

0635 TO CALLED CE ON TERMITE WORK ORDER # 1164
 0650 TO PASSED DIR TO JOCKER
 0700 TN SGT DAVISON OFF DUTY SGT NEALIS ON DUTY
 0715 TN PEDRO 21 ↑ CH 89 45/TP/WALKER
 0715 TN PEDRO 21 ↓ CH 89 THIS TIME/TP
 0740 RH JG 73 ↑ CH 89 3.5 LOCAL
 0740 RH JG 30 ↑ CH 89 3.0 LOCAL
 0800 TN JG 30 ↓ CH 89 THIS TIME/TP/THOU
 0810 TN JACK CALLED CALLED JG 61-63 AIR BARR 1600
 0815 TN JG 73 ↓ CH 89 THIS TIME/TP/THOU
 0820 TN JG 61 ↓ CH 89 15/TP/THOU
 0825 TN JG 63 ↓ CH 89 /TP/THOU
 0850 TN SENT DARR AND FORSTAT TO JOCKER THIS TIME
 0905 PE SGT PUSICZ ON DUTY.
 0915 PE LOG CLOSED

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0001 ST LOG OPENED
 0020 IF REC. WX WARNING VALID 1745Z TO 1945Z
 TS WITHIN 3NM OF BASE, WINDS VAR 12 G 25 MINIMUM
 COMBINATION 20 @ TS. // REC BY T00C 10m
 0355 PE 100K FORSTAT + SCA PULK TO T00C + COMM CENTER
 0420 M REC. EXTENSION OF WX WARNING NOW VALID UNTIL
 0600Z // REC FM T00C //
 0540 M PASSED SAR POSTURE TO JACK + ADVISED TO
 * KILL SOUTH BIRDS TO GO SOUTH. ASAP //
 0535 PE ADVISED BY JACK TO LAUNCH SOUTH BIRDS ASAP TO
 CH 93, AROUND 02 FUEL FLAME OUT AT 0536L,
 GENERAL AREA NORTH OF SARAUANE //
 0615 M 740K AIRCRAFT F-105, 2 SOB. NO OTHER INFO AT
 THIS TIME //
 0657 TN JG 56+61 ↑ CH 89 /TP/THOU
 0700 TN SGT PUSICZ OFF DUTY SGT NEALIS ON DUTY
 0805 TN JG 56+61 ↓ CH 93 THIS TIME

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12B

DATE: 12 March 1972

MISSION NUMBER: E-3-018

FLIGHT DESIGNATION: Jolly Green 56

OBJECTIVE: Rescue and recovery of two F-105 crew members with call sign Alamo 02.

MISSION NARRATIVE: Initial notification came from Tonant at 0540L via telephone that an aircraft was over due and would reach fuel exhaustion at 0545L. Crews on Jolly Green 56 and 61, who were scheduled to deploy TDY to Ubon, went to intelligence for a briefing and update of the last known position of the F-105. Aircrew reported to the HH-53 and were scrambled at 0650L with instructions to proceed to TACAN Channel 99 and obtain further instructions from King 21. Upon arrival at Channel 99, we were instructed to proceed to Channel 93, cock the aircraft and await further instructions. Aircraft were landed at Ubon at 0805L and placed on alert. At approximately 1420L Jolly Green 56 and 61 were notified of a scramble order for a SAR and were airborne at 1430L. Instructions after airborne were to proceed to the 170 degree radial for 43 miles on Channel 125, a distance of approximately 166NM. Enroute, we received update information from King 21, King 24 assisted by relaying information until we got close enough to be in constant radio contact with King 21. Weather enroute was approximately 4000 scattered variable broken with three miles in haze. The update information supplied by King 21 placed the survivor at the 170 degree radial for 47 1/2 NM off Channel 125. Elevation, temperature, weather, aircraft working the area and their altitudes, and survivor's conditions were all passed by King 21. He did a commendable job of coordinating and setting up a safe operation. Jolly Green 56 and 61 arrived in the recovery area at 1545L. Weather in the recovery area was approximately 4000 scattered variable broken with 1 1/2 - 2 NM visibility in smoke and haze. Through the use of UHF/ADF we were able to establish visual contact with King 21 and subsequently a visual on Pedro 26 who had picked up Alamo 02 Bravo. Pedro 26 was hovering over Alamo 02 Alpha and because of his injuries it was decided that Jolly Green 56 would use the Stokes Litter to recover him. During the recovery phase, Jolly Green 61 orbited within sight of Jolly Green 56 and Sandy 5 and 6 flew cover around Jolly Green 56 in case of any hostile action. The recovery progress was passed to King as each phase was entered and accomplished e.g. lowering pararescue man, lowering stokes litter, starting injured pilot up through undergrowth and trees etc. Recovery was initiated at 1550L and completed at 1605L. The area had tall trees and heavy ground cover. The pararescuer who was lowered to help the injured pilot got tangled in the trees and undergrowth going down and when he was brought back up to the helicopter. It required considerable time to maneuver the injured pilot in the Stokes Litter through the vines and undergrowth, and through the trees to Jolly Green 56. King 21 coordinated for a recovery base where the best immediate medical attention could be given to the injured pilot commensurate with the factors that the pilot was on the ground for approximately eleven hours, had

