

~~CONFIDENTIAL~~ DOC 24'

S T A T E M E N T

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 1145L 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, CBU-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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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 aircrew 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 turn 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 true 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 unsuccessful as both survivors rested quietly.

GROUP 4

Declassified at 5 year
interval or declassified
after 10 years

OPR: 40 ARRSQ/30

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The Crew were:

Jolly Green 53 (Low)

AC - Maj David G. Daus,
CP - 1Lt Stephen R. Connolly
*EI - SSgt Raymond Duarte,
EC - MSgt Edward F. Padilla,
ES - MSgt Michael P. McManus

Jolly Green 52 (High)

AC - Lt Col John H. I. Morse
CP - 1Lt Bryan L. McDowell,
EI - Sgt Wolfgang Penninghoven,
ES - TSgt Michael L. Walker,
ES - Sgt Charles B. McQuoid II,

David G. Daus

DAVID G. DAUS, Major, USAF
Aircraft Commander

Flying Activity:

Dat 4, 3 ARRP, 1 Sortie, 3.2 Hours
40 ARRSq, 3 Sorties, 8.6 Hours
56 SCW, 7 Sorties, 18.4 Hours
6 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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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
SCORPION 115	29 Apr	-
COACHMAN 22	29 Apr	4 combat
RED HAWK 6	29 Apr	4 combat
ICEBAG 04	11 May	-
OOPHEE 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 MOON	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

0001 TN LOG OPENED
 0530 TN PICKED UP MESSAGES AT COMM CENTER
 0630 TN SENT DARR to JOLKER
 0700 TN JG 63 ↑ CH 87 / JACK + TP
 0710 TN JG 66 ↑ CH 89 / JACK + TP
 0730 ZD SGT NEALIS OFF DUTY // SGT DAVISON ON DUTY
 0900 ZD JG 63-56 ↓ CH 89 // JACK-T.P.
 0920 ZD PEDRO 41 ↑ CH 89 LCL // T.P.
 0945 ZD JG 62 ↑ CH 89 // JACK-T.P. / KCF
 1045 ZD JG 62 ↓ CH 89 // JACK-T.P.
 1225 ZD JG 30/32 ↑ CH 77 / RTB CH 89 / T.P.
 1400 ZD JG 63 ↑ CH 89 FOR CH 70 ■ FOR OPS STOP / THEN TO CH 93 / JACK-T.P.
 1430 ZD JG 62 ↑ CH 89 FOR CH 93 // JACK-T.P.
 1455 ZD PEDRO 21 ↑ CH 89 // T.P.
 1550 ZD JG 62 ↓ CH 93 // JACK-T.P. / Norm For oil cooler BCETS.
 1555 ZD JG 63 ↓ CH 89 Norm // JACK-T.P.
 1650 ZD JG 30/32 ↓ CH 89 // JACK-T.P.
 1700 TN SGT DAVISON OFF DUTY SGT NEALIS ON DUTY
 1950 TN SENT DARR + FORSTAT to JOLKER
 2400 TN LOG CLOSED 9 APR

0001 TN LOG OPENED
 0530 TN PICKED UP 1 CONFIDENTIAL (081530Z) PLACED IN 130
 0540 TN JACK CALLED PLACE HOME ALERT COPIAT ALERT / NOTIFIED
 CREWS / B52 IN TROUBLE / NO POSITION GIVEN
 0545 TN JACK CALL DISREGARD COPIAT ALERT B52 RTB CH 77
 0650 TN JG 32 ↑ CH 89 / JACK / TP
 0808 ZD JG 32 ↓ CH 93 / T.P. MISSION OPENED
 1350 ZD PUT HOME ALERT CREW ON COCK-PIT ALERT
 MUSKET 01 BAILED OUT / 125 / 96 / 89 / 2 SOULS
 1400 ZD JACK HAS LAUNCHED JG-53/52
 1405 ZD JG 52/53 ↑ CH 89 / JACK-T.P.
 1420 ZD NAIL HAS VISUAL AND VOICE CONTACT WITH BOTH "A" + "B"
 "B" HAS BROKEN, RIGHT ARM & LEG / "A" OK
 1432 ZD JG 32 ↑ CH 93 / T.P. M

09 APR (CONT)

- 1450 ~~20~~ HOTEL 15 IN AREA WILL TRY TO MAKE PICKUP
AND USE JG'S AS BACK UP / TAKE THEM TO LIMA SITE
39 / JG'S WILL MAKE PICKUP AT LIMA SITE 39 & TAKE THEM
TO CH 89
- 1510 ~~20~~ HOTEL-15 & SANDY 1 IN AREA / WILL TRY FOR PICKUP OF
"A" MAN / IF "B" MAN ISN'T HURT TO DAD HE WILL TRY TO PICK
HIM ALSO / IF "B" MAN NEEDS A PJ PICKUP THEY WILL SEND
JGS IN FOR PICKUP ON HIM.
- 1520 ~~20~~ SANDIES & JGS BEING INTO AREA FROM HOLDING AREA
HOTEL-15 TO PICK-UP "A" / JGS TO PICKUP "B"
- 1535 ~~20~~ SANDIES PUTING IN ORDENACE NOW BEFORE PICK-UP.
- 1545 ~~20~~ JGS WILL MAKE BOTH PICKUPS
- 1555 ~~20~~ MAKING SMOKE / ESTIMATE ABOUT 5 MINS TO PICK-UP / WILL RTB ~~AD~~ CH
- 1558 ~~20~~ PHASE "B" AT THIS TIME
- 1600 ~~20~~ LOWERING PJ FOR "B" / NO FIRE IN AREA
- 1608 ~~20~~ "B" ON BOARD / PHASE "C" ON "A" MAN
- 1610 ~~20~~ "A" ON BOARD AT THIS TIME
- 1611 ~~20~~ JG-53 HAS "B & A" ON BOARD WILL RTB CH 93 / JG-52 / 32
RTB CH-89
- 1620 ~~20~~ JG-53/52 RTB CH-89 / JG-32 RTB CH-93 / ETA: 1650
- 1625 ~~20~~ MISSION TERMINATED / SAR FORCES TO RTB
- 1650 ~~20~~ JG-52/53 & CH 89 / JACK-T.P.
- 1710 ~~20~~ SGT DAVIDSON OFF DUTY, SGT PUSICE ON DUTY
- 1840 ~~20~~ JG-32 & CH 93 / INT 1005 Z // JACK T.T.O
- 1900 ~~20~~ MISSION A B-B-030 FOR MUSKAT 01 // K
- 2055 ~~20~~ ~~TUG LATER D~~ PR

MISSION OPENED

2030 A ACFT DOWN IN VICINITY OF 110/112/89

COSMIC 24 IN AREA.

2045 ~~20~~ COSMIC 24 HAS VOICE CONTACT WITH

"A" MAN & SITES CHUTE ON "B" MAN BUT

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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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11.
The first of these jettisoned without damage to the aircraft. Air-
strikes were put into the surrounding area for the next three days.
Area denial ordnance was employed. Pickup was accomplished on 13
April by NKP SAR forces. One PJ was wounded by small arms fire.
No losses.

4. (S) On 9 April, 1972, MUSKET 01 (F-4) was downed by ground
firewest of Muang Phene in southern Laos. Nail 81 (Capt Harold L.
Mischler and Capt Gary W. Haile) was immediately on scene and estab-
lished contact with both crewmembers. Although an Air America heli-
copter was in the rescue area, it was not utilized since MUSKET 01B
was injured and required assistance from PJs. SAR force effected
recovery within 3 hours without opposition. No losses/damages sus-
tained.

5. (S) On April 22nd, 1972, VAMPIRE 50 (QU-22B) sustained struc-
tural damage due to thunderstorm activity and was forced to bail out
in the vicinity of Delta 47 (Catcher's Mitt) in southern Laos. Nail 28
(Lt Jennings H. Pewthers and Lt William H. Barron) was launched in a
Pave Nail OV-10. After arrival in the area, contact was established
with the survivor. His position was then pinpointed through use of
the infrared filter on his strobe light and the infrared capabilities
of the Pave Nail system. An Air America helicopter was then vectored
within 200 yards using the Pave Nail Loran capabilities (cross-track
error and along-track distance). Recovery was completed within 3 hours
without opposition. No losses/damages sustained.

6. (S) On 25 April, 1972, COSMIC 16 (RF-4) was downed by ground
fire 12NM west of Dong Hoi in North Vietnam. Contact was established

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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.

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

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APPENDIX

Combat Saves

NUMBER	SURVIVOR	DATE	MISSION
155	Capt Martin J. Jacobs	9 Apr 72	Musket 01
156	Capt William M. Banks	9 Apr 72	Musket 01
157	Maj Clyde Smith	13 Apr 72	Benzal 505
158	1 Lt Ernest S. Clark	23 Apr 72	Cosmic 16
159	1 Lt John D. Markle	20 May 72	Bowleg 02
160	Capt Roger C. Locher	2 Jun 72	Oyster 01
161	Cdr James Davis	21 Jun 72	Nickel 102
162	Maj Robert Miller	27 Jun 72	Valent 03
163	SSgt Charles D. McGrath	27 Jun 72	Jolly Green 73
164	Capt Lynn A. Aikman	27 Jun 72	Valent 04

Non Combat Saves

189	Unknown	13 Apr 72	B-3-032
190	Lt Namy	8 Jun 72	B-3-52

Medical Evacuations

25	Unknown	2 Apr 72	B-3-026
26	Unknown	23 May 72	B-3-042
27	Unknown	24 May 72	B-3-043
28	Unknown	4 Jun 72	B-3-050

1430 ZD JG-62 ↑ CH 87 FOR CH-93 // JACK-T.P.
1455 ZD PEDRO 21 ↑ CH 89 / T.P.
1550 ZD JG-62 ↓ CH 93 // JACK-T.P. / NORM FOR OIL COOLER BEETS.
1555 ZD JG-63 ↓ CH 89 NORM // JACK-T.P.
1650 ZD JG-30/32 ↓ CH 89 // JACK-T.P.
1700 TN SGT DUVISON OFF DUTY SGT NEAL ON DUTY
1950 TN SENT DAAR + FORSTAT TO JOWER
2400 TN LOG CLOSED 9 APR
0001 TN LOG OPENED
0530 TN PICKED UP 1 CONFIDENTIAL (DP1330Z) PLACED IN 130
0540 TN JACK CALLED PLACE HOME ALERT COPIAT ALERT / NOTIFIED
CREWS / B52 IN TROUBLE / NO POSITION GIVEN
0545 TN JACK CALL DISREGARD COPIAT ALERT B52 RTB CH 77
0650 TN JG 32 ↑ CH 89 / JACK / TP
0808 ZD JG-32 ↓ CH 93 / T.P. MISSION OPENED
1350 ZD PUT HOME ALERT CREW ON COCK-PIAT ALERT
MUSKET 01 BAILED OUT / 125 / 96 / 89 / 2 SOULS
1400 ZD JACK HAS LAUNCHED JG-53 / 52
1405 ZD JG-52 / 53 ↑ CH 89 / JACK-T.P.
1420 ZD NAIL HAS VISUAL AND VOICE CONTACT WITH BOTH "A" & "B"
"B" HAS BROKEN, RIGHT ARM & LEG "A" OK

09 APR (CONT)

- 1450 ~~TO~~ HOTEL 15 IN AREA WILL TRY TO MAKE PICKUP
AND USE JG'S AS BACK UP / TAKE THEM TO LIMA SITE
39 / JG'S WILL MAKE PICKUP AT LIMA SITE 39 & TAKE THEM
TO CH 89
- 1510 ~~TO~~ HOTEL-15 & SANDY 1 IN AREA / WILL TRY FOR PICKUP OF
"A" MAN / IF "B" MAN ISN'T HURT TO DEAD HE WILL TRY TO PICK
HIM ALSO / IF "B" MAN NEEDS A PJ PICKUP THEY WILL SEND
JGS IN FOR PICKUP ON HIM.
- 1520 ~~TO~~ SANDIES & JGS BEING INTO AREA FROM HOLDING AREA
HOTEL-15 TO PICK-UP "A" / JGS TO PICKUP "B"
- 1535 ~~TO~~ SANDIES PUTING IN ORDENACE NOW BEFORE PICK-UP.
- 1545 ~~TO~~ JGS WILL MAKE BOTH PICKUPS
- 1555 ~~TO~~ MAKING SMOKE / ESTIMATE ABOUT 5 MIN TO PICK-UP / WILL RTB ^{"M1"} AND C
- 1558 ~~TO~~ PHASE "B" AT THIS TIME
- 1600 ~~TO~~ LOWERING PJ FOR "B" / NO FIRE IN AREA
- 1608 ~~TO~~ "B" ON BOARD / PHASE "C" ON "A" MAN
- 1610 ~~TO~~ "A" ON BOARD AT THIS TIME
- 1611 ~~TO~~ JG-53 HAS "B & A" ON BOARD WILL RTB CH 93 / JG-52 / 32
RTB CH-89
- 1620 ~~TO~~ JG-53/52 RTB CH-89 / JG-32 RTB CH-93 / ETA: 1650
- 1625 ~~TO~~ MISSION TERMINATED / SAR FORCES TO RTB
- 1650 ~~TO~~ JG-52/53 & CH 89 / JACK-T.P.
- 1710 ~~PR~~ SGT DAIVISON OFF DUTY, SGT PUSICE ON DUTY
- 1815 ~~PR~~ JG-32 & CH 93 / AT 1005 Z // JACK T.T.P.
- 1900 ~~PR~~ MISSION A B-B-030 FOR MUSKET 01 // ~~PR~~
- 2055 ~~PR~~ TUG ~~CH-89~~ ~~PR~~

MISSION OPENED

- 2030 ~~PR~~ ACFT DOWN IN VICINITY OF 110/112/89
COSMIC 24 IN AREA.
- 2045 ~~PR~~ COSMIC 24 HAS VOICE CONTACT WITH
"A" MAN & SITES CHUTE ON "B" MAN BUT
NO CONTACT.
- 2255 ~~PR~~ TUG ADV. 0500 BRIEF & 0630 TAKE OFF
ADV. OPS OFFICER, CREW & PHOTOG. & MAINT

tiated for the recovery of the Bat 21 crewmembers. While holding feet wet for a possible pick up of Bat 21 an AH-1G Huey Cobra, call sign Blue Ghost 28, reported he had been hit and was heading for the coast. As he came out of the mouth of the Cua Viet river Jolly Green 67 joined on his wing. Blue Ghost 28 began to lose flight controls and landed 100 yards inland from the coast. Jolly Green 67 landed beside Blue Ghost 28 and the survivors climbed on board. Captain Griffith proceeded to Hue Phu Bai to refuel and let the survivors off. He then RTB'd.

