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DOC 67⁶

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31 March 72

SUBJECT: Sandy 7 and 8 (Spectre 22 A-0 SAR)

1. Sandy 7 and 8 (7 - Priebe/8 - Bardal) took off from Ubon RTAFB at 0520 on the 31st of March 1972 and were told to proceed to an initial holding point with Jollys 53 and 62. Rendezvoused and after orbiting for approximately thirty minutes escorted the Jollys to a final holding point. King then suggested to Sandy 3 that the SAR forces split up and make multiple recoveries (Sandy 3 and 4 with Jolly 53/62; Sandy 7/8 with Jolly 60&66). The plan was agreed upon and 7 was told to rendezvous with Raven 40 and ~~was~~ (7/40) would evaluate the situation while Sandy 8 escorted the Jollys in. After making numerous intimidation passes and locating the survivors with Raven 40 assistance, the Jollys were committed after Sandy 7 laid down an armed M-47 plus WP rockets for an IP. The hunt began and after approximately one hour ten survivors were rescued. Raven 40 locating the survivors while Sandy 7 vectored the Jollys and watched for ground fire. Sandy 8 flew protective cover around the Jollys. Then Sandy 7/8 and the Jolly 60 & 66 RTB'd Channel 93.

Glenn C. Priebe

G. PRIEBE, 1Lt, USAF
Sandy 7

Eugene C. Bardal

E. BARDAL, Capt, USAF
Sandy 8

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DOC 671

8 April 1972

FROM: 1st SOS (Maj Batte/2754)

SUBJECT: SARCO Report, Spectre 22

TO: 56th SOW (DO)

1. At 2145L Jack reported that the 15 man crew of Spectre 22 (HC-130) had bailed out on approximately 080/90 of Channel 93. Redbird 12 (B-57) was on-scene commander and had several beeper contacts in the area. Jack directed the SARCO to prepare for a first light recovery effort.

2. First light coordination was initiated immediately and included the following:

a. First light ordnance requested to be placed on QRF was 8 flights of BLU-52, 2 flights of CBU 42, 2 flights of CDU-14, and 4 flights of snake and nape. The QRF reaction time to the scene was estimated to be 45 minutes.

b. Raven FAC assistance was requested and obtained.

c. Sandy and Jolly assets were organized and briefings prepared for a launch to provide first light coverage.

3. (0100L) Nail 39 was on-scene commander. He had established contact with the entire crew of Spectre 22. All survivors indicate they were in excellent condition except for "I" who had an injured back and was unable to move. Nail 39 had the general position of all survivors except "B" and "M". Nail 39 was reluctant to put in any ordnance during the night because he was not familiar with the area and did not have positive position of all survivors. Spectres were requested and approved to provide tactical coverage throughout the night.

4. Due to the position and number of survivors, the SARCO felt that follow-on SAR forces could operate more efficiently from Channel 93. The following coordinate was instituted to provide the above:

a. Called Wolfpack to advise transit maintenance at Channel 93 to expect and prepare for vastly increased requirements for Grade 115/145 fuel in the morning.

b. Called the Sandy armament personnel at Channel 93 and instructed them to build up 4 extra Sandy armament loads (replacing LAU-3's with M-47's) and have them readily available.

c. Transportation was arranged for 2 each flight line maintenance and armament personnel to arrive at Channel 93 at 0730L. These personnel would augment the limited number in place at Channel 93.

5. (0230L) Nail 43 was on-scene commander. He had a reliable fix on 13 of the 15 survivors which indicated that they were grouped in a relatively small area. The position of "B" and "M" was still in question, but they appeared to be considerably to the east of the other survivors and possibly near the route structure. All survivors were in good spirits and report no movement in their area.

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DOC 674

pick up "B" first and then "M".

13. Sandy 01 dropped an M-47 for a too far smoke. The helicopter was high and could see the smoke and started proceeding toward the smoke. While the helicopter was coming in Sandy 01 put down a smoke screen along the road with CBU-22. When the helicopter got close to the smoke Sandy 01 vectored him over the "B" survivor. Sandy 01 and 02 flew a daisy chain around the helicopter during the pick up and observed no ground fire.

14. After "B" was picked up Sandy 01 directed the other helicopter to the "M" survivor while the first helicopter egressed and Sandy 02 laid a smoke screen Sandy 01 and 02 again formed a daisy chain around the helicopter and again observed on ground fire.

