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

MUSKET 01A/B¹²⁶

(C) Musket 01, 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.

VAMPIRE 50¹²⁷

(C) Nail 28 launched from NKP in a Pave Nail OV-10A to search for Vampire 50 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 01A/B, 9 Apr 72, (Doc 24).

127. 23rd TASS Historical Data Reports.

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SCHEDULE OF EXECUTIVE ORDER 11652
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YEAR INTERVALS
DECLASSIFIED ON 31 DECEMBER 1974

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ground forces. Contact was lost with Covey 282 on 18 April after he had evaded capture for 11 days. BAT21B spent 11 days on the ground and Nail 38B spent 8 days on the ground. After initial pickup attempts failed the Sandys made several madden kit drops to the survivors and passed coded movement instructions to the survivors.

While the SARs south of the DMZ continued, Bengal 505A (Navy A-6) was shot down east of Tchepone. Despite bad weather and a lack of air resources Bengal 505A was rescued after four days.

On 10 April Musket 01 (F-4) was downed northwest of the "Catcher's Mitt." Both survivors were quickly rescued when the SAR forces encountered no opposition in the area.

On 23 April contact was made with Cosmic 16B (RF-4) west of Dong Hoi. The aircraft had been downed by a SAM three days earlier and 16B had spent the time moving to a safe area. After four days delay because of bad weather and despite a lack of air resources, the Sandys led the Jolly Greens in for a successful pickup from deep in North Vietnam. At least two SAMs were fired at the rescue forces during the pickup but excellent planning thwarted all enemy defenses.

On 29 April Scorpion 115 (VNAF A-37) was shot down south of Quang Tri (300/31/69). During the search for the VNAF survivor two Army helicopters were shot down in the same area. After directing the rescue of eight Army crewmen from both helicopters the Sandys resumed the SAR for the VNAF pilot. Due to a lack of

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As the SAR progressed into the 7th of April, COVEY 282 (OV-10) ^{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 Kits were employed, as well as area denial ordnance. Rescue of NAIL 38B was effected by an ARVN Bright Light team on 11 April. BAT 21B 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. (S) On 4 April, 1972, VAMPIRE 46 (QU-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 strobe light 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. (S) At 1800L on 9 April, 1972, BENGAL 505 (A-6) was downed by ground fire 6NM northeast of Tchepone in southern Laos. Nail 12 (Capt Robert H. Willis and Capt Lynn Steincamp) located the survivor's position at first light on the 10th. Nail 12 took a direct hit in the cockpit fuel tank which caused the tank to burst into flames.

