

War Aircraft Losses

1429	26 Dec 1971	F-4D	NVN	Stolz L. G.	Capt	KIA		Koons D. F.	1Lt	KIA
1430	26 Dec 1971	OV-10A	LAOS	Guenther L. E.	Capt	POW (returned)				
1431	31 Dec 1971	F-4D	LAOS	Duggan W. Y.	Maj	KIA		Sutter F. J.	Capt	MIA
1432	20 Jan 1972	RF-4C	LAOS	u	u	Rescued	AA Helo	u	u	Rescued
1433	20 Jan 1972	F-4E	LAOS	Davis O. J. Jr	Capt	Rescued	Army Helo	Venables R. K.	Capt	Rescued
1434	10 Feb 1972	F-4E	LAOS	Murphy J. S.	Capt	Rescued		Dobson T. W.	1Lt	Rescued
1435	16 Feb 1972	F-4D	Sea	Schwertfeger W. R.	Capt	POW (returned)		Galati R. W.	1Lt	POW (return)
1436	17 Feb 1972	O-2	u	Christy R. W.	1Lt	KIA		Silva W. E.	SSgt	Rescued
1437	17 Feb 1972	F-105G	Sea	Cutter J. D.	Capt	POW (returned)		Fraser K. J.	Capt	POW (return)
1438	17 Feb 1972	F-4	NVN	Irwin R. H.	Maj	MIA		Hawley E. A.	Capt	POW (return)
1439	2 Mar 1972	OV-10A	LAOS	Long M. H.	Capt	Rescued				
1440	6 Mar 1972	F-4E	LAOS	Howell C. A.	1Lt	KIA		Rusch S. A.	1Lt	MIA
1441	14 Mar 1972	OV-10A	LAOS	Hardy A. H.	1Lt	MIA				
1442	18 Mar 1972	OV-10A	LAOS	Breskman D. G.	1Lt	Rescued	USAF Helo	Boretzky S. L.	Capt	Rescued
1443	18 Mar 1972	A-1J	LAOS	Faas M. J.	Capt	Rescued	AA Helo			
1444	23 Mar 1972	F-4D	LAOS	Whitt J. E.	Maj	KIA		Jackson J. T.	Capt	KIA
1445	28 Mar 1972	AC-130A	LAOS	Ramsower I. B.	Maj	MIA		Wanzel C. J.	1Lt	MIA
1446	30 Mar 1972	C-130E	LAOS	Fulk W. O.	Capt	Rescued		Bolling B. N.	Capt	Rescued
1447	2 Apr 1972	O-2A	Sea	Abbot R. L.	1Lt	Rescued	USN			
1448	2 Apr 1972	EB-66C	SVN	Bolte W. L.	Maj	MIA		Hambleton I. E.	LtCol	Rescued
1449	3 Apr 1972	OV-10A	SVN	Henderson W. J.	1Lt	POW (returned)		Clark M. N.	1Lt	Rescued
1450	7 Apr 1972	OV-10A	SVN	Walker B. C.	1Lt	MIA		Potts L. F.	1Lt	MIA
1451	9 Apr 1972	F-4D	LAOS	Banks W. M. Jr	Capt	Rescued		Jacobs M. J.	Capt	Rescued
1452	15 Apr 1972	F-4E	NVN	Timble L. A.	1Lt	KIA		Despiegler G. A.	Maj	POW (return)

Air America- 18 March 1972- Laos

RESCUE By Ben A. Van Etten

There are certain dates in a lifetime of events that stay etched in your memory. I can vividly remember, for example, my wedding day, where I was the day that JFK was assassinated, and other events important to my family. Another time was the 18th of March 1972.

I was the pilot on an H-34D helicopter for Air America, Inc. It started as a routine flight from Udon, Thailand to Pakse, Laos. My passengers were mainly flight crews "dead heading" up country for a crew rotation. I was scheduled to remain six days in Pakse. "King" was the call sign of the Air Force airborne controller for search and rescue (SAR) missions in Laos. I was about ten minutes from landing for refueling in Savanaket, Laos when "King" broadcasted a

message for "any Air America helicopter in the Savanaket area that might be available to help rescue a downed pilot."

Normally the military took care of their own SAR's, but Air America made many rescues simply because we were in the area. Some times the Air Force was its own worst enemy because by the time birds were scrambled, briefed, cover provided, MiG cap provided, and authentication

of the downed pilot (as if the enemy would stage a fake crash) were made, he'd probably be captured. On two other occasions I'd picked up a downed crew, moved them to a safe area, and finally the military would make their pick up. I responded that I could be available, after refueling.

I was given a radio frequency to contact "Sandy one" once I was back in the air. He would be the on scene commander directing the rescue operation. The downed aircraft was an OV-10 forward air controller (FAC) out of Vietnam. It had been shot down by AA over route twenty three (part of the Ho Chi Min Trail) about 40 miles east of Savanaket. The crew was hiding on the east side of the "road," which was alive with massive AA activity, and a quick pickup could avert certain capture by the NVA.

I contacted "Sandy one" shortly after takeoff and was advised to head east to route twenty three and take up an orbit, but don't cross the road.

"Hotel 70", my call sign, "Rogers." Sandy one and Sandy two were a flight of A1E Sky Raiders and normally escort the CH53 (Jolly Green Giant) rescue helicopters.

As I flew closer to the area I could hear Sandy one talking to the downed pilot over the UHF guard frequency. He was OK, but the NVA soldiers were starting to look for him.

I might add at this point that March is the height of the "smoky" season when the farmers in that part of the world slash and burn, clearing areas of the jungle for planting the next season's crops. Visibility on that day, because of the smoke, was down to about one mile with no ceiling.

I flew up to route twenty three and began an orbit when I called Sandy with my position. I also requested the coordinates of the downed airman, which he refused to pass. "Besides," he said, "the Jollies were on the way and would be making the pickup."

That was just fine with me and my crew. We didn't relish the idea of flying through 37mm AA, not to mention the 23mm and 12.7's that were reported in the area.

Finally, I heard the Jollies call Sandy with an ETA of fifteen minutes. Sandy replied with "continue inbound while I descend toward the target to get a visual on the downed pilot."

A few seconds later Sandy's wing man reported ground fire directed toward Sandy one. Sandy

replied with "Roger, I heard the shots, but didn't take any hits." Even though I was only a mile or so away from the pickup point, I had yet to see the Sandies because of the smoke.

The next radio transmission was from one of the Jollies saying with a nervous sounding voice that he needed to RTB (return to base) because of a fluctuating gauge (probably his blood pressure). Number two came back with "I'm right behind you." He sounded relieved.

I called Sandy again and requested the coordinates. He was going to make another pass over the area and would get back to me. Again Sandy two broadcasted "You're receiving fire." Sandy one answered, "I've been hit and I'm on fire!" I interjected at that point to turn to 270 before bailing out. "Negative, I'm heading south and ejecting right now!" Obviously, I wanted him to head west toward us and bail out on the west side of route twenty three. We hadn't had a visual on him yet. As he was making his last transmission I turned the UHF homing switch that showed his position from us as 080. I was orbiting at 3000 feet and nosed over to descend to tree top level, before crossing the road.

The other two crew members (Captain B.J. Ruck, my co-pilot, and Flight Mechanic Jim Nakamoto) both agreed to go on with the rescue. There was no doubt that this one could definitely turn into a "rotten sandwich." We all needed to be on the same sheet of music.

Another Air America H34 crewed by Bill Johnson and Dave Ankerberg arrived as my backup and would remain in orbit west of the "trail" while I went in for the pickup.

We were low level with the wheels inches from the tree tops, heading 080, pulling lots of power, maintaining max air speed (above VNE, no doubt). When we crossed route nine, which seemed like a four-lane highway, we were exposed much longer than we'd anticipated.

It took about ten to fifteen seconds to cross! The "pucker factor" was also "red lined," but we never heard a shot! Back over the trees we breathed a bit easier.

Looking ahead through the smoke and haze we could see the fire and black smoke bellowing from Sandy's wreckage. I turned a few degrees left figuring that the plane probably flew on for a few seconds after the pilot ejected.

About that time Sandy one called on his survival radio that he could hear us and that we were headed straight for him. I spotted his orange parachute and noted with some dismay that he was hanging about fifty feet up in a tree! I settled to a low hover over him for a hoist pickup with the jungle penetrator. Jim operated the hoist as I hovered the aircraft. B.J. had his Uzzi, loaded, on his lap, watching out the left side. (As if the Uzzi would do us much good against a squad of pissed off NVA soldiers with AK47's!) Sandy two was in a tight orbit over us. We felt good about that, those A1E's packed a lot of fire power! The pilot was looking up at us with a big grin as Jim worked the hoist to lower the penetrator. I was thinking it was a bit early for celebration, we had a long ways to go.

This particular hoist only had one speed, slow. It seemed to take forever for it to get to him.

Meanwhile, we were expecting the bad guys to come running out of the jungle with guns a blazing. Under the triple canopy the ground appeared open. Jim came over the intercom and advised us that our grinning pilot couldn't reach the penetrator! Jim was trying to swing it to him, but because of the dense tree foliage, it wasn't happening. About that time we heard the first round explode above us! I'm not sure if "Charley" was shooting at our cover A1E or was trying to lob an air burst at us. Anyway, times were a bit tense.

We retrieved the hoist while the pilot was able to rappel to the ground, unhook from his survival pack, and move to a more open area. We moved over him again, lowered the penetrator, he hooked up and we began the extraction. A second explosion was heard overhead. It sounded close! To add to our concerns, the 30 minute low fuel light had been

illuminated for approximately 20 minutes. We finally got him into the aircraft and figured that we'd been hovering there for 34 minutes! Luck was with us, the bad guys were still a no show.

I gave "King" a call to let him know we had "Sandy one" on board and were heading out.

King advised us not to re-cross in that area, but to head south and cross the road near the town of Saravan where it was safer. Unfortunately we were too low on fuel to go far. If we were going to run out of gas, the west side of the road was our best option. I advised "King" that we'd have to cross at the same area where we came in. I'd radioed to have a drum of fuel brought out. After crossing route twenty three (again without incident) we rendezvoused with the other chopper, landed in a field, and hand pumped 55 gallons of gas into what must have been only fumes left in the tank.

While we were refueling, we were all feeling pretty good about saving the downed pilot, but mainly we were glad to still be alive. Being the nice guy I am, I decided to have a little fun with the pilot. There was a rumor going around (with the Air Force) that Air America crews received a \$10,000 bonus when we recovered a downed airman. Not true. I got with the pilot and told him that we wouldn't be taking him directly back to his base (NKP, Thailand) and would be going on to

Pakse. Of course at that point anything I said would have been fine with him. I further explained that he was worth ten grand to me and my crew and we hadn't been paid for our last rescue. So we wanted to make sure we turned him over to the right person to get credit for the bonus. He bought it all, hook, line and sinker.

Within an hour we landed at the Pakse Airport, turned the happy pilot over to his Air Force representative, and reported in to our "customer," Jim Butler. Jim (call sign "Grey Fox") told us to assemble in the briefing room. We had a mission (exfil) in the Bolivans plateau. Another hot one to finish out the day, 18 March 1972.

~~CONFIDENTIAL~~

145

JOLLY GREEN 61

(C) At 1150L, on 28 March, Jack declared a SAR for Jolly Green 61, a rescue helicopter of the 40th ARRS stationed at NKP. The chopper was down in Northern Cambodia, 140/70/82. Sandys 05/06 were launched from Ubon to join Jolly Greens 60 and 64 who were already at the scene. Jolly Greens 60 and 64 had been flying formation with 61. Sandys 07/08 were launched from DaNang.¹⁶²

(C) Shortly after 1300L, Jolly Green 60 reported sighting a parachute in a tree and at 1310L, a PJ was deployed. The PJ found the tail section of the ill-fated helicopter, but no signs of life. Shortly before 1400L, Jolly Green 64 took ground fire, lost a system, and egressed the area. Now low on fuel, Jolly Green 60 had to RTB.¹⁶³

(C) Two other Jolly Greens replaced 60 and at 1430L Sandys 01/02/03 and 04 took off from NKP. At 1645L the wreckage was still burning. Another PJ was deployed with negative results. At 1720L, the PJ returned to his helicopter and the SAR was terminated for lack of an objective.¹⁶⁴

(C) It was later surmised that Jolly Green 61 had probably been shot down. Helicopter crews had noted on previous occasions

162. SARCO report for Jolly Green 61, 28 Mar 72, (Doc 68).

163. Ibid.

164. Ibid.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

147

that when enemy gunners shot at helicopter formations they chose the last as their target. They also walked their fire up from the rear of the target chopper. It was thought that they finally succeeded with the possible shootdown of Jolly Green 61.¹⁶⁵

165. Intvw, Wing Historian with Lt Col C. E. Brandon, 40th ARRS Commander, 10 April 72.

~~CONFIDENTIAL~~

56 SOW

Jan - Mar 72 vol. 2

K-WG-56-HI

~~CONFIDENTIAL~~

FROM: 1st SOS (Maj Miller 2010)

28 March 1972

SUBJECT: SARCO Report for Jolly Green 61

TO: 56 SOW (DO)

1. SARCO was notified at 1150L, 28 March 1972, that a SAR had been declared for Jolly Green 61. The approximate location was given as 140/70/82. Sandy 05 & 06 had been launched by Jack from Ubon at 1149L. Jolly Green 60 & 64 were at the scene.

2. Two more Sandy aircraft were requested and Sandy 07 & 08 were launched from DaNang at 1215L. Sandy 06 encountered some difficulty and Sandy 05 was airborne alone at Ch 93. Jack was advised not to send Sandy 05 to the scene by himself. Sandy 06 did get airborne and both aircraft proceeded to the scene at 1224L. Sandy 07 & 08 were airborne from DaNang at 1240L.

3. Jolly Green 60 reported sighting a parachute in a tree at 1307L with no movement observed. At 1315L a pararescue man was deployed to check on the parachute and some other parts of the wreckage. It was reported back that no one was in the chute and the tail section had been found.

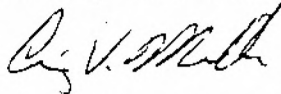
4. At 1356L, Jolly Green 64 reported taking ground fire and the loss of an aircraft system. He was escorted to a safe area by Sandy 07 & 08.

5. Sandy 01, 02, 03, & 04 were launched to replace the on-scene aircraft. Sandy 01 & 02 were airborne at 1430L, 03 & 04 were airborne at 1435L.

6. Sandy 07 & 08 escorted Jolly Green 64 to Pakse and then RTB'd to Ch 89. Jolly Green 60 RTB'd to Ch 93 and two other Jolly Greens were then at the scene.

7. At 1645L the wreckage was still burning. A P.J. was again deployed to search the area. Nothing was found of any survivors. At 1720L the P.J. was back on board the Jolly Green.

8. All SAR forces RTB'd at 1740L. Sandy 01 & 02 recovered at Ch 93, and Sandy 03 & 04 recovered at Ch 89. SAR terminated.



CRAIG V. MILLER, Major, USAF
SARCO, 1st SOS

~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

DATE: 27 MARCH 1972

MISSION NUMBER: B-3-02A

FLIGHT DESIGNATION: Jolly Green 52

OBJECTIVE: Search and Evaluation of Crash Sight - Jolly Green 61.

