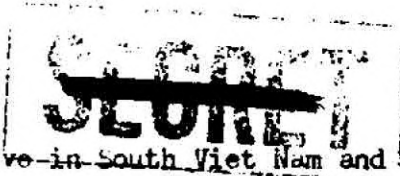


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V. NARRATIVE



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 in to 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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SA-7 hit in the engine and ~~the aircraft continued to run with the engine on fire until the oil pressure went to zero.~~ Lt Seitz extracted about five miles off shore and was picked up by an Army helicopter within 30 seconds. The SAR was turned over to Hobo 42/43 by Sandy 07 but Hobo 42 (Lt Rick Fossom) was immediately hit by another SA-7. He stamped out the fire in the cockpit with his feet and the engine kept running allowing an emergency landing at Da Nang.

The next morning Hobo 20/21 Maj Harding and Capt Screws entered the SAR area but they too were shot down by SA-7 missiles. Both were rescued by Army helicopters but Capt Screws had sustained a broken shoulder during extraction. Bilk 34 was subsequently rescued by ground forces as all A-1's were ordered out of the area after the loss of three in less than 24 hours.

On 5 May Musket 03 (F-4) was downed at 293/33/69 with two survivors. The Sandys 07/08 (Capt Throckmorton, Lt Blevins) proceeded directly to the area and began trolling for ground fire. None was observed so the Jollys were brought in for a quick pick-up. Musket 03A was rescued first but ground fire drove the Jolly off before Bravo could be picked-up. The Sandys suppressed the ground fire and brought in another Jolly to rescue Bravo.

On 7 May Bootleg 51 (F-4) was downed at 295/50/69 with one survivor. Sandys 07/08 (Maj Encinas, Lt L. L. Smith) arrived on scene at 1705L and began trolling for ground fire. Several 23mm and 37mm guns were spotted and neutralized with fast mover

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DCC ^{B15}

approximately 10 km north northwest of Kontum in Military Region II (ZB 165 018). Working with ground controller, "Seesaw 44", the crew of Stinger 56 sighted and attacked four enemy tanks and an enemy troop concentration, destroying one tank and damaging the remaining three. The crew was additionally credited by Seesaw 44 with 50 - 60 KBA.

3. On 1 May, Stinger 32, piloted by Capt Charles Packman, was working with ground controller "Slingshot" north of the Plainnes des Jarres in the Barrel Roll (UH 0503). After firing at the controller's direction and departing the area, Slingshot radioed the crew that ^h he counted 100KBA.

4. On 25 June, Stinger 43, piloted by Capt Charles Polack, was sent to a position on the Mekong River in Cambodia to locate a site containing a suspected concentration of enemy barges. Arriving on site after navigating through intense cloud coverage the crew came upon an estimated 200 enemy barges. After receiving clearance from the Seventh Air Force Tactical Air Control Center the crew damaged 18 and destroyed seven of the barges before expending the entire ammunition load. The attack started one large fire, one medium fire, six small fires and one large explosion. This was the largest number of enemy watercraft damaged and destroyed in a single mission.

D. (U) Battle Losses AC-47

1. On 2 May, Stinger 41, piloted by Capt Terrance Courtney was on a mission over An Loc when the aircraft, #826, was

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struck in the right wing by an estimated six rounds of 37mm fire.

In the ensuing crash, Capt Courtney, aircraft commander, Capt David Slagle, navigator and Sgt Kenneth Brown, illuminator operator, were killed. The remaining seven crew members bailed out successfully. One was immediately rescued by a UH Huey from the 1st Cav Division.¹¹ The remaining six were rescued by two HH3 aircraft from the 3rd Aerospace Rescue and Recovery Group at Tan Son Nhut AB.¹² Capt Courtney has been submitted for the Congressional Medal of Honor for remaining at the controls of the stricken aircraft to enable the remainder of the crew to have time to bail out.¹³

2. During a Viet Cong rocket attack on Danang AB during the night of 13 June, Capt Thomas Hanmon, an AC119K aircraft commander was struck with shrapnel from the first incoming rocket and was mortally wounded. He died two days later without regaining consciousness.

E. (U) Battle Damage

On 25 May, Stinger 33, piloted by Lt Bruce Whelen, was on a mission in Barrel Roll when the aircraft, #940, was hit by 37mm fire in the right side of the cargo compartment immediately aft of the bulkhead. The aircraft lost the use of the auxiliary power unit, the left jet, control of propeller RPM, the complete

11. Interview with CPT William Sinclair USA, 30 June 72, pilot of first rescue helicopter
12. Telephone call to Joint Rescue Control Center, 6 Aug 72
13. Interview with Sgt Craig Corbett, aerial gunner on Stinger 41, 9 Aug 72

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strikes. A last light pick-up was attempted but the Jollys were shot off by 12.7mm on the run in. The next morning strikes were made on the remaining gun positions and the Jollys made a successful pick-up.

On 2 May Stinger 41 was shot down by several 37mm guns near An Loc in South Viet Nam. Sandys 05/06 (Lt L. C. Smith, Capt Morgan) launched from Bien Hoa and directed the quick pick-up of six survivors with Jolly Greens while an Army helicopter rescued a seventh survivor.

On 11 May Ice Bag 04 (F-105) was shot down about 60 miles southwest of Hanoi. There were two survivors but by the time the Sandys reached the area Bravo advised that Alpha was being chased by villagers. Alpha never came up on the radio again. Bravo then reported people nearing his position and the Sandy began taking small arms fire. They attempted to silence the small arms but the job was complicated because they couldn't determine the exact location of the survivor. Darkness came before the ground fire could be fully suppressed. The rescue effort the next day was hampered by a lack of available ordnance, numerous MIG calls and encounters, and bad weather. Several times the Sandys were ready to try a pick-up when they were chased out of the area by MIGs. Two MIG-19s were seen less than one half mile from the Sandys. The only ordnance available to suppress the ever increasing ground fire was that carried by the Sandys. It was finally decided to try a first light effort the next day using only A-1's to suppress ground fire but the launch

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100-200 yards from the Stinger.⁷³

(S) On 2 May, Stinger 41 was flying a daylight support mission over An Loc. Multiple 37mm hits blew off the right jet and disabled the right reciprocating engine. Immediate bailout would have meant certain capture and probable death for the crew. The aircraft commander elected to try for safer territory and steered the rapidly descending gunship toward the Southwest away from the city. Delaying as long as possible, the AC finally gave the bailout order. Still, some crewmembers received ground fire while descending in their parachutes. The last to escape was the copilot who ran as hard as he could to the rear of the aircraft and pulled his lanyard as he leaped from the door. A Sundog FAC later stated that the copilot was "in the treetops" when the chute finally blossomed. The seven surviving crewmembers were picked up shortly by Army and Jolly Green helicopters. The bodies of the other three crewmembers were recovered on 6 May.⁷⁴

(S) Early in May the SA-7 "Strella" made its debut in the Vietnamese skies. Because of its mobility and accuracy, this missile had more impact on Stinger operations than any other weapon in the NVA arsenal. A no fly line was drawn across Quang

73. Ibid.

74. Ibid. Also see Aircraft and Personnel Losses, this volume, pages 59 and 60.

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ground forces.

STINGER 41B/D/E/F/G/H/I¹³²

(C) Bien Hoa Sandys directed a quick pickup of the seven survivors of Stinger 41. US Army and Jolly Green helicopters were used. Though the opposition was considered light, two of the rescue helicopters received battle damage.

MUSKET 03A/B¹³³

(C) On 5 May, Musket 03 (fast FAC out of Ubon) was reported down and feet wet off Quang Tri. Sandys launched from Da Nang and after some confusion as to the exact location of the survivors, they learned from Covey 124 that the objective area was 10 miles due South of Quang Tri. The Sandys left the Jolly Greens holding over Camp Evans and went into the area. Covey 124 was putting in fast mover strikes all around the survivors' positions. During the strikes the Sandys trolled for ground fire and received none. Fast mover smoke was laid (which was ineffective) and the Jolly Greens called in. Alpha was picked up immediately, but the second helicopter had trouble finding Bravo. He then reported ground fire from his 6 o'clock and climbed out of the area. The ridge line from which the suspected fire came from was again worked over. Another Jolly Green

132. 1st SOS Historical Data Reports. Also see 18th SOS Historical Data Reports, Apr-Jun 72, Appendix VI, Tab B.