CREW ROSTERS

Jolly Green 67

AC Capt. Rodney S. Griffith

CP Capt. Douglas A. Peck

HM TSgt. Roy D. Prater

RS Sgt. Robert L. La Pointe

RS A1C. Michael A. Alliet

Jolly Green 65

AC Major Gerald J. Lange

CP Capt. Gary A. Dake

HM SSgt. William A. Simm

RS TSgt. Allen J. Avery

RS A1C. William R. Pearson

On 15 Apr 72 Jolly Green 71 and Jolly Green 66 were airborne on a fragged orbit when an OV-10, call sign Covey 299, reported he was making a forced landing on the beach north of Hue. Jolly Green 71 and 66 proceeded to the downed aircraft. Captain Donald A. Sutton in Jolly Green 71 made a tactical approach to the beach about 50 yards from the survivors to avoid hitting any of the villagers who had gathered around the downed aircraft. Both survivors entered the helicopter and as soon as Jolly Green 21 entered the area to replace Jolly Green 71 for the fragged orbit Captain Sutton RTB'd.

CREW ROSTERS

Jolly Green 71

AC Capt. Donald A. Sutton
CP Capt. David E. Mullenix
HM Sgt. John W. Drayer
RS A1C. Michael A. Aillet
RS Sgt. Robert L. La Pointe

Jolly Green 66

AC Capt. Rodney S. Griffith
CP Major Christopher C. Korper
HM SSgt. William A. Simm
RS SSgt Cole E. Panning
RS Sgt. William J. Thompson

On 28 Apr 72 Jolly Green 65 scrambled for a feet wet SAR near the DMZ. Jolly Green 65 replaced the original alpha low aircraft due to mechanical problems. Jolly Green 71 a local trainer joined on Jolly Green 65's wing to become his alpha high bird as they were already airborne. Hobo 40 was on scene over the two survivors of Gunsmoke 01. They were located approximately 8 miles south east of the Cua Vet river about 5 miles off shore. A pararescue specialist was deployed to swim the penetrator to the first survivor. Gunsmoke DIA was picked up and then the bravo man who was about 100 meters away was picked up. Fire was taken from the shore but Jolly Green 65 proceeded east out of range of the shore batteries and RTB'd without further incidence.

CREW ROSTERS

Jolly Green 65

AC Capt. Donald A. Sutton
CP Capt. Charles R. Hagerhjelm
HM Sgt. Jimmie R. Cherry
RS A1C. Michael A. Aillet
RS Sgt. Michael L. Wagner

Jolly Green 71

AC Capt. Rodney S. Griffith
CP Capt. Douglas A. Peck
CP Capt. David E. Mullenix
HM SSgt. Jimmie D. Minshew
HM Sgt John W. Drayer

SURVIVOR
NAME - RANK

APR 72

SSN - ORGN

DATE	CREW	JG #	SAVE #		SAVE LOCATION	TYPE SAVE
2 APRIL	GRIFFITH PECK PRATER LAPOINTE AILLETT	67	704 705	UNKNOWN	OFF OF CH 103	2 COMBAT
15 APRIL	SUTTON MULLENIX DRAYER AILLET LAPOINTE	71	706	CAPT JAMES XXXXXXXXXX HARRISSON - 20 TASS CPL GREG METZGER - US MARINES	10 MILES XXXXXXXXXX NORTH OF CH 69.	2 COMBAT
18 APRIL	SUTTON HAGER JEIM CHERRY AILLET WAGNER	65	708	CAPT ARTHUR, ARCH S 366 TFS. CAPT FRANCISCO, MICHAEL C. 366 TFS	320/58/69	2 COMBAT

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FROM: 1st SOS (Maj George A. Batts/2116)

SUBJECT: SARCO Report, Cosmic 16B

TO: 56th SOW (DO)

23 APR

1. (23 April 72) at 1445 the SARCO was notified that contact had been established with Cosmic 16B, navigator of a RF-4, who had been shot down near Dong Hoi, North Vietnam on 20 April 1972. Upon notification the Sandys and the Jollys reported to the SARCO and with a Nail Pac, began to re-search and plan the ingress/egress route through the hostile environment. Joker wanted to scramble the SAR forces but the SARCO convinced them it wasn't practical for the following reason:

- a. No positive fix had been established. The Dong Hoi area is too heavily defended to send slow-movers without fast-movers Mig, Iron Hand and strike support.
- b. The ingress/egress route and tactics will have to be thoroughly planned.
- c. The survivor was obviously in an excellent E and B area and the odds favored a well planned effort rather than a quick hap-hazard attempt. Joker finally agreed and solicited our advice on tactics and ordnance request for 24 April attempt.
- d. The SAR forces developed a plan that hinged upon fast-mover assistance. A first light effort was discouraged because of hostile environment, lack of survivor position, and weather forecast. Essential fast-mover assets wear as follows:
 - a. Continuous fast PAC or Recce to establish accurate position and current weather.
 - b. QRF Asset:
 1. Sufficient MIG cap and Iron Hand to provide continuous support.
 2. Four flights of CBU-49, two flights of BLU-52, and two flights of CBU-12 (fast mover Smoke).

This request was passed to Joker through Jack. Execution would be determined by availability of assets and weather conditions. The route for SAR forces was still in question. Two possibilities existed: across the route structure between Mu Gia and Ban Karai pass or directly over Mu Gia. Enroute weather would determine the ingress/egress route. Both were considered hazardous for the slow moving SAR forces.

2. (24 April 72) at 0330 word was received from Jack that no fast mover assets would be available until three hours after a newly fragged strike in the north. Best estimate for assets to become available was 1400L. The SARCO immediately requested at least fast PAC in the morning to attempt to pin-point location of and authenticate the survivor. Jack was able to obtain two flights, 0900L and 1300L TOT, from the survivors unit. The SAR forces continued to refine their tactics predicated on fast mover assets. Intell reports showed the following:

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- a. High SAM and AAA threat enroute to and directly to the north and east of the survivor.
- b. Two active Mig bases within 15NM's of survivor.
- c. Suspected SAM and heavy AAA on route 137, north of Ban Karai Pass.

This route was receiving heavy traffic and would have to be crossed at low altitude to provide terrain masking. The first Cosmic flight established contact with 16B and used the personal authenticators. The survivor definitely is 16B. Through the use of ADF and sound, the Cosmic felt the survivor was on the west side of a mountain crest. The second flight established the same approximate position, except felt that the survivor was on the eastern crest of the same mountain over looking Dong Hoi. At 1330L, Jack notified us that no fast mover assets would be available this afternoon and canceled any pickup attempt for today. At 1500 Joker requested an operations plan drawn up by us to include assets required for pickup. In coordination with a Nail FAC, a detailed concept of operations, including timing for TOTs, was forwarded to Joker, Jack and King. Current intell was taken in to consideration and the exact reasoning behind and employment of assets was out lined in detail (see attach I). Joker indicated few assets would be available for tomorrow. With this inmind, the SARCO advised that the survivor be passed a message to E and E southwest to provide a barrier between him and the SAM/AAA threat to the north and east. The operations plan was reviewed and approved by the 56th SOWCC and DCO. A coded E and E message was passed to Jack to relay to Atlanta flight that would be onscene at 0700L tomorrow. SAR forces were instructed to brief at normal time and not to expect an attempt until tomorrow afternoon.

3. (25 April 72) At 0800L, Atlanta flight passed E and E message to survivor and he began to move. At 1015, SARCO called Jack to change second sentence of "A" (attach I) to read "at H-0030". Also, suggested Reece or fast FAC flights to be in the area for weather report and occasional contact with survivor as he E and E's. The plan was ready to be executed whenever assets were available and weather was suitable. At 1400L, Jack said 7th Air Force could not support our plan and wanted another one with only the following fast mover assets:

- a. Continuous Klint, Mig Cap and Iron Hand.
- b. Two flights (four, F-4's) with CBU-49.
- c. Periodic weather recon.

SAR forces were returned to normal status and planning began with the above assets. The lack of assets was regrettable but under stable inview of the situation in south Vietnam. The SAR force will have to deviate from normal procedures and work under radio silence throughout. The plan was as follows:

1. Concept of Operations:

- a. H-hour timing and primary SAR forces are the same as attach I.

All fast-mover assets will be available in the vicinity of Mu Gia. Pass at H-0010. The route of flight for SAR forces will be across the narrowest point (directly over an operating SAM site). An alternate return route was also planned approximately 12 miles north. No ordnance would be placed in Mu Gia prior to ingress unless the crossing is contested.

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DOC 26³

At H-0010 a flight of Hobo smokes (M-47s) and a Nail FAC will launch from Ch 89 to asset in egress if required.

b. SAR forces, Mig Cap, Iron Hand and Elint will proceed to the final holding point and to survivor area. It is imperative that, with the exception of flights of CEU-49, all fast-movers escort SAR forces. No asset will be available for neutralization of route 137.

c. Sandy 3 flight, Nail and both Jollys will hold at final holding point while Sandy 1 flight proceeds across route 137 to the survivor location. They will VR route 137 for hostile activity and decide if it is safe for the Jollys to cross.

d. Sandys will expend as required upon return across route 137.

e. Conditions encountered during initial crossing at Mu Gia will dictate the return route. If no opposition was encountered, maximum use of terrain masking will be used and crossing will be at the same point. If opposition was encountered, Nail (see para A) will direct strikes with available CBU-49 and Hobo smokes will strike just north of original crossing. This will be a diversionary strike. SAR forces will cross approximately 12nms to the north immediately after the above strikes.

f. SAR forces will launch radio silent. Tactical VHF is changed to 133.3 and Tactical UHF will be Ch. 7. No radio calls will be made to King, unless difficulties are encountered, until after safely crossing Mu Gia upon return.

4. (26 April 72) At 0730L, the essential points of the plan were passed to Jack over secure telephone. Emphases was placed on timing, use of fast-mover assets, and radio discipline. The SARCO suggested a H-hour of 1110L (0410Z). This would allow 7th Air Force approximately 3½ hours to arrange for assets and the weather forecast for that time is conducive for an attempt. Also, requested continuous recce be arranged from as soon as possible until no longer required. The SAR forces were briefed on the concept of operations and readily accepted the plan. A special code was devised for inter plane communications. This code was not considered essential information for Jack and Joker and was not passed. At 0945L, SARCO was informed that assets could not be available and on station until 0600Z. The SARCO established a new H-hour of 1310L (0610Z). A weather report passed by Cosmic 11 at 0500Z was as follows: Mu Gia overcast at 4,000 MSL; enroute overcast to broken at 4,500 MSL; survivor-overcast 500' above the survivor and broken to the south-west. This weather was considered ideal for the attempt. Ironically, if assets would have been available for the original H-hour, the SAR forces would have been in the area at this time. H-hour was changed to 0640Z due to assets. SAR forces were assembled for a final briefing at 1100L. They were instructed to listen upon guard and Tactical UHF for recall. Takeoff time was scheduled for 1300L (40 minutes prior to H-hour). The SOF was instructed to inform GCI, RAPCON and tower of the silent launch procedures, and to remain in the tower and visual observe the launch and assist as required. At 1240L, weather report was same as above. SAR forces launched at 1255L and proceeded as planned. No weather recce available until after H-hour, so forces were allowed to continue based on last report. SAR forces reached survivor's area; However, weather was completely undercast with tops at 5000 MSL.

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DOC 26⁴

The Sandys wisely aborted an attempt and egressed as planned. SARCO informed Jack that plan can be executed again tomorrow; however, weather must be accurate and timely, and assets must be available when requested. It was doubtful that this plan could be used more than twice and is only acceptable again because S&H forces were completely radio silent and did not compromise any part of the plan. Again requested continuous Recce for in the morning and throughout the pickup attempt. S&H forces will brief at 0645L.

5. (27 April 72) S&H forces were briefed and standing by for declaration of H-hour which would be governed by weather and assets. At 0845L, weather recce reports weather unacceptable and assets were still in question. At 0930, Jack informed us that another strike north is planned with a TOT of 1330L (0630L) and the earliest we could expect fast-mover asset was 0830Z, if at all. S&H forces were briefed again at 1330L and given an H-hour of 1530L (0830Z). Weather in the area was reported: thin overcast at 4000' MSL; breaks to the west, and clear to the east. Assets were still questionable and S&H forces were instructed to listen for recall that would be given prior to H-hour (after they were airborne) forces launched according to plan at 1455L. The SARCO reconfirmed with Jack and Joker that all assets will be available according to the plan. The SARCO had decided and informed Jack, that he would recall the forces at 1520L if there was any question concerning assets. Weather report for 1515L was; broken with tops between 4500 and 6500 MSL; survivor's position clear S&H force continued as briefed. At 1700L, the first call from S&H forces was relayed from King. The words were "we have a touch-down and are heading to the locker room." This coded message meant: "we have the survivor and are safely across Mu Gia heading for Ch 891" The meaning was relayed to Jack and King by the SARCO. The SAR was terminated at 1710L and the S&H forces landed at 1730L.

6. SARCO Comments: This was indeed a unique SAR. The lack of assets available required a detailed plan that depended on accurate timing. The planning was conducted by the SARCO, his staff and the S&H forces. The SARCO was given control of execution and supported 100% by Jack and Joker. Their acceptance of the SARCO's decisions, their efforts in obtaining the assets, and their complete support of radio silent procedures were directly responsible for the success of this mission.