15. After "M" was picked up, at 0925L, Sandy 01 and 02 and the helicopter egressed the area to a point 3 to 5 miles west where the other helicopter was holding. We all climbed over this point to 10,500 ft, and headed for channel 82. Sandy 01 and 02 escorted the helicopters across the trail until released by them. Sandy 01 and 02 then RTB'd, landing at channel 89 at 1110L.

16. On post flight Sandy 01 observed that he had been hit in the right aileron by an AK-47 round.

James J. Harding
J. HARDING, Maj, USAF
Sandy 01

Ross M. Buchanan
R. BUCHANAN, Capt, USAF
Sandy 02

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DOC 67³

S T A T E M E N T

31 March 1972

SUBJECT: Sandy 01 and 02 (Spec 22 SAR)

1. Sandy's 01, 02, 03, 04, 05, and 06 briefed at 0345L for a planned 0430L take-off.
2. Sandys 01, 02, 03, and 04 were to go to the SAR area. Sandy 05 and 06 were to cock on and be ready to take-off in case of aborts by 01, 02, 03 or 04. If no one aborted 05 and 06 were to take off later.
3. Sandy 02 ground aborted 2 airplanes so 03 and 04 took off at 0445L and proceeded to the area. Sandys 05 and 06 did not take off because 07 and 08 were airborne and on their way to the SAR area.
4. Sandys 01, 02, 05 and 06 went back to TUOC and received an up dated briefing on the SAR area, survivors positions and survivors conditions.
5. Sandys 01 and 02 took off at 0710L and proceeded to the holding point for the 13 survivors. On the way we received a briefing from King and were given a radial and DME to hold on. We arrived at the holding point at 0815L.
6. There were 4 Sandys and 4 Jolly Greens working the large group of survivors with no opposition so Sandy 01 requested to proceed across the trail to work the "BRAVO" and "MIKE" survivors. King granted this request and at 0825L Sandys 01 and 02 departed orbit and proceeded to the area of "B" and "M".
7. We arrived in the area at 0845. Crossing the trail we observed several rounds of 37MM fire in our area but none of it came close to us.
8. Nail 52 had both "B" and "M" pinpointed and was orbiting over their position. We were briefed by Nail 52, the only ground fire he observed was from a ZPU 1 kilometer north of "B" and he had put a flight of snake and a nape on it.
9. Nail 52 put down a smoke rocket and then talked Sandy 01 into Bravo's position and then into Mike's. Both parachutes were visible from the air.
10. Sandy 01 began trolling for ground fire at 500 to 1,000 ft. with Sandy 02 2,000 ft. higher looking for tracers and muzzle flashes. Sandy 01 observed covered bunkers along the road and at least one enemy but no ground fire was observed. Sandy 01 put his rockets on the bunkers and CBU-25 along the river between "B" and "M".
11. While we were trolling, 2 H-34 helicopters called and said that they were proceeding to our area and would be at a holding point approximately 3 miles west of the survivors position at 0910L.
12. At 0915L Sandy 01 determined that there was no ground fore in the immediate area and decided to execute the pick-up. The plan was to

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| 15 | (U) | The 56th Special Operations Wing assumed Command and Control of the 23rd Tactical Air Support Squadron. |
| 16 | (S) | An A-1J of the 1st Special Operations Squadron made a gear-up landing at NKP due to battle damage. The aircraft received major damage. |
| 18 | (S) | Nail 31, an OV-10A of the 23rd Tactical Air Support Squadron was shot down in Steel Tiger. |
| 18 | (S) | Sandy 01, an A-1J of the 1st Special Operations Squadron was shot down in Steel Tiger while searching for survivors of Nail 31. The pilot was rescued by an Air America helicopter which was on the scene. |
| 19 | (S) | Search and Recovery mission for Nail 31 was successful. |
| 27 | (C) | Search and Recovery mission for Jolly Green 61 downed in Northern Cambodia unsuccessful. No objective. |
| 31 | (C) | Search and Recovery mission for Spectre 22 shot down near the Bolovens Plateau in Laos successful. The entire crew of fifteen was recovered. |

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40th ARSg History, 1 January - 31 March 1972