133. 1st SOS Historical Data Reports. Also, see SARCO Report for Musket 03A/B, 5 May 72, (Doc 29).

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then came in and had Bravo on board within two minutes. The SAR was terminated and all aircraft RTBed to Da Nang.

BOOTLEG 51B¹³⁴

(S) At 1530L on 7 May, Queen declared a SAR for Bootleg 51 (Marine F-4). The position was given as feet wet off Quang Tri. Again the position was in error as the actual location was 12 miles West of Dong Ha. Anti-aircraft fire was moderate with 23 and 37mm. Most of the firings were from a distance with the rounds being lobbed in. CBU was requested for gun suppression and area denial ordnance was needed to seal off the survivor. Neither ever arrived. When the Sandys trolled for ground fire and received none, they decided to make a pickup attempt before dark. The run-in was from the South with a Sandy leading the Jolly Green. The Sandy began taking 12.7mm fire from two guns that were right on the ingress route so the Jolly Green was waved off and the attempt abandoned. The survivor was told to bed down for the night and to check in every hour with a FAC that would be overhead during the night. This SAR was complicated because the Marine flyer had a radio that had only Guard channel. Having to run a SAR on guard unnecessarily endangered aircraft in the entire theater, especially near the DMZ with the many SAM calls.

134. 1st SOS Historical Data Reports. Also, see SARCO Report for Bootleg 51B, 7 May 72, (Doc 30).

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ground forces.

STINGER 41B/D/E/F/G/H/I¹³²

(C) Bien Hoa Sandys directed a quick pickup of the seven survivors of Stinger 41. US Army and Jolly Green helicopters were used. Though the opposition was considered light, two of the rescue helicopters received battle damage.

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SA-7 hit in the engine and ~~the engine on fire until~~ the aircraft continued to run with the ~~engine on fire until~~ the oil pressure went to zero. Lt Seitz extracted about five miles off shore and was picked up by an Army helicopter within 30 seconds. The SAR was turned over to Hobo 42/43 by Sandy 07 but Hobo 42 (Lt Rick Fosson) was immediately hit by another SA-7. He stamped out the fire in the cockpit with his feet and the engine kept running allowing an emergency landing at Da Nang.

The next morning Hobo 20/21 Maj Harding and Capt Screws entered the SAR area but they too were shot down by SA-7 missiles. Both were rescued by Army helicopters but Capt Screws had sustained a broken shoulder during extraction. Bilk 34 was subsequently rescued by ground forces as all A-1's were ordered out of the area after the loss of three in less than 24 hours.

On 5 May Musket 03 (F-4) was downed at 293/33/69 with two survivors. The Sandys 07/08 (Capt Throckmorton, Lt Blevins) proceeded directly to the area and began trolling for ground fire. None was observed so the Jollys were brought in for a quick pick-up. Musket 03A was rescued first but ground fire drove the Jolly off before Bravo could be picked-up. The Sandys suppressed the ground fire and brought in another Jolly to rescue Bravo.

On 7 May Bootleg 51 (F-4) was downed at 295/50/69 with one survivor. Sandys 07/08 (Maj Encinas, Lt L. L. Smith) arrived on scene at 1705L and began trolling for ground fire. Several 23mm and 37mm guns were spotted and neutralized with fast mover

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S T A T E M E N T

SM 44

7 May 1972

SUBJECT: Sandy 7 and 8 (SAR Musket 03A/B)

1. On 5 May 1972 Sandy 7 and 8 launched from Da Nang on what was reported to be a "feet wet" SAR for Musket 03, an F-4 FAC out of Ubon. We launched at 0440Z and shortly after becoming airborne King 25 passed encoded coordinates which placed the survivors slightly north of finger lake. He also passed a radial/DME fix (293/33/69) and the two positions were approximately 20 NM apart. I asked him to verify the encoded position and to authenticate his wheel. The authentication was incorrect and King discovered he had the wrong days AKAC wheel. We later received the correct position from Covey 124, the on-scene commander.
2. Sandy 7 and 8 were directed to hold feet wet as Covey 124 was putting in fast-mover strikes, forming a one Klic square around the survivors. Both A and B were up on Delta channel and were in excellent condition. No ground fire was observed and neither survivor had heard any movement in their immediate area.
3. At approximately 0600Z Covey 124 reached Bingo fuel and, after requesting release from orbit, Sandy 7 and 8 proceeded to the SAR area and assumed on-scene command. Bilk 25 and Covey 123 were both in the area. Bilk 25 was in an OV-10, with speed comparable to the Jolly Greens, and he was very familiar with the area. I decided to utilize him to lead the Jolly Greens from the initial holding point (Camp Evans, 291/21/69) to the final holding point (2 miles south of the survivors) if and when we elected to attempt a pick up. I briefed Covey 123 on where to put fast mover ordnance, and that fast mover smoke would be available for the pick-up attempt. I put down Willy Pete rockets where I wanted the smoke screen and told Queen to hand the smoke flight directly to Covey 123.
4. Sandy 7 and 8 trolled the survivors area for approximately 30 minutes, using ordnance sparingly, and received no reaction at all. Fast mover strikes were going in continually along the road to the east and the ridgeline to the north. A large rainstorm was developing to the south so I directed Sandy 8 to start Jolly 65 from the initial hold, utilizing the clouds and rain as cover. Sandy 8 briefed Bilk 25 on the ingress and departed the SAR area to escort the Jolly.
5. While Sandy 8 and Bilk 25 were bringing the Jolly inbound I briefed the survivors on use of the flares, how to hold their survival radios, how to give vectors, and in what sequence they were to be picked up, first Bravo and then Alpha. Both acknowledged instructions. When the Jolly arrived at the final hold I instructed Covey 123 to put in the fast-mover smoke as prebriefed, which he did immediately. The entire smoke screen looked like 3 Willy Pete rockets spaced about 100 meters apart, and did absolutely no good, so I told Covey 123 to continue putting in ordnance in the same location throughout the pickup. I put down a too far mark and Sandy 8 led the Jolly directly to the survivors. As the Jolly

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Both Alpha and Bravo complied. I tried to vector the Jolly to Bravos position but the tailgunner saw Alpha's smoke and the Jolly turned around and went to Alpha's position. They were in the hover only 2 to 3 minutes getting Alpha on board and I told them to head 060 degree to Bravo. I had Bravo pop his other smoke and the Jolly moved almost directly to him. The Jolly couldn't visually acquire Bravo even though they were within 20 meters of his position. They were in the hover 3-4 minutes with Bravo vectoring them continuously, but were still unable to find him. Throughout this time Sandy 7 and 8 were in a daisy chain around the Jolly, but expending very little ordnance. At this time the Jolly called off ground fire from his 6 o'clock position and pulled out. Sandy 8 instructed him to return to the final hold while we put in ordnance on the gun position. (Both Sandy 7 and 8 were in position to roll in immediately upon hearing the ground fire call, and neither of us saw any indication of fire) As I pulled off my second pass on the suspected gun position I saw the Jolly heading south and climbing. He had elected to proceed, unescorted, back to feet wet. Since we only had one more Jolly at the initial hold I told Queen to get another launched from channel 77 ASAP. I put down Willy Pete rockets and had Covey 123 put in fast movers with strafe along the ridgeline where the ground fire was reported. They worked the area over very thoroughly for about 15 minutes, then Sandy 7 and 8 trolled the area for reaction, we received none. Both Sandy 7 and 8 were approaching Bingo fuel so as soon as Queen notified me that another Jolly was airborne from Da Nang I instructed Bilk 25 to bring Jolly 21 to the final hold. I was having trouble talking to the survivor so Sandy 8 rebriefed him, again pinpointed his position, and told him to turn on his strobe light. As soon as Jolly Green 21 reached the final hold I rejoined with him and led him to the survivor. Sandy 8 gave him final vectors and positioned him directly over Bravo. The pickup was made in approximately two minutes (the PJ saw the strobe light) and all SAR forces departed the area at 0830Z. RTB to Da Nang was uneventful. *I discussed the capabilities and limitations of fast mover smoke with Major Hall, an ordnance specialist flying with the gunfighters. It was his impression that the smoke flight had bombed off their canisters instead of dispensing them. I recommend a thorough study of fast-mover smoke capabilities, as our experiences during the past week have ruled out the use of A-1 slow mover smoke in the area north of Da Nang.