7. Problem Areas:

- a. Joker should strive to schedule the same duty officer on duty throughout a protracted mission as this. The SARCO and the duty officer at Jack were available throughout. This prevented needless repeat calls and lengthy explanations.
- b. Two SAM's were fired at Sandy 01 in the survivors area. Supposedly, we had Iron Hand and Elint available; however, no SAM warnings were issued. The mission of the fast -mover assets were clearly presented in the plan and no confusion should have existed. Did we actually have those assets?

8. For details of pick-up, see Sandy reports.

George Batte

GEORGE BATTE, Major, USAF
SARCO Report Cosmic 16B

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DOC 26⁵

S T A T E M E N T

26 April 1972

SUBJECT: Sandy 03 and 04 (Cosmic 16B)

1. On 26 Apr 72, fast FAC's finally reported WX workable in Cosmic 16B's area so at 1255L (0555Z) the force of Sandy 1-4, 2 Jolly Green's and Nail 40 launched according plan under radio silence. After a rendezvous just east of the river we proceeded to the holding point just west of Mu Gia.

2. When Sandy 03 and 04's right stub tank ran dry we jettisoned the tanks. Due to a problem with Sandy 04's armament panel which was verified by maintenance his centerline tank jettisoned also, Sandy 03 and 01 discussed the situation briefly and decided to proceed with the mission, but leave Sandy 04 west of the pass to join up with the Smokes and provide cover as necessary.

3. We crossed the pass line abreast as briefed and discovered the WX on the other side was low overcast. Sandy 01 and 02 along with Nail 40 left Sandy 03 and the 2 JG's at a holding point approximately 12NM SW of Mu Gia and proceeded to the SAR area to check the WX. The WX at Cosmic 16B's position was unworkable so Sandy 02 elected to depart immediately rather than give away our plan.

4. For the return we all agreed to cross the pass at the same place with no ordnance expended. This we did with no enemy reaction observed. We RTB'd with no other problems.

Loran C. Smith

L. C. SMITH, 1Lt, USAF
Sandy 03

Richard E. Brown

R. BROWN, 1Lt, USAF
Sandy 04

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~~CONFIDENTIAL~~
DOC 26⁶

S T A T E M E N T

27 April 1972

SUBJECT: Sandy 03 and 04 (Cosmic 16B)

1. On 27 Apr 72, the fast FAC's in the SAR area reported the WX workable so after considerable verification the SAR force again launched under radio silence and proceeded to the holding point west of Mu Gia. The entire force this time made it across the pass with no reaction. But as we approached the other side there was a deck of clouds sitting very low on the tops of the Kausts. Nail 40 radioed that we should all attempt to stay beneath this cover as long as possible. The WX layer was 8/8 and a few of the higher peaks extended into the clouds. We had an average of 200' in which to maneuver. Everyone did an outstanding job of staying in formation and remaining beneath the cloud cover.

2. Sandy 01 and 02 along with Nail 40 again left Sandy 03 and 04 and the JG's at the holding point and proceeded to the SAR area. After about 20 minutes in the area Sandy 01 and 02 had located the survivor and sent Nail 40 back to pick up 03 and 04 and the JG's. We rendezvoused and started toward the east and Rt 137 which leads to Ban Karai Pass. As briefed Sandy 03 and 04 set up in formation with the choppers so that as we reached the route segment Sandy 04 rolled in and placed CBU-25 down on the road just ahead and Sandy 03 rolled in placing CBU-25 down just behind the choppers. This kept heads down and no reaction was observed.

3. When we reached the area Sandy 02 took the low JG into the survivor's position and with Sandy 01's help effected a quick pick-up. Coming out, all Sandy's set up a weave pattern on the Jolly's and prepared to expend on Rt 137. We had all seen lucrative targets on the first crossing and were expecting ground fire on the return. Sandy 03 flight took up positions just ahead and on each side of the Jolly's with Sandy 01 flight doing the same just behind, as we approached the road Sandy 03 rolled in on a road horse with supplies and 2 loaded trucks parked outside. Sandy 04 rolled in on some troops running about beside the road. Sandy 01 and 02 found similar targets and the whole gaggle took small arms and automatic weapons fire. Nail 40 was the only one who took any damage with only one hit in the wing.

4. For the return across the pass we again elected to cross at the same place with no ordnance expended. We made deceptive radio transmissions to the contrary though and due to the jamming we had experienced the enemy was probably monitoring. We then made the same dash for the 4th time with no reaction.

5. Return to base was normal and Cosmic 16B was weak, but in good condition.

Lance C Smith
L. SMITH, 1Lt, USAF
Sandy 03

Lance S. Smith
L.L. SMITH, 1Lt, USAF
Sandy 04

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
WHOLER 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

APPENDIX

Combat Saves

NUMBER	SURVIVOR	DATE	MISSION
155	Capt Martin J. Jacobs	9 Apr 72	Musket 01
156	Capt William M. Banks	9 Apr 72	Musket 01
157	Maj Clyde Smith	13 Apr 72	Bengal 505
158	1 Lt Ernest S. Clark	23 Apr 72	Cosmic 16
159	1 Lt John D. Markle	20 May 72	Bowleg 02
160	Capt Roger C. Locher	2 Jun 72	Oyster 01
161	Cmdr James Davis	21 Jun 72	Nickel 102
162	Maj Robert Miller	27 Jun 72	Valent 03
163	SSgt Charles D. McGrath	27 Jun 72	Jolly Green 73
164	Capt Lynn A. Aikman	27 Jun 72	Valent 04

Non Combat Saves

189	Unknown	13 Apr 72	B-3-032
190	Lt Namy	8 Jun 72	B-3-52

Medical Evacuations

25	Unknown	2 Apr 72	B-3-026
26	Unknown	23 May 72	B-3-042
27	Unknown	24 May 72	B-3-043
28	Unknown	4 Jun 72	B-3-050

5871
MESSAGE NOTIFICATION

Individual

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IMA AVE

PT 00649

113 201455

OTTSSZYUW RUMOSRA4894 1131940-SSSS--RUCIMAA.
ZNY SSSSS
O 221830Z APR 72
FM OL-B 3ARRGP UDORN RTAFB THAILAND
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/CINCPACAF/DDH
RUCIMAA/HQ ARRS SCOTT AFB TX/COMMAND POST
INFO RUHHHQA/CINCPAC/CC
ZEN/7/13AF UDORN RTAFB THAI/DOM
RUMMOMA/41ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI
RUEKAAA/FT RITCHIE MD/AFEOC
RUMTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS
RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL
RUCIMAA/MAC/DOCP
RHNSHVA/MACV/CDMMAND CENTER/SAIGON RVN
RUMMRSA/7AF TSN AB RVN/CC/DO/DOO/IN/DOCT/DP
RUMMRSA/3ARRGP TSN AB RVN/JRCC
RUWJAWA/3636CCTWG FAIRCHILD AFB WA
RUMUJNA/OL-A 3ARRGP SON TRA AB RVN
RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI
RUMOREA/56SOW NAKHON PHANOM RTAFB THAILAND/DOO
RUHHKKA/13AF CLARK AB PI/INEO

*Inventory
Page 2*

OPR	CYS
ARRS	INFO
DOO	
DOCT	

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RUMORKA/DET-4 3 ARRGK KORAT RTAFB THAILAND
BT

Classification (cancelled) changed to ~~CONFIDENTIAL~~
effective on 28 Feb 72 by *RSJ*
under the authority of *GDS*

~~SECRET~~ JOPREP JIFFY/OL-B. 3 ARRGK/RESCUE 065/22/1310Z APR 1972.

1. RESCUE OPENING/CLOSING REPORT 22 APRIL 1972
2. MISSION NUMBER B-3-033-22 APRIL 1972
3. SITUATION: DOWNED AIRCREW MEMBER
4. DESCRIPTION OF SAR OBJECTIVE
 - 1) QU-22/548/GREY/VAMPIRE 50
 - 2) FLIGHT PLAN - TACTICAL
 - 3) PILOT 1/LT ATTERBERRY - ADDRESS - NAKHON PHANOM RTAFB THAILAND
 - 4) POB- I
- 5) WEATHER IN AREA - 4.000 SCATTERED - THUNDERSTORMS IN VICINITY
- 6) SURVIVAL EQUIPMENT - USAF STANDARD
- 7) LAST KNOWN POSITION 16 03N 105 45E
8. ACTIONS TAKEN:
 - 1) CONTROLLING AGENCY - OL-B. 3 ARRGK
 - 2) OL-B. 3 ARRGK NOTIFIED OF SAR INCIDENT AT 22/1310Z APRIL 1972 BY 56SOW
 - 3) FOLLOWING SAR FORCES ALERTED:
 - A. DET-4, 3ARRGP KORAT RTAFB THAILAND/22/1345Z

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MESSAGE NOTIFICATION

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1 SAVE AA

IMMEDIATE

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B. 40ARRSQ NAKHON PHANOM RTAFB THAILAND/22/1345Z

C. 56SOW NAKHON PHANOM RTAFB THAILAND/22/1345Z

4) TIME SAR FORCES LAUNCHED

A. 1 HC-130P, DET-4, 3 ARRGPs LAUNCHED AT 22/1455Z

B. 2 HH53C, 40ARRSQ LAUNCHED AT 22/1455Z

C. PERSONNEL INFORMATION

1) 1 PERSON INVOLVED, 1 SAVED

2) SAR OBJECTIVE LOCATED BY MURKEY FLIGHT AT 22/1340Z COORDINATES 16 03N 105 45E

3) NON-USAF - HOTEL 52 MADE RECOVERY

4) SURVIVOR TAKEN TO L-39, SAVANNAKHET, LAOS

D. FLYING ACTIVITY

1) DET -4, 3ARRGP - 1 SORTIE FOR 5 PLUS 00

2) 40ARRSQ - 2 SORTIES FOR 7.8

3) 56SOW - 2 SORTIES FOR 6.0

4) NON-USAF RESOURCES - 1 SORTIE FOR 2.0

5) BTFW - 3 SORTIES FOR 6.4

E. SAVES DATA

1) RCC MAKING SAVE NOT RELEASABLE, NO SAVE CREDITED TO ARRS

2) PERSON SAVED - 1/LT ATTERBERRY

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A. SERVICE - USAF - NATIONALITY USA

B. COMBAT SAVE

C. AIRCREW MEMBER

D. SUMMARY OF SAR ACTIONS

1) OL-B73 ARRGp WAS NOTIFIED BY 56SOW THAT RADIO AND RADAR CONTACT WAS LOST

WITH VAMPIRE 50 AT 221245Z APR 72, POSITION 132 DEGREE RADIAL 102 N.M. CH. 89

VAMPIRE 50 FUEL EXHAUSTION TIME WAS 1650Z. CHECKS WERE MADE AT L-39 AND CH.

93 WITH NEGATIVE RESULTS. THERE WERE NUMEROUS THUNDERSTORMS IN THE AREA. 621TCS (BRINGHAM) ADVISED OL-8 THAT MURKEY 16 PICKED UP A BEEPER AT 137 DEGREE 100 N.M. CH. 89 AT 1325Z. AT 1415Z MURKEY 16 CONFIRMED VOICE CON-

TACT WITH VAMPIRE 50. MURKEY 16 BECAME ON SCENE COMMANDER AT THIS TIME. NAIL 29 (OV-10) AND 2JOLLY GREENS WERE LAUNCHED FROM CH. 89 AND A NON-USAF

HELICOPTER WAS LAUNCHED FROM L-39. NAIL 29 ARRIVED IN THE AREA AND BECAME

ON SCENE COMMANDER WITH K- 27 AS AMC. WEATHER IN THE AREA WAS 4,000

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SCAT-

YERED VISIBILITY 7 MILES AND THUNDERSTORMS NEARBY. NAIL 28 MADE VOICE CONTACT WITH SURVIVOR AND PINPOINTED HIS POSITION WITH THE HELP OF H-62 WHO WAS ALREADY IN THE AREA. NAIL 28 VECTORED H-62 IN FOR THE PICKUP OF THE SURVIVOR AS HE WAS THE CLOSEST AVAILABLE HELICOPTER. H-62 MADE THE PICKUP OF THE SURVIVOR AT 1605Z. SAR FORCES WERE RTB'D AT THIS TIME. SURVIVOR TAKEN TO L-39. JG 30 AND 53 LANDED AT L-39 DUE TO SEVERE WEATHER CLOSING IN THE AREA AND K-27 RTB CH. 12S. NO AERIAL REFUELINGS ACCOMPLISHED IN THIS MISSION.

21 KING 27 ASSUMED AMC DUTIES AT 1445Z. GP-4

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3/3

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with the survivor in the Catcher's Mitt area of Steel Tiger. Using the Pave Nail precision LORAN, Nail 28 vectored an Air America helicopter to within 200 yards of Vampire 50. The pickup was completed, ending another unopposed SAR.

COSMIC 16B¹²⁸

(C) On 23 April, contact was made with Cosmic 16B, who had been shot down on 20 April in the Dong Hoi area of North Vietnam. The next day, Cosmic 16B's unit furnished two aircraft to locate and authenticate the survivor. The survivor was definitely Cosmic 16B. He was on a mountain ten miles West of Dong Hoi, within 15 miles of two Mig bases, and within range of the Dong Hoi SA-2 sites. Besides these formidable defenses, the SAR force would have to cross Steel Tiger and some heavily defended roads inside North Vietnam.

(C) NKP SAR forces planned an attempt for the next day. This plan called for the normal assortment of fast mover assets that were required for a SAR of this nature. But fast mover assets were scarce because of the bombing of North Vietnam. Early on the afternoon of 24 April, Jack advised the SARCO that no assets would be available that afternoon and probably not much the following day. Because of this, and since the survivor was obviously in a good E&E area, it was

128. 1st SOS and 23rd TAS Historical Data Reports. Also, see SARCO Report for Cosmic 16B, 23 Apr 72, (Doc 26). For Cosmic 16B's own story, see "Evasion and Recovery of Cosmic 16B," Air Intelligence Review, PACAIR 11-72 (15 Aug 72), pps 34-50.