MISSION NARRATIVE: Initial notification came through tenant at 1200L that a Jolly Green HH-53C had experienced difficulties and we were directed to launch. Jolly Green 52 and Jolly Green 62 responded and were airborne at 1205L. The coordinates of the crash sight were passed while we were enroute to TACAN Channel 82. The crash sight was on the 140 degree radial for 63 N.M. using Channel 82. This was a straight line distance of 234 N.M. from Nakhon Phanom West (NKP). There were thunderstorms enroute and also gun emplacements which precluded a direct flight from Nakhon Phanom West. Bases of the clouds were approximately 5000' enroute until we approached Mukdahan where the cumulus clouds and thunderstorms intensified which reduced visibility and the base of the clouds. Jolly Green 52 and Jolly Green 62 arrived at the crash sight at 1350L. Jolly Green 60 from NKP and Jolly Green 64 from Danang were both near the crash sight; (The original mission was to escort Jolly Green 64 from South Vietnam to Thailand). Jolly Green 60 was low aircraft in the crash sight area and Jolly Green 64 was high cover. Sandy (ALE) cover was near Jolly Green 64 as was a King (C130) aircraft. During the search and crash sight evaluation by Jolly Green 60, both Jolly Green 60 and 64 were shot at from enemy ground emplacements. They were driven off and both thought their aircraft was damaged. Jolly Green 52 and King 23 escorted Jolly Green 60 and headed for Channel 93; Jolly Green 62, Sandy 1 and 2, and King 35 escorted Jolly Green 64, who had the most severe problem, and headed for Pakne. After recovery of Jolly Green 60 and 64, Jolly Green 52 and Jolly Green 62 were refueled by King 35. Jolly Green 52 and Jolly Green 62 then proceeded back to the crash sight, escorted by Sandy 5 and 6. The area was again surveyed by the Sandy pilots. Higher headquarters requested that a Jolly Green aircraft re-enter and evaluate the crash sight and the area where two parachutes were located. Also that a pararescue man be lowered to look for survivors and get first hand information or anything which would assist in further planning. However, to avoid every possibility of further ground fire and not to deploy a pararescueman if there was danger of getting him hurt. Jolly Green 52 was low aircraft and Jolly Green 62 remained high during the events which followed. Sandy 5 and 6 directed and escorted Jolly Green 52 to the parachutes and crash sight. We arrived in the area at 1645L and a hover was established over the first parachute at 1650L. A pararescueman was lowered and he searched the area plus evaluated the parachute closely. There was no evidence which could conclusively indicate that the parachute was used during a bail out. After 10 minutes he was hoisted back to the aircraft. The next area searched was the helicopter wreckage. The pararescueman was once again lowered to the ground. The aircraft was badly burned, flattened and reduced

Classification (continued) changed to
 effective on
 by
 under the authority of

Classified by
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS
 DECLASSIFIED ON 31 Dec 1990

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

GROUP 1
Downgraded at 3 year
intervals, declass
after 12 years

~~SECRET~~

nearly to ashes. All evidence indicates that the helicopter was upside down. Bits and pieces were all in a very small area. The following items were recovered: throttle and fuel control quadrant, one broken M-16, a vertical velocity indicator, piece of cloth material belonging to the aircraft, a piece of metal which appeared to be related to the mini-gun system and a safety strap which secures the stokes litter. The wreckage was conclusively identified as the wreckage of a helicopter by the aircraft ramp and part of the tail section at the crash sight. The wreckage was still smoldering. There was no evidence of any survivors nor any remains or partial remains located. The cockpit area was also reduced to ashes. Jolly Green 52 hovered for 20 minutes while the pararescuer surveyed and assessed the sight. Other crew members evaluated the area from the hovering helicopter. Numerous pictures were taken to include as many different items and angles as possible. After the pararescuer was once again hoisted to the helicopter we proceeded to the second parachute which was approximately 150 meters from the crash sight. The pararescuer was not lowered to the ground at this sight. There was no evidence to indicate that this parachute had been used for a bail out. Search and rescue, and evaluation was terminated at 1728L. Jolly Green 52 climbed out of the area and Jolly Green 62 joined with Jolly Green 52. Both were escorted by Sandy 5 and 6, King 35 relayed all information to higher headquarters. Jolly Green 52 and Jolly Green 62 recovered at Ubon at 1940L. Film prints, equipment and pieces recovered were sent to NKP and film prints were also sent to 3rd Group, Tan Son Nhut. Jolly Green 52 and Jolly Green 62 recovered at NKP on 28 March 1972.

CREW MEMBERS:

Jolly Green 52 (LOW)

AC - Ralph L. Allred
CP - Mark S. Schibler
FE - Raymond Duarte
RS - Michael D. Jogeles
RS - Donald H. Goodlett
AP - George M. Holland

Jolly Green 62 (HIGH)

AC - John H. I. Morse
CP - Joel L. Simmers
FE - James F. Walsh
FE - Jerrold T. Dearman
RS - Michael D. Nunes
RS - William D. Brinson
AP - Hal Smith

Ralph L. Allred
RALPH L. ALLRED, Major, USAF
Aircraft Commander

~~CONFIDENTIAL~~

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

PT CG464

087-19132-2

ZNY 55555

FM 01 8 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/CSAF/AFXOTZS

RUHHABA/CINCPACAF/DOH

BUSIMAA HQ ARRS SCOTT AFB IL/COMMAND POST

-INFO RUHHHQA/CINCPAC/CC

ZEN/7/13AF UDORN RTAFB THAI/COM

RUHHOMA/41 ARRWG/CONTROL CENTER/DOC/HTCKAN AFB HI

RUFGAAA/FT RITCHIE MD/AFEOC

RUMTFJA/RANDOLPH AFB TX/USAFMPC/CMPC

RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL

~~RUXTMAA/MAC/DOCF~~

RRHSMVA/HACV/SAIGON RVN/COMMAND CENTER

RUMMRSA/7AF/CC/DD/DDO/IN/DOCT/DP/TSN AB RV

PUMMRSA/3ARRGP TSN AG RVN/JRCC

RUM0JAA/39ARRS CAM RANH BAY AB RVN

RUMORKA/DET 4 3ARRGP KORAT RTAFB THAI/KING

RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

RUMOREA/5650W NAKHON PHANOM RTAFB THAI/COO

RUWJAU/3636CCTWG FAIRCHILD AFB WA

PUUMUJNA/OL A 3ARRGP SCN TRA AB RVN

PAGE 2 RUMOSRA1672 S E C R E T

RUMOUVA/AIRA VIENTIANE LAOS

37

SECRET/JOPREP JIFFY/OL-B, 3ARROP/RESCUE 046 27/0438Z MAR 72

1. RESCUE OPENING-PROGRESS REPORT 27 MAR 72

2. MISSION NUMBER B-3-024, 27 MAR 72

3. SITUATION: DOWNED HH-53 HELICOPTER OF UNKNOWN CAUSES

A. DESCRIPTION OF SAR OBJECTIVE

1. HH-53/6810359/ CAMOUFLAGED/JOLLY GREEN 61

2. FLIGHT PLAN- TACTICAL

3.PILOT: CAPT DAVID E. PANNABECKER

4. P08: FIVE (5)

5. WEATHER IN AREA: NO FACTOR

E. SURVIVAL EQUIPMENT: USAF STANDARD

7. LAST KNOWN POSITION: 14C1 N 10606 E

B. ACTIONS TAKEN:

1. CONTROLLING AGENCY-OL-B 3ARRGP

2. TIME NOTIFIED-OL-3, JARRCP NOTIFIED OF SAR INCIDENT

AT 27/0438Z MAR 72 BY KING 21

	OPR	CYS
RPS	L	
INFO	CYS	
DO	9	
Doe		
		/
		E

Classification (cancelled) (changed to CONFIDENTIAL)
effective on 28 JUL 75 under the authority of 13
by RCS
Classified by 13
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 82

APRS 4830/28

Individual
Contacted:
Local Time
and Date:

MESSAGE NOTIFICATION

Individual
Contacted:
Date: 1/1/68
By: J. J. [illegible]

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

CONFIDENTIAL

IMMEDIATE

~~SECRET~~

~~CONFIDENTIAL~~

3/3

DECLASS

PAGE 5 RUMOSRA1672 S E C R E T

KING 22 WAS LAUNCHED AT 0525Z, AND SANDY'S 788 WERE LAUNCHED AT 0515Z. KING 35 WAS DIVERTED TO THE AREA AS A TANKER AND REFUELED JOLLY GREEN 64. TWO FAC AIRCRAFT WERE DIVERTED TO THE AREA TO INITIALLY HELP THE SEARCH. AT 0615Z JOLLY GREEN 60 DEPLOYED A PARARESCUEMAN(PJ) IN THE SUSPECTED CRASH VICINITY TO SEARCH FOR SURVIVORS AND OBSERVE THE WRECKAGE. THE WRECKAGE WAS THAT OF AN HH-53. HOWEVER THE MAIN PART WAS BURNING AND UNAPPROACHABLE. THE PJ DID NOT GET CLOSE ENOUGH BECAUSE OF HEAT AND DENSE JUNGLE TO DETERMINE THAT THERE WERE DECEASED IN THE AIRCRAFT. HE DID OBSERVE THAT THERE WERE NO BODIES IN THE PREVIOUSLY MENTIONED PARACHUTE. THE PJ WAS RECOVERED AT 0700Z. JOLLY GREEN 64 LOST HIS SECOND STAGE HYDRAULIC PRESSURE AND PROCEEDED TO CH 82. TO INSPECT FOR BATTLE DAMAGE. AT THE SAME TIME JOLLY GREEN 60 RECOVERED AT CH 93 TO INSPECT HIS AIRCRAFT FOR ANY DAMAGE. SANDY'S 1,2,3, 4 WERE LAUNCHED AT 0745Z TO REPLACE SANDY'S 5,6, 7,8, AND JOLLY GREENS 56 AND 63 WERE PUT ON ALERT AS BACK UP AIRCRAFT FOR JOLLY GREENS 52 AND 62. KING 22 REPLACED KING 21 AS AIRBORNE MISSION COMMANDER AT 0830Z. ORDNANCE WAS REQUESTED AND DELIVERED INTO THE AREA TO DENY ACCESS TO ANY HOSTILE FORCES THAT MIGHT BE IN THE VICINITY. AT 0956Z JOLLY

PAGE 6 RUMOSRA1672 S E C R E T

GREEN 52 DEPLOYED A PJ TO INVESTIGATE TWO CHUTES AND THE MAIN PART OF THE WRECKAGE WHICH WAS NO LONGER BURNING. THE CHUTES WERE FOUND TO BE UNOCCUPIED AND APPEARED TO HAVE LEFT THE AIRCRAFT IN THE SAME CONDITION. A CLOSE (BUT BRIEF) INSPECTION OF THE MAIN PART OF THE WRECKAGE DID NOT REVEAL ANY EVIDENCE OF AIR CREW DISPOSITION. AT 1025Z THE PJ REBOARDED JOLLY GREEN 52. AT 1042Z THE SAR FORCES WERE RTB'D TO THEIR RESPECTIVE BASES AS A RESULT OF THE NEGATIVE FINDINGS AND APPROACHING DARKNESS. ANY ADDITIONAL SIGNIFICANT FINDINGS RESULTING FROM A CONSOLIDATED DEBRIEF OF SAR AIRCREWS INVOLVED WILL FOLLOW IN SUBSEQUENT REPORTS

FOUR AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

GP-4

BT

#1672

NNNN

~~CONFIDENTIAL~~

IMMEDIATE

~~SECRET~~

PT 00486

CS9 122804

~~CONFIDENTIAL~~

DECLASSIFIED

OPR	CYS
INFO	CYS.
DO	4
DOC	1

34
01
12A

OUT 1004 RUMOSRAZ106 1891216
 000000
 0 191140Z MAR 72
 FM OL B 3ARRGP UDORN RTAFB THAI
 TO RUEHPHQA/CSAF/AFMCTZB
 RUEHQA/INCPACAF/DOH
 RUEHQA/AFSA/SCOTT AFB TX/COMMANO RBST
 INFO RUEHQA/INCPACAF/CC
 TEN/7/13AF UDORN RTAFB THAI/COM
 RUMOMMA/41 ARWNG/CONTROL CENTER/DO/WHISKAM AFB ME
 RUEKAA/ET RITCHIE MD/AFEOC
 RUWTF/2/RANDOLPH AFB TX/USAFMPC/DAPC
 RUWTF/4/HQ USAF ALTERNATE MAXWELL AFB AL
 RUWTF/AA/MAC/DOCP
 RUEHQA/MACV/SAIGON RVN/COMMA ID CENTER
 RUMHSA/7AF/CC/DO/DOO/IN/DOCT/OP/TSN AB RVN
 RUMHSA/3ARRGP TSN AB RVN/JRCC
 RUMHQA/39ARRS CAM RANH BAY AB RVN
 RUMORX/DOCT 4 3ARRGP KORAT RTAFB THAI/KING
 RUMOPH/40ARRS NAKHON PHANOM RTAFB THAI
 RUMORCA/6600W NAKHON PHANOM RTAFB THAI/DOO
 RUMHQA/383602WG FAIRCHILD AFB WA

1/2

4830

MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time	and Date:

TYPE 2 RUMOSRAZ106 SECRET
 RUMONADOL A 3ARRGP SON TRA AB RVN
 RUEHQA/AFSA/SCOTT AFB TX/COMMANO RBST
 RUMHQA/39ARRS CAM RANH BAY AB RVN

Classification (cancelled) (changed to CONFIDENTIAL)
 effective on 28 Feb 73 by RLA under the authority of SECURITY

1. RESCUE SUSPENDING REPORT 29 MAR 72
 2. MISSION NUMBER B-3-024 27 MAR 72
 3. SITUATION: DOWNED HH-53 HELICOPTER OF UNKNOWN CAUSES
 A. DESCRIPTION OF SAR OBJECTIVE:
 (1) HH-53/6810359/CAMOUFLAGED/JOLLY GREEN 61
 (2) FLIGHT PLAN: TACTICAL
 (3) PILOT: CAPT DAVID E. PANNABECKER
 (4) POB: FIVE (5)
 (5) WEATHER IN AREA: NO FACTOR
 (6) SURVIVAL EQUIPMENT: USAF STANDARD
 (7) LAST KNOWN POSITION: 1406N 10634E
 C. PERSONNEL INFORMATION:
 (1) FIVE PERSONS INVOLVED. FIVE PERSONS MISSING
 D. FLYING ACTIVITY:
 (1) 39ARRS 2 SORTIES FOR 12 HOURS

4447

MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time	and Date:

Classified by _____
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS
 DECLASSIFIED ON 31 DEC 80

IMMEDIATE

~~SECRET~~

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

IMMEDIATE

PAGE 3 RUMOSRA2136 S E C R E T

E. SAVES: NONE

G. SUMMARY OF SAR ACTIONS:

(1) A LISTENING WATCH WAS MAINTAINED THROUGHOUT THE NIGHT BY AIRCRAFT FRAGGED IN THE AREA. KING 21, HC 130P WAS LAUNCHED AT 282330Z MAR 72 TO THE NORMAL ORBIT. A LISTENING WATCH WAS MAINTAINED FOR JOLLY GREEN 61 FROM THIS ORBIT. KING 22 WAS LAUNCHED AT 290610Z MAR 72 AND ASSUMED AMC DUTIES AT 290630Z MAR 72. A LISTENING WATCH WAS MAINTAINED BY KING 22 UNTIL THE END OF FRAG TIME AT 291130Z. NEGATIVE RESULTS WERE OBTAINED.