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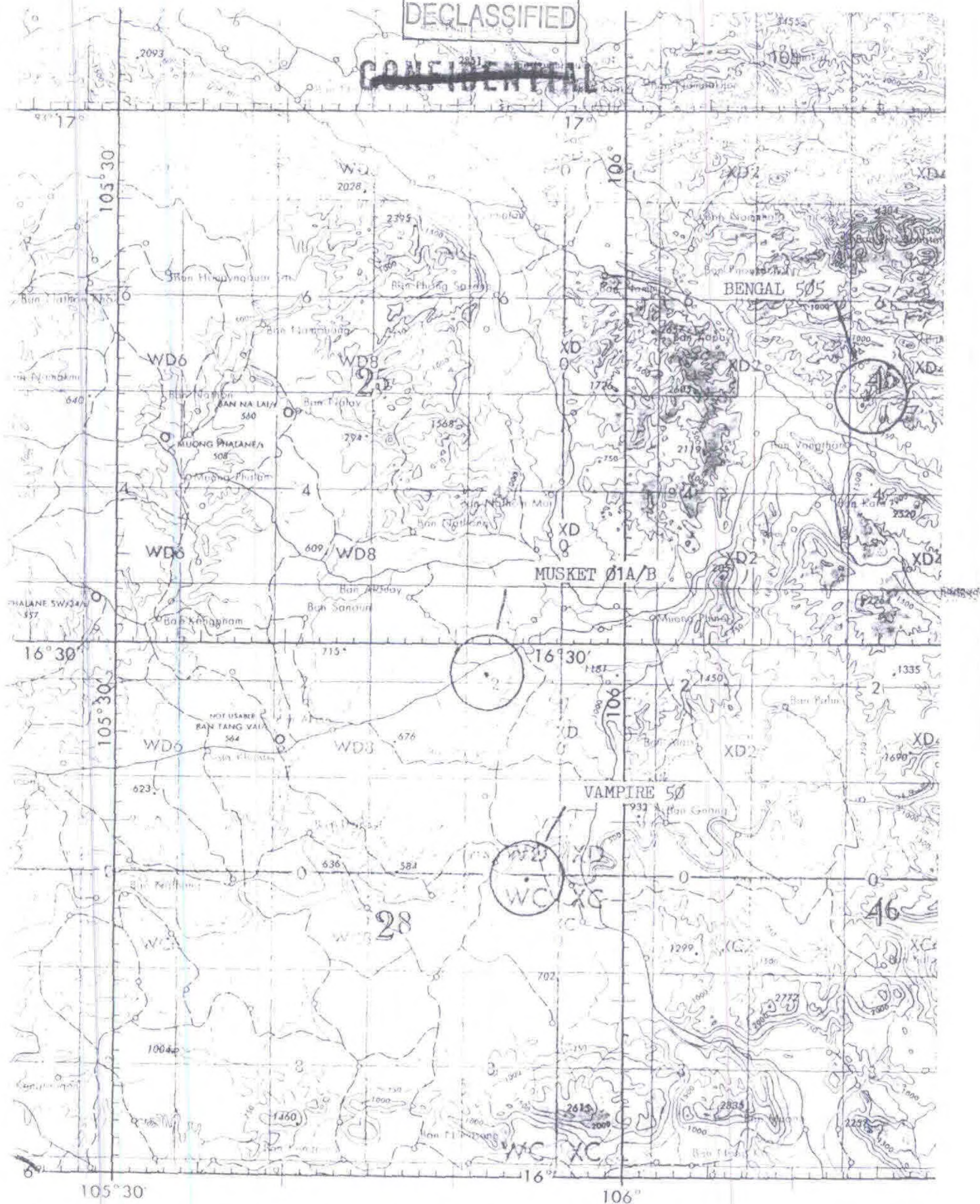
Det 4, 3ARRGp Historical Input 1 Apr - 30 Jun 72

Appendix II

SARS in which Det 4 has participated

<u>MISSION</u>	<u>DATE</u>	<u>SAVES</u>
SPECTRE 22	1 Apr	15 combat
BAT 21	2 Apr	1 combat
BLUE GHOST 39	2 Apr	-
BLUE GHOST 28	2 Apr	2 combat
PAVE MAIL 38	3 Apr	1 combat
VAMPIRE 46	4 Apr	1 non-combat
JOLLY GREEN 67	6 Apr	-
COVEY 282	7 Apr	-
BENGAL 502	9 Apr	1 combat
MUSKET 01	9 Apr	2 combat
COSMIC 16	20 Apr	1 combat
VAMPIRE 50	22 Apr	1 combat
SCORPIAN 115	29 Apr	-
COACHMAN 22	29 Apr	4 combat
RED HAWK 6	29 Apr	4 combat
ICERAG 04	11 May	-
GOPHER 01	11 May	-
BOWLEG 02	20 May	1 combat
OWL 14	23 May	-
OYSTER 01	1 Jun	1 combat
LOVER 03	1 Jun	2 combat
RITAOT	13 Jun	-
cathay airlines convair 880	15 Jun	-
SPECTRE 11	18 Jun	3 combat
HOB0 82	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 MOON	24 Jun	1 non-combat
LOUGY 03	24 Jun	-
LAREDO 17	25 Jun	-
DOLBY 01	27 Jun	-
TROY 04	27 Jun	-
VALENT 03	27 Jun	1 combat
VALENT 04	27 Jun	1 combat
COVEY 27	30 Jun	1 combat

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

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(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.

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127. 23rd TASS Historical Data Reports.

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While the SARs south of the DMZ continued, Bengal 505A (Navy A-6) was shot down east of Tchepong. Despite bad weather and a lack of air resources Bengal 505A was rescued after four days.

On 10 April Musket 01 (F-4) was downed northwest of the "Catcher's Mitt." Both survivors were quickly rescued when the SAR forces encountered no opposition in the area.

On 23 April contact was made with Cosmic 16B (RF-4) west of Dong Hoi. The aircraft had been downed by a SAM three days earlier and 16B had spent the time moving to a safe area. After four days delay because of bad weather and despite a lack of air resources, the Sandys led the Jolly Greens in for a successful pickup from deep in North Vietnam. At least two SAMs were fired at the rescue forces during the pickup but excellent planning thwarted all enemy defenses.