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decided that he should move. He was passed a coded message to move West so that the SAR force would be working as far from Dong Hoi as possible. The next afternoon Jack advised the SARCO that the only assets would be a Mig Cap, an Iron Hand, and four F-4 strike aircraft. New plans were drawn to include diversionary strikes and radio silence. Pave Nails periodically updated Cosmic 16B's progress.

(C) H Hour was set for 1100L on 26 April, but had to be delayed until 1400 for lack of fast mover assets. The 1100 weather was ideal for this type SAR, being 500 overcast above the survivor and broken to his Southwest. However, by the time the SAR force arrived at 1500, the weather was solid undercast with tops at 5,000. A descent into the mountainous terrain could not be made so the attempt was cancelled.

(C) Weather was workable on 27 April, and after more delays because of lack of fast movers, the force finally took off at 1455L. Though the route was over Mu Gia Pass, no enemy reaction was received. A Pave Nail led the force under a cloud deck through the mountains. With only 200 feet of vertical working space the force reached the survivor and made a quick pickup. After crossing Mu Gia Pass on the return trip the Sandys relayed the following message to King: "We have a touchdown and are heading for the

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locker room." Translated, it meant that they had the survivor and were safely across Mu Gia. The SAR was terminated at 1715. After seven days on the ground without food, Cosmic 16B was weak, but happy. It was later learned that Cosmic 16A was a POW.

GUNSMOKE 01A/B¹²⁹

(C) On 28 April, Gunsmoke 01 (F-4) had been hit over Quang Tri and had gone feet wet 3 miles off the coast. Hobos were on strike missions but diverted when they heard Gunsmoke's Mayday. Hobos 40 and 41 immediately went to the area while Hobos 44 and 45 escorted the helicopters from Da Nang. Everyone flew low that day because of the high SAM activity. A protective smoke screen was laid just before the Jollys made their run. Shore batteries fired on the SAR force but no one was hit. Overwater SARs were usually easy and this one was quickly and successfully terminated.

SCORPIAN 115¹³⁰

(C) On 29 April, Scorpion 115 (a VNAF A-37) was down 9 miles Southeast of Quang Tri with one survivor. Sandys launched from Da Nang at 1500L, immediately after notification. When the Sandys arrived in the area, Scorpion 125 was talking to the

129. 1st SOS Historical Data Reports. Also, see SARCO Report for Gunsmoke 01A/B, 28 Apr 72, (Doc 27).

130. Ibid.

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The target was destroyed without damage to the aircraft. 11.
strikes were put into the surrounding area for the next three days.
Area denial ordnance was employed. Pickup was accomplished on 13
April by NKP SAR forces. One PJ was wounded by small arms fire.
No losses.

4. (S) On 9 April, 1972, MUSKET 01 (F-4) was downed by ground
firewest of Muang Phene in southern Laos. Nail 81 (Capt Harold L.
Mischler and Capt Gary W. Haile) was immediately on scene and estab-
lished contact with both crewmembers. Although an Air America heli-
copter was in the rescue area, it was not utilized since MUSKET 01B
was injured and required assistance from PJs. SAR force effected
recovery within 3 hours without opposition. No losses/damages sus-
tained.

5. (S) On April 22nd, 1972, VAMPIRE 50 (QU-22B) sustained struc-
tural damage due to thunderstorm activity and was forced to bail out
in the vicinity of Delta 47 (Catcher's Mitt) in southern Laos. Nail 28
(Lt Jennings H. Pewthers and Lt William H. Barron) was launched in a
Pave Nail OV-10. After arrival in the area, contact was established
with the survivor. His position was then pinpointed through use of
the infrared filter on his strobe light and the infrared capabilities
of the Pave Nail system. An Air America helicopter was then vectored
within 200 yards using the Pave Nail Loran capabilities (cross-track
error and along-track distance). Recovery was completed within 3 hours
without opposition. No losses/damages sustained.

6. (S) On 25 April, 1972, COSMIC 16 (RF-4) was downed by ground
fire 12NM west of Dong Hoi in North Vietnam. Contact was established

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DATE: 23 April 1972

MISSION: B-3-035

FLIGHT DESIGNATION: Jolly Green 56 (Low), Jolly Green 32 (High)

OBJECTIVE: The rescue and recovery of 1Lt Ernest S. Clark, Bravo man of Cosmic 16 a RF-4C from 432nd TRW, Udorn RTAFB, Thailand. Cosmic 16 was shot down by a SAM in North Vietnam, position 1730N 10624E on 17 April 1972.

NARRATIVE SUMMARY: Notification of voice contact from Cosmic 16B was received on the morning of 23 April 1972. At this time the normal alert crews were briefed of his general location, physical condition and a very brief analysis of defenses of the area was presented by Intel. A decision was made to launch on the SAR effort ASAP and all aircrews involved were unanimous that the SAR attempt could not be attempted with a reasonable chance of success until Intel was available, routing for ingress and egress was thoroughly studied, and coordination of assets was made. The aircrews were then released and returned to respective squadrons. The 40th ARRS Commander, after consultation with his staff and analysis of the high risk involved, resulting from the survivor's position in North Vietnam, made the decision to ask for a voluntary force for this particular effort. On the afternoon of 24 April 1972, the Sandys, Nails, Intel and SARCOs met for the first of numerous briefings and planning sessions. The SAR forces, 2 Jollys, 4 Sandys and 1 Nail were to proceed to a point west of Mu Gia, join up and cross enmasse and proceed to a holding point southwest of Cosmic 16B. They would then send 1 Jolly and 2 Sandys across Route 137 and proceed with the SAR effort. Egress would be via the same route with the option of crossing Mu Gia at the same point or to proceed to the north and use terrain masking in an effort to avoid fortifications expected there. With this routing in mind, the aircrews again met. The results of this meeting were the following: (1) Radio talk should be kept to an absolute minimum, (2) Secrecy was paramount, (3) The element of surprise was essential and that, (4) The success of the SAR would depend on timing and the availability and expeditious use of the limited assets available. Assets requested were MIG Cap, Iron Hand, any tactical air support available, monitoring of ground traffic and activity by TFA, and monitoring of enemy radio traffic by EC-47s. Initial reports plotted the survivors under direct sight of at least one SAM complex, radar controlled 57, 85 and 100 AAA. Recon aircraft and Fast PACs working in the survivor's area plotted his position and informed him to E&E to the southwest to afford the SAR forces the best possible terrain for the SAR attempt. It was later learned from the survivor that his movement was not only hampered by enemy forces, inclement weather, lack of food and water, but also by the fact that his compass was inaccurate and his movement, although above human expectations, was to the south which still placed him within range of 5 confirmed operating SAM areas. In addition his position was within 12 miles of Khe Phat Airfield with a reported 4 MIG 17s on five minute alert and within

CPR: 40 ARRSQ/DO

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GROUP 1
Excluded from automatic
downgrading and
declassification
after 10 years

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~~CONFIDENTIAL~~

35 miles of Dong Hoi with a number of MIG 21s and 17s. The morning of the 26th the crews attended final briefings and planned for the launching of the SAR force. Only one taxi and take off call was to be made. This would be made by Nail 40 who was to lead the flight and navigate. Final word for launch was received as coordination for the crossing of Mu Gia Pass was set as H Hour. The initial aircraft of the SAR force took off at 0600Z, 26 April. Shortly after take off Jolly Green 30 aborted due to engine problems and Jolly Green 57 replaced the aborting aircraft. As prebriefed, all aircraft went to their discreet FM frequencies for communications between lead and wing men and all aircraft came up the prebriefed UHF and VHF frequencies. No transmissions were made to controlling agencies to preserve mission integrity and secrecy. Aircraft climbed to 5,500 feet for the initial portion of the leg. The initial holding point was 067/60/39, a small secluded canyon that masked the force from all directions. Jolly Green 56 and 57 held with the Sandys as Nail 40 flew the proposed route to the pass and checked the weather on the other side. Weather west of the pass was scattered clouds at approximately 5,000 feet. Nail 40 returned in 5 minutes, reported all looked quiet, weather was marginal on east side of the pass but that we might be able to navigate through it. The consensus was to make the crossing attempt. A deviation to the plan was made and an excellent decision that reflected great credit upon Nail 40. The original plan was for the Nail to go only as far as the final holding point once we crossed the pass. At this time Nail 40 would stay with the SAR force in an attempt to navigate all the way to the survivor if necessary. All aircraft joined up and crossed the Mu Gia Pass at its narrowest point, scattered clouds over both lips shielded us from the floor but the Pass was clearly visible from all aircraft. Terrain was higher on the west than on the east and this enabled the Jollys to dive in an attempt to get maximum performance from their aircraft. The crossing was made in about one minute with no ground fire or air bursts observed. Helicopters immediately resumed low level flight and terrain masking. Once on the east side of Mu Gia it was obvious that the weather was not as favorable as we hoped. The clouds were now obscuring the tops of the crest and beginning to settle into the valleys. All aircraft had to climb hoping to find holes near holding points, Route 137 and the survivor. The cloud deck was found to be 1000' thick and solid. Once again, due to the Nail's navigation, the SAR force was able to orbit at the predetermined holding point, 19 - 20 miles southwest of survivor and 10 - 11 miles west of Route 137, the road going from Dong Hoi to Ban Kerei. The solid undercast prevented any ground reconnaissance or navigation. At this time Nail 40, Sandys 1 and 2 departed for the area of the survivor. Jolly Green 56 and 57, Sandys 3 and 4 held between 4,500 and 5,300 MSL on the tops of clouds and as low as possible to prevent detection. All aircraft were warned to watch the horizon for aircraft as we were within the operating region of the MIG 17s. Radio reception was not as clear as expected, however we could receive transmissions that indicated the survivor could not be "RAISED" on the radio and that the weather was "No Go" as only one hole in the clouds could be found, and that one too far to the north. Without little regard for their own safety, the attempt to find a hole by Nail and Sandy aircraft forced them to be at an

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altitude and in an environment that could have resulted in the loss of all three aircraft. Due to weather and no contact with the survivor the SAR effort was terminated. The SAR force was able to regroup and begin the return to Mu Gia Pass. The weather was very bad and was now broken to the west of Mu Gia Pass. A crossing attempt made at the same point and "Option Two" (code word used) was initiated. Aircraft crossed the pass in as small a group as possible, jinking to avoid the expected ground fire that never came up. This crossing took a little longer as the aircraft had to climb to reach the higher western lip. Landings were uneventful and all crews met for debriefing and planning for the next day. At the debriefing aircrews learned that an attempt would be possible the next day if the weather was favorable but that assets would be extremely limited. The next morning crews reported for briefing and were informed by Intel that the same route looked good, Route 137 photos showed no activity, but the presence of AAA and SAM sights was again touched briefly. The mission was "Go" with new code words and radio frequencies. Crews were alerted for the second attempt at 1300 27 April 1972 and reported to TUOC for any final words then proceeded to their respective aircraft. The same procedures were utilized for take off being made by Nail 40, again we considered radio silence and the absence of call signs paramount. All aircraft were airborne at 1455L and proceeded to the rendezvous point 060/20/89 at 5000'. We cruised at 5000' until clear of the ridge line in Laos and then aircraft descended to tree top level to cross the flat plains area on our approach to the mountainous area around Mu Gia. Holding by Jollys and Sandys was in the same valley as the previous day. Nail 40 once again called for execution after approximately 10 minutes of holding and the SAR force crossed Mu Gia Pass. Again no ground fire was reported and no activity seen in the pass. The force then proceeded to wind through the crest to the first of two holding points prior to the survivor. The holding point was completely visual this day as the weather was perfect for the SAR effort 6/8-8/8 clouds at about 4000' MSL which shielded us from visual contact from above. The low ceiling negated the MIG 17 threat from Khe Phat and Dong Hoi. At this time Nail 40 was escorted by Sandy 1 and 2 to locate the survivor and plan routing in and out. Radio signals were blocked many times by the rugged terrain in which we were operating. As Nail 40 approached Route 137 he reported numerous trucks and personnel in the crossing areas. Sandy 1 and 2 confirmed this and reported numerous vehicles including one possible armored personnel carrier. Then they crossed the route and proceeded to the area of the survivor. At this time the radio transmissions of Nail 40 and Sandy 1 and 2 were entirely blocked and unreadable. During their reconnoiter of the survivor's position Sandys 1 and 2 were fired upon by 2 SAMs both of which the survivor later reported as being able to hear them being launched, booster separation and impact into the crest. The survivor was called on radio, briefed as well as could be because of limited reception range due to the survivor's positioning. His position was on the side of a steep hill on the side of a canyon that sloped down to the river, plains and ocean north of Dong Hoi. The SAR force had to remain below the tops of this canyon due to SAM sites to the north and southeast. They also could not proceed too far to the northeast as they were fired on in this area. The weather in the survivor's area was about 4000' MSL solid overcast and lowering which was ideal. After the survivor was briefed

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and Nail 40 left Sandy 1 and 2 in the area and proceeded back to pick up the remaining Sandys and both helicopters. This again was a deviation as only one helicopter and Sandy aircraft were to cross Route 137 but it was decided a safe holding point was available and that they would be in better position for immediate help if required. The final holding point was a small circular depression in the crest which once again afforded excellent terrain features for masking. The crossing of Route 137 by helicopter was so quick and well executed that only glimpses of trucks could be seen. After holding for 5 minutes, Sandy 1 then led Jolly Green 56 to the survivor. We followed the trail of smoke rockets and came to a slow hover taxi in area we were briefed he was in. As we came over the lip of the ridge we heard Sandy 1 tell him to pop his smoke but could not see it. We later found from the survivor that his flare smoke traveled along the ground approximately 85 - 100 yards before going up through the trees. This lack of smoke caused an overshoot of his spot by about 300 yards. Sandy 1 said he was at our six o'clock so we did a hovering turn and proceeded back toward the survivor's reported position. Radio transmissions from the survivor were very weak and unreadable. We could hear Sandy asking him to talk to us and vector us in but we could not read the survivor. Smoke was finally visible at our two o'clock position and we immediately assumed a hover over it. No visual contact was made and all scanners kept me constantly posted as to clearance and hover. After moving to the left and back, visual contact was made by the hoist operator and the pick up was made at 1710L. As we pulled the survivor in Sandy 1 was giving us egress headings and we crossed the ridge of the canyon, increased speed and followed Sandy 1 back to the holding point where we joined the other Jolly Green, Sandys and Nail. Sandys again proceeded ahead to prepare our crossing point of Route 137. CBU ordnance was again expended on Route 137. This crossing was not as quick as we crossed where the road doubled back. Again numerous trucks, troops with automatic weapons, one armored car, and a tank were seen. Small arms and AW fire was reported by Jolly Green 32. Both helicopters returned fire in an attempt to suppress ground fire. No battle damage was discovered on any aircraft and the SAR force pressed on at low level towards Mu Gia. Survivor was found to be in good condition and given food and water. As we approached Mu Gia radio transmissions were made by about all aircraft advertising a false crossing point of the pass. The crossing of Mu Gia for this, the fourth time, was again accomplished with precision and at the exact place as the others. The only exception this time was that Sandys put ordnance into the pass and #3 gunner reported hearing small arms fire on the west ridge of the pass as we crossed. He returned fire and reported no hits or damage. As soon as all aircraft were clear we resumed our low level terrain following. The survivor was placed on intercom and expressed his thanks and that he felt good. About 30 miles out another Nail and two Sandy aircraft joined up, checked everyone over and reported all was ok. Nails 40 and 28, Sandy 1, 2, 3, 4, 9, and 10 returned to base as we crossed the river. The radio silence and secrecy of this mission on both days was instrumental in its successful completion. Total flying time logged 10.7 hours. Damage due to ground fire was found in horizontal stabilizer of Nail 40. During debriefing it was also discovered from F-105 (Iron Hand)

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aircraft that the SAR force was under radar surveillance from both SAM radar and radar controlled guns while in the area of the survivor but that the aircraft were to low and to well masked to be tracked. This ability to fly low and use terrain masking accounts for the lack of ground fire and attests to the planning involved in this mission. It was also debriefed from EC-47 crews who intercepted radio transmissions that the crossing of Mu Gia Pass was anticipated the last time by the enemy but the lack of ability to track the SAR force and the pin point navigation of Nail 40 enabled us to cross at a time and place that was most advantageous to us.