George E. Throckmorton

GEORGE E. THROCKMORTON, Captain, USAF

Sandy 7

Carl D. Blevins, Jr.

CARL D. BLEVINS, JR., 1Lt, USAF

Sandy 8

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0755	Z	JG 21 & 65 ETB 0825 BOTH A-1
0823	Z	JG 21 & 65 ↓
0930	Zy	JG 60 + FM TNC. JG 72 ↑ FCF.
05 MAY 72		
0930	gh	SSgt Haller & Bunell to duty.
1300	gh	Item Report to Queen
0930	Zy	ITEM-11 - CT KBLR-VW50
1400	Zy	QUEEN ADVISED MUSKET 03 ↓ 2 GOOD CHUTES. ALPHAS SCRAMBLED. A-3-049
0920	Zy	JG 5 10 min FM SAR AREA AND HOLDING (W)
0923	Zy	SMOKE PUT INTO AREA
0926	Zy	JG 65 GETTING INTO POSITION.
0933	Zy	JG 65 PICKED UP "A" MAN.
0944	Zy	JG 65 LOW ON FUEL. SCRAMBLED BRAVO BIRDS: JG 72 + 71
0952	Zy	JG 72 + 71 ↑
0956	Zy	SANDIES TALKING WITH 03B.
0800	Zy	HARD + SOFT ORDNANCE ON ITS WAY.
0800	Zy	03B MOVING SE OF HIS POSITION.
0808	Zy	JG 21 IN FOR PICKUP OF 03B.
0811	Zy	JG 21 GOING IN FOR PICKUP.
0814	Zy	JG 21 PICKED UP "B" MAN.
0815	Zy	ALL JG'S ATB.
0815	Zy	JG 21-65-72-71 ↓

STATEMENT

SM 44

7 May 1972

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George E. Throckmorton
 GEORGE E. THROCKMORTON, Captain, USAF
 Sandy 7

Carl D. Blevis, Jr.
 CARL D. BLEVINS, JR., 1Lt, USAF
 Sandy 8

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CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
(SECOND OAK LEAF CLUSTER)

TO

CRAIG A. MARSCH

Airman First Class Craig A. Marsch distinguished himself by heroism while participating in aerial flight as a Pararescue Specialist of an HH-53C Rescue Helicopter near Quang Tri, Republic of Vietnam, on 5 May 1972. On that date, Airman Marsch's outstanding airmanship and sound technical skill, displayed under extremely hazardous conditions, contributed significantly to the rescue of a United States Navy aircrewman from certain death or capture by hostile armed forces. With total disregard for his own personal safety, Airman Marsch exposed himself to hostile fire in order to man his gun position throughout the rescue. The outstanding heroism and selfless devotion to duty displayed by Airman Marsch reflect great credit upon himself and the United States Air Force.



SURVIVOR -
NAME, RANK
SSAN, ORIG.

MAY 72

DATE	CREW	JG #	SAVE #		SAVE LOCATION	TYPE SAV
05 MAY 72	MAJ GATES	65	838	CAPT. PETER	10 N. 11. SOUTH	ONE COMBA
	CAPT. CAKE			KULZER	WEST OF CH 103,	
	SSGT GARCIA			XXXXXXXXXX		
	SGT WAGNER			334 T.F.S.		
	SGT HARECH					
	MAJ GILBERT			CAPT ROBERT		ONE COMBA
	CAPT. HARECH	21	839	COM STOCK		
	CAPT. KNUXTSON			XXXXXXXXXX		
	SSGT SIMM			334 T.F.S.		
	SSGT PANNING					
	SGT MCQUOID					
01 MAY 72	MAJOR SCOTT	709	709	NAMES	QUANG TRI	132 T2 132 127 COMBI
	CAPT MULLER	71	THRU	ON LIST	CITADEL	SAVE
	SGT BLACKWELL		745	IN THIS		
	SGT YOUNG			BOOK.		
	SGT LAPOINTE					
				ATTACHED		
01 MAY 72	CAPT GRIFFITH	65	746	TO BACK OF		
	MAJOR GATES		THRU	BOOK.		
	SSGT GARCIA		740			
	SSGT PANNING					
	SGT MCQUOID					
01 MAY 72	CAPT WEIMER	21	741	↑	↑	↑
	CAPT CAKE		THRU			
	SGT SIMM		837			
	AIC ALLET					
	SGT STEED					

'Doc' field tests new cold water suit



DR. (LT. COL.) G. KRESS LOCHRIDGE grasps a life raft after jumping into Lake St. Clair during a successful field test of a new diving suit designed to protect pararescuemen in extremely cold water and air existent in the Arctic.

In two days three active duty and one reserve pararescuemen made approximately 25 scuba equipped parachute jumps from a 305th Aerospace Rescue and Recovery Squadron HC-97 Stratocruiser into the icy waters of Lake St. Clair in Michigan.

The pararescuemen successfully field tested a new diving suit, the unsuit, made in Sweden designed to protect pararescuemen who will conduct combat, space (Skylab) and humanitarian rescue and recovery in the extremely cold water and air existent in the Arctic.

The field test culminated three years of work performed by Dr. (Lt. Col.) G. Kress Lochridge, who is pararescue qualified and a specialist in aerospace medicine. The doctor was the ARRS staff surgeon until recently.

Dr. Lochridge explained the program, "Prior to this time ARRS has been limited in performing our world-wide rescue mission in the Arctic locales nor could we properly support the Skylab project programmed for next year, because present diving and exposure suits do not provide prolonged thermal protection in the unique conditions faced by pararescuemen."

Jumping with Dr. Lochridge, were MSgt. George X. Heffernon, NOIC of the 305th pararescue section; Capt. Russel T. Jones, pararescue qualified nurse anesthetist, 39th ARRWg, Eglin AFB, Fla.; and MSgt. John Stemple, Hq ARRS.

5 MAY 72

Super Jolly Green Giant saves F-4 crew

DA NANG AFLD, RVN -- An Air Force F-4 Phantom crew surrounded by communists was pulled to safety by HH-53 Super Jolly Green Giants from the 37th Aerospace Rescue and Recovery Squadron.

Captains Peter G. Kulzer and Robert W. Comstock were forced to parachute into enemy-held territory near Hue after a surface-to-air missile downed their F-4.

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

The mission plan called for Captain Comstock to be picked up first, but a smoke signal released too soon dissipated before the helicopters arrived on the scene.

"While we were waiting for another signal from Captain Comstock," Major

Gates continued, "Captain Kulzer came up with a signal. We were halfway between them so we went after the good signal."

A jungle penetrator was lowered on a hoist to Captain Kulzer who had moved into a clearing. Within three minutes the rescue team pulled him on board their helicopter.

"Then we moved over to Captain Comstock," Major Gates explained. "We found him and the hoist was going down when ground fire opened up on us."

Capt. Gary A. Date, copilot on Major Gates' helicopter, added, "Once you pick up ground fire like that you've got to go out and wait until they clean it up."

After air strikes pounded the area, a second helicopter commanded by Maj. Jerry J. Gilbert, moved in for the rescue.

"We spent two or three minutes going back and forth over the area looking for him, then one of my crew members shouted, 'I've got him in sight.'"

Thick jungle approximately 40 feet high hampered the operation for only a moment while the hoist was being lowered for the rescue.

"As soon as I saw him grab hold of the penetrator, I started him up," SSgt. William A. Simm, flight engineer, explained. "He got dragged through some trees but he got out."

Also on Major Gates' crew were SSgt.

David Garcia, flight engineer; and Sergeants Michael L. Wagner and Craig A. Marsh, pararescuemen.