(2) TOTAL FLYING ACTIVITY FOR MISSION:

- (A) 39ARRS 8 SORTIES FOR 49.2 HOURS
- (B) 42ARRS 3 SORTIES FOR 17.2 HOURS
- (C) 57ARRS 1 SORTIE FOR 3.3 HOURS
- (D) 432TRW 4 SORTIES FOR 4.0 HOURS
- (E) 388TFW 2 SORTIES FOR 0.7 HOURS

2/2

(3) MISSION WAS SUSPENDED AT 291130Z MAR 72. ALL POSSIBLE EFFORTS TO OBTAIN CONTACT BY VISUAL AND ELECTRONIC MEANS RESULTED IN NEGATIVE FINDINGS. 7AF AND COMMANDER 42ARRS CONCURRED IN THE SUSPENSION OF MISSION.

PAGE 4 RUMOSRA2136 S E C R E T

4. KING 22 ASSUMED AMC DUTIES AT 290630Z 29MAR 72. NO AERIAL REFUELLINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

GP-4

BT

#2136

NNNN

DECLASSIFIED

~~CONFIDENTIAL~~

IMMEDIATE

~~SECRET~~

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

IMMEDIATE

088 122716

088 122716

28 MAR 1972

OTTSZYUW RUMOSRA1898 0881209-SSSS--RUCIMAA.

ZNY SSSSS

0 281140Z MAR 72

FM JC B 3ARRGP UDORN RTAFB THAI

TO JFPA/CSAF/AFXOTZS

FM JC B/CINCPACAF/DCH

FM JC B/HQ ARRS SCOTT AFB IL/COMMAND POST

INFO JC B/HQ/CINCPAC/CC

ZEN/7AF UDORN RTAFB THAI/DOM

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

PUEKAAA/FT RITCHIE MD/AFEOC

POC/AA/RANDOLPH AFB TX/USAFMPC/DHPCS

POC/AA/HQ USAF ALTERNATE MAXWELL AFB AL

POC/AA/MAC/DOCP

POC/AA/HACV/SAIGON RVN/COMMAND CENTER

POC/AA/7AF/CC/DO/DOO/IN/DOCT/OP/TSN AB RVN

POC/AA/3ARRGP TSN AB RVN/JRCC

POC/AA/39ARPS CAM RANH BAY AB RVN

POC/AA/DET 4 3ARRGP KORAT RTAFB THAI/KING

POC/AA/40ARR NAKHON PHANOM RTAFB THAI

POC/AA/35504 NAKHON PHANOM RTAFB THAI/DOO

POC/AA/3636CCTWG FAIRCHILD AFB WA

OTTSZYUW RUMOSRA1898 S E C R E T

FM JC A 3ARRGP SON TRA AB RVN

FM JC B/AIRA VIENTIANE LAOS

FM JC B/366TFW DANANG AB RVN

SECRET JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 047 27/2240Z MAR 72

1. RESCUE PROGRESS REPORT 28 MAR 72

2. MISSION NUMBER: B-3-024 27 MAR 72

3. SITUATION: DOWNED HH-53 HELICOPTER OF UNKNOWN CAUSES

A. DESCRIPTION OF SAR OBJECTIVE:

1. HH-53/6810359/CAMOUFLAGED/JOLLY GREEN 61

2. FLIGHT PLAN-TACTICAL

3. PILOT: CATP DAVID E. PANNABECKER

4. POB: FIVE (5)

5. WEATHER IN AREA: NO FACTOR

6. SURVIVAL EQUIPMENT: USAF STANDARD

7. LAST KNOWN POSITION: 1406N 10634E (UPDATED POSITION)

B. ACTIONS TAKEN:

CONTROLLING AGENCY: OL-B, 3ARRGP

TIME NOTIFIED: OL-B, 3ARRGP NOTIFIED OF SAR INCIDENT AT

MAR 72 BY KING 21

Classification (cancelled) (changed to CONFIDENTIAL)
effective on 28 Feb 75 under the authority of
605 by Ref

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Oct 80

2 copies
Reproduced by DOD
28 Mar 72

IMMEDIATE

MESSAGE NOTIFICATION

Individual
Contacted:

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

IMMEDIATE

PAGE 3 RUMOSRA1898

S E C R E T

2/2

3. FOLLOWING SAR FORCES ALERTED: 0

4. TIME SAR FORCES LAUNCHED:

(A) 1 HC-130P 39ARRS AT 27/2240Z

(B) 1 HC-130P 39ARRS AT 28/0531Z

C. PERSONNEL INFORMATION:

(1) FIVE PERSONS INVOLVED, FIVE PERSONS MISSING

D. FLYING ACTIVITY:

(1) 39 ARRS 2 SORTIES FOR 14.2 HOURS

E. SAVES: NONE

F. FUTURE PLANS:

ELECTRONIC SURVEILLANCE WILL CONTINUE UNTIL THE END OF DAYLIGHT HOURS 29 MAR 72. A DETERMINATION AS TO WHETHER OR NOT TO SUSPEND THE MISSION WILL BE MADE AT THAT TIME.

G. SUMMARY OF SAR ACTIONS:

ELECTRONIC SURVEILLANCE CONTINUED THROUGH THE NIGHT BY AIR CRAFT IN TRANSIT THROUGH THE CRASH SITE. KING 21 (HC-130P) AND KING 22 CONDUCTED ELECTRONIC SURVEILLANCE DURING DAYLIGHT HOURS. RESULTS WERE NEGATIVE.

DEBRIEFINGS OF CREWS PARTICIPATING IN YESTERDAYS ACTIVITIES DID NOT REVEAL ANY SIGNIFICANT CHANGES FROM THE DATA CITED IN OUR

PAGE 4 RUMOSRA1898

S E C R E T

OPENING REPORT (8-3-024-27 MAR 72

NO AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

GP-4

BT

#1898

NNNN

DECLASSIFIED

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

IMMEDIATE

~~SECRET~~
~~SECRET~~

IMMEDIATE

~~SECRET~~

DECLASSIFIED
~~CONFIDENTIAL~~

PAGE 3 RUMOSRA1672 S E C R E T

3. FOLLOWING SAR FORCES ALERTED

- (A) 39 ARRS ALERTED AT 270438Z
- (B) 40 ARRS ALERTED AT 270445Z

(C) 56 SCW ALERTED AT 270449Z

4. TIME SAR FORCES LAUNCHED

- (A) 1 HC-130P 39ARRS ON SCENE
- (B) 1 HC-130P 39ARRS DIVERED AT 270500Z
- (C) 1 C-130P 39ARRS LAUNCHED AT 270529Z
- (D) 1 HH-53C 40ARRS ON SCENE
- (E) 2 HH-53 40ARRS LAUNCHED AT 250505Z
- (F) P1 HH-53C 37ARRS ON SCENE
- (G) 2 A-1E 56 SCW LAUNCHED AT 270525Z
- (H) 2 A-1E 56SCW LAUNCHED AT 270735Z
- (I) 2 A-1E 56SCW LAUNCHED AT 270730Z
- (J) 2 A-1E 56SCW LAUNCHED AT 270735Z

2/3

C. PERSONNEL INFORMATION

- (Q) FIVE PERSONS INVOLVED, FIVE PERSONS MISSING.

D. FLYING ACTIVITY:

- (1) 39 ARRS 4 SORTIES FOR 23.0 HOURS
- (2) 40 ARRS 3 SORTIES FOR 17.2 HOURS

PAGE 4 RUMOSRA1672 S E C R E T

- (3) 37 ARRS 1 SORTIE FOR 3.3 HOURS
- (4) 432 TRW 4 SORTIES FOR 4.0
- (5) 388 TFW 2 SORTIES FOR 0.7

E. SAVES: NONE

F. FEATURE PLANS :

ELECTRONIC SURVEILLANCE WILL CONTINUE THROUGHOUT THE NIGHT. TOMORROW EFFORTS WILL BE DETERMINED ON THE OUTCOME OF CREW DEBRIEFINGS WHICH ARE STILL IN PROGRESS AT THIS TIME.

G. SUMMARY OF SAR ACTIONS:

AT 0438Z 27 MAR 1972, OL-B, 3ARRGP, WAS NOTIFIED BY KING 21 (HC-130P) THAT HE HAD LAST RADIO CONTACT WITH JOLLY GREEN 61 (HH-53C). JOLLY GREEN 61 HAD JUST COMPLETED AIR REFUELING WITH KING 21. IT WAS SUSPECTED THAT JOLLY GREEN 61 HAD GONE DOWN, AND KING 21 AND JOLLY GREEN 60 ATTEMPTED VISUAL CONTACT. SMOKE WAS LOCATED AT 140/70/82, AND KING 21 SUSPECTED THIS TO BE THE WRECKAGE OF JOLLY GREEN 61. A PARACHUTE WAS OBSERVED BY JOLLY GREEN 60, BUT THERE WERE NO BEEPERS OR VOICE CONTACT WITH ANY SURVIVORS. JOLLY GREEN 64 ARRIVED ON SCENE TO HOLD HANDS WITH JOLLY GREEN 60. SANDYS 586 (A1E'S) WERE LAUNCHED FROM CHANNEL 93 AT 0449Z AND JOLLY GREEN 5286Z LAUNCHED FROM CHANNEL 69 AT 0505Z.

DECLASSIFIED

IMMEDIATE

~~SECRET~~

~~CONFIDENTIAL~~

IMMEDIATE

~~SECRET~~

~~CONFIDENTIAL~~

3/3

DECLASSIFIED

PAGE 5 RUMOSRA1672 S E C R E T

KING 22 WAS LAUNCHED AT 0525Z, AND SANDY'S 788 WERE LAUNCHED AT 0515Z. KING 35 WAS DIVERTED TO THE AREA AS A TANKER AND REFUELED JOLLY GREEN 64. TWO FAC AIRCRAFT WERE DIVERTED TO THE AREA TO INITIALLY HELP THE SEARCH. AT 0615Z JOLLY GREEN 60 DEPLOYED A PARARESCUEMAN(PJ) IN THE SUSPECTED CRASH VICINITY TO SEARCH FOR SURVIVORS AND OBSERVE THE WRECKAGE. THE WRECKAGE WAS THAT OF AN HH-53. HOWEVER THE MAIN PART WAS BURNING AND UNAPPROACHABLE. THE PJ DID NOT GET CLOSE ENOUGH BECAUSE OF HEAT AND DENSE JUNGLE TO DETERMINE THAT THERE WERE DECEASED IN THE AIRCRAFT. HE DID OBSERVE THAT THERE WERE NO BODIES IN THE PREVIOUSLY MENTIONED PARACHUTE. THE PJ WAS RECOVERED AT 0700Z. JOLLY GREEN 64 LOST HIS SECOND STAGE HYDRAULIC PRESSURE AND PROCEEDED TO CH 82. TO INSPECT FOR BATTLE DAMAGE. AT THE SAME TIME JOLLY GREEN 60 RECOVERED AT CH 93 TO INSPECT HIS AIRCRAFT FOR ANY DAMAGE. SANDY'S 1,2,3, 4 WERE LAUNCHED AT 0745Z TO REPLACE SANDY'S 5,6, 7,8. AND JOLLY GREENS 56 AND 63 WERE PUT ON ALERT AS BACK UP AIRCRAFT FOR JOLLY GREENS 52 AND 62. KING 22 REPLACED KING 21 AS AIRBORNE MISSION COMMANDER AT 0830Z. ORDNANCE WAS REQUESTED AND DELIVERED INTO THE AREA TO DENY ACCESS TO ANY HOSTILE FORCES THAT MIGHT BE IN THE VICINITY. AT 0956Z JOLLY

PAGE 6 RUMOSRA1672 S E C R E T

GREEN 52 DEPLOYED A PJ TO INVESTIGATE TWO CHUTES AND THE MAIN PART OF THE WRECKAGE WHICH WAS NO LONGER BURNING. THE CHUTES WERE FOUND TO BE UNOCCUPIED AND APPEARED TO HAVE LEFT THE AIRCRAFT IN THE SAME CONDITION. A CLOSE (BUT BRIEF) INSPECTION OF THE MAIN PART OF THE WRECKAGE DID NOT REVEAL ANY EVIDENCE OF AIR CREW DISPOSITION. AT 1025Z THE PJ REBOARDED JOLLY GREEN 52. AT 1042Z THE SAR FORCES WERE RTB'D TO THEIR RESPECTIVE BASES AS A RESULT OF THE NEGATIVE FINDINGS AND APPROACHING DARKNESS. ANY ADDITIONAL SIGNIFICANT FINDINGS RESULTING FROM A CONSOLIDATED DEBRIEF OF SAR AIRCREWS INVOLVED WILL FOLLOW IN SUBSEQUENT REPORTS

FOUR AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

GP-4

BT

#1672

DECLASSIFIED

NNNN

~~CONFIDENTIAL~~

IMMEDIATE

~~SECRET~~

1820	PT	REC.] SECRET MSG DTG 25/1030Z & 1 CONF. DTG 230326Z PLACED IN COMMANDER READ FILE //
1900	TO	JG-32 & CH 89 // JACK-T.P.
1020	TO	RCVD (S) MSG / 251030Z / FILED IN 13-C
2400	TO	LOG CLOSED
0001	TO	LOG OPENED
0530	TO	PASSED SAR POSTURE TO JACK
0730	TO	SAT BUS 12 ON DUTY
1305	PT	JG-56 & CH 89 FOR CH 93 RTA 1810L // SALK + TP
1605	BR	JG-56 & CH 70 // ADVSD JACK & TEECE.
1653	BR	JG-60 & 63 & CH 93 AT 1545 // ADVSD JACK & TEECE
1715	BR	JG-56 & CH 90 1710 // ADVSD JACK & TEECE.
1807	BR	JG-60 & 63 & 1955 // ADVSD JACK & TEECE.
1808	PT	JG-56 & CH 89 // JACK-T.P.
1900	TO	JG-30 & CH 89 // JACK-T.P.
1930	TO	PASSED DAAR & WORSTAT TO JOKER
2105	TO	NOTIFIED BY COMM SQ OF 11 SECTION (TS) MSG / NOTIFIED
		CAPT STOWALL
2135	TO	JG-30 & CH 89 // JACK-T.P.
2330	TO	SCH TO TUOC
2400	TO	LOG CLOSED
0001	TO	LOG OPENED
0600	TO	RCVD WX & NOTAMS
0610	TO	JG-56 HAS PITCH LINK PROB / CHED TO JG-30 / JACK-T.P.
0640	TO	JG-60 HAS #1 TORQUE INDICATOR PROB / JG-60 PROBE W/ LINC NOT EXTEND. / JACK-T.P.
0925	TN	SAT DAVIDSON OFF SGT NEALIS ON DUTY
0830	TN	JG 61 & CH 87 / 60 STILL ON GROUND / TP / TUOC
1055	JS	PEDRO 421 CH 89 / TP
1125	RH	PEDRO 42 & CH 89 / TP
1150	TN	JACK ADV JG 61 DOWN 140/70/82
1155	TN	LAUNCH JOLLY GREEN 62+52
1205	TN	JG & 62+52 & CH 87 / TP / TUOC

1305 TN SMOKE SPOTED IN AREA NO BEPCR DO SURV AS OF
 YET BELIEVE SIGHTED ONE MAN IN TREE NO
 MOVEMENT

1340 TN JG 60 WILL DEPLOY PJ TO CK AREA FOR SURV.

1400 TN PJ SAYS NO MAN IN TREE NEG CONFIRMATION
 THAT WRECKAGE IS JG

1420 TN WRECKAGE CONFIRMED AS JG DO SIGN AS SURV

N30 TN JG 64 LOST SECOND STAGE HYD RTB to CH 82

1450 TN JG 64+60 RTB TO CH 82/60 NO BATTLE DAMAGE
 64 NO WIND AS OF YET

1515 TN PEDRO 42 ↑ CH 89 / TP

1645 TN PEDRO 42 ↓ CH 89 / TP

1900 PT SGT NEALIS OFF DUTY, SGT PUSICZ ON DUTY

2000 PT PASSED SAIL PICTURE, DARR + FIRST AT T
 JOKER //

2115 PT JG 60 + CH 89 RIN CH 84 2210 // JACK + TP

2220 PT JG 60 + CH 89 // JACK + TP.

WDD PT LOG CLOSED

0500 PT WENT TO COMM CENTER TO PICK UP CONF 1254
 DTG 271435 PLACED IN COMM. READ FILE, N.

0700 PT PASSED DIR TO JOKER.

0720 TN SGT PUSICZ OFF DUTY SGT NEALIS ON DUTY

2810 TN JG 62 ↑ CH 93 / TLOC JG 52 STILL AT
 CH 93 AWAITING PARTS

0908 TN JG 62 ↓ CH 89 / TP / TLOC

0915 TN SGT PEDRO 21 ↑ CH 89 / TLOC

0920 TN JG 63 ↑ CH 89 / TLOC / TP

0945 JS JG 56 ↑ CH 89 / TLOC / TP

1350 JS PEDRO 1 / CH 89 / TLOC / TP

1405 TN JG 52 ↑ CH 93 / TLOC / JACK

1630 JS JG 52 ↓ CH 89 / TLOC / TP

1545 TN JG 32 ↑ CH 89 / TP / JACK

DATE: 27 MARCH 1972

MISSION NUMBER: B-3-024

FLIGHT DESIGNATION: Jolly Green 52

OBJECTIVE: Search and Evaluation of Crash Sight - Jolly Green 61.