Flying time:

Det 4, 3 ARRGp, 14 Sorties 73.9 Hours
56 SOW, 14 Sorties, 37.2 Hours
40 ARRG, 4 Sorties, 11.2 Hours
1600 Support Gp, 2 Sorties, 3.5 Hours
8 TFW, 16 Sorties, 22.5 Hours
432 TRW, 17 Sorties, 25.5 Hours
388 TFW, 2 Sorties, 5.1 Hours
TF 77, 6 Sorties, 12.6 Hours
No air refuelings were accomplished.

DENNIS M. BOROCZK, Captain, USAF
Aircraft Commander

~~SECRET~~

The crews for 26 April 1972 were as follows:

Jolly Green 57

AC - Capt Dennis M. Boroczko,
CP - Capt Douglas C. McCraw,
EM - SSgt Tommie Bryant Jr.,
RS - Sgt Charles D. McGrath,
RS - SSgt Charles D. Morrow,

Jolly Green 56

AC - Capt Dale E. Stovall,
CP - 1LT Bryan L. McDowell,
EM - Sgt Dennis C. Chriswell,
RS - Sgt Michael D. Nunes,
RS - Sgt Paul C. Perry,

The crews for 27 April 1972 were as follows:

Jolly Green 56 (Made the pick up)

AC - Capt Dennis M. Boroczko,
CP - Capt Douglas C. McCraw,
EM - Sgt Dennis C. Chriswell,
RS - Sgt Charles D. McGrath,
RS - SSgt Charles D. Morrow,

Jolly Green 32 (High)

AC - Capt Mark C. Schibler,
CP - Capt Frederick W. Harrington,
EM - SSgt Harry H. Cash,
RS - SSgt Dennis G. Dalmo,
RS - SSgt Gary T. Osborne,



U.S. Air Force Photo

Lieutenant Clark

....all smiles and safe

Recce navigator rescued after 7 days in North Vietnam

TAN SON NHUT AB - Two U.S. Air Force HH-53 Super Jolly Green Giant helicopters and four A-1 Sandys slipped across the mountains into the heart of North Vietnam on April 27 and snatched 1st Lt. Ernest S. Clark to safety.

Clark from Mount Airy, N.C., was the "back-seater" in an Air Force RF-4 Phantom reconnaissance aircraft that was shot down by a SAM missile on April 20 northwest of Dong Hoi. His pilot is listed as missing.

The navigator stated that the "plane was coming apart all around me," after the SAM struck. He bailed out and for the next seven days evaded enemy capture in rough mountain terrain. On one occasion he saw a North Vietnamese patrol party "within 12 feet of me."

Search and rescue aircraft of the 40th Aerospace Rescue and Recovery Squadron were unable to locate Clark or make radio contact for two days after his bail-out. On the third day, aircraft monitoring the area made radio contact and rescue planning began.

His most difficult day was April 23 when he ran out of water and began moving. He fell off a cliff, breaking his survival pistol, but finally made his way to "the highest hill in the area."

The first rescue attempt was made on April 26 but heavy rains prevented the pick-up. On the afternoon of April 27, with A-1 Sandys providing air cover, the rescue team brought off the epic recovery, moving into enemy territory, evading "at least three SAMs" and successfully recovering Clark.

Capt. Dennis M. Borocsk was pilot of the "low chopper," which went in to make the rescue. The downed RF-4 navigator was completely hidden by thick jungle in the rugged terrain below.

At first Borocsk flew his Jolly Green past Clark's position and then backed up his rescue aircraft, using radio directions from the downed navigator. Finally, with the help of his flight engineer, Sgt. Dennis C. Chriswell, the chopper pilot maneuvered the big Jolly Green Giant into position.

The jungle penetrator was lowered more than 150 feet into the thick foliage below. Clark strapped himself on the penetrator and was hoisted through the jungle canopy to the Jolly Green.

He suffered no serious injuries during the ordeal but was quite weak when the rescue forces finally recovered him.

The Super Jolly Green Giants received heavy ground fire as they raced home over the North Vietnamese countryside but none of the Jollys took hits.

The two pararescue specialists (PJs), Sgt. Charles D. McGrath and SSgt. Charles D. Morrow, fed the tired and hungry lieutenant tuna fish and other snacks as the rescue forces headed home.

ade Relief Mov

ear Re-Up Set, ins Top Bonus

By GEORGE FOSTI

WASHINGTON — Air Force officials visit plead their case for extended officer grade House Armed Services subcommittee, the some slack, particularly from Rep. Otis G. P proposal a "colonel's bill" and charged AF "grade gallop" within the military.

But Air Force got what it went up for when the subcommittee,

Copters Race to the Rescue *In North, South Vietnam . . . P. 38*



Photo by Sgt. Charlie R. Stuts

A beaming 1st Lt. Ernest Clark gets a hero's welcome to Tan Son Nhut after his rescue from North Vietnam.

23 APR 72

Other Accounts of the War

Lone C-141 Lifts 394 Refugees: P. 32

Rockets Rip Da Nang, Kontum: P. 39

Hike Decisions Pending

Copters to the Rescue

AS AFTIMES WENT to press, reports flowed in of rescue helicopters saving the lives of 12 American airmen following a number of crashes in the jungles of South and North Vietnam and at sea. The rescue activity is increasing, as the air war steps up to meet the North Vietnamese invasion. Accounts of recent saves follow.

TAN SON NHUT AB, Vietnam — First Lt. Ernest (Woody) Clark of the 11th Tactical Reconnaissance Squadron, evaded capture by North Vietnamese soldiers for more than a week before he was picked up in one of the deepest rescue efforts ever into the north.

Clark was navigator in an RF-4 unarmed reconnaissance plane that was shot down in a mission above the DMZ. Escorted by F-104s, the craft was on a photo mission when four surface-to-air missiles were fired by the enemy.

The pilot evaded the first three, but the fourth hit the aircraft, caught fire and flames were all around me," Clark recalled. "He bailed out, and watched as the plane exploded and fiery chunks no bigger than a desk fell to the ground."

That was on April 20. "I thought it was a nightmare and I'd wake up in my boots," the lieutenant recalled. But the nightmare was only beginning.

For two days in thick jungle, he hid, "frozen" as enemy troops crawled all about him. The second day, he heard aircraft and sounds of battle, and when he tried to move, enemy gunfire plinked about him.

More patrols. More hiding. Finally, on the fourth day, he was able to make radio contact with two F-4s and a helicopter. During a long night, the helicopter orbited his position. But during the night, a cold and rainy front moved in. Rain fell for two days, making rescue impossible.

He ate ants, and the next day dreamed he ate a whole bucket full of fried chicken.

On the eighth day, two A-1Es and a HH-53 rescue helicopter flew in. The enemy fired missiles

but the rescue planes pulled Clark from the jungle.

On the way back, he ate a can of tuna fish and a bunch of peaches. "That was the best meal I ever had." To his surprise, a huge throng greeted his return to Tan Son Nhut.

"The first thing I did after I left the emergency room was talk to my wife. All she did was cry but it was the most beautiful sound I ever heard."

Clark, a 1969 AF Academy graduate, was flying his 100th combat mission when he was shot down.

Pilots Saved Near Hue

DA NANG AFLD., Vietnam — Two pilots surrounded by Communist forces were plucked to safety from the jungle near Hue by HH-53 helicopters from the 11th Aerospace Rescue and Recovery Squadron.

Capt. Peter G. Kulzer and Capt. Robert W. Comstock parachuted into enemy territory after a surface-to-air missile downed their F-4.

Maj. Anthony Gates, commander of one of four helicopters involved in the rescue, said "the area didn't look good."

His helicopter, guided by smoke signals, picked up Kulzer and was moving toward Comstock when ground fire came up. The helicopters got out and airstrikes pounded the area.

Then, Maj. Jerry J. Gilbert piloted his copter to the scene to look for Comstock. A crewman spotted the downed man and in a rapid operation he was pulled out. SSgt. William A. Simm hauled in the jungle penetrator "as soon as I saw him grab hold . . . he got dragged through some trees, but he got out."

Gunship Hit, 7 Rescued

TAN SON NHUT AB, Vietnam — Air Force and Army helicopters rescued seven of ten men aboard an AC-119 gunship that was shot down by ground forces besieging An Loc.

Rescued were Lt. Col. Byron T. Taschoglou, 1st Lt. Jimmie R. Barralow, 1st Lt. Larry D. Barbee, SSgt. Allen W. Bare, SSgt. Francis J. Sledzinski, Sgt. Delanor E. Iman and Sgt. Richard C. Corbett.

Three other men are listed as missing.

The gunship took three hits in one wing as it was supporting South Vietnamese troops.

An observation plane saw the men bail out and contacted an HC-130 airborne rescue command post. It dispatched two HH-3s from Tan Son Nhut's 3d Aerospace Rescue and Recovery Group.

An Army UH-1 happened to be in the area. It picked up one crew member — and drew ground fire. Several A-1s strafed the area, then led in the HH-3s. Each picked up three men.

Maj. Joe E. Ballinger commanded one Jolly Green, 1st Col. John J. McGuire Jr. the other. The rescues were the first for the HH-3s since their return to Southeast Asia following the North Vietnamese invasion. Many crew members, gathered from rescue units around the world, are on their second or third SEA tours.

F-4 Team Rescued

DA NANG AFLD., Vietnam — Two captains who bailed into the South China Sea were rescued in short order by helicopters from Da Nang's 37th ARRS.

Capt. Michael C. Francisco and Capt. Arch F. Arthur turned seaward and bailed out when a surface-to-air missile hit their F-4 just south of the DMZ.

Capt. Donald A. Sutton arrived in command of an HH-53 and sent A1C Michael A. Aillet down to help one man into the hoist. Leaving Aillet in the water — "I knew Aillet would be okay" — he flew to the second man and got him aboard.

Aillet whiled away his time watching waterspouts from enemy mortars on shore splash harmlessly 100 yards away. The communists also fired missiles at the helicopter but Sutton ignored them, flew out to sea to stop the bother and went on home.

DOWNED 17 APR
RESCUED
23 APR

OFFICERS and E-7, E-8, E-9 Transfer Coming Up?

We'll insure your personal property in transit, in storage, in your quarters anywhere in the world.

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(optional with personal property)

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1472
SIMPLY AFFAIRS
VOL 32 # 43

18.
PJ Sargent
40th AG
APL &
Ca

Dear Sargent Morrow,
I have been trying to find words to express our appreciation for the job you do, and the willingness to take the risks you must take to do it. Thank you from all of us, and we'll never forget the wonderful voice of thankfulness that swept over us when we knew our son had been rescued. My first feeling was "Thank God" and the second was "Bless all those wonderful men who got him out." Thank you.

Sincerely,
Ed and Heath Clark



CLARKSAR, JPL

FM MORROW



LT CLARK, JP L

FM: CHUCK MORROW

HH-53s save pilot in North Vietnam

TAN SON NHUT AB, RVN -- Two Aerospace Rescue and Recovery Service HH-53 Super Jolly Green Giants and four A-1 Skyraiders slipped across the mountains into the heart of North Vietnam and snatched 1st Lt. Ernest S. Clark to safety.

Lieutenant Clark was the back-seater in an F-4 Phantom reconnaissance aircraft that was shot down by a surface-to-air missile northwest of Dong Hoi.

The navigator stated that the "plane was coming apart all around me," after the SAM struck. He bailed out and for the next seven days evaded enemy capture in rough mountain terrain. On one occasion he saw a North Vietnamese patrol party "within 12 feet of me."

Search and rescue aircraft of the 40th Aerospace Rescue and Recovery Squadron were unable to locate Lieutenant Clark or make radio contact for two days after his bail-out. On the third day, aircraft monitoring the area made radio contact and rescue planning began.

His most difficult day occurred when he ran out of water and began moving. He fell off a cliff, breaking his survival pistol, but finally made his way to "the highest hill in the area."



1ST LT. ERNEST S. CLARK smiles as he leaves an HH-53 Super Jolly Green Giant after being rescued after seven days in the mountainous terrain of North Vietnam.