On 29 April Scorpion 115 (VNAF A-37) was shot down south of Quang Tri (300/31/69). During the search for the VNAF survivor two Army helicopters were shot down in the same area. After directing the rescue of eight Army crewmen from both helicopters the Sandys resumed the SAR for the VNAF pilot. Due to a lack of

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DOC D¹²

As the ~~212~~ progressed into the 7th of April, COVEY 282 (CV-10) ^{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 Kits were employed, as well as area denial ordnance. Rescue of NAIL 38B was effected by an ARVN Bright Light team on 11 April. BAT 21B 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. (S) On 4 April, 1972, VAMPIRE 46 (QU-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 strobe light 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. (S) At 1800L on 9 April, 1972, ZENGAL 505 (A-6) was downed by ground fire 60M northeast of Tchepone in southern Laos. Nail 12 (Capt Robert H. Willis and Capt Lynn Steincamp) located the survivor's position at first light on the 10th. Nail 12 took a direct hit in the cockpit - fuel tank which caused it to burst into flames.

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Det 4, BARRGp Historical Input 1 Apr - 30 Jun 72

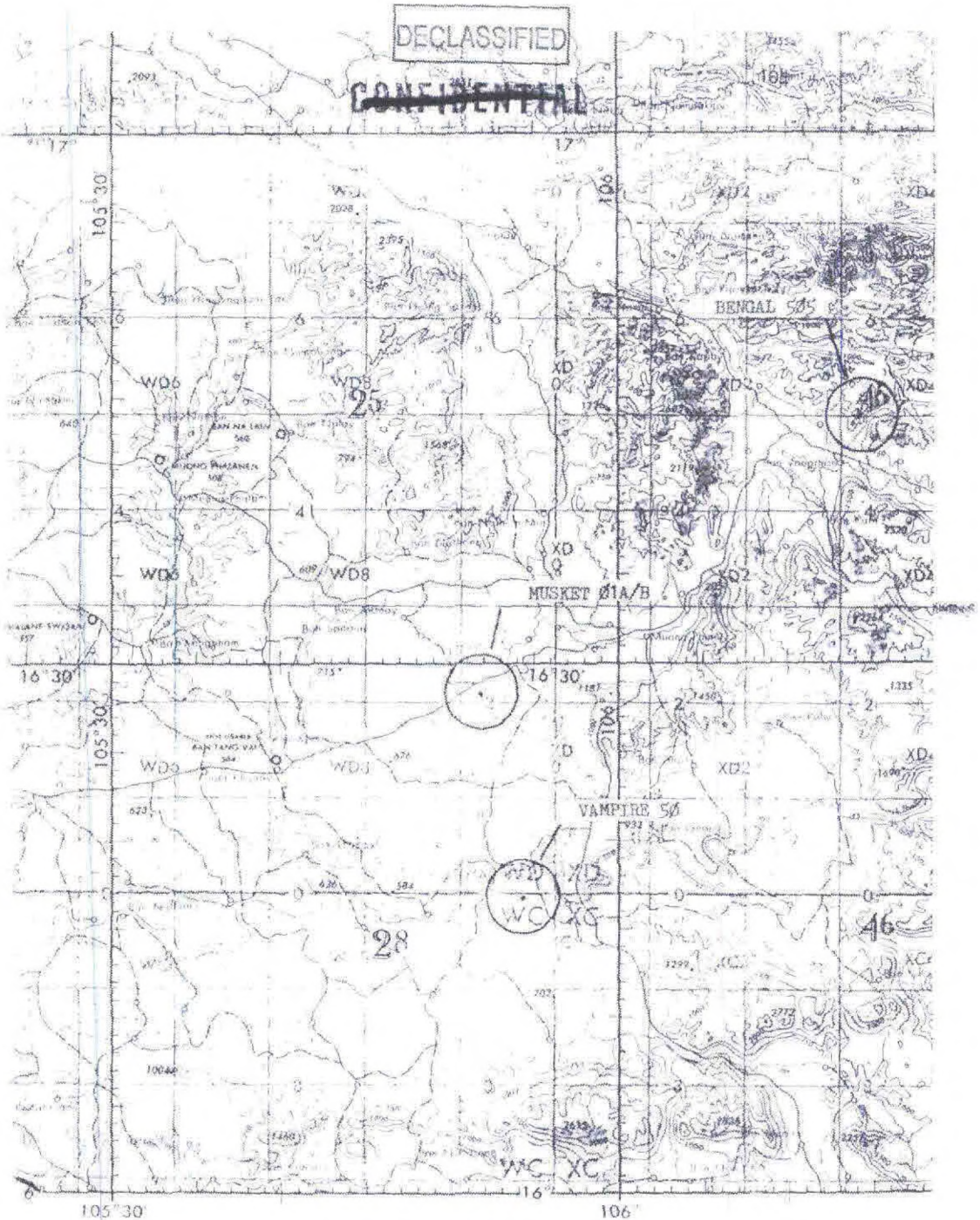
Appendix II

S&S in which Det 4 has participated

MISSION	DATE	SAVES
SPECTRE 22	1 Apr	15 combat
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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	-
OPHER 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 82	18 Jun	-
SANDY 7	20 Jun	1 combat
HICKEL 102	20 Jun	1 combat
WHOLER 03	21 Jun	-
SALTER 04	24 Jun	-
CHAPPAKAWA SKY	24 Jun	1 non-combat
CHAPPAKAWA MOON	24 Jun	1 non-combat
LOAGY 03	24 Jun	-
LARDO 17	25 Jun	-
DOLBY 01	27 Jun	-
TROY 04	27 Jun	-
VALENT 03	27 Jun	1 combat
VALENT 04	27 Jun	1 combat
COVEY 27	30 Jun	1 combat

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DATE: 9 April 1972

MISSION NUMBER: B-3-030

FLIGHT DESIGNATION: Jolly Green 53 (Low) and Jolly Green 52 (High)

MISSION OBJECTIVE: Rescue and recovery of two F-4 pilots from Musket 01, Capt William M. Banks Jr (Alpha) and Capt Martin J. Jacobs (Bravo) by Jolly Green 53 at 1626N 10553E.

ADDITIONAL SAR FORCES: Sandys 1 through 4, King 22 and Jolly Green 32.