MISSION NARRATIVE: Initial notification came through tenant at 1200L that a Jolly Green HH-53C had experienced difficulties and we were directed to launch. Jolly Green 52 and Jolly Green 62 responded and were airborne at 1205L. The coordinates of the crash sight were passed while we were enroute to TACAN Channel 82. The crash sight was on the 140 degree radial for 63 N.M. using Channel 82. This was a straight line distance of 234 N.M. from Nakhon Phanom West (NKP). There were thunderstorms enroute and also gun emplacements which precluded a direct flight from Nakhon Phanom West. Bases of the clouds were approximately 5000' enroute until we approached Mukdshan where the cumulus clouds and thunderstorms intensified which reduced visibility and the base of the clouds. Jolly Green 52 and Jolly Green 62 arrived at the crash sight at 1350L. Jolly Green 60 from NKP and Jolly Green 64 from Danang were both near the crash sight; (The original mission was to escort Jolly Green 64 from South Vietnam to Thailand). Jolly Green 60 was low aircraft in the crash sight area and Jolly Green 64 was high cover. Sandy (ALE) cover was near Jolly Green 64 as was a King (C130) aircraft. During the search and crash sight evaluation by Jolly Green 60, both Jolly Green 60 and 64 were shot at from enemy ground emplacements. They were driven off and both thought their aircraft was damaged. Jolly Green 52 and King 22 escorted Jolly Green 60 and headed for Channel 93; Jolly Green 62, Sandy 1 and 2, and King 35 escorted Jolly Green 64, who had the most severe problem, and headed for Pakse. After recovery of Jolly Green 60 and 64, Jolly Green 52 and Jolly Green 62 were refueled by King 35. Jolly Green 52 and Jolly Green 62 then proceeded back to the crash sight, escorted by Sandy 5 and 6. The area was again surveyed by the Sandy pilots. Higher headquarters requested that a Jolly Green aircraft re-enter and evaluate the crash sight and the area where two parachutes were located. Also that a pararescue man be lowered to look for survivors and get first hand information or anything which would assist in further planning. However, to avoid every possibility of further ground fire and not to deploy a pararescueman if there was danger of getting him hurt. Jolly Green 52 was low aircraft and Jolly Green 62 remained high during the events which followed. Sandy 5 and 6 directed and escorted Jolly Green 52 to the parachutes and crash sight. We arrived in the area at 1645L and a hover was established over the first parachute at 1650L. A pararescueman was lowered and he searched the area plus evaluated the parachute closely. There was no evidence which could conclusively indicate that the parachute was used during a bail out. After 10 minutes he was hoisted back to the aircraft. The next area searched was the helicopter wreckage. The pararescueman was once again lowered to the ground. The aircraft was badly burned, flattened and reduced

Classification (removed) (changed to CONFIDENTIAL effective on 2/1/80 by [signature])

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 1980

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

~~CONFIDENTIAL~~

nearly to ashes. All evidence indicates that the helicopter was upside down. Bits and pieces were all in a very small area. The following items were recovered: throttle and fuel control quadrant, one broken M-16, a vertical velocity indicator, piece of cloth material belonging to the aircraft, a piece of metal which appeared to be related to the mini-gun system and a safety strap which secures the stokes litter. The wreckage was conclusively identified as the wreckage of a helicopter by the aircraft ramp and part of the tail section at the crash sight. The wreckage was still smoldering. There was no evidence of any survivors nor any remains or partial remains located. The cockpit area was also reduced to ashes. Jolly Green 52 hovered for 20 minutes while the pararescueman surveyed and assessed the sight. Other crew members evaluated the area from the hovering helicopter. Numerous pictures were taken to include as many different items and angles as possible. After the pararescueman was once again hoisted to the helicopter we proceeded to the second parachute which was approximately 150 meters from the crash sight. The pararescueman was not lowered to the ground at this sight. There was no evidence to indicate that this parachute had been used for a bail out. Search and rescue, and evaluation was terminated at 1728L. Jolly Green 52 climbed out of the area and Jolly Green 62 joined with Jolly Green 52. Both were escorted by Sandy 5 and 6, King 35 relayed all information to higher headquarters. Jolly Green 52 and Jolly Green 62 recovered at Ubon at 1940L. Film prints, equipment and pieces recovered were sent to NKP and film prints were also sent to 3rd Group, Tan Son Nhut. Jolly Green 52 and Jolly Green 62 recovered at NKP on 28 March 1972.

CREW MEMBERS:

Jolly Green 52 (LOW)

AC - Ralph L. Allred
CP - Mark S. Schibler
FE - Raymond Duarte
RS - Michael D. Vogele
RS - Donald H. Goodlett
AP - George M. Holland

Jolly Green 62 (HIGH)

AC - John H. I. Morse
CP - Joel L. Simmers
FE - James F. Walsh
FE - Jerrold T. Dearman
RS - Michael D. Nunes
RS - William D. Brinson
AP - Hal Smith

Ralph L. Allred
RALPH L. ALLRED, Major, USAF
Aircraft Commander

~~DECLASSIFIED~~

~~CONFIDENTIAL~~

~~SECRET~~

~~GROUP 1~~
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

XV

Mar

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.

~~SECRET~~

56 SOW
Jan - Mar 72 vol. 1
K-WG-56-H



A1C Raymond A. Wagner

Name: Raymond Anthony Wagner

Unit: 40th Air Rescue/Recovery Squadron, Nakhon Phanom, Airfield, Thailand

Date of Birth: 22 October 1951

Home City of Record: Evansville IN

Date of Loss: 27 March 1972

Country of Loss: Cambodia

Loss Coordinates: 140622N 1063350E (XA682585)

Refno: 1805

Other Personnel in Incident: Richard E. Dreher; James Manor; David E. Pannabecker; Raymond J. Crow (all missing)

SYNOPSIS: Sergeant Crow and Airman Wagner were PJ's on board an HH-53 over Tonle Sap Lake. They had just finished a combat SAR orbit and are returning to base after an aerial refueling. Without warning, a catastrophic mechanical failure races through the complex rotor system destroying it and instantly killing all personnel aboard. Because the incident occurs over a heavily contested and dangerous area of the war zone, none of the crew remains were ever recovered. To This day, the tragedy remains a mystery.

SPECIAL NOTE: Altogether, the HH-53 "Super Jolly Green Giant" was the largest, fastest and most powerful heavy lift helicopter in the U.S. Air Force inventory. In 1967, the Air Force started a development program to acquire a night rescue capability, and by March 1971, it had succeeded in installing a nighttime recovery system aboard five HH53C Super Jolly helicopters in Southeast Asia. The Super Jolly was involved in such famed rescue attempts as the attempt to rescue American POWs held at the Son Tay prison compound near Hanoi in late November 1970, and the assault operation to free the Mayaguez crew in May 1975.

Additional informaion on Raymond Wagner

REMARKS: CRASH S SEARCH - NO SURV FND - J

SYNOPSIS: Altogether, the HH-53 "Super Jolly Green Giant" was the largest,

water or remote areas). Category 2 includes personnel who were lost in circumstances or in areas that they may reasonably be expected to be known by the enemy (e.g. individuals connected with an incident which was discussed but not identified by name by enemy news media, or probably identified by analysis of intelligence reports.) No explanation has been given as to why the crewmembers were classified differently.

The Americans missing in Cambodia present a special problem. The U.S. has never recognized the government of Cambodia, nor has it negotiated for the release of any Americans captured there. It has generally been believed that any POWs held in Cambodia after the end of U.S. involvement in Southeast Asia perished in the genocide committed by Pol Pot in the mid-1970's.

In 1988, the Cambodian government announced that it had the remains of a number of American servicemen it wished to return to the United States. The U.S. did not respond officially, however, because there are no diplomatic ties between Cambodia and the U.S. Several U.S. Congressmen have attempted to intervene and recover the remains on behalf of American family members, but Cambodia wishes an official overture. Meanwhile, the bodies of Americans remain in the hands of our former enemy.

Even more tragically, evidence mounts that many Americans are still alive in Southeast Asia, still prisoners from a war many have long forgotten. It is a matter of pride in the armed forces that one's comrades are never left behind. One can imagine any of the men lost in Cambodia on March 27, 1972 being willing to go on one more mission for the freedom of those heroes we left behind.



This Operation Just Cause Web Ring site is owned by

One Who Cares

[\[Prev\]](#) [\[Random\]](#) [\[Next\]](#) [\[Skip Next\]](#) [\[Next 5\]](#) [\[Members\]](#) [\[Join\]](#)

[Return to Rescue Main Page](#)

Raymond Anthony Wagner

MIA - POW



I have adopted Raymond Anthony Wagner in an effort to bring him home.
From all the information received in adopting Ray, I have gotten to know him and I am certain he is
someone that you would like to know. *smile*

Come then...take my hand and I will introduce you to Ray.

Once Raymond walked among us, Raymond was so very much a part in the lives of his family, his
friends, and the men in his unit...and they in his.

Name:	Raymond Anthony Wagner
Branch:	United States Air Force
Rank:	E 3
Unit:	40th Air Rescue Recovery Squadron Nakhon Phanom, Airfield, Thailand
Date of Birth:	October 22, 1951
Home City:	Evansville, Indiana

Raymond served his country well as part of the Air Rescue.



"The Code Of The AFRCC"

It is our duty, as members of the Air Force Rescue Coordination Center, to save lives and aid the injured. We will be prepared at all times to perform this duty quickly and efficiently, placing it before personal desires and comforts.

"These things we do ... That Others May Live"

Ray lived the above code to help save the lives of many. Then one day

Name:	Raymond Anthony Wagner
Date of Loss:	March 27, 1972
Age:	20 years 5 months
Country of Loss:	Cambodia
Loss Coordinates:	140622N 1063350E (XA682585)

Ray needs us to know the following information to better understand why we should not give up!

Important to know! In attempt to classify the cases of the Missing in Action to determine which cases could be readily resolved, the Defense Department assigned "enemy knowledge" categories to each missing man, according to the likelihood their fates would be known by the enemy.

Category 2: Includes personnel who were lost in circumstances or in areas that they may reasonably be expected to be known by the enemy.

Category 3: Includes personnel whose loss incident is such that it is doubtful that the enemy would have knowledge of the specific individuals such as aircrews lost over water.

Ray was not alone.

Other Personnel Aboard

Name	Status
Richard E. Dreher	Missing
James Manor	Missing
David E. Pennabecker	Missing
Raymond L. Crow	Missing

Now we can see what Ray was doing that day. This is a report of how the accident happened. Please keep an eye out for the year and the categories!! This is not a mistake I made.

Synopsis

The HH-63 "Super Jolly Green Giant" was the largest, fastest and most powerful heavy lift helicopter in the U.S. Air Force.

On the morning of March 27, 1972, Capt. Dreher was assigned as escort pilot as part of a day rescue mission and departed at 0830 being second in a flight of two. Following aerial refueling both proceeded to complete the mission maintaining interplane communications. The lead aircraft called a "tally ho" but did not receive an answer.

The pilot attempted to find him visually without success. Completing a 180 degree turn they sighted black smoke coming from a dense jungle five miles away. Their position was about 10 miles southeast of Siemprang, Cambodia.

Pararescue specialists were lowered to the site of the crash to check for survivors but due to the intense heat of the burning helicopter, they could not determine if there were crew members inside the aircraft. A second attempt was made three hours later. Again it was too hot to search closely. It was never determined if any aboard the Super Jolly survived.

Classification:

Wagner, Pannabecker and Dreher were assigned

"Category 2"

and Manor and Crow

"Category 3".

No explanation has been given as to why the crew members were classified in different categories!

1973

Name:	Raymond Anthony Wagner
Status:	Killed - Body Not Recovered
Category:	3
Aircraft:	HH-63C
Remarks:	Crash S Search - No Surv Had - I



What has happened to Ray? Certainly he could have died in the crash OR he could have escaped the inferno heading into enemy territory and taken prisoner.

It has been since 1972 when they listed him as a MIA. Reports are mounting that many Americans are still alive in Southeast Asia. If Raymond was your son, husband, love or friend

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 raked 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)

Insurance Center > Auto Home Health Life Dental Vision LTC	
FREE Insurance Quotes	Powered by: ebix.com
Your COMPLETE	REFER & WIN! LOGIN Free Web Site/50Megs

JAMES MANOR



Rank/Branch: E4/US Air Force

Unit: 40th Air Rescue/Recovery Squadron,
Nakhon Phanom, Airfield, Thailand

Date of Birth: 19 January 1950

Home City of Record: Panama City FL

Date of Loss: 27 March 1972

Country of Loss: Cambodia

Loss Coordinates: 140622N 1063350E (XA682585

Status (in 1973): Killed/Body Not Recovered

Category: 3

Aircraft/Vehicle/Ground: HH53C

Refno: 1805

Other Personnel in Incident: Richard E. Dreh
Raymond J. Crow; David E. Pannabecker; Raymo
Wagner (all missing)

Source: Compiled by Homecoming II Project 15
1991 from one or more of the following: raw
from U.S. Government agency sources, corresp
with POW/MIA families, published sources, int
Updated by the P.O.W. NETWORK 1998.

REMARKS: CRASH S SEARCH - NO SURV FND - J

SYNOPSIS: Altogether, the HH-53 "Super Jolly
Giant" was the largest, fastest and most pow
heavy lift helicopter in the U.S. Air Force
inventory.