SAVES

Combat Saves

<u>NUMBER</u>	<u>SURVIVOR</u>	<u>DATE</u>	<u>MISSION</u>
136	Capt John S. Murphy	11 Feb 72	Sea Fox
137	1Lt Thomas W. Dobson	11 Feb 72	Sea Fox
138	SSgt William E. Silva	17 Feb 72	Sum Dog 12
139	Capt Malon H. Long, III	02 Mar 72	Covey 219
140	1Lt David G. Breakman	19 Mar 72	Nail 31
141	Capt Stephen Bortlesky	19 Mar 72	Nail 31
142	Lt Col O. F. Lentz	31 Mar 72	Spectre 22
143	Capt R. Cardosi	31 Mar 72	Spectre 22
144	Maj D. C. Dixon	31 Mar 72	Spectre 22
145	Sgt C. Davis	31 Mar 72	Spectre 22
146	MSgt M. D. Frost	31 Mar 72	Spectre 22
147	MSgt J. R. Thrasher	31 Mar 72	Spectre 22
148	Sgt D. Tiaron	31 Mar 72	Spectre 22
149	Sgt M. Tesch	31 Mar 72	Spectre 22
150	Capt C. C. Johnson, Jr.	31 Mar 72	Spectre 22
151	SSgt A. Denoi	31 Mar 72	Spectre 22
152	Capt R. Rayburn	31 Mar 72	Spectre 22
153	Sgt S. R. Reeves	31 Mar 72	Spectre 22
154	Capt W. D. Fulk	31 Mar 72	Spectre 22

Spectre 22

The end of the reporting period was marked by the spectacular rescue of all 15 crewmembers of a Spectre AC-130 gunship. At 2200, 30 March 1972, Spectre 22 was hit by AAA while attacking trucks in the Steel Tiger area of Laos. The right wing burst into flames and the pilot, Captain Waylon O. Fulk, gave the order to evacuate from the aircraft.^{87/}

While two crewmembers bailed out at that time, the others elected to remain with the aircraft temporarily. After a lapse of approximately 10-15 minutes, it became apparent that they could no longer stay with the burning aircraft. Captain Fulk, by this time clear of the Steel Tiger area, again gave the order to bail out. When the remaining 13 crewmembers left Spectre 22, they were some 50 miles away from the first two crewmembers who had bailed out earlier.^{88/}

The SAR forces were alerted for a first light effort and through the remainder of the night, other Spectre gunships and FACs located the survivors and related their positions in terms of LORAN fixes.^{89/}

The following morning the largest rescue operation of its type began. The two survivors that had bailed out first--in Steel Tiger--were picked up by Air America and flown to Pakse, Laos where they were later recovered by a Jolly Green. The SARTF arrived at dawn and within two hours the Jollys had picked up the remaining 13 crewmembers and the operation was complete.

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Prior to the Spectre 22 operation, there had been concern that the existing procedures would not be adequate for effecting a rescue of a large number of survivors in a hostile area. To improve the situation, all SEA units were requested to submit comments or proposed changes for inclusion in a 56SOW draft of changes to SAR procedures for large-crew aircraft. The final draft was to be forwarded to the 3ARRGp, and the changed procedures were to be briefed to all multi-crew tactical units flying in SEA. ^{90/}

During the Spectre 22 SAR, the importance of a newly acquired asset-- the Spectre gunship--was confirmed. The equipment aboard the three AC-130s that circled the survivors that night made it possible to pinpoint the positions of the crewmembers on the ground. These positions, in turn, were passed to the Jolly Greens, thus greatly reducing the time required to locate the men the following morning.

While the survivors' exact positions were being determined, surprisingly little difficulty was encountered in communication. This had been another matter of concern for prospective multi-crew rescue operations. The difficulties in locating 13 men in a relatively small area of jungle were compounded by the many aircraft at the scene, and presented a situation in which it could hardly be expected that effective radio communication could take place. It was a credit to the SAR force and to the crewmembers of Spectre 22 that radio discipline was maintained to a degree that allowed the pickups to be rapidly accomplished. Sharing the credit were the Spectres and other aircraft that spent the night overhead, both locating the survivors'

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positions and keeping their spirits up until the rescues took place. It appeared certain that the experience gained during the Spectre 22 operation would prove valuable in modifying procedures in anticipation of subsequent multi-crew rescue operations.

LOSSES

During the reporting period the 3ARRGp lost three HH-53 Jolly Greens to enemy action. Eight personnel of the 3ARRGp were killed in action (KIA) and one was listed as missing in action (MIA).