SUMMARY OF SAR ACTIONS: On 9 April 1972 helicopter SAR forces, Jolly Green 53 and 52, were ordered airborne to assist the recovery of a downed aircraft from an F-4 Musket 01 in hostile territory. Initial notification of a launch was received by alert forces at 1356L and takeoff made at 1406L. After takeoff, King 22, the airborne mission commander, directed the Jolly Green force to an initial holding area. At 1535L we were moved to a forward holding area to hold while the on scene commander (Sandy 01), was directing close air support aircraft in preparing the area for the recovery phase. Preparation of the area was completed at 1554L and JG 53 was committed to the recovery. Fuel was then dumped and a descent begun to the initial point (IP) which had been marked by a smoke bomb. Upon arrival at the IP we began our run in at low level at 140 KIAS. During ingress, escort aircraft expended ordnance along a tree line to the right of our course as ground fire had been observed coming from this area. Inbound headings and distances to the first survivor, Bravo, was provided by Sandy 01 were outstanding as it enabled us to come to a hover right over the survivor without the aid of smoke from the injured crewman. Hover was established at 1600L. The topography of the area was relatively level. Trees were about 100 feet high with good separation between trees. Undergrowth was very light within 100 feet of the survivor. The condition of the Bravo man was reported as a broken right leg and left arm, so a pararescue specialist was lowered on the forest penetrator to aid the survivor. At 1606L both the PJ and survivor were recovered. The on scene commander then directed us to turn right 90 degrees from our hover and proceed approximately 100 yards to the Alpha survivor. During our hover taxi toward the Alpha man he was directed to pop his smoke, which turned out to be the night flare. As we came into Alpha's area we spotted the flare and a hover was established at 1608L. The survivor was positioned in heavy under growth ten feet high and about 25 feet from a stream but in an opening which permitted us to descend below the tree top level of 100 feet to 50 feet above the survivor. The penetrator was lowered to the ground and the survivor brought aboard at 1610L. Escort aircraft employed ordnance during the hover and egress phase of the recover effort. This ordnance was placed in close to our aircraft in what appeared to be all areas of possible concealment. The condition of the survivors was such that we had initially decided to return them to Channel 93. Several minutes after medical examination by our pararescue personnel the Alpha man passed out several times so we decided to change our destination to Channel 89. The return flight to Channel 89 was uneventful as both survivors rested quietly.

