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Classified by \_\_\_\_\_  
SUBJECT TO GENERAL DECLASSIFICATION  
GUIDELINES AND EXECUTIVE ORDER 11652  
DATE \_\_\_\_\_ AUTHORITY \_\_\_\_\_  
DECLASSIFIED AT TWO \_\_\_\_\_  
31 DEC 1970

~~Downgraded at 3 year intervals.  
Declassified after 12 years.~~



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TACAN on Nail 12 was broken and all 3 AA helicopters did not have one. As the helicopters approached the SAM scene it was decided that PFH pick up Bullwhip Bravo and 13F get Bullwhip Alpha. PHC would hold off and act as reserve. Simultaneously, Falcon 84 (the only strike aircraft in the area), was asked to make a pass on the area and neutralize any enemy fire if encountered. Nail 12 then lead both helicopters into the area until they located the survivors positions. Bullwhip Bravo was recovered at 0950Z. Bullwhip Alpha was extracted via hoist at 0952Z. No enemy fire or activity was noticed from the air at the time of recovery. However, Bullwhip Bravo reported that just before his recovery he heard a good deal of movement around his area. Raven 23 then came up frequency and offered to escort both helicopters back to LS272. Nail 12 then proceeded to put a strike on Bullwhip Bravo's old position using Falcon 84. ETA of both helicopters to LS272 was 1035Z. They landed there at 1040Z.

King 22 departed the SAM area at 0955Z to assist King 23 on another mission then in progress.

King 22 Crewmembers

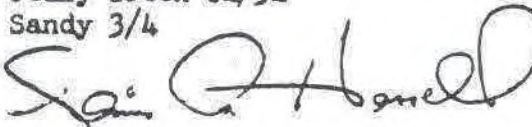
AMC Capt James A. Hassell  
CP 1Lt. Claude F. Roberts  
NAV Capt Thomas T. Ishii, Jr.  
NO TSgt Paul McLeod, Jr.  
NO TSgt Robert T. Ahorer  
FE MSGt Sidney A. Presley  
FE SSgt Robert B. Underwood, Jr.  
LM SSgt Ralph V. Randolph

SAR Forces Employed

Nail 12 (OSC)  
PFH (recovery Helicopter)  
13F (recovery Helicopter)  
PHC (reserve Helicopter)  
Raven 23 (Escort)  
Falcon 84 (Strike)  
Papa flight (MIG CAP)  
Gunfighter flight (MIG CAP)

SAR Forces available but not used

Mancho flight (Strike)  
PHG (Helicopter)  
PFJ (Helicopter)  
Raven 21  
Raven 25  
Jolly Green 62/32  
Sandy 3/4

  
JAMES A. HASSELL, Captain, USAF  
Aircraft Commander/Airborne Mission Commander

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IMMEDIATE

- (A) 39ARRS AT 200841Z  
(B) 40 ARRS AT 200902Z  
(C) 56SOW AT 200902Z

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(4) TIME SAR FORCES LAUNCHED:

- (A) 1 HC-130P, 39ARRS DIVERTED AT 200841Z  
(B) 2 HH-53C, 40ARRS LAUNCHED AT 200910Z

C. PERSONNEL INFORMATION:

- (1) 2 PERSONS INVOLVED, 2 PERSONS LOCATED, 2 PERSONS SAVED  
(2) SAR OBJECTIVE LOCATED BY NAIL 12 AT 200900Z POSITION 1919N 10341E  
(3) RECOVERY OF BULLWHIP 26 "B" COMPLETED AT 200950Z BY NON-USAF HELICOPTER FOXTROT HOTEL BY LANDING. BULLWHIP 26 "A" PICKED UP BY NON-USAF HELICOPTER HOTEL CHARLIE AT 200952Z BY FOREST PENETRATOR.  
(4) BOTH SURVIVORS TAKEN TO LS-272, ARRIVING AT 201025Z, THEN TRANSFERRED TO NON-USAF C-123 AND FLOWN TO UDORN RTAFB, ATA 20/1120

D. FLYING ACTIVITY:

- (1) 39ARRS- 1 SORTIE FOR 2.0 HOURS  
(2) 40 ARRS- 2 SORTIES FOR 3.0 HOURS  
(3) NON-USAF HELICOPTERS - 2 SORTIES FOR 1.2 HOURS  
(4) NON-USAF C-123 - 1 SORTIE FOR 0.6 HOURS

E. SAVES DATA: 2 NON-ARRS SAVES MADE BY CIVILIAN HELICOPTERS.

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KING 22 (HC-130P) GREATLY ASSISTED SAR EFFORT BY ORGANIZING FORCES AND RELAYING DATA.