3ARRGp COMBAT LOSSES

<u>Date</u>	<u>Unit</u>	<u>Type/Tail Number</u>	<u>KIA/MIA</u>
21 Jul 71	40ARRSq	HH-53/68-8285	0
25 Nov 71	37ARRSq	HH-53/68-10366	3 KIA/1 MIA
27 Mar 72	40ARRSq	HH-53/68-10365	5 KIA/0

Source: 3ARRGp Safety Office, 12 April 1972.

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SPECTRE 22A/O

(C) Jack declared a SAR for Spectre 22A/O at 2145L, on the evening of 30 March. Redbird 12, a B-57 on the scene, was receiving several beepers. Spectre was an AC-130 gunship and carried a crew of fifteen.¹⁶⁶ There was some initial concern about this SAR because such a large operation had never before been attempted.¹⁶⁷

(S) Though thirteen of the survivors were located in what was considered a permissive area, careful and massive preparations were immediately begun. Eight flights of HLU-52 were placed on ground alert, as were two flights of CBU-14, and four flights of CBU-25 and napalm. Pave Nails were dispatched and assistance was requested from Raven FACs. Air America helicopters and Laotian T-28s were placed on alert at Pakse, Laos. It was decided to use Ubon as the regeneration base for follow-on Sandy missions, so extra armament loads were assembled there. The 56th SOW also dispatched extra ground crewmen to augment those at Ubon.¹⁶⁸

(C) The Pave Nails began their task of sorting out beepers, talking to survivors, and compiling a roster. By 0100L, 31 March, Pave Nail 39 had established contact with all fifteen crewmen.

166. SARCO Report for Spectre 22A/O, 30 Mar 72, (Doc 67).

167. Opinion of the Wing Historian.

168. SARCO Report for Spectre 22A/O.

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of Bravo and Metro.¹⁷¹ Much of the credit for the success and smoothness of operation of this SAR was attributed to the excellent radio discipline of the survivors.¹⁷² The SAR was terminated at 0930L.

171. Ibid.

172. SAR Procedures Briefing attended by Wing Historian, presented by Capt E. R. Jayne, Sandy Pilot, 1st SCS, 1 Apr 72.

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Det 4, 3ARRGp Historical Input 1 Apr - 30 Jun 72

Appendix II

SARS in which Det 4 has participated

<u>MISSION</u>	<u>DATE</u>	<u>SAVES</u>
SPECTRE 22	1 Apr	15 combat
BAT 21	2 Apr	1 combat
BLUE GHOST 39	2 Apr	-
BLUE GHOST 28	2 Apr	2 combat
PAVE MAIL 38	3 Apr	1 combat
VAMPIRE 46	4 Apr	1 non-combat
JOLLY GREEN 67	6 Apr	-
COVEY 282	7 Apr	-
BENGAL 502	9 Apr	1 combat
MUSKET 01	9 Apr	2 combat
COSMIC 16	20 Apr	1 combat
VAMPIRE 50	22 Apr	1 combat
SCORPIAN 115	29 Apr	-
COACHMAN 22	29 Apr	4 combat
RED HAWK 6	29 Apr	4 combat
ICERAG 04	11 May	-
GOPHER 01	11 May	-
BOWLEG 02	20 May	1 combat
OWL 14	23 May	-
OYSTER 01	1 Jun	1 combat
LOVER 03	1 Jun	2 combat
RITAOT	13 Jun	-
cathay airlines convair 880	15 Jun	-
SPECTRE 11	18 Jun	3 combat
HOB0 22	18 Jun	-
SANDY 7	20 Jun	1 combat
NICKEL 102	20 Jun	1 combat
WHOLEY 03	21 Jun	-
SALTER 04	24 Jun	-
CHAPPAKAWA SKY	24 Jun	1 non-combat
CHAPPAKAWA NOEN	24 Jun	1 non-combat
LOUAY 03	24 Jun	-
LAREDO 17	25 Jun	-
DOLBY 01	27 Jun	-
TROY 04	27 Jun	-
VALENT 03	27 Jun	1 combat
VALENT 04	27 Jun	1 combat
COVEY 27	30 Jun	1 combat

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30 March 1972

CLASSIFICATION: ~~SECRET~~

REMARKS: Jolly Green 53, 60, 64, 61, and 62

REMARKS: Rescue and Recovery of Fifteen AG-130 crew members with call signs of 22 Alpha thru Oscar. Pickup attempt unsuccessful on 30 March 1972 for all fifteen crewmembers. Thirteen crewmembers were picked up by Jolly Green.

ADDITIONAL CREW MEMBERS: Sandy's 1 through 3; King 27, 31, and 54; Raven 40.