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GROUP 4
Declassified at 3 year
interval or less
after 10 years

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Was Green more:

Jolly Green 53 (Low)

AG - Maj David G. Daus, [REDACTED]
CP - 1Lt Stephen R. Connelly, [REDACTED]
RF - SSgt Raymond Duarte, [REDACTED]
RM - MSgt Edward F. Padilla, [REDACTED]
RT - TSgt Michael P. McManus, [REDACTED]

Jolly Green 52 (High)

AG - Lt Col John H. I. Morso, [REDACTED]
CP - 1Lt Bryan L. McDowell, [REDACTED]
RM - Sgt Wolfgang Benninghoven, [REDACTED]
RS - TSgt Michael L. Walker, [REDACTED]
RT - Sgt Charles B. McQuoid II, [REDACTED]

David G. Daus
DAVID G. DAUS, Major, USAF
Aircraft Commander

Flying Activity:

Det 4, 2 ARRC, 1 Sortie, 3.2 Hours
40 ARRC, 3 Sorties, 8.6 Hours
56 SCW, 7 Sorties, 18.4 Hours
8 TFW, 2 Sorties, 2.3 Hours
366 TFW, 1 Sortie, 2.3 Hours
Non USAF Helicopter, 1 Sortie, 3.2 Hours

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NOTE: DATA THIS FOR REASON:

300 1/2 - 11 Sorties, 69.5 Hours
 300 20 - 18 Sorties, 144.2 Hours
 40 1/2 - 13 Sorties, 42.2 Hours
 300 1/2 - 20 Sorties, 14.4 Hours
 300 1/2 - 20 Sorties, 44.9 Hours
 300 1/2 - 18 Sorties, 41.4 Hours
 400 1/2 - 11 Sorties, 22.2 Hours
 300 1/2 - 96 Sorties, 134.9 Hours
 All aerial refueling were accomplished.

Crew of JOLLY GREEN 32

Capt Harold D Orrell
 2 Lt James R Gandy
 1Lt William T Liles
 1Lt Kenneth E Salsbrod
 Sgt William B Bainson

AC
 CP
 HM
 RS
 RS

Crew of JOLLY GREEN 62

Capt Dale E Stovall
 Capt James D Bruner
 2Sgt Harry H Cash
 2Sgt Charles D Morrow
 2Sgt Gary T Osborne

AC
 CP
 HM
 RS
 RS

Harold D Orrell

EDWIN D ORRELL, Captain, USAF
 Aircraft Commander

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DOC 24'

STATEMENT

Sandy 01 - SAR for Musket 01 A/B
SANDY 01 - Captain Burke
SANDY 02 - Lieutenant Fossum

9 April 1972

On 9 April 1972 I launched as Sandy 01 with Sandy 02 for a SAR for Musket 01, a fast FAC out of Ubon. We were airborne at approximately 1445L and proceeded to the area (128°/89nm off CH89) and rendezvoused with Nail 18 who was over the survivors and in radio contact with both A and B. Nail 18 reported that B was hurt and would require a PJ and that the A man was OK. Nail 18 also said that the area appeared to be quiet and that he had not seen or heard any ground fire of any type. The Jolly Green helicopters were some distance behind us and I asked King if he had contact with any Air America helicopters that might be close to the area. King said that there was one AA helicopter available, Hotel 7, and that he was up on 282.8 UHF. I could not contact Hotel 7 at first but directed him to proceed to the area with a relay by a Raven FAC who was working to the west of the survivors. When I finally arrived in the area, Nail 18 pointed out the survivors' locations and then held over head at about 7,000'. I established radio contact with both survivors and trolled the area for ground fire while I searched for a LZ for Hotel 7. Hotel 7 did not have a hoist and would have to land close to the survivors in order to complete the recovery. When Hotel 7 arrived in the area he reported that he was the only person on board the helicopter and therefore he would have to land, carry at least one of the survivors to the helicopter and then take off again. I decided that this was not going to hack it and called for the Jolly's to get there as fast as possible. As long as it was going to take a while for the Jolly's to make it I started to troll the area further and started expending 20mm, CHU-25, rockets, and 7.62mm in all the surrounding treelines. No reaction was observed. When the Jolly's finally got into the area, Sandy 11 and 12 were escorting them and I sent Sandy 02 out to stay with the Jolly's while I showed the Sandies the area and where I wanted them to put their smoke. After I marked the group of huts that I wanted smoked off, Sandy 11 and 12 delivered their M-47's and returned to the holding point to escort the Jolly's. I put in another M-47 as an IP and directed the Jolly to start in. I stayed high and vectored the helicopter the last mile and then joined Sandy 02, 11, and 12 in a Daisy Chain. The Jolly was in the hover about 10 minutes and we were expending ordnance throughout the area to discourage any ground fire. No ground fire was observed. After the survivors were on board all aircraft exited the area and RTB'd to NKP. The mission ended with a five-ship flyby with King being escorted by the four Sandies. Unopposed SAR's are great confidence builders, they also are worth points toward the award of the Longevity Medal.