Major Gilbert's crew included Capt. Darrel R. Knutson, copilot; and Sergeants Cole E. Panning and Charles B. McQuod II, pararescuemen.

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 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 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 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. Siedzinski, 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, Lt. 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 waited 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.

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E-7, E-8, E-9

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SIMPLY AFFAIRS
VOL 32 # 43

5 MAY 72 SAR

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.

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then came in and had Bravo on board within two minutes. The SAR was terminated and all aircraft RTBed to Da Nang.

BOOTLEG 51B¹³⁴

(S) At 1530L on 7 May, Queen declared a SAR for Bootleg 51 (Marine F-4). The position was given as feet wet off Quang Tri. Again the position was in error as the actual location was 12 miles West of Dong Ha. Anti-aircraft fire was moderate with 23 and 37mm. Most of the firings were from a distance with the rounds being lobbed in. CBU was requested for gun suppression and area denial ordnance was needed to seal off the survivor. Neither ever arrived. When the Sandys trolled for ground fire and received none, they decided to make a pickup attempt before dark. The run-in was from the South with a Sandy leading the Jolly Green. The Sandy began taking 12.7mm fire from two guns that were right on the ingress route so the Jolly Green was waved off and the attempt abandoned. The survivor was told to bed down for the night and to check in every hour with a FAC that would be overhead during the night. This SAR was complicated because the Marine flyer had a radio that had only Guard channel. Having to run a SAR on guard unnecessarily endangered aircraft in the entire theater, especially near the DMZ with the many SAM calls.

134. 1st SOS Historical Data Reports. Also, see SARCO Report for Bootleg 51B, 7 May 72, (Doc 30).

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(S) The Sandys and Jolly Greens launched the next morning at 0630L. Fast mover ordnance was now available and being used on the gun positions in the area. Area denial ordnance was used extensively around the survivor. The Jolly Green entered the area on the deck and made a quick pickup. The SAR force egressed unopposed at 1045L.

PHEONIX BLACK II¹³⁵

(C) On 13 May, the Bien Hoa Sandys were alerted for a SAR for Pheonix Black II, a VNAF A-1 downed over An Loc. Before take-off the SAR was terminated, then reinitiated one half hour later. Upon arriving over An Loc the chute was sighted but no radio contact could be established. With no objective, the Sandys expended on the West side of the city under the direction of a Sundog FAC. While leaving the area one of the Sandys evaded an SA-7 missile. The whereabouts of Pheonix Black were not learned.

ICEBAG 04¹³⁶

(C) Icebag 04 (an F-105) was shot down 60 miles Southwest of Hanoi on 11 May. By the time the Sandys could get to the scene, Bravo advised that Alpha was being chased by villagers. Alpha never came back on radio. Bravo then reported people near his position. About the same time the Sandys began taking

135. 1st SOS Historical Data Reports. Also, see SARCO Report for Pheonix Black II, 13 May 72, (Doc 31).

136. 1st SOS and 23rd TASS Historical Data Reports.

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DOC A¹²

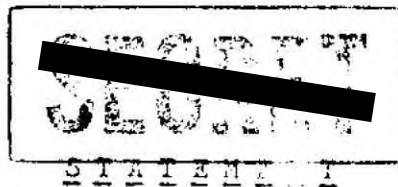
SA-7 hit in the engine and ~~bladed jet~~ wet. The aircraft continued to run with the ~~engine on fire until~~ the oil pressure went to zero. Lt Seitz extracted about five miles off shore and was picked up by an Army helicopter within 30 seconds. The SAR was turned over to Hobo 42/43 by Sandy 07 but Hobo 42 (Lt Rick Fosson) was immediately hit by another SA-7. He stamped out the fire in the cockpit with his feet and the engine kept running allowing an emergency landing at Da Nang.

The next morning Hobo 20/21 Maj Harding and Capt Screws entered the SAR area but they too were shot down by SA-7 missiles. Both were rescued by Army helicopters but Capt Screws had sustained a broken shoulder during extraction. Bilk 34 was subsequently rescued by ground forces as all A-1's were ordered out of the area after the loss of three in less than 24 hours.

On 5 May Musket 03 (F-4) was downed at 293/33/69 with two survivor. The Sandys 07/08 (Capt Throckmorton, Lt Blevins) proceeded directly to the area and began trolling for ground fire. None was observed so the Jollys were brought in for a quick pick-up. Musket 03A was rescued first but ground fire drove the Jolly off before Bravo could be picked-up. The Sandys suppressed the ground fire and brought in another Jolly to rescue Bravo.

On 7 May Bootleg 51 (F-4) was downed at 295/50/69 with one survivor. Sandys 07/08 (Maj Encinas, Lt L. L. Smith) arrived on scene at 1705L and began trolling for ground fire. Several 23mm and 37mm guns were spotted and neutralized with fast mover

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DOC 301

7 - 8 May 1972

SUBJECT: Sandy 7 and 8 (Bootleg 21D SAR)

1. At 1530L Queen informed us that a marine F-4 was down feet wet off the coast of Quang Tri. Sandy 7 and 8 and the Jolly Greens were launched.
2. Sandy 7 and 8 proceeded to the area while the Jollys held feet wet. We contacted Musket 02, a fast FAC, who was over the survivor. He told us that the survivor was 295 for 50 off channel 69. That put the survivor about 5 miles due west of Cam Lo. We arrived over the survivor at 1705L and began talking to him. He had a radio that would only transmit on guard, therefore the entire effort had to be on guard.
3. Sandy 7 began to check out the area. 8 began by trolling for gunfire in the survivors position. Sandy 8 reported that on all my roll-ins, a 23 mm was tail shooting me. Also a couple of 37mm opened up from the north. Musket 02 spotted the 23mm and put in a fast mover strike of CBU 49 on the position at that time I requested King to bring up a couple more fast movers with CBU for the attempt. Also the Jollys were brought in from feet wet to an initial holding point 12nm SSE of the survivor in the high Karst. The 37mm fire was located about five kilometers north and I felt it presented no threat to a helicopter. They were lobbing their rounds in our general area.
4. Sandy 7 and 8 proceeded out to meet the Jollys. A briefing was given to both Jolly. The high Jolly was too hold at the initial holding point while the low bird and the Sandys made the run-in. About that time Queen notified us that the CBU we (had holding) for us was taken away by Blue Chip. Also that there was no more CBU available in the entire theater. I decided we would make one attempt before last light. The run in was started with Sandy 7 marking the ingress with white phosphorus rockets. The Jolly was on the deck with Sandy 8 as top cover. As Sandy 7 crossed the river and marked with an M 47, two 12.7 opened up on him. The ingress was immediately abandoned and the Jolly and Sandy 8 were told to RTB. The two 12.7 were right on the ingress route. Sandy 7 then told the survivor to bed down for the night. I told him a fast FAC would be in area and to check in once every hour. The SAR forces RTB to channel 77. Enroute the Jollys took heavy 37mm fire and suffered slight damage.
5. That night Sandy 7 and 8 along with the fast FACs began to order ordnance for the night and the first light attempt in the morning. Word was relayed to Joker that area denial weapons were to be used around the survivor to seal him off from the enemy. We requested CBU 42 and BLU 52 on specific points. For the morning we ordered Snake and Napt, BLU-52, CBU 24/49 and a tanker. Elint and Iron hand was ordered, and two more Sandys were requested for the attempt.
6. 0630, 8 May, Sandys 7 and 8 and two Jolly Greens launched. Sandy 7 and 8 proceeded to the initial holding point which the Jollys held feet wet to effect a join up with Sandy 9 and 10. The low Jolly



encountered control problems and had to RTB. A few moments later an order Jolly was launched. At 0745 Sandy 7 and 8 proceeded to the survivors position and talked to him. Gunsmoke 05 the fast FAC assigned to the effort, relayed to 518 to move to the floor of the valley he was in. As Sandy 7 and 8 approached the survivors position, they encountered 37mm fire from the north. Sandy 8 spotted the source and marked the position. The Jollys and Sandy 9 and 10 were told to proceed to the initial holding point. Sandy 7 trolled for ground fire and ^{none} was encountered. Sandy 8 then proceeded to join up with the Jollys and Sandys and led them to the final holding point. Prior to their crossing QL 9, Gunsmoke 05 put in a fast mover CBU strike on the highway. The Jollys then crossed on the deck and encountered no fire. Sandy 7 marked the final holding point with an M 47 and held over the survivor. Sandys 9 and 10 left the Jollys at the final holding point and came to the survivors position. A general briefing was given and the ingress was begun.