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Downgraded at 3 year
intervals; declassified
after 12 years

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Date: 12 Mar 72

MISSION NUMBER: 11-3-017 11/12 Mar 72

FLIGHT DESIGNATION: KING 22

MISSION OBJECTIVE: Alamo 02 (1-105) Rescue and recovery of Downed Airman

LOCATION: ALAMO 02 (175/153/125)

SAVES: 2

1. Summary of Sail Actions:

a. King 22 briefed for assumption of King 22 orbit and continuance of search for missing aircraft, Alamo 02. King 22 blocked Korat RTAFB at 0707Z. On taxi, "Gaur" transmissions between Cherry 16 and Alamo 02 were heard by King 22 and a launch was made at 0715 with no difficulties encountered.

b. The only problem encountered enroute was the lack of an accurate position for Alamo 02. The search was being conducted in V.R. sector 6 of Steel Tiger while the actual Alamo 02 position was some 285 miles to the southwest of the search area.

c. Launch, enroute, and on scene weather was 4000 - 4500' MSL, scattered steel tiger, temp 50° with 5 to 6 miles visibility enroute dropping to 2 miles on scene and haze in the Sail area.

d. Coordination with all forces was outstanding with King 21 handling airborne mission coordination, duties and King 22 acting as On Scene Commander due to the unsuitability of low altitude search aircraft.

e. Very good.

f. As USS King 22 entered an area, determined by Cherry 16 from Alamo 02's last fix, most likely to be in the vicinity of Alamo 02. Once in the area, King 22 initiated a creeping line search utilizing radar and visual search techniques to determine the location of Alamo 02. At 0807Z, a visual sighting of Alamo 02's wreckage was made in a very rugged, heavily timbered mountainous area at position 1410N 1020E.

g. Enemy action during the search was reported as negative by intelligence sources and on scene observations over the area.

h. Alamo 02's wreckage was located for this successful rescue by following the search pattern. King 22 precisely with respect to transmissions between the two aircraft. Alamo 02's wreckage was located in a very rugged, heavily timbered area, some 100 yards from 02B, was blown off by a fire from the wreckage. The wreckage was offered from his parachute fall into a bamboo thicket.

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i. Alamo 02B was picked up by Pedro 26 at 0824Z and 02A was located by Pedro 26 at 0845Z. It was determined by the Pedro medic that 02A should be picked up by Jolly Green 56 and this was accomplished at 0906Z accounting for both saves - their condition previously noted.

j. None

k. None

l. None

m. Pedro 26 departed SAR area at 0853Z.
Jolly Green 56/63 departed SAR area at 0909Z.
King 22 departed SAR area at 0938Z.

n. King 22 landed Korat RTAFB at 1209Z after maintaining remainder of fringed orbit.

o. Use of King 22 as a low-altitude search aircraft and on scene commander in this instance provided the vitally needed quick position fixing and vectoring ability to assure a most rapid pickup and avert probable loss of at least one crew member due to the aforementioned bleeding of Alamo 02A.

2. King 22 - 1 sortie - 5.0 hours - 39 ARRSq

3. None

4. None

5. N/A

6. King 22

AMC Capt. Levka
CP Lt. Desormey
NAV Capt. Hunger
RO Capt. Ware
FE SSgt. Marchak
FE SSgt. Neuber
LM SSgt. Randolph

Additional Resources:

Jolly Green
Pedro 25/26
Sandy 5/6
King 21

Simon E. Levka
SIMON E. LEVKA, Captain, USAF
Aircraft Commander/Airborne Mission Commander

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