In 1967, the Air Force started a development
program to acquire a night rescue capability
by March 1971, it had succeeded in installin
nighttime recovery system aboard five HH53C
Jolly helicopters in Southeast Asia. The Sup
Jolly was involved in such famed rescue atte

as the attempt to rescue American POWs held Son Tay prison compound near Hanoi in late N 1970, and the assault operation to free the crew in May 1975.

Capt. Richard Dreher was assigned as escort as part of a day rescue mission and departed at 0830 on the morning of March 27, 1972. Dr Super Jolly was the second aircraft in a fli two. Aboard the aircraft was the pararescue consisting of James Manor, David E. Pannabec Raymond A. Wagner.

Following aerial refueling over southeastern Thailand, they departed the tanker to comple mission, maintaining interplane communicatio FM and UHF radios. The lead aircraft called "tally ho" on the aircraft they were escorti When the lead aircraft did not receive an an the pilot attempted to find him visually wit success. After completing a 180 degree turn, pilot of the lead aircraft reported sighting column of black smoke coming from the dense

five miles away. Their position at this time in Stoeng Treng Province, Cambodia, about 10 southeast of the city of Siempang.

A pararescue specialist was lowered to the ground at the site of the crash to check for survivors but due to the intense heat from the burning helicopter, he could not approach near enough to determine if there were crew members inside the aircraft.

Some three hours later a second rescue specialist was deployed in the immediate area, who reported the wreckage was still burning, precluding close inspection.

It was never determined if any aboard the Su-7 Jolly survived, but all aboard were declared Killed/Body Not Recovered.

In an attempt to classify the cases of the MIA in Action to determine which cases could be resolved, the Defense Department assigned "best knowledge" categories to each missing man,

according to the likelihood their fates would known by the enemy. In the case of the downed Super Jolly, Wagner, Pannabecker and Dreher assigned "Category 2", and Manor and Crow "Category 3".

Category 3 includes personnel whose loss is such that it is doubtful that the enemy will have knowledge of the specific individuals (aircrews lost over water or remote areas).

Category 2 includes personnel who were lost in circumstances or in areas that they may reasonably be expected to be known by the enemy (e.g. individuals connected with an incident which was discussed but not identified by name by enemy media, or probably identified by analysis of intelligence reports.) No explanation has been given as to why the crewmembers were classified differently.

The Americans missing in Cambodia present a special problem. The U.S. has never recognized the government of Cambodia, nor has it negotiated

the release of any Americans captured there. has generally been believed that any POWs he Cambodia after the end of U.S. involvement i Southeast Asia perished in the genocide comm by Pol Pot in the mid-1970's.

In 1988, the Cambodian government announced it had the remains of a number of American servicemen it wished to return to the United States. The U.S. did not respond officially, however, because there are no diplomatic tie between Cambodia and the U.S. Several U.S. Congressmen have attempted to intervene and the remains on behalf of American family mem but Cambodia wishes an official overture. Meanwhile, the bodies of Americans remain in hands of our former enemy.

Even more tragically, evidence mounts that m Americans are still alive in Southeast Asia, prisoners from a war many have long forgotte is a matter of pride in the armed forces tha comrades are never left behind.

One can imagine any of the men lost in Cambo
March 27, 1972 being willing to go on one mo
mission for the freedom of those heroes we l
behind.



 They fought for us.... now we fight for them!	This POW/MIA Ring site is owned by Rick Hinton Site ID# 345 [Next Previous Skip Random Site] [List Sites Stats Chat/MessageBoard Join] Proud Member of the POW/MIA Freedom Fighters. Get a POW/MIA Honor Page of your own
---	--

NEXT POW/MIA

HOME



Received your pictures in the mail today. Thanks for the copies. They are good quality. There is a high probability of my using the one of you. Ray and Glenn. Glen flew out of Tan Son Knut in 72. When I scanned my database for your name, I came up with a David Ash who flew on the Myaguez mission. The info came from a PJ named McGiver and he may have gotten names mixed up. Did you serve in SEA?

Thanks again.

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

From: Steve Ash <oosmash@webtv.net>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Friday, February 25, 2000 11:02 AM
Subject: Pic's of MIA PJ's

Dear Bob;

You & I don't know one another but, I see that you are doing research for a book PJ's in Viet-nam. I have a couple of pic's of one of the PJ's we left in Cambodia. The PJ I'm referring to is A1C Ray Wagner who was shot down Mar 72'. The pic's I have, are one of the two of us @ jump school (71') & the other is of myself, Ray, & another PJ Glen Farley I think the day after graduation @ Hill AFB Ut. (Nov 71')

These pic's are nothing spectacular but they are pic's that no one else has a copy of, as far as I know of. If you would like copies please let me know for I will have to make some copies, I would be happy to donate them for the cause of Ray's memory (no re-reimbursement wanted, nor will be accepted)

May all their memories live on forever

Your Brother PJ
S.M. Ash

WAGNER KIA 27 MAR 72

STEVE ASH
5320 MOELLER AVE
NORWOOD, OH 45212

on or about 1-Nov-71'

TOP Photo: (L) to (R)

A1C Raymond A. Wagner
A1C Stephen M. Ash
A1C Glenn Fairley

About mid July 1971

Bottom Pic

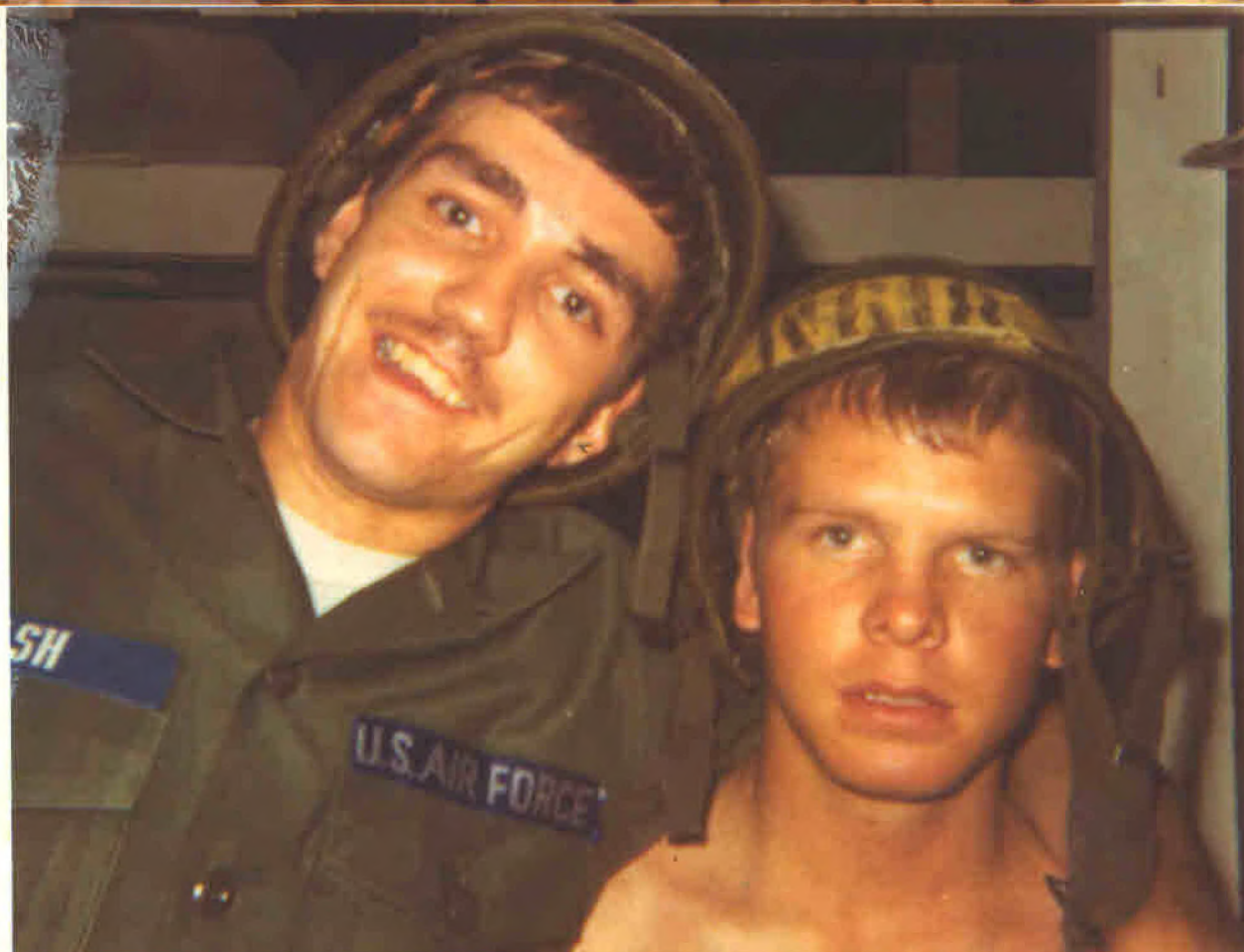
Me on (L)

Ray on (R)

We all were 19 yrs
old when these were

TAKEN

I hope you CAN USE these
Sim. Ash



1807 BR JG-60 & 63 & 1955 // AOWD JACK & TEEPLE.
 1808 BR JG 56 & RH 84 // JACK & TP.
 1900 ZFO JG-30 ↑ CH 89 // JACK-T.P.
 1930 ZFO PASSED DAAR & FORSTAT TO JOKUR
 2105 ZFO NOTIFIED BY COMM SQ. OF 11 SECTION (TS) MSG / NOTIFIED
 2135 ZFO CART STOWALL
 2135 ZFO JG-30 ↓ CH 89 // JACK-T.P.
 2330 ZFO SCH TO TUOC
 2400 ZFO LOG CLOSED
 0001 ZFO LOG OPENED
 0600 ZFO RCVD WX & NOTAMS
 0610 ZFO JG-56 HAS PITCH LINK PROB / CHGD TO JG-30 / JACK-T.P.
 0640 ZFO JG 60 HAS #1 TORQUE INDICATOR PROB / JG-60 PROBE WILLING
 NOT EXTEND. / JACK-T.P.
 0725 TN SGT DAVIDSON OFF SGT NEALIS ON DUTY.
 0830 TN JG 61 ↑ CH 89 / 60 STILL ON GROUND / TP / TUOC
 1055 JS PEDRO 42 / CH 89 / TP
 1125 RH PEDRO 42 ↓ CH 89 / TP
 1150 TN JACK ADV JG 61 DOWN 140 / 70 / 82
 1155 TN LAUNCH JOLLY GREEN, 62+52
 1205 TN JG ↑ 62+52 ↑ CH 89 / TP / TUOC

27 MAR 72



1305 TN SMOKE SPOTTED IN AREA NO BEPCR SO SURV AS OF
 YET BELIEVE SIGHTED ONE MAN IN TREE NO
 MOVEMENT

1340 TN JG 60 WILL DEPLOY PJ TO CR AREA FOR SURV.

1400 TN PJ SAYS NO MAN IN TREE NEG CONFIRMATION
 THAT WRECKAGE IS JG

1420 TN WRECKAGE CONFIRMED AS JG DO SIGN AS SURV

N30 TN JG 64 LOST SECOND STAGE HYD RTB TO CH 82

1450 TN JG 64+60 RTB TO CH 82/60 NO BATTLE DAMAGES
 64 NO WTRD AS OF YET

1515 TN PEDRO 42 ↑ CH 89 / TP

1645 TN PEDRO 42 ↓ CH 89 / TP

1900 PR SGT NEALIS OFF DUTY, SGT PUSICZ ON DUTY

2000 PR PASSED SHAL PICTURE, DARR + FORSTATT TO
 JOKER //

2115 PR JG 60 ↑ CH 89 / TP 2210 // JACK + TP

2220 PR JG 60 ↓ CH 89 // JACK + TP.

2400 PR LOG CLOSED

0500 PR WENT TO COMM IN CH 89 / TP UP CONT 1254
 DTG 271435 PLACED IN COMM. READ FILE, W.

0700 PR PASSED DIR TO JOKER.

0720 TN SGT PUSICZ OFF DUTY SGT NEALIS ON DUTY

0810 TN JG 62 ↑ CH 93 / TLOC JG 52 STILL AT
 CH 93 AWAITING PARTS

0908 TN JG 62 ↓ CH 89 / TP / TLOC

0915 TN PEDRO 21 ↑ CH 89 / TLOC

0920 TN JG 63 ↑ CH 89 / TLOC / TP

0945 JS JG 56 ↑ CH 89 / TLOC / TP

1350 JS PEDRO 21 / CH 89 / TLOC / TP

1405 TN JG 52 ↑ CH 93 / TLOC / JACK

1630 JS JG 52 ↓ CH 89 / TLOC / TP

1545 TN JG 32 ↑ CH 89 / TP / JACK

1530 TN JG 64 ↓ CH 89 / TP / JACK

1615 TN JG 32 ↓ CH 89 / TP / JACK

1620 TN JG 30 ↑ CH 89 / TP / JACK

1630 TN PEDRO 21 ↑ CH 89 / TP / JACK

PT 00496

Q89 130557

ZNY SSSSS

~~0 291141Z~~ MAR 72

FM OL B 3 APR 66 UDCRN RTAF

TO RUEFHQA/CSAF/AFXOTZB

R U H H A B A / C I N C P A C A F / D O H

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST

~~INFO RUHHHGA/CINCPAC/CC~~

ZEN/T/13AF UDORN RTAFB THAI/COM

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

RUEKA AA/FT RITCHIE ND/AFEOC

RUWTFJA/RANDOLPH AFB TX/USAFMPC/DMPCS

RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL

~~RUC TMAA / MAC / DCCP~~

RRHSHVA/HACY/SAIGON RVN/COMMAND CENTER

RUMHRS A / TAF / CC / DO / DOO / IN / DO CT / OP / TSN AB RYN

RUMMR SA/3ARRGP TSN AB RVN/JRCC

RUMOUJAA/39ARPS CAM RANH BAY AB RVN

RUMORKA/DET 4 3ARRGP KORAT RTAFB THAI/KING

ROKOREA/4CARRS NAKHON PHANOM RTAFB THAI

RE: COREA/56SOW NAKHON PHANOM RTAFB THAI/DOO

RUHJAUW/3636CCTW8 FAIRCHILD AFB WA

PAGE 2 RUMOSRA2137 S E C R E T

RUMUJNA/OL A 3ARRGP SON TRA AB RVN

RUMOUVA/AIRA VIENTIANE LAOS

RUMOR UA /8 TF W/UBON RTAFB THAI

21

S E C R E T/JOPPEP JIFFY/OL-B 3APRGP/RESCUE 050 282010Z MAR 72

1. RESCUE OPENING PROGRESS REPORT 28 MAR 72

2. MISSION NUMBER A-3-026

3. SITUATION: DOWNED AC-T30

A. DESCRIPTION OF SAR OBJECTIVE:

(1) AC-130/550044/BLACK/SPECTRE 13

(2) FLIGHT PLAN: TACTICAL

(3) PILOT: MAJOR IRVING S. RAMSOWER 11

(4) POB: 14.

(5) WEATHER IN SEARCH AREA: 6 TO 8 TENTHS COVERAGE AT 8000FT

VISIBILITY 4 MILES.