7. Sandy 8 began the run-in marking with WP rockets. The low Jolly followed with Sandy 9 and 10 for cover. At the same time, Gunsmoke 05 put two flights of Snake and Nape on the guns to the north. He also put the BLU 52 on the route 9. As the Jolly approached the area Gunsmoke 05 had the fast Snake layed down on the ridge 2KM north of the run-in. The Jolly came in on the deck and was vectored through a pass to the survivor. The survivor was told to pop his smoke and the Jolly entered the hover. The Sandys set up a daisy chain dropping ordnance in the vicinity. The pick up was effected and all SAR forces egressed unopposed at 1045L. The low bird took one hit of AK 47 from an unknown position. Sandy 8 led all the forces out on the same route used for the ingress.

8. CoComments: The marine survivor had one radio with only guard as a transmitter. This was totally unsatisfactory. We had to run the sar on guard and blocked many SAM calls. Recommend that the marines get a survival radio with at least two frequencies. On the first day, we had CPU taken away from us by Blue Chip. This could have been a gross mistake. We were unable to put down any suppressive fire on the guns. This could have cost the survivors life. During the evening a request was made for a fast FAC to be over head all night and area denial munitions put down around the survivor. None of this was accomplished for some unknown reason. Joker was advised of the request and apparently nothing was done about it. After the SAM I talked to the survivor and he commented on the fact that the enemy did search for him that night. They came within 40 ft of his position. The area denial munitions could have prevented this.

E. ENCINAS, CAPT, USAF
Sandy 07

SECRET

1957-1958

7 MAY 72

240 JH SSgt Walker to duty
305 JH Item Report to Queen
306 LY JG 71 & 72 → En ORB
307 LY QUEEN ADVISES ~~BEVETICE~~ ^{BOOTLEG} SIB ↓ NO CHUTES, NO
CONTACT. MARINE F-4
308 LY VOICE CONTACT WITH SIB. LOCATION DD/EFRAH
309 LY JOLLIES REFUELING AND HOLDING FEETWET, SANDIES
LAUNCHED.
310 JH JOLLIES GOING IN FOR PICKUP. F-5-50
311 JH B-MAN GETTING FLARES READY FOR PICKUP.
312 JH CAPT COX, NAIL-FAC ON 15 MIN ALERT. NOTES: TWO
SMART BIRDS.
313 JH SANDIES CHECKING AREA, NO GROUND FIRE.
314 JH SANDIES GOING IN TO SOFTEN UP AREA.
315 JH SANDIES DRAWING GROUND FIRE.
316 JH TAKING 23MM FIRE ABOUT 2000 YDS. FROM B-MAN.
317 JH JOLLIES BACK OUT TO ORBIT, SANDIES AND MUSKET
TRYING TO FIND 23MM EMPLACEMENT.
318 JH 23MM SILENCED.
319 JH SANDY 7 LEADING JOLLIES BACK IN.
320 JH BROKEN OFF, TAKING GROUND FIRE.
321 JH JOLLIES LEAVING AREA, TAKING FIRE ON WAY OUT. RTB.
SANDIES LEAVING AREA. RTB FEETWET.
322 JH JOLLIES FEETWET.
323 JH JOLLY 71 & 72 ↓

8 MAY 72

ALC 1st SSgt Haller to Duty
Item Report to Queen
0155 1st IG 21 & 65 ↑ SAR
0240 1st IG 21 made emergency landing at CH 77
0302 1st IG 60 ↑ SAR (AL IG 65 & AH IG 60)
0330 1st ORDANACE being laid down.
0445 1st BRAVO PHASE
11 3 11 11 11

0555 1st Jollys going in for P/U of 51B.
0638 1st Jollys have visual contact with 51B.
0700 1st IG 65 P/U 51B.
0800 1st IG 65 & 60 ↓ from SAR.
0915 1st IG 21 & 60 ↑ for orbit.
1032 1st IG 21 & 60 ↓ from orbit.

09 MAY 72

0245 1st SSgt Haller to duty.
0310 1st Item Report to Queen
0155 1st IG 64 & 57 ↓ FM CH 89
0255 1st IG 65 ↑ TNC
0400 1st IG 65 ↓ FM TNC.
0620 1st IG 60 & 57 ↑ TO CH 89

0630 1st Alphas ↓ from orbit.
NOTE 1st WX WARNING: 1600L TO 2000L
TSTS 5NM RAD DAD
LTG 3NM RAD DAD

SURVIVOR
NAME RANK
SSAN ORIGIN

DATE	CREW	JG #	SAVE #		SAVE LOCATION	TYPE SA
18 MAY 72	KNUTSON DAKE GARCIA WAGNER MARSH	65	840	CW03CASTONGUAY JAMES J. UNKNOWN VMFA 212	330/17/103	COMBAT
26 MAY 72	DAKE BRUNER PINA STEPHENS ARRINGTON		842	UNKNOWN	WEST OF KHE SANH	COMBAT 2
				JUNE	1972	
12 JUNE 72	KORPER LAND SEALANDER WINSON WAGNER	65	843	WOI MARTIN, SAM. 196 INF BRIG.	SOUTH WEST OF CH 69.	1 COMBAT
15 JUNE 72	SCOTT PINA FRIEDRICH YOUNG	64	844	UNKNOWN VNAF	283/13/69	1 COMBAT

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120

(S) The Sandys and Jolly Greens launched the next morning at 0630L. Fast mover ordnance was now available and being used on the gun positions in the area. Area denial ordnance was used extensively around the survivor. The Jolly Green entered the area on the deck and made a quick pickup. The SAR force egressed unopposed at 1045L.

PHEONIX BLACK II¹³⁵

(C) On 13 May, the Bien Hoa Sandys were alerted for a SAR for Pheonix Black II, a VNAF A-1 downed over An Loc. Before take-off the SAR was terminated, then reinitiated one half hour later. Upon arriving over An Loc the chute was sighted but no radio contact could be established. With no objective, the Sandys expended on the West side of the city under the direction of a Sundog FAC. While leaving the area one of the Sandys evaded an SA-7 missile. The whereabouts of Pheonix Black were not learned.

ICEBAG Ø4¹³⁶

(C) Icebag Ø4 (an F-105) was shot down 60 miles Southwest of Hanoi on 11 May. By the time the Sandys could get to the scene, Bravo advised that Alpha was being chased by villagers. Alpha never came back on radio. Bravo then reported people near his position. About the same time the Sandys began taking

135. 1st SOS Historical Data Reports. Also, see SARCO Report for Pheonix Black II, 13 May 72, (Doc 31).

136. 1st SOS and 23rd TASS Historical Data Reports.

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ground fire. Darkness came shortly afterwards and voided any possible attempt for that day.

(C) The next day the rescue was hampered by bad weather, lack of ordnance, and several Mig calls that chased the SAR force from the area. At one time Migs approached to within one half mile of the SAR force. The only available ordnance was that carried by the Sandys. It was finally decided that a first light pickup would be attempted the next morning. The next morning the SAR force launch was delayed for two hours because of weather. During this time Bravo reported that people were coming over the hill after him, and then "they have me."

SUNDOG Ø7¹³⁷

(C) Sundog Ø7 (an O-2) was shot down over An Loc by an SA-7 on 14 May. Coincidentally, the Sandys were just taking off from Bien Hoa for the afternoon orbit when they heard the distress call. Enroute to An Loc they learned that Sundog Ø7 was with friendlies inside the city. Rash Ø5 was discussing a rescue attempt with the friendlies. While the Sandys were firing on the proposed ingress route, the Army SAR team of five helicopters arrived and began holding South of the city. However, it was decided to abandon the rescue attempt for the

137. 1st SOS Historical Data Reports. Also, see SARCO Report for Sundog Ø7, 14 May 72, (Doc 32).