OPERATIVE SUMMARY: The AG-130, Hailon Phansa 2200, Thailand, was notified of a downed AG-130, Spectre 22, at 2212L, 30 Mar 72. The crew of 15 men had been shot out 10 miles North-Northeast of Bangkok, Laos, in the area of 15-37'N, 103-45'E. The crews of Jolly Green 53 (1) and 60 (1) First Element, and 61 (1) and 64 (1), Second Element, (all AG-130 helicopters) directed for a night light attempt at 0215L, 31 Mar 72, with the Sonar (AG-130) and Hailon (AG-130). A night recovery attempt was ruled out due to terrain and foliage conditions in the area (the inability to locate the survivors visually) and reported hostile ground forces in the area.

JG 53 and 62 departed NKP at 0415L and arrived at the initial orbit point at 0435L. JG 60 and 64 departed NKP at 0455L and proceeded south for air refueling with King 54 (AG-130P). JG 64 reported a nose gear clip 11-45 at 0614L and made a precautionary landing at Ubon Rattasathit, Thailand. JG 63 was launched from Ubon and joined JG 60. Sandy's Three and Four evaluated the area and pinpointed the survivors while JG 53 and 62 moved to the initial holding point. When JG 62 holding high, JG 53 descended for the first pickup at 0715L. JG 53 went to a hover over 22 India at 0735L and lowered a PJ to assist the survivor. 22 India suffered a back injury during his PJF. 22 India was recovered at 0755L and 22 Alpha was hoisted on board at 0733L without incident. JG 53 departed the area with the survivors due to low fuel and JG 62 descended for his pickup as JG 60 and 63 entered the area as cover for JG 62. JG 62 recovered 22 Fox at 0735L and departed the area to refuel with King 27. JG 53 landed at Ubon at 0843L and JG 62 arrived at Ubon at 0915L. JG 60 descended into the area at 0745L with JG 64 holding high. JG 60 picked up 22 Charlie, 22 Hotel, 22 Oscar, 22 Kilo, 22 Delta, 22 Juliet, 22 Golf, and 22 Lima in that order. JG 60 lowered a PJ to assist 22 Oscar who had a broken leg. The eight survivors were located in 40 to 50 foot trees and two were within 100 yards of several houses. Seven of the survivors were in a two mile circle and one was three miles from the main group. No ground fire was observed although there were several small housing areas near the survivors. Raven 40 gave very accurate directions to the survivor's locations by flying in a tight circle above each survivor. Raven 40 also greatly assisted Sandy 5 in controlling and reassuring the survivors. Sandy 5 brought each survivor up on the pickup frequency as soon as previous survivor was on the hoist. Jolly 60 was used to read only one survivor on UHF guard and Sandy 5 relayed the survivor's transmissions. Most of the survivors stated that they probably pointed their antennae at the helicopter thus blocking their transmissions. No other

AG-130/DO

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GROUP -
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UNIT 1 JOLLY GREEN 51

1st Lt. 3 AB22g - 3 sorties 21.1 Hours
1st Lt. 3 AB22g - 7 sorties 21.2 Hours
1st Lt. 3 AB22g - 33 sorties 21.4 Hours
1st Lt. 3 AB22g - 5 sorties 21.2 Hours
1st Lt. 3 AB22g Helicopters - 4 sorties 7.6 Hours
1st Lt. 3 AB22g - 16 sorties 11.1 Hours
1st Lt. 3 AB22g - 6 sorties 3.7 Hours

Serial refuelings were accomplished.

UNIT 2 JOLLY GREEN 54

1st Lt. 3 AB22g	AS
1st Lt. 3 AB22g	CP
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	AP
1st Lt. 3 AB22g	AS

UNIT 3 JOLLY GREEN 53

1st Lt. 3 AB22g	AS
1st Lt. 3 AB22g	CP
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	AS

UNIT 4 JOLLY GREEN 60

1st Lt. 3 AB22g	AS
1st Lt. 3 AB22g	CP
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	AS

UNIT 5 JOLLY GREEN 63

1st Lt. 3 AB22g	AS
1st Lt. 3 AB22g	CP
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	RS
1st Lt. 3 AB22g	AS

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() OF JAMES EARL RAY

1. William C. Sullivan

2. Charles A. Singer

3. Donny B. Sanders

4. William D. Branson

5. Michael B. Voyles

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James E. Ray
James E. Ray, Major, USAF
Assistant Operations Officer

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