Robert F. Burke

Robert F. Burke, Capt., USAF,
SANDY 01

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

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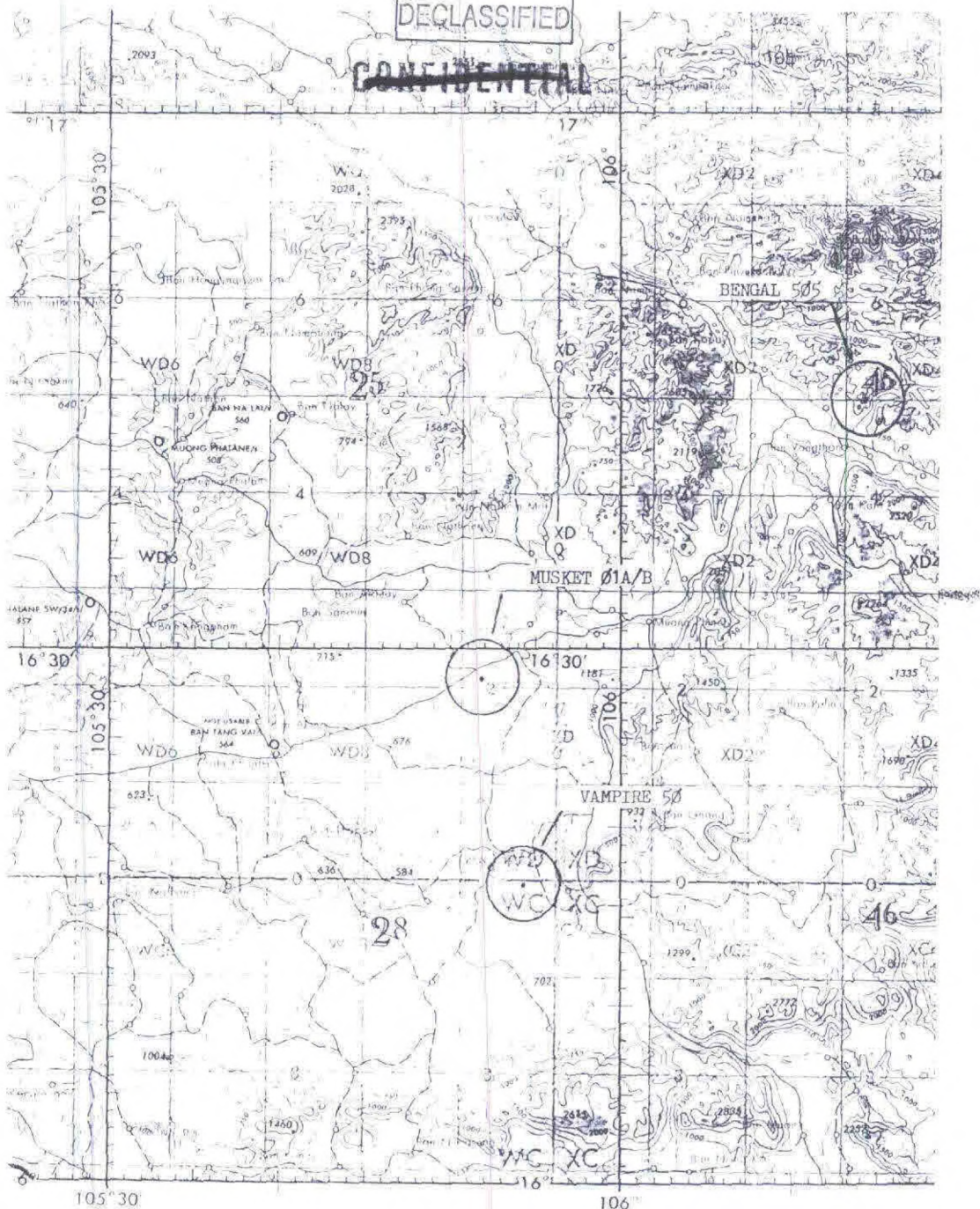
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DATE: 9 April 1972