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56 SOW
Apr - Jun 72 vol. 3
1 SOS 1-31 May 72
K-WG-56-HI

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DOC A¹³

strikes. A last light pick-up attempt was made but the Jollys were shot off by 12.7mm on the run in. The next morning strikes were made on the remaining gun positions and the Jollys made a successful pick-up.

On 2 May Stinger 41 was shot down by several 37mm guns near An Loc in South Viet Nam. Sandys 05/06 (Lt L. C. Smith, Capt Morgan) launched from Bien Hoa and directed the quick pick-up of six survivors with Jolly Greens while an Army helicopter rescued a seventh survivor.

On 11 May Ice Bag 04 (F-105) was shot down about 60 miles southwest of Hanoi. There were two survivors but by the time the Sandys reached the area Bravo advised that Alpha was being chased by villagers. Alpha never came up on the radio again. Bravo then reported people nearing his position and the Sandy began taking small arms fire. They attempted to silence the small arms but the job was complicated because they couldn't determine the exact location of the survivor. Darkness came before the ground fire could be fully suppressed. The rescue effort the next day was hampered by a lack of available ordnance, numerous MIG calls and encounters, and bad weather. Several times the Sandys were ready to try a pick-up when they were chased out of the area by MIGs. Two MIG-19s were seen less than one half mile from the Sandys. The only ordnance available to suppress the ever increasing ground fire was the Jollys by the Sandys. It was finally decided to try a first light effort the next day using only A-1's to suppress ground fire but the launch

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was delayed for bad weather. During the delay Bravo reported that the gomers were coming over the hill and that "they have me". Better coordination of MIG cap and fast mover ordnance could have produced a successful pick-up the second day.

On 13 May Sandys 05/06 were launched from Bien Hoa for Phoenix Black 2 (VNAF A-1) downed near An Loc. However, contact was never established with a survivor. The Sandys departed the area after being fired on by SA-7 missiles.

On 14 May Sandys 05/06 were launched for Sundog 07, who was downed by an SA-7 near An Loc. The survivor was in friendly hands and the Sandys advised the Army to delay rescue attempts since the enemy was surely waiting for the first helicopter to enter the area. The Sandys departed the area after taking SA-7 fire. Sundog 07 was rescued several days later by the Army.

On 20 May Bowleg 02 (F-4) was downed about 30 miles west of Hanoi. Sandy 03/04 proceeded to the survivors area from their orbit, aided by Disco (EC-121). Sandy 01/02/09/10 were launched from NKP to try for an immediate pick-up. Sandys 03/04 found the survivors who reported movement in their area. Bravo was very excited and his radio transmissions were almost unreadable. Sandys 09 and 10 (Capt Smith, Lt Hukee) took on scene command and worked the area some more before leaving the area to get the Jollys for a pick-up. Upon returning to the area Bravo ~~was~~ could no longer be contacted so only Alpha was rescued. ~~The~~ forces remained in the area until dangerously low on fuel attempting to regain contact

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with 16B only. The survivor was located on the night of the 25th^{12.} through use of a Pave Nail OV-10. The first rescue attempt was aborted due to weather in the survivor's area. Rescue was effected on 26 April with little opposition. One Pave Nail OV-10 was damaged by small arms fire. No losses.

7. (S) On 12 May, 1972, ICEBAG 04 (F-105) was downed by a SA-2 SAM 40NM southwest of Hanoi in North Vietnam. Pave Nail OV-10s were launched but the survivor was located visually. Strikes were put into the surrounding area. However, as soon as the aircraft left the area the survivor could hear the local forces moving towards him. Contact was lost the next morning. Survivor presumed captured.

8. (S) On 8 June, 1972, SEAFOX 06 (F-4) was downed by ground fire just south of the DMZ in South Vietnam. Nail 73 (Capt John M. McNabb and Lt Robert L. Jahns) was in the area on a cross-country flight. Both crewmember's positions were visually established. Rescue forces were vectored in to 06B who was feet wet. Recovery forces were then directed to 06A's position 80 meters inland from the coast. The personal equipment of 06A was located but not the survivor. 06A presumed captured. Pave Nail systems were used to pinpoint active AAA sites in the area. SAR terminated 3 hours later. No losses/damages sustained.

9. (S) On the night of 18 June, 1972, SPECTRE 11 (AC-130) was downed by unknown means (SA-7 suspected) just west of the A Shau Valley in South Vietnam. Contact was established with only three survivors (11D, 11G, 11P) on the same night. They were located the next day by Nail 19 (Capt Gary W. Haille) who flew low to visually acquire the

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PAGE 3 RUMOSRA2619 S E C R E T

(F) 1 HH-53C 40ARRS LAUNCHED AT 110900Z

(G) 1 HH-53C 40ARRS LAUNCHED AT 111005Z

C. PERSONNEL INFORMATION:

(1) 2 PERSONS INVOLVED, 1 LOCATED, 1 MISSING

(2) ICEBAG 04 BRAVO LOCATED BY PAPA 01 AT 111101Z AT
APPROXIMATE POSITION 20:40 N, 104:56 E

D. FLYING ACTIVITY:

DET-4, JARRGP 2 SORTIES FOR 7.6 HOURS

5650W 6 SORTIES FOR 16.2 HOURS

40ARRS 4 SORTIES FOR 15.6 HOURS

432TRW 6 SORTIES FOR 7.4 HOURS

E. SAVES DATA: 2 PERSONS INVOLVED, 1 LOCATED 1 MISSING

F. FUTURE PLANS:

1. SEACH AREA: PLAN TO SEACH A TWENTY FIVE (25)

MILE RADIUS OF 20:40N 10456E

2. FORCES AVAILABLE FOR SAR:

(A) 2 HC-130P

(B) 4 A-1E'S

(C) 4 HH-53C'S

(D) SUPPORT FORCES AS NEEDED

PAGE 4 RUMOSRA2619 S E C R E T

G. SUMMARY OF SAR ACTIONS: AT 110803Z MAY 72 OL-B, JARRGP
WAS NOTIFIED BY BRIGHAM CONTROL THAT AN F-105, ICEBAG 04
HAD EJECTED AT APPROXIMATE POSITION 20:40N 104:56E. 2 GOOD
CHUTES AND A MOMENTARY BEEPER WERE REPORTED. THE FOLLOWING
SAR FORCES AIRBORNE AT THIS TIME JOLLY GREEN 56/57, SANDY
1/2, KING 22 WERE DIVERTED TO AREA. KING 27 WHO HAD BEEN
LAUNCHED AT 110713Z WAS DIRECTED TO THE PAKSIANE AREA TO
BE TANKER. SANDY 3/4 WERE LAUNCHED AT 110825Z TO

RELEIVE SANDY 1/2. SANDY 11/12 WERE LAUNCHED AT 110947Z.

KING 22 REMAINED ON STATION AS AMC. PAPA FLTH, 2F-4 WERE

SENT INTO THE AREA TO TRY AND ESTABLISH CONTACT WITH

SURVIVORS. AT 1101Z PAPA 01 ESTABLISHED VOICE AND BEEPER

CONTACT WITH ICEBAG 04 BRAVO. NO CONTACT WAS MADE WITH 04

ALPHA BUT AT ONE TIME THERE WERE TWO BEEPERS, ONE STRONG

AND ONE WEAK. THEY WERE UNABLE

TO GET AN ACCURATE POSITION ON THE SURVIVORS. DUE TO LACK OF

A DEFINITE POSITION AND APPROACHING DARKNESS SAR FORCES WERE

RTB AT 1115Z. KING 22 RECOVERED AT CHANNEL 70, REFUELED AND

RETURNED TO SAR AREA TO WORK WITH FAST MOVER FAC'S WHO ARE

PROGRAMMED INTO THE AREA TONIGHT ATTEMPTING TO REFIN

PAGE 5 RUMOSRA2619 S E C R E T

SURVIVORS POSITION. REFINED POSITION WILL DETERMINE FIRST

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LIGHT EFFORT. TWO AERIAL REFUELLINGS WERE ACCOMPLISHED IN
SUPPORT OF THIS MISSION.

