

DECLASSIFIED

112

~~CONFIDENTIAL~~

rescueman (PJ) was wounded during the pickup phase. A five ship flyover over NKP terminated this successful SAR.

<sup>126</sup>  
MUSKET Ø1A/B

(C) Musket Ø1, an F-4 fast FAC out of Ubon, was downed ten miles West of Muang Phine, Laos, on 9 April. Nail 81 was immediately on the scene and made contact with both survivors. Bravo was injured and would require aid. When the Sandys arrived they performed a low troll and fired into nearby tree-lines to test enemy reaction. None was observed. A nearby Air America helicopter was contacted to make the pickup since the Jolly Greens were still quite some distance away. The Air America pilot was alone and his helicopter had no hoist. He would have to find a clearing in which to land and then get out of his helicopter to retrieve injured Bravo. Such a procedure was quite unorthodox so Sandy lead decided to wait on the Jolly Greens. The survivors were quickly picked up and the unopposed SAR terminated.

<sup>127</sup>  
VAMPIRE 5Ø

(C) Nail 28 launched from NKP in a Pave Nail OV-10A to search for Vampire 5Ø who had bailed out of his QU-22B after encountering a thunderstorm. Radio contact was established

126. 1st SOS and 23rd TASS Historical Data Reports. Also, see SARCO Report for Musket Ø1A/B, 9 Apr 72, (Doc 24).

127. 23rd TASS Historical Data Reports.

Classified by *William P. Bourne*  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON 31 DECEMBER 1974

~~CONFIDENTIAL~~  
DECLASSIFIED

DECLASSIFIED

~~SECRET~~

111

Bat 21B walked out from behind enemy lines and was rescued.

Contact with Covey 282 was lost after eleven days.

<sup>124</sup>  
VAMPIRE 46

(C) Vampire 46 bailed out of his QU-22B East of Dong Hene, Laos, at about 1830L on 4 April. Nail 12 was vectored by ground radar to the approximate location. Radio contact was established and because the area was permissive, Nail 12 turned on his exterior lights so that Vampire 46 could vector the aircraft. After only one vector Nail 12 acquired the survivor's strobe light. Nail 12 then vectored the helicopter in for the pickup. This successful and unopposed SAR was terminated at 1915L.

<sup>125</sup>  
BENGAL 505

(C) Bengal 505, a Navy A-6, was downed at 1800L on 9 April, 6 miles Northeast of Tchepone, Laos. Nail 12 located the survivor at first light on 10 April. This was an extremely heavily defended area of Steel Tiger. For the next three days wave after wave of Navy aircraft struck the area so that a SAR could be considered feasible. The pickup was finally made by an NKP based Jolly Green on 13 April. The fate of the survivor was contested until the end. One Para-

124. 23rd TASS Historical Data Reports.

125. 1st SOS and 23rd TASS Historical Data Reports. Also, see SARCO Report for Bengal 505, 9 Apr 72, (Doc 25).

~~SECRET~~

Classified by *William J. Brown*  
EXEMPT FROM GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
EXEMPTION CATEGORY 3  
DECLASSIFY ON INDEFINITE

DECLASSIFIED

56 SOW

Apr - Jun 72 vol.3

23 TASS Apr - June 72

K-WG-56-HI

~~SECRET~~

DOC D<sup>12</sup>

10.  
As the SAR progressed into the 7th of April, COVEY 282 (OV-10) was also downed. Contact was maintained for 11 days and then lost. Crewmember presumed captured. The enemy had pushed its battle line farther southward by this time, and all survivors were located behind enemy lines. Several attempts for rescue were made, each driven off by intense ground fire. One Jolly Green was lost with the entire crew on one attempt. Madding Kites were employed, as well as area denial ordnance. Rescue of NAIL 23B was effected by an ARVN Bright Light team on 11 April. BAT 217 was picked up by the same team within the next few days. Losses included one CH-53 with crew, and several aircraft damaged by ground fire.

2. (3) On 4 April, 1972, EMPIRE 46 (OU-22B) suffered an engine failure and the pilot was forced to bail out east of Dong Hene in southern Laos. Nail 12 (Capt Robert H. Willis) was vectored by ground radar to the survivor's immediate vicinity at 1845L. Nail 12 then turned on his aircraft exterior lights and was immediately spotted by the survivor. The searchlight was used for the pickup, but due to the low altitude of the rescue forces Nail 12 had to vector the helicopter towards the survivor. When the helicopter was close, the survivor popped a smoke flare for final acquisition. Pickup was completed by 1915L without opposition. No losses/damages sustained.

3. (3) At 1800L on 9 April, 1972, BENGAL 505 (A-6) was downed by ground fire 6NM northeast of Kepone in southern Laos. Nail 12 (Capt Robert H. Willis and Capt John Steincamp) located the survivor's position at first light on the 10th. Nail 12 took a direct hit in the centerline fuel tank which caused the tank to burst into flames.

~~SECRET~~

DECLASSIFIED