The first rescue attempt was made, but heavy rains prevented a pickup. The

next afternoon, with the Skyraiders providing air cover, the rescue team brought off the epic recovery, moving into enemy territory, evading "at least three SAMs" and successfully recovering Lieutenant Clark.

Capt. Dennis M. Boroczko was the pilot of the "low chopper" which went in to make the rescue. Lieutenant Clark was completely hidden by thick jungle in the rugged terrain below.

At first Captain Boroczko flew his Jolly Green Giant past the lieutenant's

position and then backed up his rescue aircraft, using radio directions from the downed navigator. Finally, with the help of his flight engineer Sgt. Dennis C. Chriswell, Captain Boroczko maneuvered his helicopter into position.

The jungle penetrator was lowered more than 150 feet into the thick foliage below. Lieutenant Clark strapped himself on the penetrator and was hoisted through the jungle canopy to the helicopter.

Lieutenant Clark suffered no serious injuries during the ordeal but was quite weak when the rescue forces finally recovered him.

The Super Jolly Green Giants received heavy ground fire as they raced home over the North Vietnamese countryside but none of the HH-53s took hits.

The pararescuemen, Sgt. Charles D. McGrath and SSgt. Charles D. Morrow, fed the tired and hungry lieutenant tuna fish and other snacks as the rescue forces headed for home.

One of the HH-53 crew said later, "nothing can beat a successful rescue!"

Capt. Douglas C. McCraw was the co-pilot of the Super Jolly Green Giant making the pickup and Capt. Mark C. Schibler commanded the second HH-53 which hovered overhead to assist in the rescue.



LT. COL. N.B. JENSEN, commander, 36th Aerospace Rescue and Recovery Squadron, Yokota AB, talks with children at the Kami No Kuni Orphanage. The colonel recently made a cash presentation to the orphanage. Money was donated by the Kojimachi Lions Club of Tokyo, co-sponsor with the squadron of the children's home.

Kabuki doll is 'token of friendship'

YOKOTA AB, Japan -- Action, not just words, is the hallmark of the 36th Aerospace Rescue and Recovery Squadron concerning the Kami No Kuni Orphanage located near Yokota AB.

Recently, Lt. Col. N.B. Jensen, squadron commander, on behalf of the Yokota-based rescue unit, presented 150,000 yen (more than \$500) to M. Nakagami, orphanage director.

Presentation ceremonies marked the third time a large monetary donation has been made to the orphanage through the 36th ARRSq, which has sponsored the children's home since 1965.

Actual donation of the money came from the Kojimachi Lions Club of Tokyo, co-sponsors of the orphanage.

Kojimachi Lions Club members agreed to help the 36th ARRSq in projects designed to assist the orphanage following a chance meeting in 1969.

At that time, a representative of the club contacted the squadron after several rescue missions were made by the 36th, during which a number of Japanese fishermen were saved.

Club officials wanted to express appreciation to the squadron by giving a monetary gift to the pararescuemen involved in the saves.

Because the PJs are unable to accept money for accomplishing their Air Force duties, Colonel Jensen suggested that

the money be given to the orphanage.

Projects undertaken by the 36th ARRSq for the orphanage during the past two years include collection of two tons of clothing and toys, presentation of a stove and refrigerator, a stove set, heating units and an annual Christmas party.



UNITED STATES AIR FORCE

PRIDE IN THE PAST - FAITH IN THE FUTURE

...DOWNSIDE ... 23

17 APR 72

RESQUEN

23 APR

COSMIC 16 SAR

TP 2737

Base OPS 3051

H
[L 839]

0615	TN	PASSED DIR TO JOKER
0900	TN	SGT NEALIS OFF DUTY
1055	RT	JG 63 + 57 A CH 89 / TP / JACK
1140	RH	JG 64 A CH 89 FOR PCP JACK / TP
1230	RH	JG 64 A CH 89 JACK / TP
1355	RA	JG 63 + 57 A CH 89 TP / JACK
1645	TN	SGT NEALIS ON DUTY
1720	TN	JG 62 A CH 89 / TP / JACK
1835	TN	JG 62 A CH 89 / TP / JACK
1920	TN	PASSED DAAR + FIRST AT TO JOKER
2035	TN	JACK ADV VAMPIRE GO DOWN 137/102/89 22 APR 72
2040	TN	ALL CREW MEMBERS NOTIFIED
2041	TN	MX NOTIFIED OF TAKE OFF
2100	TN	JACK ADV HAVE 4 BIRDS READY FOR FIRST LIGHT IF NIGHT AT PICK UP FAILS
2145	TN	LMRS BIRDS ADV TO TAKE OFF
2155	TN	BIRDS AIRBORN
2235	TN	WAS ADV SEVER WX 1600 Z - 1800 Z
2236	TN	ADV MX
2307	TN	AIR AMERICA MADE PICK UP RTB SAVANAKAT
2358	TN	AIR AMERICA A SAVANAKAT
2400	TN	JOLIES A SAVANAKAT
2400	TN	LOG CLOSED 23 APR 72
0001	TN	LOG OPENED (212314Z)(221830Z) (220344Z)
0530	TN	PICKED UP 2 SECRETS AND 1 CONFIDENTIAL COMM CENTER
0645	TN	GUARDS PICK UP ORDERS FOR ALERT
0720	TN	JG 30 A CH 89 / JACK / TP
0830	JJ	LOG OPENED 23 APR 72
0845	JJ	JG 32 A 0845 CH 89 TP // JACK ETA CH 99 0920L
0930	JJ	JG 32 V 0930 CH 99 TP // JACK
0945	JJ	JG 62 A 0945 CH 89 TP // JACK
0925	JJ	JG 56 A 1024 CH 89 TP // JACK
1135	JJ	JG 32 V 1137 CH 89 TP // JACK

IMMEDIATE

~~SECRET~~

2. OL-B, 3ARRGP NOTIFIED AT 240725Z THAT 91R WAS OVERDUE AN OPERATIONS NORMAL REPORT FROM AIR AMERICA

3. FOLLOWING SAR FORCES ALERTED:

A. DET-4, 3ARRGP KORAT RTAFB THAILAND 240727Z

PAGE 3 RUMOSRAD131 S E C R E T

B. 4DARRS NAKHON PHANOM RTAFB THAILAND 240930Z

C. 56SOW NAKHON PHANOM RTAFB THAILAND 240930Z

4. TIMES SAR FORCES LAUNCHED:

A. 1 HC-130P, DET-4, 3ARRGP DIVERTED AT 0840Z

B. 2 HH-53C, 4DARRS LAUNCHED AT 240940Z

C. 2 A1-E 56SOW DIVERTED AT 240930Z

C. PERSONNEL INFORMATION:

1. 10 PERSONS INVOLVED, 10 LOCATED, 5 SAVED, 5 KIA

2. SAR OBJECTIVE LOCATED BY 12F AT 240929Z AT COORDINATES 1856N 10305E

3. NON-USAF 12F MADE RECOVERY

4. SURVIVORS TAKEN TO LS-272

D. FLYING ACTIVITY:

1. DET-4, 3ARRGP 1 SORTIE FOR 3.5 HOURS

2. 4DARRS 2 SORTIES FOR 2.2 HOURS

3. 56SOW 2 SORTIES FOR 2.6 HOURS

4. NON-USAF HELICOPTERS 3 SORTIES FOR 3.5 HOURS

E. SAVES DATA:

1. RCC MAKING SAVE NOT RELEASEABLE

2. NON-ARRS SAVES (A) & (B) NOT RELEASEABLE

PAGE 4 RUMOSRAD131 S E C R E T

G. SUMMARY OF SAR ACTIONS:

1. OL-B, 3ARRGP WAS NOTIFIED BY AIR AMERICA THAT 91R WAS OVERDUE ON OPERATIONS NORMAL REPORT AT 0725Z. KING-24 WAS IMMEDIATELY NOTIFIED TO BEGIN A COMMUNICATIONS SEARCH FOR 91R. KING-24 NORMAL SEARCH PROCEDURES WERE HAMPERED BY THE FACT THAT CRICKETT RTB'D WITH NR 3 ENGINE SHUT DOWN AND THAT KING-24 WAS DIVERTED MOMENTARILY AT 0824Z TO AID IN ANOTHER SAR. AT 0837Z KING-24 ASSUMED HIS DUTIES AS AMC FOR THE OVERDUE 91R. BY 0900Z 3 NON-USAF AIRCRAFT JOINED THE SEARCH ALONG 91R'S INTENDED ROUTE OF FLIGHT BETWEEN LS-272 AND LS-113, 2 SANDY AIRCRAFT WORKING IN THIS AREA WERE DIVERTED FOR THE SEARCH. 2 JOLLY GREENS WERE LAUNCHED AT THIS TIME TO AID IN THE RECOVERY AND TRANSPORTATION OF THE SURVIVORS. BY 1030Z ALL FIVE SURVIVORS WERE ABOARD NON-USAF HELICOPTERS AND WERE TAKEN TO LS-272. 3 SURVIVORS WERE IN GOOD CONDITION AND 2 WERE SLIGHTLY INJURED. FIVE PASSENGERS WERE KILLED IN ACTION. JOLLY GREEN 52 AND 62 WERE RTB'D AT 1030Z AS SURVIVORS HAD BEEN RECOVERED. KING-24 RTB'D ALL SAR FORCES AT 1047Z.

SECRET

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115

locker room." Translated, it meant that they had the survivor and were safely across Mu Gia. The SAR was terminated at 1715. After seven days on the ground without food, Cosmic 16B was weak, but happy. It was later learned that Cosmic 16A was a POW.

GUNSMOKE 01A/B¹²⁹

(C) On 28 April, Gunsmoke 01 (F-4) had been hit over Quang Tri and had gone feet wet 3 miles off the coast. Hobos were on strike missions but diverted when they heard Gunsmoke's Mayday. Hobos 40 and 41 immediately went to the area while Hobos 44 and 45 escorted the helicopters from Da Nang. Everyone flew low that day because of the high SAM activity. A protective smoke screen was laid just before the Jollies made their run. Shore batteries fired on the SAR force but no one was hit. Overwater SARs were usually easy and this one was quickly and successfully terminated.

SCORPIAN 115¹³⁰

(C) On 29 April, Scorpion 115 (a VNAF A-37) was down 9 miles Southeast of Quang Tri with one survivor. Sandys launched from Da Nang at 1500L, immediately after notification. When the Sandys arrived in the area, Scorpion 125 was talking to the

129. 1st SOS Historical Data Reports. Also, see SARCO Report for Gunsmoke 01A/B, 28 Apr 72, (Doc 27).

130. Ibid.

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

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56 SOW

Apr - Jun 72 vol. 3

1 SOS 1-31 May 72

K-WG-56-HI

V. NARRATIVE

~~SECRET~~
~~SECRET~~

DOC A''

The enemy offensive in South Viet Nam and the resumed bombing of North Viet Nam were over shadowing influences on the operations of the 1st SOS during May. Three A-1's were shot down by SA-7 missiles but all pilots were rescued. The Sandys participated in eleven SARs during which 145 Americans were rescued. There were no accidents or incidents.

On 28 April Gunsmoke 01 (F-4) was shot down near Quang Tri. Hobo 40/41/44/45 were in the area on a strike mission and they immediately organized a SAR. The two survivors who bail-out feet wet, were spotted by the Hobos even before they hit the water three miles from shore. An immediate pick-up was made with the Da Nang Jolly Greens.

On 1 May Sandys 07/08 were ordered to plan the evacuation of all the American advisors in Quang Tri. Quang Tri was surrounded and about to fall to the NVA. The Sandys planned, organized, and executed the rescue effort that afternoon. Sandys 07/08/11/12 and Smoke 22/23 lead four Jolly Greens into the heart of the surrounded city without fast mover support and rescued 129 American advisors. The city fell only hours later.

During the evacuation Bilk 34 (O-2) was shot down about 10 miles southwest of Quang Tri and Sandys 07/08 (Capt Throckmorton, Lt Seitz) left the Jollys feet wet and proceeded to search for Bilk 34. Bilk 34 was in friendly hands but surrounded by NVA, so the Sandys attempted to sterilize the area around the friendly. Bilk 34 reported SA-7 launches and the Sandys attacked the missile positions. Sandy 08 (Lt Joe Seitz) took a direct

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DOC 27'

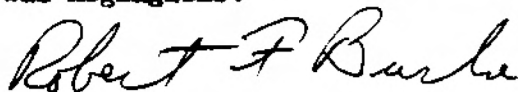
STATEMENT

HOBO 44 Captain Burke
HOB0 45 Captain Shotwell

SAR for GUNSMOKE 01

28 April 1972

Hobo 44 and 45 were launched on a strike mission in support of ARVN troops operating near Quang Tri, RVN on 28 April 1972. While we were enroute to the target approximately 60nm southwest of Danang we monitored a Mayday call from Gunsmoke 01. He called that he had been hit near Quang Tri and was heading feet wet. Hobo 40 and 41 were already in the area and set about organizing SAR efforts immediately. Shortly after Hobo 40 reported that he had both parachutes in sight in the water the Jolly Greens called that they were airborne out of Danang. I called Hobo 40 and told him that we would rendezvous with the helicopters and escort them into the area. Hobo 40 acknowledged and advised us to stay low as the SAM calls were coming fast and furious that morning. Due to several misunderstood radio calls, Hobo 44 and 45 managed to join on the second Jolly Green who was trailing lead by about two miles. As we flew over the water we passed a Navy destroyer that was taking artillery fire from unseen shore batteries and we moved a little farther out to sea. When we finally got to the area, Hobo 44 joined with Hobo 40 and 41 while Hobo 45 stayed with the second helicopter. Both Hobo 40 and 44 attempted to drop CBU-22 but it did not ignite and fell uselessly into the water. The Jolly dropped a smoke and went in for the pickup with the survivors located about 3 miles offshore. For some unexplained reason they deployed a PJ although both survivors were in good shape. While they were in the hover, Hobo 40 and 41 had to RTB for fuel and I took on-scene command. Everything went smoothly until the Jolly started taking artillery fire impacting approximately 300yds at his five o'clock position. It was at this time that I learned that they had deployed a PJ and that the reason that they could not pull out was that he was still in the water. The FAC could not find the source of the fire and it ceased after two rounds. After the PJ was hoisted on board we all exited the area and Hobo 44 and 45 escorted the Jolly's until we were abeam Hue. We then returned to Quang Tri and struck a foot bridge with M-47's and CBU. Needless to say we were not carrying the optimum ordnance for foot bridges and damage to said structure was negligible.