GP-4

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PAGE 3 RUMOSRA2859 S E C R E T

(1) TIME SAR FORCES LAUNCHED:

- (A) 1 HC-130P, DT-4, 3ARRGP LAUNCHED AT 111440Z
- (B) 1 HC-130P, DT-4, 3ARRGP LAUNCHED AT 112215Z
- (C) 1 HC-130P, DT-4, 3ARRGP LAUNCHED AT 120030Z
- (D) 2 HH-53C, 40ARRSQ LAUNCHED AT 120140Z
- (E) 2 A-1E, 56SOW LAUNCHED AT 120150Z
- (F) 2 HH-53, 40ARRSQ LAUNCHED AT 120200Z
- (G) 2 A-1E, 56SOW LAUNCHED AT 120210Z
- (H) 2 A-1E, 56SOW LAUNCHED AT 120405Z
- (I) 2 A-1E, 56SOW LAUNCHED AT 120420Z
- (J) 1 HC-130P, DT-4, 3ARRGP LAUNCHED AT 120522Z
- (K) 2 A-1E, 56SOW LAUNCHED AT 120623Z
- (L) 2 A-1E, 56SOW LAUNCHED AT 120720Z
- (M) 1 HC-130P, DT-4, 3ARRGP LAUNCHED AT 120810Z
- (N) 2 A-1E, 56SOW LAUNCHED AT 120855Z
- (O) 2 A-1E, 56SOW LAUNCHED AT 121000Z

C. PERSONNEL INFORMATION:

- (1) 2 PERSONS INVOLVED 2 LOCATED
- (2) PAPA 03 REESTABLISHED CONTACT WITH BRAVO MAN AT 112311Z
AT POSITION 20:30N 105:05E VOICE CONTACT WAS ESTABLISHED

PAGE 4 RUMOSRA2859 S E C R E T

WITH ALPHA MAN AT 120105Z AT POSITION 20:32N 105:09E.

D. FLYING ACTIVITY:

- 1. DET-4, 3ARRGP 4 SORTIES FOR 27.2 HOURS
- 2. 56SOW 20 SORTIES FOR 57.5 HOURS
- 3. 40ARRS 4 SORTIES FOR 40.1 HOURS
- 4. 432TRW 21 SORTIES FOR 75 HOURS
- 5. 366TFW 2 SORTIES FOR 9.5 HOURS
- 6. 8 TFW 6 SORTIES FOR 9 HOURS
- 7. 552AEMHC 2 SORTIES FOR 9 HOURS

E. SAVED DATA: NO SAVED

F. FUTURE PLANS:

- 1. PLANNED SEARCH AREA: SEARCH 25 NM RADIUS OF 20:30 105:05E
- 2. SAR FORCES AVAILABLE FOR SEARCH:

- A. 2 HC-130P DET-4, 3ARRGP
- B. 4 A-1E'S 56 SOW
- C. 4 HH-53C 40ARRS
- D. SUPPORT FORCES AS NEEDED

G. SUMMARY OF SAR ACTION:

KING 21, HC-130P WAS ON SCENE AS AMC AT SUNRISE. FAST MOVER
FAC'S, F-4, WERE IN THE SAR AREA AT SUNRISE AND ESTABLISHED

PAGE 5 RUMOSRA2859 S E C R E T

WITH THE SURVIVORS AND THROUGH OF PLOTS

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OTTSZYUW RUMOSRA2859 1331531-SSSS--RUCIMAA

ZNY SSSSS

O 121331Z MAY 72

FM OL-B 3ARRGP UDORN RTAFB THAILAND

TO RUEFHQA/CSAF/AFXOTZB

RUHHABA/CINCPACAF/DOH

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST

INFO RUHHHQA/CINCPAC/CC

ZEN/7/13AF UDORN RTAFB THAI/DOH

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

RUEKAAA/FT RITCHIE MD/AFECC

RUMTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS

RUCWAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCIMAA/MAC/DOCP

RUMSMVA/MACV/COMMAND CENTER/SAIGON RVN

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

RUMMRSA/3ARRGP TSN AB RVN/JRCC

RUMJAU/3636CCTWG FAIRCHILD AFB WA

RUHHKKA/13AF/INCO/CLARK AB PI

RUMUJNA/OL-A 3ARRGP SON TRA AB RVN

RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

RUMOREA/5650W NAKHON PHANOM RTAFB THAILAND/DOO

Classification (cancelled) (changed to *CONFIDENTIAL*)
effective on *28 Feb 75* under the authority of
CDs by *PL*

ARRS-4830/28

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

PAGE 2 RUMOSRA2859 S E C R E T

RUMFRBA/CTO 77

ZEN/432TRW UDORN RTAFB THAI

RUMORKA/DET 4 3ARRGP KORAT RTAFB THAI

RUMORKA/388TFW/KORAT RTAFB THAI

BT

~~S E C R E T~~ JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 074/110803Z MAY 72

1. RESCUE PROGRESS REPORT NUMBER ONE

2. MISSION NUMBER B-3-036 11 MAY 72

3. SITUATION: DOWNED AIRCREW MEMBERS

A. DESCRIPTION OF SAR OBJECTIVE

(1) F105/524424/CAMOUFLAGED/ICEBAO

(2) FLIGHT PLAN: TACTICAL

(3) PILOT: MAJOR TALLEY, WILLIAM H. 388TFW KORAT
RTAFB, THAILAND

(4) POB: 2

(5) WEATHER IN AREA: IN MORNING WAS NO FACTOR, BUT
DETERIORATED DURING THE AFTERNOON TO 1500* TO
2000* COVERAGE WITH THUNDERSTORMS IN AREA AND
OCCASIONALLY OVERHEAD SURVIVORS P

B. ACTION TAKEN:

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *4108200*

Individual
Contacted:
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and Date:

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VORS POSITION. ALPHA MANS POSITION WAS PLOTTED AS 200000N 100000E AND BRAVO MANS POSITION WAS PLOTTED AS 200000N 100000E. SAR FORCES WERE LAUNCHED SO AS TO BE IN THE SAR AREA COINCIDENTAL WITH A PLANNED FRAG MISSION. THIS ALLOWED FOR MAXIMUM SUPPORT AIRCRAFT. DISCO (EC-121) PROVIDED THE SANDIES AND JOLLIES NAVIGATIONAL ASSISTANCE TO THE SAR AREA AND WAS A TREMENDOUS ASSET DURING THE ENTIRE MISSION. SANDY 1 & 2 ARRIVED IN THE AREA AND IMMEDIATELY STARTED A SEARCH FOR THE ALPHA AND BRAVO MEN. VOICE CONTACT WAS REESTABLISHED WITH THE BRAVO MAN THAT ENEMY PERSONNEL WERE IN THE AREA. VOICE CONTACT WAS NOT REESTABLISHED WITH ALPHA MAN WHO HAD TO BE EARLIER. THERE WAS HEAVY GROUND FIRE IN THE AREA THROUGHOUT THE DAY AND CONSTANT MIG THREATS THWARTED RESCUE ATTEMPTS EVEN THOUGH SUFFICIENT MIG CAP WAS AVAILABLE AND USED ALL DAY. THE MIG THREAT CAUSED FORCES TO BE PULLED BACK SEVERAL TIMES WHICH NECESSITATED RECYCLING OF SANDIES AND NAIL FAC'S AND REFUELLING OF JOLLY GREEN AIRCRAFT. WEATHER DETERIORATED IN THE LATE AFTERNOON TO 6 EIGHTS COVERAGE, 1500' TO 2000 FT WITH A THUNDER STORM DIRECTLY OVER THE SURVIVORS.