MISSION NUMBER: B-3-030

FLIGHT DESIGNATION: Jolly Green 53 (Low) and Jolly Green 52 (High)

MISSION OBJECTIVE: Rescue and recovery of two F-4 pilots from Musket 01, Capt William M. Banks Jr (Alpha) and Capt Martin J. Jacobs (Bravo) by Jolly Green 53 at 1626N 10553E.

ADDITIONAL SAR FORCES: Sandys 1 through 4, King 22 and Jolly Green 32.

SUMMARY OF SAR ACTIONS: On 9 April 1972 helicopter SAR forces, Jolly Green 53 and 52, were ordered airborne to assist the recovery of a downed aircraft from an F-4 Musket 01 in hostile territory. Initial notification of a launch was received by alert forces at 1356L and takeoff made at 1406L. After takeoff, King 22, the airborne mission commander, directed the Jolly Green force to an initial holding area. At 1535L we were moved to a forward holding area to hold while the on scene commander (Sandy 01), was directing close air support aircraft in preparing the area for the recovery phase. Preparation of the area was completed at 1554L and JG 53 was committed to the recovery. Fuel was then dumped and a descent begun to the initial point (IP) which had been marked by a smoke bomb. Upon arrival at the IP we began our run in at low level at 140 KIAS. During ingress, escort aircraft expended ordnance along a tree line to the right of our course as ground fire had been observed coming from this area. Inbound headings and distances to the first survivor, Bravo, was provided by Sandy 01 were outstanding as it enabled us to come to a hover right over the survivor without the aid of smoke from the injured crewman. Hover was established at 1600L. The topography of the area was relatively level. Trees were about 100 feet high with good separation between trees. Undergrowth was very light within 100 feet of the survivor. The condition of the Bravo man was reported as a broken right leg and left arm, so a pararescue specialist was lowered on the forest penetrator to aid the survivor. At 1606L both the PJ and survivor were recovered. The on scene commander then directed us to turn right 90 degrees from our hover and proceed approximately 100 yards to the Alpha survivor. During our hover taxi toward the Alpha man he was directed to pop his smoke, which turned out to be the night flare. As we came into Alpha's area we spotted the flare and a hover was established at 1608L. The survivor was positioned in heavy under growth ten feet high and about 25 feet from a stream but in an opening which permitted us to descend below the tree top level of 100 feet to 50 feet above the survivor. The penetrator was lowered to the ground and the survivor brought aboard at 1610L. Escort aircraft employed ordnance during the hover and egress phase of the recover effort. This ordnance was placed in close to our aircraft in what appeared to be all areas of possible concealment. The condition of the survivors was such that we had initially decided to return them to Channel 93. Several minutes after medical examination by our pararescue personnel the Alpha man passed out several times so we decided to change our destination to Channel 89. The return flight to Channel 89 was uneventful as both survivors rested quietly.

DECLASSIFIED

GROUP 4

Declassified at 3 year
Interim: Not class
after 10 years

CIR: 40 ARRSQ/DO

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The Crews were:

Jolly Green 53 (Low)

AC - Maj David G. Daus, [REDACTED]
CP - 1Lt Stephen R. Connolly, [REDACTED]
EM - SSgt Raymond Duarte, [REDACTED]
FM - MSGT Edward F. Padilla, [REDACTED]
RS - TSgt Michael P. McManus, [REDACTED]

Jolly Green 52 (High)

AC - Lt Col John H. I. Merso, [REDACTED]
CP - 1Lt Bryan L. McDowell, [REDACTED]
EM - Sgt Wolfgang Benninghoven, [REDACTED]
FM - TSgt Michael L. Walker, [REDACTED]
RS - Sgt Charles B. McQuoid II, [REDACTED]