Robert F. Burke, Capt., USAF,
HOB0 44

CONFIDENTIAL

SURVIVOR
NAME - RANK

APR 72

SSN - ORGN

DATE	CREW	JG #	SAVE #		SAVE LOCATION	TYPE SAVE
2 APRIL	GRIFFITH PECK PRATER LAPOINTE AILLETT	67	704 705	UNKNOWN	OFF OF CH 103	2 COMBAT
15 APRIL	SUTTON MULLENIX DRAYER AILLET LAPOINTE	71	706	CAPT JAMES HARRISSON - 20 TASS CPL GREG METZGER - U.S. MARINES	10 MILES XXXXXXXXXX NORTH OF CH 69.	2 COMBAT
28 APRIL	SUTTON HAGERJEIM CHERRY AILLET WAGNER	65	708	CAPT ARTHUR, ARCH S 366 TFS CAPT FRANCISCO, MICHAEL C. 366 TFS	320/58/69	2 COMBAT

28 APR 72

12235Z ~~gA~~ SSgt Haller to duty
0030Z ~~gA~~ JG 71 ↑ for Search
0230Z ~~gA~~ JG 21 ↑ for AR
0645Z ~~ZY~~ ~~JG 65~~
0450Z ~~ZY~~ GUNSMOKE 01 ↓ FEETWET 320/58/69.
ALPHA HIGH SCRAMBLED AND T1 TOOK
HIGH.
0500Z LY JG 65 ↑ SAR. JG 21 DIVERTED FOR SAR.
0530Z LY JOLLIES BEING BRIEFED BY HOBO 40.
0548Z LY PHASE BRAVO. **A-3-041** ^{SATCON} _{SAFE}
0553Z LY JG 65 PICKED UP 2 SURVIVORS.
0645Z LY JG 65 ↓ FM SAR.
0649Z LY JG 21 ↓ FM SAR.
0725Z LY ~~FE~~ QUEEN ADVISED SANTAR 21 ↓ 3 MILES
SOUTH OF HUE. NO CONTACT WITH
SURVIVORS. NO REPORTS REQUIRED.
0730 LY ~~FE~~ ALPHA'S SCRAMBLED.
0735 LY QUEEN ADVISED SURVIVORS OF SANTAR 21
PICKED UP.
0805 ZY QUEEN ADVISED SCRAMBLE FOR F105 ↓
FEET WET N.E. CH 69 ABOUT 40 MILES.
0812 LY JG 71 + 65 ↑ FOR SAR.
0825 LY JOLLIES RTB BY QUEEN.
0832 LY JG 65 HAVING TROUBLE WITH NOSE WHEEL.
0835Z LY JG 65'S WHEEL L DOWN AND LOCKED.
0840Z LY JG 72 ↑ FOR FCF.

CREW ROSTERS

Jolly Green 71

AC Capt. Donald A. Sutton
 CP Capt. David E. Mullenix
 HM Sgt. John W. Drayer
 RS A1C. Michael A. Aillet
 RS Sgt. Robert L. La Pointe

Jolly Green 66

AC Capt. Rodney S. Griffith
 CP Major Christopher C. Korper
 HM SSgt. William A. Simm
 RS SSgt Cole E. Panning
 RS Sgt. William J. Thompson

On 28 Apr 72 Jolly Green 65 scrambled for a feet wet SAR near the DMZ. Jolly Green 65 replaced the original alpha low aircraft due to mechanical problems. Jolly Green 71 a local trainer joined on Jolly Green 65's wing to become his alpha high bird as they were already airborne. Hobo 40 was on scene over the two survivors of Gunsmoke 01. They were located approximately 8 miles south east of the Cua Vet river about 5 miles off shore. A pararescue specialist was deployed to swim the penetrator to the first survivor. Gunsmoke 01A was picked up and then the bravo man who was about 100 meters away was picked up. Fire was taken from the shore but Jolly Green 65 proceeded east out of range of the shore batteries and RTB'd without further incidence.

CREW ROSTERS

Jolly Green 65

AC Capt. Donald A. Sutton
 CP Capt. Charles R. Hagerhjelm
 HM Sgt. Jimmie R. Cherry
 RS A1C. Michael A. Aillet
 RS Sgt. Michael L. Wagner

Jolly Green 71

AC Capt. Rodney S. Griffith
 CP Capt. Douglas A. Peck
 CP Capt. David E. Mullenix
 HM SSgt. Jimmie D. Minshew
 HM Sgt John W. Drayer

HM Sgt. Cayetano Pina

RS Sgt. Robert L. La Point

RS Sgt. David W. Young

On 1 May 72 the 37th ARRSq was involved in the largest evacuation in the 37th's history, when 129 U.S. Military personnel were evacuated from within the walls of the Quang Tri Citadel. The first aircraft into the Citadel was Jolly Green 71 flown by Major Jackson K. Scott, Jr. He received no ground fire on his ingress into the Citadel and after two minutes on the ground he had a full load of passengers and he egressed the area and RTB'd to Da Nang with 37 survivors.

As Jolly Green 71 egressed the area the second aircraft Jolly Green 65 Headed into the Citadel. Capt. Griffith initiated a autorotative descent and landed on the northeastern edge of the LZ. He egressed the area without any problems and RTB'd to Da Nang with 47 survivors.

As Jolly Green 71 egressed the area the Sandies again escorted the Jolly Green into the Citadel. The third aircraft into the area was Jolly Green 21. Captain Weimer landed and picked up the remaining 45 survivors and RTB'd to Da Nang.

After Jolly Green 21 had egressed the area, Captain Sutton in Jolly Green 72 went into the Citadel to make sure all personnel had been evacuated. He exited the Citadel with no survivors as the first three Jolly Green's had picked up the 129 personnel from the soon to be overrunned Citadel.

A fifth aircraft continued to hold feet wet in support of the other four aircraft. This aircraft was Jolly Green 60 piloted by Capt. Wall.

Jollys also rescue two F-4 drivers

The 37th Aerospace Rescue and Recovery Squadron here added two more rescues to its already impressive record of recovering downed pilots recently.

Capt. Michael C. Francisco, 27, of San Antonio, Tex., was piloting his F-4 Phantom just south of the DMZ with Capt. Arch F. Arthur, 28, of Memphis, Tenn., acting as navigator.

The mission was going as scheduled when their electronic instruments indicated surface to air missiles (SAM) approaching. As Captain Arthur said, "One SAM went above us but another one must have detonated just below us because 'Cisco'

(Continued on Page 9)



WELL DONE - Says Lt. Col. William M. Harris, far right, 37th Aerospace Rescue and Recovery Squadron commander, to the crew of an HH-53 Super Jolly Green Giant after they rescued two downed F-4 pilots recently. (U. S. Air Force photo by Sgt. Andy Lanier)

28 APR 72 SAR

F-4 Team Rescued

DA NANG AFLD., Vietnam — Two captains who bailed into the South China Sea were rescued in short order by helicopters from Da Nang's 37th ARRS.

Capt. Michael C. Francisco and Capt. Arch F. Arthur turned seaward and bailed out when a surface-to-air missile hit their F-4 just south of the DMZ.

Pilots rescued...

(Continued from Page 1)

couldn't control the aircraft; the hydraulic meters were reading zero. We called rescue before and after we hit the water."

At Da Nang and the 37th, an HH-53 Super Jolly Green Giant rescue helicopter was dispatched with Capt. Donald A. Sutton, 26, of Ridley, Md., as aircraft commander and Capt. Charles Hagerhjelm, 27, of Bellingham, Wash., as co-pilot.

As Captain Sutton related, "We got near the scene and saw two Sandys circling the area. The survivors were pretty close to shore so I called in a smoke screen. The Sandys made a couple of passes at the shore to suppress fire from the bad guys. I turned my tail toward shore so my tail gunner could protect my rear."

"I hovered over the first man and sent A1C Michael A. Aillet, our pararescuer, down on the cable and he got the survivor onto the hoist. I wanted to get the other survivor up fast and I knew Aillet knew what he was doing and would be all right, so I flew about 200 yards to where the other man was. We got him on the hoist and into the Jolly and then we picked up Aillet."

"I guess we were about a mile from shore and I didn't want to take a chance on possible ground fire, so I headed east into the sea and after getting a safe distance from shore, I headed south for Da Nang."

Asked about the length of time involved in the rescue, Captain Sutton said, "I guess the whole thing took one and a half hours. I think this one was pretty easy, the survivors weren't injured except for the sprains and bruises one usually gets on ejecting and this was my first rescue over water. I've had my share of ones and this was easy," he said.

Capt. Donald A. Sutton arrived in command of an HH-53 and sent A1C Michael A. Aillet down to help one man into the hoist. Leaving Aillet in the water — "I knew Aillet would be okay" — he flew to the second man and got him aboard.

Aillet whiled away his time watching waterspouts from enemy mortars on shore splash harmlessly 100 yards away. The communists also fired missiles at the helicopter but Sutton ignored them, flew out to sea to stop the bother and went on home.

HH-53 pulls two from South China Sea

28 APR 72

DA NANG AFLD, RVN -- An HH-53 Super Jolly Green Giant rescued two F-4 Phantom crewmen from the waters of the South China Sea near the Demilitarized Zone.

Captains Michael C. Francisco and Arch F. Arthur were flying just south of the DMZ when their instruments indicated surface-to-air missiles (SAMs) had been fired at them.

According to Captain Arthur, the navigator, "One SAM went above us but another must have detonated just below us because Captain Francisco couldn't control the aircraft. The hydraulic gauges were reading zero.

"We managed to get out to sea and Captain Francisco yelled, 'Get out, get out!' I don't know if he said it again because I was gone. We called rescue before and after we hit the water."

The HH-53 commanded by Capt. Donald A. Sutton, was launched by the 37th

Aerospace Rescue and Recovery Squadron. A-1 Skyraiders from Da Nang also took to the air.

Captain Sutton later related, "We got near the scene and saw two A-1 Sandys circling the area. The survivors were pretty close to shore so I called in a smoke screen and the Sandys made a couple of passes at the shore to suppress fire. I turned my tail toward the shore so my pararescueman could protect my rear.

"I hovered over the first man and sent Aillet (A1C Michael A. Aillet, a PJ) down on the cable, and he got the survivor onto the hoist. I wanted to get the other survivor up quickly, and knew Aillet would be okay, so I flew about 200 yards to the other survivor. We got him onto the hoist and into the Jolly. Then we returned to pickup Aillet.

"We were about a mile from shore and I didn't want to take a chance on

ground fire, so I headed east over the sea and after getting a safe distance from shore, I headed south for Da Nang."

Airman Aillet said, "While I was in the water I saw some waterspouts. They could have been mortars but they were 200-300 feet away so I didn't pay any attention to them."

From ejection to pickup, the rescue took less than one hour. Although the communists fired SAMs at the rescue forces, Captain Sutton said, "I think this one was pretty easy. The survivors weren't injured except for the sprains and bruises one usually gets on ejecting. I've had my share of rough missions; this was my first rescue over water and it was easy."

Other crewmembers were Capt. Charles Hagerhjelm, copilot; Sgt. Jimmie R. Cherry, flight engineer; and Sgt. Michael L. Wagner, PJ.

...37th, Det 5 best in ARRS



THE 37TH AEROSPACE RESCUE and Recovery Squadron and Det. 5, both of the 3rd Aerospace Rescue and Recovery Group, were named 1971's outstanding rescue units by the Military Airlift Command. Looking over the Commanders Trophies presented to the units are (l to r), Maj. John R. Cassarini, Det. 5 commander; MSgt Willie Bostic Jr., the detachment's line chief; and Col. Cecil N. Muirhead Jr., 3rd ARRGp commander.

The officers and men of Detachment 5 were cited for their outstanding mission accomplishments during 1971. Last year, they scrambled more than 350 times for in-flight emergencies, aircraft accidents or emergency medical evacuations. They were credited with saving three lives.

Included in the citation was recognition of the flying training program conducted by Detachment 5 for its own crews and other units' pilots in the use of the new light water fire-fighting agent.

Detachment 5 also received recognition for having one of the most outstanding maintenance sections in the Air Force. During a recent visit, an Air Force Inspector General Team reported that its maintenance section was one of the best it had ever inspected.

Pedro crew aids injured miner

HQ ARRS -- An HH-43 Pedro from Det. 15, 42nd Aerospace Rescue and Recovery Squadron, Luke AFB, Ariz., saved the life of an Arizona miner after his jeep had overturned and pinned him beneath.

The miner, Kris Kristoferson of Payson, Ariz., was driving his jeep up a steep mountain incline when a wheel got off the edge of the road and the jeep overturned.

With only his arms free, the miner managed to reach his knife, and dug for three hours to tunnel his way out. Once

free, he crawled nearly five miles in the dark to a road on the mountain side where he was spotted by another motorist late that morning. The motorist then went for help.

A local sheriff was notified, who in turn requested assistance from the detachment. The detachment launched an HH-43 to Vista Point where a sheriff's deputy was picked up to guide them to the accident site at Four Peaks, about 40 miles east of Phoenix.

A small landing area had been marked

out by the sheriff on the scene, and the Pedro landed.

The medic on board, Sgt. Ronald Knight, gave the victim first aid for his possible broken ribs and back and then placed him on the litter.

The crew then flew him to Mesa Lutheran Hospital in Mesa, where he is in fair condition.

The HH-43 was piloted by Capt. Jay Hansen. Other crewmembers were Capt. John Drexler, copilot; and Sgt. Robert Prunty, flight mechanic.

Copters to the Rescue

AS AFTIMES WENT to press, reports flowed in of rescue helicopters saving the lives of 12 American airmen following a number of crashes in the jungles of South and North Vietnam and at sea. The rescue activity is increasing, as the air war steps up to meet the North Vietnamese invasion. Accounts of recent saves follow.

