel R Vaughan (POW)

There had been little opportunity for air-to-air combat since the end of Rolling Thunder and the North Vietnamese MiGs had not shot down a USAF fixed-wing aircraft since 23 February 1968. Falcon 66 was one of a pair of Phantoms that was flying top cover for a helicopter that was extracting a Special Forces team from behind enemy lines in northeastern Laos. As the mission proceeded the Phantoms were attacked by MiG-21s and during the engagement Maj Johnson's aircraft was shot down by an air-to-air missile near Ban Pong Ban. The crew ejected and attempted to evade capture but were surrounded and taken prisoner by North Vietnamese troops. The pair was lucky in that they were eventually sent to the camps in North Vietnam and survived captivity. Maj Johnson was released on 14 March 1973 and 1Lt Vaughan was released in the last batch on 28 March 1973. Maj Johnson had flown 220 missions in the F-100D with the 510th TFS in 1967. He later assisted in the delivery of F-5s to the VNAF and flew a number of combat missions with them. He converted to the F-4 and was shot down on his 55th Phantom mission. 1Lt Vaughan had arrived at Udorn on 10 October and was on his 49th mission when he was shot down.

~~F-4D 65-0799 13 TFS, 432 TRW, USAF, Udorn
Maj W T Stanley (survived)
Capt L O'Brien (survived)~~

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FALCON 74 SAR

F-4D 64-0954 13 TFS, 432 TRW, USAF, Udorn
1Lt Kenneth R Wells (POW)
Maj Leland L Hildebrand (POW)

As soon as Falcon 66 was shot down the rescue task force swung into action in the hope of recovering the Phantom crew before they could be captured. A formation of Phantoms from a sister squadron at Udorn took part in the attempted rescue but two of the aircraft became casualties themselves. Nearly three hours after Falcon 66 went down Maj Stanley was heading southeast away from the area to refuel when he was attacked by a MiG and was shot down. Both crew ejected and were eventually picked up by a USAF SAR helicopter. Half an hour later another Phantom flying CAP coverage over the rescue force was also lost, the aircraft running out of fuel as it tried to reach a tanker following an

engagement with a MiG. 1Lt Wells and Maj Hildebrand ejected but were captured before they could be rescued and joined Maj Johnson and 1Lt Vaughan in captivity. Wells and Hildebrand were also sent to North Vietnam and were both released on 28 March 1973. Leland Hildebrand was on his 20th mission when he was shot down while Ken Wells was only on his 9th mission having arrived at Udorn on 9 November. Capt O'Brien survived the crash of his Phantom at Udorn on 1 February 1972.