- (1) PERSONS SAVED - MAJOR ROBERT K. MOCK, 432TRW UDORN RTAFB,  
1LT JOHN L. STILES, 432 UDORN RTAFB

- (2) TWO COMBAT SAVES  
(3) TWO AIRCREW MEMBERS

G. SUMMARY OF SAR ACTIONS:

(1) DL-2, 3ARRGP WAS NOTIFIED AT 200840Z BY BRIGHAM GCI THAT BULLWHIP 26 WAS OVERDUE, INFO ORIGINATED WITH ABCCC CONTROL AIRCRAFT. CONFIRMED WITH 432TRW TUOC THAT AIRCRAFT WAS INDEED OVERDUE AND THAT HIS WORKING AREA WAS THE PDJ. KING 22 (HC-130P) WAS NOTIFIED OF THE INCIDENT AND DIVERTED TO THE AREA. AT 200902Z KING 22 HAD ESTABLISHED CONTACT WITH THE SURVIVORS THRU NAIL 12 (OV-10). NAIL 12 REPORTED BOTH SURVIVORS IN GOOD CONDITION AND AREA RELATIVELY QUIET. SAR, AND JOLLY GREENS WERE ORDERED TO LAUNCH AT NAKHON PHANOM RTAFB. EVER 2 NON-USAF HELICOPTERS WERE LOCATED IN THE AREA AND DIVERTED TO THE SCENE. WITH NAIL 12 ACTING AS OSC, THE HELICOPTER FOXTROT HOTEL PICKED UP BULLWHIP 26 "B" AT 200950Z BY LANDING. HOTEL CHARLIE PICKED UP BULLWHIP 26 "A" AT 200952Z USING THE "FOREST PENETRATOR"

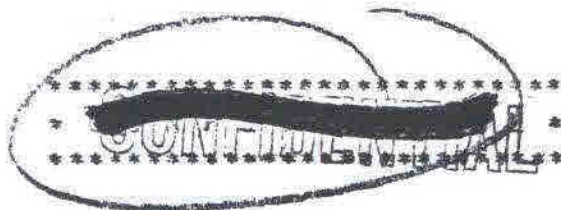
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IN GOOD CONDITION. THEY WERE TAKEN TO LS-272, TRANSFERRED TO NON-

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USAF C-123, AND ARRIVED AT UDORN RTAFB AT 201120Z. ALL SAR FORCES  
WERE RTB\*SO OR DIVERTED TO OTHER MISSIONS AT 201000Z.  
(2) NO AERIAL REFUELINGS WERE ACCOMPLISHED.

GP-4

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DATE: 20 Jan 72

MISSION NUMBER B-3-006-20Jan 72

AIRCRAFT DESIGNATION: King 22

MISSION OBJECTIVE: Bullwhip 26

LOCATION: 1919N 10341E

SAVES: 2 Combat

PROBLEM AREAS ENCOUNTERED:

1. At the start of the mission being only as far south as L39 (Savannakhet) was enough to nullify any direct communication with Cricket. It was at least 15 minutes before R/T contact was established.
2. During the initial SAM phase Cricket was required to perform Kings duties. However, when King 22 arrived on scene Cricket appeared hesitant in relinquishing entire control of the mission. Throughout the mission Cricket insisted on not going over to discrete UHF but staying on 282.8 and primary VHF. Crickets assigning SAM resources frequencies without notifying King caused other communications problems. However, Crickets initial outstanding handling of the SAM cannot go unnoticed.
3. Nail 12 brought all the AA helicopters over to VHF freq. 123.1. I don't know where he got this freq., if it was chance or policy. I feel he was probably told by rescue forces at NKP that this freq. is SAM VHF. This caused problems when both the Jollies and Sandies checked in. Briefing could not be accomplished until both Jollies and Sandies were sent to discrete GCI. "JACK" was then required to use HF to talk with King 22. It was decided that moving Nail and Helicopters to yet another VHF freq. would cause more problems than it was worth. So King let him use 123.1 until the pickup was accomplished. Suggest Nail forces at NKP be advised what 123.1 is used for and to request VHF freq. from King is desired.

SUGGESTIONS: One SAM aircraft can not effectively cover the entire SEA conflict. This has been shown time and again. With increased activity of the dry season and the present AAA picture in Steal Tiger two aircraft are now required.

  
JAMES A. HASSELL, Captain, USAF  
Aircraft Commander/Airborne Mission Commander

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SCHEDULE OF EXECUTIVE ORDER 12958  
AUTOMATICALLY DOWNGRADED AT TWO  
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