(6) SURVIVAL GEAR: USAF STANDARD

(7) LAST KNOWN POSITION: CRASH SITE AT 1629N 10605E

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY: DL-B JARRGP

(2) TIME NOTIFIED: 201-2-24 10:00 AM NOTIFIED OF SAR INCIDENT AT 28

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 80

IMMED DATE

IMMEDIATE

DECLASSIFIED

PAGE 3 RUMOSRA2137 S E C R E T

2010Z MAR 72 BY JOKER.

3. FOLLOWING SAR FORCES ALERTED:

- A. DET-4 3 ARRGP AT 282011Z MAR 72
- B. 4DARRS AT 282019Z MAR 72
- C. 56SOW AT 282019Z MAR 72

4. TIME SAR FORCES LAUNCHED:

- A. 1 HC-130P DET-4 3ARRGP DIVERTED AT 282011Z
- B. 2 HH-53'S 4DARRS LAUNCHED AT 282145Z
- C. 2 A-1E'S 56SOW LAUNCHED AT 282229Z

C. PERSONNEL INFORMATION:

(1) FOURTEEN (14) PERSONS INVOLVED, FOURTEEN (14) MISSING

D. FLYING ACTIVITY:

- 1. DET-4 3ARRGP 35 SORTIES FOR 19.8 HOURS
- 2. 4DARRS 2 SORTIES FOR 8.6 HOURS
- 3. 56 SOW 8 SORTIES FOR 27.3 HOURS
- 4. 432TRW 1 SORTIE FOR 1.0 HOURS
- 5. 8TFW 2 SORTIES FOR 2.0 HOURS

E. SAVES DATA: NO SAVES

F. FUTURE PLANS:

- ELECTRONIC SURVEILLANCE WILL BE MAINTAINED THROUGHOUT THE

PAGE 4 RUMOSRA2137 S E C R E T

NIGHT BY AIRCRAFT FRAGGED IN THIS AREA. KING 21 WILL LAUNCH AT 302245Z TO NORMAL ORBIT AND ELECTRONIC SURVEILLANCE WILL BE MAINTAINED. SLOW MOVER FAC'S FRAGGED IN THIS AREA TOMORROW WILL CONTINUE VISUAL RECONNAISSANCE.

G. SUMMARY OF SAR ACTIONS:

OL-B, 3ARRGP WAS NOTIFIED AT 282010Z MAR 72 BY THE JRCC THAT SPECTRE 13 WAS DOWN. KING 27 WAS DIVERTED AT 282011Z FROM MISSION NUMBER B-3-025 TO ASSUME AMC DUTIES. THE SANDY'S AND JOLLY GREENS WERE ALERTED AT 282019Z TO PREPARE FOR A FIRST LIGHT EFFORT. AT 282005Z PALMER 02, F-4, HEARD A BEEPER FOR FIFTEEN TO TWENTY SECONDS, POSITION 120/108/CH 89. AT 232007Z BARFLY 03, F-4, WHO WAS WORKING WITH SPECTRE 13, DEBRIEFED THAT HE SAW A SAM COME OFF THE GROUND AND HIT SPECTRE 13. TEN SECONDS LATER HE SAW SPECTRE 13 IMPACT THE GROUND FOLLOWED BY SECONDARY EXPLOSIONS. NAIL 17 WAS ON SCENE COMMANDER AT 282040Z. AT 282050Z NAIL 17 REPORTED OVER THE WRECKAGE SITE. NO BEEPER OR VOICE CONTACT WAS HEARD. AT 282115Z THE SARTAF WAS ALERTED TO LAUNCH FOR A FIRST LIGHT EFFORT. SARTAF CONSISTING OF 2A1E'S, 2HH-53'S, 2 NAIL FAC'S, AND 2 HC-130P'S WERE LAUNCHED TO THE SCENE. AT 290053Z MAR 72 2HH-53'S AND 2 A-

PAGE 5 RUMOSRA2137

IMMEDIATE

SECRET

~~SECRET~~

DECLASSIFIED

IMMEDIATE

~~SECRET~~

~~CONFIDENTIAL~~

DUE TO NEGATIVE RESULTS AT THE SCENE. KING 21 ASSUMED AMC FROM KING 27 AND NAIL FAC'S WERE CYCLED INTO THE AREA THROUGHOUT THE DAY. KING 22, HC-130P RELIEVED KING 21 AS AMC AT 290630Z. KING 22RTB AT THE END OF FRAG TIME 291130Z. THUS CONCLUDING THE SAR EFFORT FOR THE DAY. NO AERIAL REFUELLINGS WERE MADE IN SUPPORT OF THIS MISSION.

GP-4

BT

#2137

3/3

NNNN

DECLASSIFIED

IMMEDIATE

~~SECRET~~

~~CONFIDENTIAL~~

IMMEDIATE

PAGE 3 RUMBLE 100 100 100 100

THE NIGHT BY AIRCRAFT FRAGGED IN THE AREA. KING 21 (HC-130L) WILL LAUNCH AT 302245Z FOR HIS NORMAL ORBIT AND WILL MAINTAIN A LISTENING WATCH THROUGH THE DAY. PENDING NO FURTHER DEVELOPMENTS, THE MISSION WILL PROBABLY BE SUSPENDED AT THE END OF FRAG TIME ON 31 MAR 72.

G. SUMMARY OF SAR ACTIONS:

(1) KING 21 LAUNCHED AT 292230Z FOR HIS NORMAL ORBIT AND CONTINUED AN ELECTRONIC SURVEILLANCE OF THE AREA. AT 300630Z KING 21 WAS REPLACED ON OPSIT BY KING 22 (HC-130P) WHO DID THE SAME. AIRCRAFT FRAGGED INTO THE AREA LISTENED FOR POSSIBLE BEEPERS OR MAYBE DAYS THROUGHOUT THE DAY. KING 22 RTB'D AT THE END OF HIS FRAGGED TIME.

(2) KING 21 ASSUMED AID DUTIES AT 292310Z.

(3) NO AIRCRAFT RETRIEVAL WERE ACCOMPLISHED.

GP-4

BT

#2426

NNNN

DECLASSIFIED

IMMEDIATE

PT 00028

931 123657

0TTSZYUW RUMDSRA2651 0911158-SSSS--RUCIMAA.

ZNY SSSSS

D 311135Z MAR 72

FM 0L-B 3ARRGP UODRN RTAFB THAILAND

TD RUEFHGA/CSAF/AFXOTZB

RUHHA BA /C IN CPAC AF/DDH

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST

INFO RUHHHGA/CINCPAC/CC

ZEN/7/13AF UDORN RTAFB THAI/DOM

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

RUEKAAA/FT RITCHIE MD/AFFDC

RUWTFJA/RANDDLPH AFB TX/USAFMPC/DPMCS

RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCIMAA/MAC/DOCP

RHMSHVA/MACV/COMMAND CENTER/SAIGON RVN

RUMMRSA/7AF TSN AB RVN/CC/DO/DOO/IN/OOCT/DP

RUMHRS/3ARRGP TSN AB RVN/JRCN

RUNJAU/3636CCTWG FAIRCHILD AFB WA

RUMUJNA/OL-A 3ARRGP SON TRA AB RVN

RUMORUA/STFW UBON RTAFB THAILAND/TUOC

RUMOREA/4CARRS NAKHCN PHANCM RTAFB THAI

RUMCREA/56SDW NAKHON PHANOM RTAFB THAILAND/DOO

Classification (cancelled) (changed to CONFIDENTIAL)
effective on 28 Feb 75, under the authority of

PAGE 2 RUMCSRA2651 S E C R E T

RUM0JAA/39ARRS CAM RANH BAY AB R

RUMOUVA/AIRA VIENTIANE LAOS

37

~~SECRET/JOPREP JIFFY/OL-B, 3ARRGP/RESCUE~~ ~~CLASSIFICATION CANCELLED~~

7. RESCUE SUSPENDING REPORT - 31 MAR 72 (U)

2. MISSION NUMBER - B-3-026 - 28 MAR 72

3. SITUATION: DOWNED AC-130

A. DESCRIPTION OF SAR OBJECTIVE:

(1) AC-13D/550044/BLACK/SPECTRE 13

C. PERSONNEL INFORMATION:

(1) FOURTEEN (14) PERSONS INVOLVED, FOURTEEN (14) MISSING.

J. FLYING ACTIVITY:

(1) GET-4, 3ARRGP - 4 SORTIES FOR 11.5 HOURS

E. SAVES DATA: NO SAVES

G. SUMMARY OF SAR ACTIONS:

(1) A LISTENING WATCH HAS BEEN MAINTAINED BY ALL AIRCRAFT FRAGGED INTO THE AREA WHERE SPECIFIC 13 WENT DOWN. KING 27 (KC-130D) WAS LAUNCHED AT 301554Z. KING 21 WAS LAUNCHED AT 300110Z AND KING 23 WAS LAUNCHED AT 310105Z AND KING 22 WAS LAUNCHED AT 310913Z. ALL AIRCRAFT MAINTAINED A LISTENING WATCH, WITH NEGATIVE RESULTS ON

IMPROVE

100-30753

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
 2 DEC 1980
SHELAGH E. HEDIN

SECRET

IMMEDIATE

PAGE 3 RUMOSRA2651 S E C R E T

DECLASSIFIED

(2) TOTAL FLYING TIME FOR MISSION:

(A) DET - 4, 3ARRGP - 10 SORTIES FOR 62.2 HOURS

(B) 4CARRS - 2 SORTIES FOR 8.6 HOURS

(C) 56SOW - 8 SORTIES FOR 27.3 HOURS

(D) 432TRW - 1 SORTIE FOR 1.0 HOURS

(E) 8TFW - 2 SORTIES FOR 2.0 HOURS

(3) MISSION WAS SI ENDED AT 31/1130Z MAR 72. ALL EFFORTS TO CONTACT AN OBJECTIVE EITHER VISUAL OR ELECTRONICALLY MET WITH NEGATIVE RESULTS. COMMANDER 7TH AIR FORCE AND 8 TFW CONCURRED IN MISSION SUSPENSION.

(4) KING 27 ASSUMED AMC DUTIES AT 301620Z. KING 23 ASSUMED AMC DUTIES AT 310245Z AND KING 22 ASSUMED AMC DUTIES AT 310935Z.

(5) FOUR AERIAL REFUELINGS WERE ACCOMPLISHED ON THIS MISSION.

GP - 4

BT

#2651

NNNN

DECLASSIFIED

IMMEDIATE

~~SECRET~~

148

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 BLU-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.

~~SECRET~~

~~SECRET~~

150

Two were just East of the main route structure and the other thirteen were clustered on the Northern edge of the Bolovens Plateau. No enemy reaction was noted in the area of the thirteen, but B and M were in an area of known AAA. India reported that his back was injured and could not move.¹⁶⁹

(C) At 0430L, 31 March, the SAR forces took off from NKP and Ubon and assembled over the main objective area. King suggested that the SAR forces split so as to expedite the pickups before the enemy could reach the area. Sandys 03/04 joined with Jolly Greens 53/62, Sandys 07/08 with Jolly Greens 60/66, and the hunt was on.¹⁷⁰

(S) Meanwhile, Sandys 01/02 proceeded to the route structure where Bravo and Metro were located. Nail 49 pointed out their chutes and the Sandys began trolling for ground fire. Some 23mm and 37mm guns came up and Nail 49 silenced these with fast mover "nape and snake" (CBU-52 and napalm). Two Air America helicopters approached from the West and were led in by the Sandys. The Sandys flew a daisy chain around the helicopters while each picked up a man.¹⁷¹

(C) The entire crew was in the fleet of helicopters by 0925L, only one hour and fifty minutes after the operation began. The only opposition encountered was the AAA in the area

169. Ibid.

170. Ibid.

171. Ibid.

~~SECRET~~

~~CONFIDENTIAL~~

151

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 SQS, 1 Apr 72.

~~CONFIDENTIAL~~

40th ARBSq 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 Bortosky	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. Demol	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

~~SECRET~~

xv

Mar

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.

~~SECRET~~

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.

[REDACTED]

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 5650W 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'

~~CONFIDENTIAL~~

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 parachutees 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 force in the immediate area and decided to execute the pick-up. The plan was to

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~ ~~CONFIDENTIAL~~

DOC 67²

6. (0245L) Sandy 1 thru 6 were briefed on all details of the SAR effort. Launch time for Sandy 1 thru 4 was scheduled for 0430L to provide arrival in the SAR area prior to first light. Sandy 5 and 6 were instructed to spare Sandy 1 thru 4. Sandy 7 and 8 from Channel 93 and 5 and 6 from Channel 89 will launch at 0730L and meet in the SAR area. All will RTB to Channel 93 for turn around if required. Accurate positions for "B" and "M" were obtained and forwarded to the Sandy's. "B" and "M" were situated near the route structure approximately 20NM east of the other survivors. Priority for pickup was established as follows: "I" (injured), group of 12 survivors, and "B" and "M." Due to the separation and variance in hostile environment between the 2 locations, it was advisable to conduct two separate SAR efforts. Limitations in SAR resources prevented the possibility of 2 efforts at different locations at the same time. Sandy Low will assess the situation and determine how to employ the SAR forces.

7. Sandy 1, 2, 5 and 6 experienced aircraft difficulties. Sandy 3 and 4 launched at 0450L and Sandy 7 and 8 were scrambled from Channel 93. Sandys arrived on scene at 0555L and Sandy 3 assumed on-scene command. Assets at his disposal were:

- a. 4 A-1's and 4 HH-53's.
- b. 3 Nail FACs (OV-10).
- c. 1 Raven FAC.
- d. 2 flights of Snake and Nape on tanker and all QRF requested except for CDU-14.
- e. Several Air America Helicopters and Laotian T-28's with Mark 81's on QRF.

Sam Sandy 1 and 2 were launched at 0715L and proceeded directly to "B" and "M" to work with Nail 49. Sandy 5 and 6 airborne from Channel 89 at 0715L. Phase "B" was initiated at 0725L and the first survivor ("I") was picked up at 0736L. The last survivor ("B") was picked up at 0925L. For detailed information on pick-ups, refer to Sandy SAR reports.

8. (0720L) Jack informed the SARCO that Wolfpack (without instructions) had launched all the QRF and sent them to the tanker. The QRF was placed under Nail 49's control and used in support of the pick up of "B" and "M."

9. (0930L) All survivors recovered. SAR terminated.

George A. Batte

GEORGE A. BATTE, Major, USAF
SARCO

~~CONFIDENTIAL~~

DOC 67'

FROM: 1st SOS (Maj Batte/2754)

8 April 1972

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 a 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.

PROJECT CORONA HARVEST

DO NOT DESTROY
0581032

~~SECRET~~

GROUP-3

Downgraded at 12 year in
Not automatically declassified

~~CONFIDENTIAL~~

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

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

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DOC 676

S T A T E M E N T

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 ~~we~~ (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

Ernest C. Bardal

E. BARDAL, Capt, USAF
Sandy 8

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DOC 675

S T A T E M E N T

25 April 1972

SUBJECT: Sandy 05 and 06 (SAR - SPECTRE 22)

1. Sandy 05 and 06 launched from Ch. 89 at 0015Z on 31 March 1972 and proceeded to the rendezvous point assigned by King. Upon arriving at the rendezvous point which was directly over the group of 13 survivors it was learned that Sandy 07 and 08 along with Sandy 03 and 04 were working with Nail 43, Raven 40, and several Jolly Green helicopters and they were in the process of picking up the last of the 13 survivors. We orbited overhead until the last man had been picked up and then proceeded to rendezvous with Sandy 01 and 02 and Nail 49 who were working 20nm to the east where the first two survivors had bailed out. Enroute we joined with and escorted another Nail FAC (call sign unknown) and three H-34 helicopters. By the time we arrived in the area Sandy 01 and 02 were ready for the pick up attempt and we again orbited overhead while the H-34's completed the recovery of the two survivors. King then directed us to escort two Jolly Green helicopters to P. S. 18 but they were 30nm ahead of us and were already headed toward the site. The Jolly Green's landed at P. S. 18 prior to our arrival. We returned to Ch 89 and landed at 0410Z. This mission was an outstanding example of being a day late and a dollar short from beginning to end.