TAN SON NHUT AB, Vietnam — First Lt. Ernest (Woody) Clark of the 14th Tactical Reconnaissance Squadron, evaded capture by North Vietnamese soldiers for more than a week before he was picked up in one of the deepest rescue efforts ever into the north.

Clark was navigator in an RF-4 Phantom II reconnaissance plane that was shot down on a mission above the DMZ. Escorted by F-104s, the craft was on a photo mission when four surface-to-air missiles were fired by the enemy.

The plane evaded the first three but the fourth hit the aircraft's engine. Clark recalled, "I bailed out and watched as the plane exploded and fiery chunks no bigger than a deck fell to the ground."

That was on April 20. "I thought it was a nightmare and I'd wake up in my hootch," the lieutenant recalled. But the nightmare was only beginning.

For two days in thick jungle, he hid, "frozen" as enemy troops crawled all about him. The second day, he heard aircraft and sounds of battle, and when he tried to move, enemy gunfire poked about him.

More patrols. More hiding. Finally, on the fourth day, he was able to make radio contact with two F-4s and a helicopter. During a long night, the helicopter orbited his position. But during the night, a cold and rainy front moved in. Rain fell for two days, making rescue impossible.

He ate ants, and the next day dreamed he ate a whole bucket full of fried chicken.

On the eighth day, two A-1Es and a HH-53 rescue helicopter flew in. The enemy fired missiles

but the rescue planes pulled Clark from the jungle.

On the way back, he ate a can of tuna fish and a bunch of peaches. "That was the best meal I ever had." To his surprise, a huge throng greeted his return to Tan Son Nhut.

"The first thing I did after I left the emergency room was talk to my wife. All she did was cry but it was the most beautiful sound I ever heard."

Clark, a 1968 AF Academy graduate, was flying his 100th combat mission when he was shot down.

Pilots Saved Near Hue

DA NANG AFLD, Vietnam — Two pilots surrounded by Communist forces were plucked to safety from the jungle near Hue by HH-53 helicopters from the 37th Aerospace Rescue and Recovery Squadron.

Capt. Peter G. Kulzer and Capt. Robert W. Comstock parachuted into enemy territory after a surface-to-air missile downed their F-4.

Maj. Anthony Gates, commander of one of four helicopters involved in the rescue, said "the area didn't look good."

His helicopter, guided by smoke signals, picked up Kulzer and was moving toward Comstock when ground fire came up. The helicopters got out and air strikes pounded the area.

Then, Maj. Jerry J. Gilbert piloted his copter to the scene to look for Comstock. A crewman spotted the downed man and in a rapid operation he was pulled out. SSgt. William A. Simm hoisted in the jungle penetrator "as soon as I saw him grab hold . . . he got dragged through some trees, but he got out."

Gunship Hit, 7 Rescued

TAN SON NHUT AB, Vietnam — Air Force and Army helicopters rescued seven of ten men aboard an AC-119 gunship that was shot down by ground forces besieging An Loc.

Rescued were Lt. Col. Byron T. Taschloglou, 1st Lt. Jimmie R. Barralow, 1st Lt. Larry D. Barbee, SSgt. Allen W. Bare, SSgt. Francis J. Sledzinski, Sgt. Delanor E. Iman and Sgt. Richard C. Corbett. Three other men are listed as missing.

The gunship took three hits in one wing as it was supporting South Vietnamese troops.

An observation plane saw the men bail out and contacted an HC-130 airborne rescue command post. It dispatched two HH-3s from Tan Son Nhut's 3d Aerospace Rescue and Recovery Group.

An Army UH-1 happened to be in the area. It picked up one crew member and drew ground fire. Several A-1s strafed the area, then led in the HH-3s. Each picked up three men.

Maj. Joe E. Ballinger commanded one Jolly Green, 1st Lt. John J. McGuire Jr. the other. The rescues were the first for the HH-3s since their return to Southeast Asia following the North Vietnamese invasion. Many crew members, gathered from rescue units around the world, are on their second or third SEA tours.

F-4 Team Rescued

DA NANG AFLD, Vietnam — Two captains who bailed into the South China Sea were rescued in short order by helicopters from Da Nang's 37th ARRS.

Capt. Michael C. Francisco and Capt. Arch F. Arthur turned seaward and bailed out when a surface-to-air missile hit their F-4 just south of the DMZ.

Capt. Donald A. Sutton arrived in command of an HH-53 and sent A1C Michael A. Aillet down to help one man into the hoist. Leaving Aillet in the water — "I knew Aillet would be okay" — he flew to the second man and got him aboard.

Aillet whiled away his time watching waterspouts from enemy mortars on shore splash harmlessly 100 yards away. The communists also fired missiles at the helicopter but Sutton ignored them, flew out to sea to stop the bother and went on home.

28 APR 72

OFFICERS

and

E-7, E-8, E-9

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VOL 32 # 43

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DOC A4

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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DOC 28'

STATEMENT

29-30 April 1972

SUBJECT: Sandys 07 and 08(Scorpion 115/VNAF A-37)

1. At 1445L we were informed by Queen that a VNAF A-37 (Scorpion/115) was down on the 305/31/69 with one survivor. Sandy 07/08 immediately scrambled and were Airborn at 1500. I immediately contacted King 25 and requested BLU-52 to be up loaded on ground alert and ordered slow mover smoke. I informed King that the slow mover smoke would be available from NKP. I also requested a FAC with Vietnamese interpreter.

2. King 25 advised that another VNAF A-37 was on scene talking to the survivor (Scorpion 125). We arrived on scene at about 1530 and instructed the Jollys to hold feet wet and low in case of possible SAMs. I obtained contact with Scorpion 125 on 2828 and he had the survivors parachuts in sight and he attempted to direct me to the parachute but coachman 22 (army helicopter in the area) informed me that he had the chute in sight. I spotted coachman almost immediately flying at approximately 10ft back and forth across the area. He lead me to a chute and marked it with red smokes but the VNAF said it was the wrong chute (it was all white a flare chute). Coachman 22 then said that he then know where the real chute was and attempted to lead me to it again.

3. The VNAF A-37 was talking to the survivor who was reported in a house near his chute and that VC were near the chute very close to him. Sandy 08 spotted the chute but at the same time Coachman 22 took some hits, reported he was ok and made another pass through the area and took more hits and reported he would have to land.

4. I advised Coachman to head either east to feet wet or south along highway 1 but he moved about 2000m south and 2000m west and landed in the middle of a very large flat area which appeared uninhabited and away from all action. I decided to attempt an immediate pickup before the enemy could spot Coachman 22. I sent Sandy 08 out to get the Jollys and requested they be brought in above small arms range at 3000 ft. only small arms or possible 51 cal was reported in the area. Before the Jollys could be brought in Red Coach (another army helicopter reported he was in the area and on the way in for the pick-up. I marked the downed chopper with a WP rocket and began to strafe the area to the west while Red coach made the pick up. Coachman 22 was on the ground about 2 minutes maximum and as Red coach departed the area southeast I called out he was taking fire from his 6 o'clock. He acknowledged this call but reported no hits and continued south parallel to highway, apparently ok. I turned back north to look for the VNAF survivor again and informed Sandy 08 that the Jollys should go back feet wet.

5. King then called to inform me that Red coach was going down. I had heard no radio calls from Red coach but I headed south along highway 1 to search for the helicopter. I made contact with Coachman 22 again on guard and he reported that they were down 100m to west of the

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highway. I immediately spotted the chopper about 3.3 miles south of the 1st chopper about 100m from the road. Coachman 22 reported that they were taking heavy fire and that he was in a ditch east of the helicopter. I spotted 3 survivors in the ditch and Coachman 22 reported that there were now 8 survivors with 3 wounded which I passed to King.

6. Coachman 22 reported the enemy closing in from the west north west and that they were at the helicopter so I strafed the helicopter and began putting down strafe and CEU 25 to the west-north west. Sandy 08 joined me (1) after about 5 passes the fire had subsided slightly and 3 more army helicopters (2 Hueys/1 Cobra) arrived and announced they had the burning helicopter in sight and were in for the pick-up.

7. I told the army choppers to hold because I would lay a smoke screen to the west of the survivors to in front of the enemy. I put the smoke down and informed Coachman 22 to pop his marker flare while the Hueys headed in. A purple smoke came up first from about 500m south on the road apparently from Arun who had abandoned about 100 trucks on highway 1 to the north of the survivors, the Hueys headed for the purple smoke but I directed them north in front of our smoke screen and the red smoke from the flare finally came up. About 30 seconds were lost while the smoke screen was blowing away to the south east, the 2 Hueys landed and took off (about 20 sec on ground) but they reported one survivor had fallen off back into the ditch. The cobra and Sandys 07/08 continually made CEU 25 strafe and rocket passes on the sources of enemy fire to the west-northwest. While one Huey went back and got the last survivor. We had used all of our smoke, (CEU 32, M-47/CEU 25). Sandy 08 had attempted to drop his M-47s but on landing later they had not released. I instructed the rescue helicopters to make a lead count and all they could find was 6 survivors. The Cobra and I made several passes on the ditch but no one was in it. We decided that every one was picked up and the army confirmed this about 15 minutes later. The army choppers went to Camp Evans about 10 miles south.

8. After coachman had reported the enemy at the helicopter and I strafed it I lost radio contact with coachman. After a couple of passes I heard someone say try an FM frequency which I tried, then another FM frequency but I couldn't talk to the survivors on FM. They finally came up guard again and I determined that they had only FM or guard so we ran the rest of the rescue on guard. The problem with FM was probably that my FM radio was very weak both sending and receiving.

9. At this time there was some confusion since Sandy 08 still thought there was one survivor on the ground. So he obtained an A-7 strike flight and began putting them in on the enemy positions to the west. I headed north again to search for Scorpion 115. I finally contacted Sandy 08 had turned off his guard sometime during the pick-ups.

10. At this time Scorpion 55 (UNAF A-37) was on scene and he was talking to the UNAF survivor, Sandy 08 lead me to the chute and by talking to Scorpion 55 it was determined that Scorpion 115 was wounded in the stomach, that he was in a tree line 50m east of the chute and that the VC were 50m-500m west of the chute. I had Scorpion 55 attack the enemy positions before he ran out of gas and had to leave. I then began to put in fast mover strikes around the survivor to the west, north, and east.

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Helix 02 began putting in the strikes (he was the FAC with the Vietnamese didn't speak english). I advised King that we would need a smoke flight before we could make the pickup and due to the location of the survivor. King advised that no smoke would be available at all so I advised King that I would not use the Jollys for the pickup without a smoke screen. King said 2 UNAF helicopter were available and I requested them immediately but they were at Da Nang. Eagle 16/17 were launched from Da Nang while Helix 02 continued to put in strikes around the survivor.

11. At this time I observed several tanks and trucks at the bridge 200m to the east of the survivor. Sandy 08 determined through trail control that the tanks were friendly and Helix 02 attempted to get the Arun to use their tanks to rescue Scorpion 115. While Helix 02 talked to the ground forces I faced the fast mover strikes. The ground forces refused to make the rescue even though a road ran within 50m of the survivor's location and we were thoroughly sterilizing the area. The Eagle helicopters would not come up on the radio and talk to anyone. They got within about 2 miles of the survivor and turned around and went to Camp Evans for fuel. It was now about 1830 getting darker, and Sandy 08 was running low on fuel. Helix 02 RTB'ed and I tried to contact the Eagles and to come north again. At 1900 another Scorpion flight arrived and the Eagle's got airborne again. I talked to the Eagles through the Scorpion who spoke better english and gave the Eagle's the survivors location and told them to land in the field by the chute. They were told the survivor was wounded, possibly unconscious in the trees 50m east of the chute. The Eagles arrived on scene at about 1910 and began circling. I had already made numerous passes over the area trying to draw fire while Helix 02 was on scene but none was seen. I also tried to contact the survivor on guard without response. Sandy 08 had RTB'ed for fuel at 1845 and I was running low too. The Eagle spent the next 20 minutes circling the chute from 4000 to 500 ft. The Scorpion and I were trying to coax him down. It was now getting very dark and the Eagle began to fire into the ground in all directions. The only ground fire he was able to induce was from A 23 or 37mm several 1000 meters to the west which both the Scorpion and I attacked and silenced after only 3 rounds were fired. The Eagle now came to a hover at tree top level for about 10-20 sec over .

12. The parachute and then departed the area. The Scorpion reported that the Eagle saw no survivor and was going home. I also departed the area with 1200 lbs. As it was completely dark. I decided not to use the BLU 52 because of darkness and the near by friendly forces. Upon landing both Sandy 07/08 had bottle damage.

13. The rescue effort the next morning was abandoned when the survivors could not be contacted on the radio by Scorpions and friendly ground forces again refused to search the area around the chute although they were only 200m east.

Robert Herklotz
R. HERKLOTZ, 1Lt, USAF
Sandy 07

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resources the area could not be made safe for the Jolly Greens but a pickup was attempted with VNAF helicopters. Contact with the survivor, who was wounded in the stomach, was lost several hours before the VNAF helicopters made their rescue attempt. They hovered over the chute for 20 seconds and departed the area when no survivor was seen. ARVN ground troops with tanks within 200 meters of the survivor refused to attempt a rescue. Rescue attempts were called off the next morning when contact could not be regained with the survivor.

For the first time since last dry season, survivors were not rescued after radio contact was established. The location of the unlucky survivors, in the middle of 3 enemy divisions, and the lack of air resources caused the rescue attempts to be unsuccessful.

The FOL at Ubon was closed and one at Bien Hoa with two Sandys was opened during April. During the latter part of April, A-1 strike missions were sent to strike around Quang Tri with turn arounds at Da Nang. Up to 10 aircrafts staged out of Da Nang on some days. Targets ranged from tanks and APC's to bridges.

On 3 April seven Sandys and two Jolly Greens took battle damage on rescue attempts for BAT 21B. One aircraft flown by Capt Morse had a wing fire causing a loss of hydraulic pressure. Capt Morse made a successful, night, gear-up landing but the aircraft was declared class 26.

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