David G. Daus

DAVID G. DAUS, Major, USAF
Aircraft Commander

Flying Activity:

Dat 4, 3 ARRC, 1 Sortie, 3.2 Hours
40 ARRC, 3 Sorties, 8.6 Hours
56 SCW, 7 Sorties, 18.4 Hours
8 TFW, 2 Sorties, 2.3 Hours
366 TFW, 1 Sortie, 2.3 Hours
Non USAF Helicopter, 1 Sortie, 3.2 Hours

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BUREAU AREA TIME FOR MISSION:

784 4, 2 MISSION - 11 Sorties, 69.5 Hours
 58 20, - 48 Sorties, 144.2 Hours
 49 MISSION - 13 Sorties, 42.2 Hours
 366 MISSION - 20 Sorties, 14.4 Hours
 383 MISSION - 20 Sorties, 44.9 Hours
 3 MISSION - 10 Sorties, 41.4 Hours
 432 MISSION - 11 Sorties, 22.2 Hours
 047 07 - 96 Sorties, 134.9 Hours
 All aerial refueling were accomplished.

CREW OF JOLLY CREW 32

Capt Harold D. Girell	AC
2 Lt James R. Casey	CP
1st William T. Lilco	HM
1st Kenneth E. Calkbren	RS
Sgt William B. Bainson	RS

CREW OF JOLLY CREW 62

Capt Dale E. Storrall	AC
Capt James D. Bruner	CP
Sgt Harry H. Cash	HM
Sgt Charles D. Morrow	RS
Sgt Gary T. Osborne	RS

Harold D. Girell

HAROLD D. GIRELL, Captain, USAF
 Aircraft Commander

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DOC 24'

STATEMENT

Sandy 01 - SAR for Musket 01 A/B
SANDY 01 - Captain Burke
SANDY 02 - Lieutenant Fossum

9 April 1972

On 9 April 1972 I launched as Sandy 01 with Sandy 02 for a SAR for Musket 01, a fast FAC out of Ubon. We were airborne at approximately 1445L and proceeded to the area (128°/89nm off CH89) and rendezvoused with Nail 18 who was over the survivors and in radio contact with both A and B. Nail 18 reported that B was hurt and would require a PJ and that the A man was OK. Nail 18 also said that the area appeared to be quiet and that he had not seen or heard any ground fire of any type. The Jolly Green helicopters were some distance behind us and I asked King if he had contact with any Air America helicopters that might be close to the area. King said that there was one AA helicopter available, Hotel 7, and that he was up on 282.8 UHF. I could not contact Hotel 7 at first but directed him to proceed to the area with a relay by a Raven FAC who was working to the west of the survivors. When I finally arrived in the area, Nail 18 pointed out the survivors' locations and then held over head at about 7,000'. I established radio contact with both survivors and trolled the area for ground fire while I searched for a LZ for Hotel 7. Hotel 7 did not have a hoist and would have to land close to the survivors in order to complete the recovery. When Hotel 7 arrived in the area he reported that he was the only person on board the helicopter and therefore he would have to land, carry at least one of the survivors to the helicopter and then take off again. I decided that this was not going to hack it and called for the Jolly's to get there as fast as possible. As long as it was going to take a while for the Jolly's to make it I started to troll the area further and started expending 20mm, CHU-25, rockets, and 7.62mm in all the surrounding treelines. No reaction was observed. When the Jolly's finally got into the area, Sandy 11 and 12 were escorting them and I sent Sandy 02 out to stay with the Jolly's while I showed the Sandies the area and where I wanted them to put their smoke. After I marked the group of huts that I wanted smoked off, Sandy 11 and 12 delivered their M-47's and returned to the holding point to escort the Jolly's. I put in another M-47 as an IP and directed the Jolly to start in. I stayed high and vectored the helicopter the last mile and then joined Sandy 02, 11, and 12 in a Daisy Chain. The Jolly was in the hover about 10 minutes and we were expending ordnance throughout the area to discourage any ground fire. No ground fire was observed. After the survivors were on board all aircraft exited the area and RTB'd to NKP. The mission ended with a five-ship flyby with King being escorted by the four Sandies. Unopposed SAR's are great confidence builders, they also are worth points toward the award of the Longevity Medal.

Robert F. Burke
Robert F. Burke, Capt., USAF,
SANDY 01

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