Robert F. Burke

Robert F. Burke, Capt, USAF
Sandy 05

Dennis D. Morgan

Dennis D. Morgan, Capt, USAF
Sandy 06

~~CONFIDENTIAL~~

The Loss of Specter 22

30 March 1972
from an email submitted by
David J. Preston

(Webmaster note: This email was the result of a posting on the "Can You Help" page from Donna M. Inman (Tison).)

I tried last night to send the accompanying letter (email) in response to your "can you help" notice on the Jolly Green page. I experienced technical difficulties in transmitting but fortunately saved the letter to file. I hope it may prove to be of some help to you. I'm copying to the jolly site with hopes it might be posted. In going over my notes, I compiled the following data regarding the number of aircraft flown during this mission: 7 Jolly Greens (HH-53s), 8 Sandies, 3 Kings (1 tanker, 1 reserve), 11 strike flights (7 expended ordinance), 4 B-66s, 6 F-105s, 13-14 Nail FACs, 3 Raven FACs, 3 Hotels (Air America helicopters), 4 Spectres, 1 Stormy (F-4 Recce/FAC), and other assorted support aircraft.

David J. Preston

Dear Donna,

You are looking for information regarding Spectre 22 and the subsequent rescue of its fifteen crewmembers. I believe I may be able to help in some way. I was the Airborne Mission Commander flying the "King 27" aircraft that fateful night. I say fateful because fate surely played a part in that eventual successful recovery. My crew and I were on rescue alert that night and were scrambled from Kmrat RTAFB and arrived on scene before midnight. Spectre 01 and Spectre 21 were in the area trying to raise any survivors on rescue radio frequencies. The crash site was in southern Laos in a traditionally hostile location not too far from Saravane. At this time it had not been determined how many had survived. Just one or two nights earlier, another Spectre had been shot down and no one had survived. After gathering as much information from Spectre 21 as I could, Spectre 20 relieved Spectre 21 on scene shortly thereafter and thence began one of the largest and most complex combat rescue operations ever attempted.

We had by this time determined that we had an unknown number of survivors from the 15 crewmember aircraft. (Note: Because most of our rescues involved only one or two crewmembers and were, in themselves, highly complex operations, we in King often questioned our own procedures and preparedness for prosecuting a rescue for a large-crewmember aircraft. As fate would have it, I would be the one to find out.)

After the Spectre had obtained radio contact with some of the survivors and learned that the aircraft had traveled some distance after being hit before they bailed out, I started to plan the on-scene operation assuming that most, if not all, had gotten out of the aircraft and were potential survivors. My objective, at this point, was to facilitate a communication and night visual search for as many as 15 men in preparation for either a night (LNRS) recovery or a first light attempt. We requested multiple Nail FAC (Forward Air Control) aircraft to overfly the target area and attempt communication on each of the four rescue frequencies. Allocating one frequency to each of four Nail FACs as they arrived on scene, we began a night-long process of

gathering information and searching and eventually obtained radio contact with all 15 crewmembers. Since the on- scene time was limited for each FAC by his fuel endurance, a cycling of aircraft was necessary and replacement aircraft/crews had to enter the subject area to continue the operation after being briefed by myself or my crewmembers and by the Nail crew they were replacing.

Concurrently, we had obtained fighter-bomber resources to orbit awaiting a possible need to deliver ordinance on enemy forces which might compromise the safety of the survivors. As the night progressed and more survivor locations were determined, SAR forces (Jollys and Sandies) were launched from NKP and DaNang in case pickup attempts could be made before first light utilizing LNRS (Limited Night Recovery System) techniques (night vision goggles). Because of the scope of this rescue operation, all airborne resources--SAR, fighter-bombers, FACs, fast FACs, recce and others were made available for this mission. Additionally, Air America helicopter resources were volunteered and made ready.

We determined that two survivors had exited the aircraft shortly after it was hit and they were located approximately 40 miles east of the main congregation of survivors. I assigned FAC support to this secondary SAR area to determine as much information as possible. Now we had, in effect, a SAR within a SAR--a situation which sometimes arose because of a loss of an aircraft engaged in a rescue mission and the ensuing need to rescue those crewmembers in addition to the original objectives. Surely a situation to avoid if at all possible because of the complicating factors and greatly increased difficulty in maintaining coordination, command and control of two simultaneous rescue operations. Since the threat to the two survivors at the secondary location was unknown, I decided that as long as their situation was stable, I would concentrate the search and rescue efforts in the area with 13 known survivors and delay the east side pickups until the primary area recovery operations were underway. By doing this, I hoped to avoid complications which would ensue if the east side recovery went bad; i.e. hostile fire, loss of rescue aircraft, discovery of survivors location by the enemy etc. Since everything appeared to be relatively quiet in that area, compared to the enormity of the operation on the west side, I felt that we couldn't risk a loss of control at any point.

After the night-long efforts and the utilization of well over 100 aircraft--including every SAR aircraft in Southeast Asia--at first light the primary scene Jollies and Sandies began their coordinated efforts to pickup the 13 men located on the west side. It soon became apparent that the men were more closely grouped together than originally thought. Our carefully laid out plans to divide up the survivors to different Jolly/Sandy teams quickly unravelled as soon as one Jolly started a run-in for a hover over a known location for a survivor, another survivor would make his presence known in the near vicinity by radio transmission and this would happen again and again until all 13 men were safely picked up by at least four different Jollies.

Because of this and the date, it truly was an Easter Egg Hunt.

At the same time that the main rescue force was initiating their recoveries, I released the east side resources to prosecute pickups of the B and M crewmembers. The east side resources consisted of two Air America helicopters, a Raven FAC and a Nail FAC. Also Sandy 1 & 2 were there for the pickups. Since we had purposely kept this location as quiet as we could through the night, we had not drawn a lot of attention from enemy forces in this area. Just prior to the pickup attempts, one of the survivors reported vehicle activity and a man walking up a road not far from his location. Some ordinance was laid down on the road between the two survivors. Hotel 45 and Hotel 59 (Air America) each planned to pickup one of the survivors to

minimize hover time in the area. The pickups were made successfully and those east-side resources began their egress to the west. Hotel 45 picked up the B man and Hotel 59 picked up the M crewmember at 0928 local time. This completed the successful recovery of all 15 crewmembers.

What had taken place that night of March 30-31, 1972 took its place as the largest successful aircrew recovery of the entire war. A day or two later, the renowned Bat 21 rescue operation commenced on Easter Sunday. It too was a very large, but prolonged rescue and recovery--and resulted in the eventual rescue of but one survivor and the loss of one Jolly Green with all aboard. A book was written about that mission which later was made into a movie (a poor representation of the professionalism and extensive resources employed by those who served in the Aerospace Rescue and Recovery Service and other supporting groups--Special Operations).

Donna, I offer my sincere condolences to you and your children for your loss. I have never met any of those men from Spectre 22, nor from any of the numerous other rescue missions in which I participated, with the exception of Lt. Col Hambleton, the subject of the Bat 21 operation. I wish I could have met your husband. Who knows the cumulative effects of combat flying and the effect of at least one terror-filled night alone in the jungle which he experienced. Be assured though, he was a very important man, as was any man unfortunate enough to become the object of a rescue mission in Southeast Asia. Scores of military men have risked, and many have lost their lives in such missions. No expense was ever spared to save just one man and that's why I'm extremely proud to have experienced, firsthand, the bravery and dedication of all those who served that cause--especially the Jolly, Sandy, Air America and FAC crews.

Just one final note in regard to your questions. In the letter designations assigned to each crewmember of a multi-crewmember aircraft, A is assigned to the aircraft commander, B to the copilot, C to the navigator and so on through the crew list. The two survivors which were picked up on the east side were B and M which indicates that one was the copilot and the other was a crewmember in the rear of the aircraft. I don't know what crew position your husband was but perhaps that will answer one of your questions. To answer another of your questions, the Air America helicopters transferred their survivors to one of the Jollies for their delivery back to Ubun. If a copy of the flight orders could be located from Spectre records, you could determine the name of the B and M crewmembers. My notes from the mission indicate a broken leg suffered only by the N crewmember who was picked up on the west side. Others suffered various neck and back injuries.

I hope that this has been of some help to you. Through the years, I often thought that a book written about the Spectre 22 mission would present some kind of closure for me but life has been too busy to do all the necessary preparations and story gathering. I am copying this letter to the Jolly Green bulletin board with hopes that someone involved in that mission and others might share what information and recollections they may have--Ken Ernst, Dale Stovall, Super-Sandy Randy Jaynes--where are you?

Sincerely,
David J. Preston
King2721@aol.com

Pacific Stars and Stripes Article on the rescue.

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
ICEBAG 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 MOEN	24 Jun	1 non-combat
LOAGY 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

"Paul Miller" <PJ1SGT@aol.com>, "Philip Prince" <psprince@onramp.net>,
 "Robert LaPointe" <rlapointe@compuserve.com>,
 "Rod Aine" <rodaine@swbell.net>, "Scott Fales" <FOXALPHA1@aol.com>,
 "Scott Shepard" <PJ2PA@worldnet.att.net>,
 "Shorty Mutschler" <SMutschler@health.state.ak.us>,
 "Skip Kula" <RKULA@ARANG.ANG.AF.MIL>,
 "Soo Lee Bruce" <sbruce@lmsa.edu>, "Swerv Petty" <eapetty@aol.com>,
 "Ted Hawkins" <thawkins@bcs.net>,
 "Terry & Ruby Caffery" <caffery@ps.net>,
 "Tom Connell" <tpisere@aol.com>, "Tony Hughes" <tony@thuntek.net>,
 "Udo Fischer" <ufischer@earth.wanoo.com>,
 "Wayne Fisk" <wlfisk@landmarknet.net>,
 "Wiley Mayfield" <mayfield@computationix.net>

Subject: Request for 1972 CSAR info
 Date: Fri, 13 Nov 1998 12:04:22 -0500
 Message-ID: <000001be9f49c1340f6c33c12bad13cy96-pentium>
 MIME Version: 1.0
 Content-Type: text/plain;
 charset="iso-8859-1"
 Content-Transfer-Encoding: 7bit
 X-Priority: 3 (Normal)
 X-MSMail-Priority: Normal
 X-Mailer: Microsoft Outlook 8.5, Build 4.71.2377.0
 Importance: Normal
 X-MimeOLE: Produced By Microsoft MimeOLE V6.02.3110.3

SPECTRE 22 SAR

Nov 72

To all:

Saw this posted on guest register at
 AC 130 Gunship Aircraft Photo Album
<http://www.geocities.com/CapeCanaveral/2758/ac130.html>
 Don Goodlett and I were with Dale Stovall and picked up eight.
 Chuck Morrow was on the bird that picked up two I think. Passing
 it on should any of you be able to provide some info.

v/r

PILOT

Chuck McGrath; Ed

David J. Preston - 11/13/98 06:03:25
 My Email: dandypjt@aol.com
 Vietnam Veteran?: yes
 Former Gunshipper?: no

Comments:

I was airborne mission commander flying King 27 for the rescue/recovery of
 all 15 **Spectre 22** survivors after shoot down
 March 29, 1972. One of the largest rescue missions of the war. It involved
 all SAR forces in SEA and over 100 aircraft total
 including AA Hotels, Ravens, Nails, Jollies, Sandies, Kings, 11 strike
 flights (F-4s, EB 66s, F 105s, F 4 photo/rec,
 KC-135s and others. I'm interested in contacts with those who may have a
 personal interest in this mission especially the
 rescued crewmembers or those who participated. Objective: gathering of
 information for possible literary attempt. David J.
 Preston 4003 Bramble Trl. Lee's Summit, MO 64064

To: (unknown), INTERNET:King2721@aol.com
CC: "Robert LaPointe", rlapointe
From: "Robert LaPointe", INTERNET:rlapointe@gci.net
Date: 5/23/99, 10:55 PM
Re: Re: Rescue Book

Thanks for your e-mail. I was unaware that the HC-130 AMC changed call signs.

During my recent research trip to Maxwell I obtained a copy of a mission report for a downed AC-130 on 28 Mar 72. Tail number 550044, Pilot Major Irving B. Ramsower. The reports consist of two IMMEDIATE messages from 3 ARRGp to Chief Staff USAF. Total number of pages five. Both these messages identify the downed aircraft as SPECTRE 13.

I would be glad to mail you a copy of these messages if you send me a postal address.

I collected several hundred mission reports during my trip to Maxwell. However I was able to get less than 25 reports from 1972. They are all classified FOUO. I am in the process of obtaining an official sponsor so that I can access this last bit of data.

If I am successful in accessing this data, I will provide you the mission reports you asked for. I do not anticipate returning to Maxwell until Jan 2000. The info I collected on my first trip needs to be processed into usable form first.

In return for this assistance I would request your assistance in providing information on the transition from Crown to King call signs. If you have any type primary source material (see my web site <http://home.gci.net/~rlapointe> case sensitive) for a description of primary source material. It is located under the purpose statement. In the event you have nothing primary, e-mail testimony might be usable.

Good luck with your book. It is time to tell these stories. There has been entirely too much fiction written about Vietnam.

Bob LaPointe

- Original Message -
From: King2721@aol.com <King2721@aol.com>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Wednesday, May 12, 1999 7:54 AM
Subject: Rescue Book

>Bob,

> I applaud your efforts in writing a comprehensive history of rescue in
>Southeast Asia. I have had hopes of duplicating at least some of your work
>in compiling material for a book detailing the Spectre 22 mission (Mar
>30-31,
>1972) which involved the successful rescue of 15 AC-130 crewmen from the
>Steel Tiger. I participated in that mission and several others as Airborne
>Mission Commander from King aircraft. In your synopsis of participants, I
>note that you include Crown (our predecessor) but not King which later
>handled the command/coordination/refueling role. I would hope that the
>contributions of King would not be left out of your book. If you have
>need
>for background information regarding our operations, I would be happy to
>assist you. In return, I would appreciate any mission report material you
>may have on the Spectre 22, Nail 31, Gunfighter 82, Ashcan 01, Oyster 01B.

From: King2721@aol.com <King2721@aol.com>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Wednesday, May 12, 1999 7:54 AM
Subject: Rescue Book

Bob,

I applaud your efforts in writing a comprehensive history of rescue in Southeast Asia. I have had hopes of duplicating at least some of your work in compiling material for a book detailing the Spectre 22 mission (Mar 30-31, 1972) which involved the successful rescue of 15 AC-130 crewmen from the Steel Tiger. I participated in that mission and several others as Airborne Mission Commander from King aircraft. In your synopsis of participants, I note that you include Crown (our predecessor) but not King which later handled the command/coordination/refueling role. I would hope that the contributions of King would not be left out of your book. If you have need for background information regarding our operations, I would be happy to assist you. In return, I would appreciate any mission report material you may have on the Spectre 22, Nail 31, Gunfighter 82, Ashcan 01, Oyster 01B. I also plan to spend some time at Maxwell, but since I am still employed full-time as a corporate flight department chief pilot and manager, I find it difficult to utilize time to this end.

Sincerely,

Dave Preston

...A strange pet?

The snake, a 10-foot relative of the boa constrictor, is the mascot of the PJs. Nicknamed "Stretch," the python has been with the PJs for almost three years and is an accepted member of the closely-knit organization.

The PJs chuckle a little as they watch the first-time visitor's eyes widen in disbelief as he takes in every inch of the snake stretched out on the floor of their office.

"Fear is always the reaction when someone sees Stretch for the first time," comments Sgt. Michael L. Wagner, "but in researching the subject we found that the pythons don't become a threat to man until they are 15 feet long. Stretch is only 10 and 1/2 feet long."

Stretch is handled without fear by the PJs, but most visitors are a little bit cautious about grabbing the 60-pound snake.

Stretch's frequency of eating is determined by the heat. When it's extremely warm, he eats regularly, but when it's cold he gets a little bit finicky. During one rainy season Stretch went for three months without eating.

Although the snake is not housebroken, a few of the PJs have even let Stretch share their bedrooms.

"I don't know why so many people think that's so weird," Sergeant Wagner said, stooping over as he allowed over three yards of tubular muscle to unwrap itself from his body, "A lot of the guys on base have dogs..."



A RESCUED CREWMAN steps down from a HH-53 Super Jolly Green Giant after being pulled to safety from the jungles of southern Laos. He was one of 15 airmen who bailed out of an AC-130 gunship and was rescued by members of the 40th Aerospace Rescue and Recovery Squadron.

40th ARRSq rescues Spectre crew

TAN SON NHUT AB, RVN -- All 15 crewmembers of a downed AC-130 Spectre were rescued from Laos in one of the most successful recovery efforts in the Vietnam war.

The gunship was hit by communist antiaircraft artillery fire while on an interdiction mission over the lower panhandle of Laos. Although the aircraft was seriously damaged, the gunship pilot managed to keep the plane airborne long enough for all crewmen to bail out.

The 15 men successfully parachuted to the ground, and forward air controllers established radio contact with all the men. Each airman's location was pinpointed and rescue aircraft remained overhead throughout the night to assure the safety of the downed men.

At first light, the rescue forces began the actual recovery. The first man was picked up at 8:30 a.m. by an HH-53 Super Jolly Green Giant commanded by Maj. Kenneth E. Ernest.

Other rescues were made by helicopters commanded by Majors Frederick C. Hartstein and David G. Daus and Capt.

Dale E. Stovall. Captain Stovall recovered eight of the downed airmen.

Sgt. Charles D. McGrath and SSgt. Charles D. Morrow descended on jungle penetrators to aid injured men on board the rescue helicopters.

The last crewman was hoisted aboard at 10:30 a.m. Several men experienced minor injuries during bail out. However, one airman did sustain a leg fracture and another a wound in the neck. None were listed as serious.

The four rescue helicopters, from the 40th Aerospace Rescue and Recovery Squadron, experienced no ground fire in the rescue operation.

41st aircrew catches rocket nose cone

HAMILTON AFB, Calif. -- An aircrew from the 41st Aerospace Rescue and Recovery Squadron has returned to Hamilton AFB after performing an aerial recovery of a Nike rocket nose cone.

The launch at Wallops Island, Va., was made by NASA to test stresses on the nose cone.

Though hampered by poor weather conditions, the rocket was launched and the Hercules, commanded by Maj. Tom

Turey, was waiting at 18,000 feet for the descending nose cone.

The rocket pushed the cone to an altitude of 41,000 feet where the nose separated and parachuted toward earth.

Immediately spotting the parachute, the recovery crew flew two inspection passes to make sure the parachute had deployed properly and there are no irregularities in the payload (nose cone).

They then made ready for the catch.

During the recovery, the rear ramp of the aircraft is opened and two 25-foot long poles connected by a cable with grappling hooks are extended out at a downward angle. The cable is attached to a winch which acts like the drag on a fishing rod.

Satisfied with the inspection passes, Major Turey made his first recovery pass. He flew a few feet above the

parachute, allowing the hooks to grab it. The cable disengaged from the poles and played out from the winch to absorb the shock and prevent the line from snapping.

Within 10 minutes the nose cone was safely hauled aboard the aircraft.

Crewmembers manning the recovery equipment were MSGT. Edward Anderson, Technical Sergeants Norm Taul and Grady Coleman, and Sgt. Oakley Allen.

15 Gunshipmen rescued from Southern Laos

TAN SON NHUT AB—"Happiness is Air Rescue at its best. Beautiful! Fantastic! Thanks from the SPECS," was the message received by the 3d Aerospace Rescue and Recovery Group commander, Col. Cecil N. Muirhead, on behalf of his units' performance in the rescue of 15 downed AC-130 gunshipmen.

All 15 crewmembers of a downed Spectre gunship were rescued March 31 from Laos in one of the most successful recovery efforts in the Vietnam war.

The gunship, hit by communist AAA fire on an interdiction mission over the lower panhandle of Laos, was seriously damaged. The gunship pilot managed to keep the plane airborne long enough for all airmen to bail out.

The 15 men successfully parachuted to the ground, and FACs established radio contact with all the men. Each airman's location was pinpointed and rescue aircraft remained overhead throughout the night to assure the safety of the downed men.

At first light, the rescue forces began actual recovery operations. The first man was picked up at 8:30 a.m. an HH-53 Super Jolly Green Giant helicopter commanded by Maj. Kenneth E. Ernest.

Other rescues were made by choppers commanded by Majors Frederick C. Hartstein and David G. Daus, and Capt. Dale E. Stovall recovered eight of the downed airmen, the first saves for the captain as a chopper commander.

Sgt. Charles D. McGrath and SSgt. Charles D. Morrow descended on jungle penetrators to aid injured men onto the rescue helicopters.

The last crewman was hoisted aboard at 10:30 a.m. Several men experienced minor injuries during bail out. One sustained a leg fracture and another a wound in the neck. None were listed as serious.

The Jolly Green crews experienced no ground fire in the rescue operations. The four rescue helicopters belonged to the 40th Aerospace Rescue and Recovery Squadron.

The rescued airmen brought the total of combat saves by the 40th to over 150 men. SEA saves by all the 3d ARRG units now total more than 3,450.

30 MAR 70



A rescued crewman steps down from a Super Jolly Green helicopter after being pulled to safety from the jungles of Southern Laos. He was one of 15 airmen who bailed out of an AC-130 gunship and was rescued by members of the 40th Aerospace Rescue and Recovery Squadron.

~~SECRET~~

30 March 1972

MISSION NUMBER: B-3-027

HELICOPTER DESIGNATION: Jolly Green 53, 63, 69, 61, and 40

OBJECTIVE: Rescue and Recovery of Fifteen AC-130 crew members with call sign of Spectra 22 Alpha thru Oscar. Pickup attempt successful on 31 March 1972 for all fifteen crewmembers. Thirteen crewmembers were picked up by Jolly Green.

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

OPERATIVE SUMMARY: The 40 AR3q, Nakhon Phanom DMAB, Thailand, was notified of a downed AC-130, Spectra 22, at 2212L, 30 Mar 72. The crew of fifteen had bailed out 10 miles North-Northeast of Palueng, Laos, in the area of 15-07'N, 104-00'E. The crews of Jolly Green 53 (1) and 63 (N) First Element, and JG 69 (S) and 64 (N), Second Element, (all HH-330 helicopters) briefed for a night light attempt at 0315L, 31 Mar 72, with the Sandy (A-1H) and Phile (A-1H). A night recovery attempt was called 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 0500L. JG 60 and 64 departed NKP at 0455L and proceeded south for air refueling with King 54 (HC-130P). JG 64 reported a nose gear chip light at 0614L and made a precautionary landing at Ubon DMAB, 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 final holding point. With 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 0735L and 22 Alpha was hoisted on board at 0739L 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 0840L 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 able to read only one survivor on UHF guard and Sandy 5 relayed the survivors' directions. Most of the survivors stated that they probably pointed their antennas at the helicopter thus blocking their transmissions. No other

40 AR3q/30

~~SECRET~~

GROUP 1
Excluded from automatic
downgrading and
declassification

SECRET

DEFENSE TRAINING CENTER:

Sub 4, 3 A-1Hs - 3 sorties 21.1 Hours
40 A-1Hs - 7 sorties 21.2 Hours
50 A-1Hs - 33 sorties 83.4 Hours
37 A-1Hs - 5 sorties 11.2 Hours
Non A-1H Helicopters - 4 sorties 7.6 Hours
OV-10s - 16 sorties 11.1 Hours
UH-1Hs - 6 sorties 5.7 Hours

Seven aerial refuelings were accomplished.

CREW OF JOLLY GREEN 64

1st Lt Mark C Schickler	AC
1st Lt Thomas J Laut	CP
1st Lt Eldridge H Neal	RS
1st Lt Michael L Walker	RS
1st Lt George M Holland	IP
1st Lt John C Rappert	RM

CREW OF JOLLY GREEN 53

1st Lt Kenneth E Ernst	AC
1st Lt Dennis S Orrell	CP
1st Lt Michael W Taylor	RM
1st Lt Charles B Morrow	RS
1st Lt Gary F Osborne	RS
1st Lt Jeffrey A Fox	AP

CREW OF JOLLY GREEN 60

1st Lt Dale E Stovall	AC
1st Lt Stephen R Connelly	CP
1st Lt Rufus B Russell	RM
1st Lt Donald H Goodlett	RS
1st Lt Charles D McGrath	RS
1st Lt Hal Smith	AP

CREW OF JOLLY GREEN 63

1st Lt David G Daus	AC
1st Lt Joel L Summers	CP
1st Lt Raymond Duarte	RM
1st Lt Michael D Runcie	RS
1st Lt Paul C Perry	RS
1st Lt Kenneth D Novlett	AP

SECRET

OFFICE OF JUDGE CLARK JR.

FOR OFFICIAL USE ONLY

1. Mr. Donald C. McEntain	603-81-7541	AS
2. Mr. Charles H. Singer	451-71-4500	CP
3. Mr. Benny E. Sanders	451-76-1039	TH
4. Mr. William D. Brinson	435-60-7261	AS
5. Mr. Michael D. Vogele	265-61-1035	AS

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

FOR OFFICIAL USE ONLY

1971 (cont)

2 Nov- on 5 November. When the cost was tallied, it was determined that
 5 Nov 71 shipment by airlift or sealift would have been less expensive.
 (cont) However, ferrying was a viable option, and airlift or sealift might not be available.

1972

20 Feb 72 Operation Long Flight. ARRS established a new world record for turbo-prop aircraft distance in a straight line for 14,052 kilometers (or 8,732.09 miles) on 20 February 1972. Lieutenant Colonel Edgar L. Allison, Jr., was pilot of the HC-130. The flight originated at Chung Chuan Kang AB, Taiwan, and touched down at Scott AFB, Illinois, after 21 hours and 12 minutes of total flight time. The flight broke the previous distance record as it passed over Portland, Oregon. Later, during 1974, Lieutenant Colonel Allison (Retired) was awarded the Harmon International Trophy in recognition of this achievement.

30 Mar- An AC-130, "Spectre 22," with 15 crewmen aboard was hit by enemy
 31 Mar 72 antiaircraft fire near Paksong, Laos, but all crewmen were able to bail out. On the following day the 40th ARR Squadron sent out five HH-53s and brought back all 15 crewmen.

1 Apr- The ARRS detachment at Clark AB, Republic of the Philippines,
 2 Apr 72 launched an H-3 and an HC-130 to rescue a scientific expedition of 46 persons, including Charles A. Lindbergh, stranded in a jungle area of Mindanao. The group had been studying a lost tribe in the tropical rain forest. Forty-six saves were recorded.

13 Apr 72 Captain Bennie D. Orrell won the Air Force Cross as a result of a rescue mission in Southeast Asia. Following the enemy spring offensive through the Demilitarized Zone (DMZ) on 30 March, rescue activity increased dramatically. On 13 April the 40th ARR Squadron was tasked to find United States Marine Corps Major Clyde D. Smith who was down between Tchepone, Laos, and the DMZ. Captain Orrell, piloting an HH-53, approached the search area, and Major Smith "popped his smoke" to show his location. The smoke drifted uphill before it emerged from the trees. When Captain Orrell hovered at that spot, Major Smith made a "max effort" run uphill to the hoist. He grabbed it, but Captain Orrell encountered enemy fire and was forced to retract the hoist and didn't know Major Smith was there until the hoist cleared the trees.

30 MAR. 72

1710 BR Pedro ~~41~~ ^{BR} ↑ Pedro 41 ↓ 1705 // ADVSD TEEPEE.
 1725 BR Pedro 41 ↑ 1725 // ADVSD ~~TEEPEE~~ TEEPEE.
 1755 BR JG 64 ↓ 1755 // ADVSD JACK & TEEPEE.
 1810 BR Pedro 41 ↓ 1810 // ADVSD TEEPEE
 1845 TN SSGT BELKER OFF DUTY SGT NEALIS ON DUTY
 1915 TN JG 30 & CH 54 / TP / JACK
 2025 TN COMM CENTER CALLED HAVE 1 TS CALL DUTY OFFICER / SAID HE WOULD
 FIND SOMEONE TO PICK UP MESSAGE
 2120 TN JACK CALLED SPECTER DOWN EAST OF CH 93 / NOTIFIED
 DUTY OFFICER & ADV CREW TO HIT THE SACK
 2135 TN JACK CALLED HAVE HOME CREWS GO FOR LNRS TAKE OFF
 NOTIFIED CREW / COMD / MX /
 2400 TN LOG CLOSED
 0001 TN LOG OPENED
 0130 TN HAS VOICE CONTACT WITH ALL CREW MEMBERS / LNRS TAKE
 OFF NO GOOD WILL TRY FOR FIRST LIGHT / 3 OF THE PER-
 SONNEL ARE ~~HEAT~~ HEAT
 0310 TN ALL MEN EXCEPT L & N HAVE BEEN PIN POINTED ARE
 LOOK FOR L MAN AT THIS TIME
 0415 TN JG 53 + 62 ↑ CH 89 / TP / JACK
 0455 TN JG 64 + 60 ↑ CH 89 / TP / JACK
 0600 TN PICKED UP 1 SECRET (301150Z) PLACE IN 13C
 0615 TN JG 64 CHIP LIGHT RTB CH 93 / JG 30 TO TAKE PLACE
 OF BIRD AT CH 93 WHO WILL REPLACE JG 64
 0730 TN "I" & "A" MAN ON BOARD AT THIS TIME
 0755 TN "G" ON BOARD
 0758 TN JG-62 PICKED UP "F"
 0830 TN "C" "E" R/VG
 0845 TN "N" ON BOARD / JG-60 / 63 RTB CH-93 AT THIS TIME
 0930 TN LAST MAN PICKED UP // MISSION CLOSED // SAR FORCES TO RTB
 0950 TN PEDRO 21 ↑ CH 89 // T.P.
 1022 TN JG-30 ↑ CH 89 // JACK-T.P.
 1135 TN JG-30 ↓ CH 93 //

31 MAR 72

I
J
K
L
N
O
P
Q
R
S
T
U
V
W
X
Y
Z