PAGE 6 RUMOSRA2859 S E C R E T

DUE TO THE WEATHER AND APPROACHING DARKNESS THE SURVIVORS WAS BEDDED DOWN AND INSTRUCTED TO MONITOR THE RADIO STARTING AT SUNRISE AND TO COME UP ON THE HOUR AND HALF HOUR THROUGHOUT THE DAY. RESCUE EFFORTS FOR TOMORROW WILL BE PLANNED TONIGHT. TWELVE AERIAL REFUELLINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

2. KING 21 ASSUMED AMC DUTIES AT 112222Z MAY 72. KING 22 ASSUMED AMC DUTIES AT 120545Z MAY 72.

GP-4

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Classification (cancelled) (changed to CONFIDENTIAL)
effective on 28 Feb 75 under the authority of 6DS by R6S

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MESSAGE NOTIFICATION
Individual Contacted:
Local Time and Date:

OTTSZYUW RUMOSRA3069 1341444-SSSS--RUCIMAA.
ZNY SSSSS

O 131415Z MAY 72

FM OL-B 3ARRGP UDORN RTAFB THAI
TO RUEFHQA/CSAF/AFXOTZB
RUHHAGA/CINCPACAF/JRCC HONOLULU HAWAII
RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST
INFO RUHHAGA/CINCPAC/CC
RUMMOMA/41ARRWG HICKAM AFB HI
RUHHKKA/13AF CLARK AB PI/INEO
ZEN/7/13AF UDORN RTAFB THAI/DOM
RUEKAAA/FT RITCHIE MD/AFEOC
RUWTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS
RUCWAAA/HQ USAF ALT MAXWELL AFB AL
RUCIMAA/MAC/DOCP

RHSMVA/MWCV/COMMAND CENTER/SAIGON RVN
RUMRSA/7AF TSN AB RVN/CC/DO/DOO/IN/DOCT
RUMRSA/3ARRGP TSN AB RVN/JRCC
RUMUJNA/OL-A 3ARRGP SON TRA AB RVN
RUWJUAU/3636CCTWG FAIRCHILD AFB WA
RUMORKA/388TFW KORAT RTAFB THAI
RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

PAGE 2 RUMOSRA3069 S E C R E T

RUMOREA/56SOW NAKHON PHANOM RTAFB THAI/DOO
RUMORKA/DET-4 3ARRGP KORAT RTAFB THAI
RUMFRBA/CTF 77
ZEN/432TRW UDORN RTAFB THAI
BT

S E C R E T/JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 077/110803Z MAY 72

1. RESCUE PROGRESS REPORT NUMBER 2 (U)
2. MISSION NUMBER - 8-3-036 - 11 MAY 72
3. SITUATION: DOWNED AIRCREW MEMBERS
- A. DESCRIPTION OF SAR OBJECTIVE:
(1) F105/624424/CAMOUFLAGED/ICEBAG04
- B. ACTIONS TAKEN:
(1) TIME SAR FORCES LAUNCHED:
(A) 1 HC-130P, DET-4, 3ARRGP LAUNCHED AT 122205Z
(B) 1 HC-130P, DET-4, 3ARRGP LAUNCHED AT 130027Z
(C) 2 A1E, 56SOW LAUNCHED AT 130235Z

C. PERSONNEL INFORMATION:

- (1) 2 PERSONNEL INVOLVED, 2 MISSING

D. FLYING ACTIVITY:

- (1) DET-4, 3ARRGP - 2 SORTIES FOR 18.2 HOURS

Classification (cancelled) (changed to CONFIDENTIAL)
effective on 28 Feb 75 under the authority of 6DS by R6S

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

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PAGE 3 RUMOSRA3069 S E C R E T

- (2) 56SOW - 2 SORTIES FOR 6.0 HOURS
- (3) 432TRW - 1 SORTIE FOR 5.0 HOURS
- (4) 8TFW - 4 SORTIES FOR 6.0 HOURS

E. SAVES DATA: NO SAVES

F. FUTURE PLANS:

(1) AIRCRAFT TRANSITING THE SAR AREA WILL MAINTAIN ELECTRONIC SURVEILLANCE THROUGHOUT THE NIGHT. A FAST MOVER FAC WILL BE FRAGGED INTO THE AREA AT FIRST LIGHT TO REESTABLISH RADIO CONTACT WITH THE SURVIVORS.

G. SUMMARY OF SAR ACTIONS:

(1) KING 21 (HC-130P) AMC REPORTED TO OLB THAT RADIO CONTACT WAS REESTABLISHED WITH ICEBAG 04 "B" AT 130137Z BY LAREDO 17, AN F-4. LAREDO REPORTED WEATHER IN THE SAR AREA WAS BROKEN STRATUS BELOW 4500FT MSL WITH RAIN SHOWERS IN THE VICINITY. SAR FORCES, 4 JG'S (4H-53C), 6 SANDYS (A1E), KING 21 (AMC), KING 24 (HC-130P) AS TANKER AND FRAGGED FAST MOVER AIRCRAFT, WERE SCHEDULED TO BE LAUNCHED SO AS TO ARRIVE IN THE SAR AREA AT THE SAME TIME. A DIVERSIONARY AIR STRIKE WAS BEING CARRIED ON NEAR BY. AT 130233Z, LAREDO 17 REPORTED THAT HE HAD LOST RADIO CONTACT WITH THE SURVIVOR. A DEBRIEF OF LAREDO 17 INDICATED THE LAST TRANSMISSION HE HEARD FROM ICEBAG 04 (B) WAS "THEY

PAGE 4 RUMOSRA3069 S E C R E T

ARE ON THE HILL ABOVE ME. THEY ARE ALL AROUND ME, THEY HAVE GOT ME." LAREDO 17 CYCLED INTO THE SAR AREA FOR 2 HOURS MORE WITH NO FURTHER CONTACT. NO FURTHER BEEOPER OR VOICE CONTACT WAS MADE THROUGHOUT THE REMAINDER OF THE DAY BY AIRCRAFT TRANSITING THE AREA.

(2) KING 21 ASSUMED AMC DUTIES AT 122245Z MAY 72.

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Classification (cancelled) (changed to CONFIDENTIAL)
effective on 28 FEB 85 by CDG under the authority of RCS

OTTSZYUW RUMOSRA3165 1351258-SSSS--RUCIMAA
ZNY SSSSS
O 141220Z MAY 72
FM OL-B, 3ARRGP UDORN RTAFB THAI
TO RUEFHQA/CSAF/AFXOTZB
RUHHAGA/CINCPACAF/JRCC/HONOLULU HI
RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST
INFO RUHHHQA/CINCPAC/CC
RUHHABA/41ARRWG HICKAM AFB HI
RUHHKKA/13AF CLARK AB PI/INEO
ZEN/7/13AF UDORN RTAFB THAI/DOM
RUEKAAA/FT RITCHIE MD/AFECC
RUNTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS
RUCWAAA/HQ USAF ALT MAXWELL AFB AL
RUCIMAA/MAC/DOCP
RHMSMVA/MACV/COMMAND CENTER/SAIGON RVN
RUMMRSA/7AF TSN AB RVN/CC/DO/DOO/IN/DOCT
RUMMRSA/3ARRGP TSN AB RVN/JRCC
RUMUJNA/OL-A, 3ARRGP SON TRA AB RVN
RUMJAU/3636CCTWG FAIRCHILD AFB WA
RUMORKA/388TFW KORAT RTAFB THAI
RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

OPR	CYS
ARRS	01
INFO	CYS
DO	4
DOC	1

MESSAGE NOTIFICATION

Individual
Contacted:

Time

PAGE 2 RUMOSRA3165 S E C R E T
RUMOREA/5650W NAKHON PHANOM RTAFB THAI/DOO
RUMORKA/DET 4, 3ARRGP KORAT RTAFB THAI
RUMFRBA/CTF 77
ZEN/432TRW UDORN RTAFB THAI
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effective on 28 FEB 85 by CDG under the authority of RCS

S E C R E T/JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 078/110803Z MAY 72.

1. RESCUE PROGRESS REPORT NUMBER 3(U)
2. MISSION NUMBER - B-3-036 - 11 MAY 72
3. SITUATION: DOWNED AIRCREW MEMBERS:

A. DESCRIPTION OF SAR OBJECTIVE:

(1) F105/624429/CAMOUFLAGED/ICEBAG 04

B. ACTIONS TAKEN:

(1) AN F-4 FAST FAC ACCOMPANIED BY MIG CAP AIRCRAFT

PROCEEDED TO THE LAST KNOWN POSITION OF ICEBAG 04, NO CONTACT ON
EITHER BEEPER OR VOICE.

(2) TIME SAR FORCES LAUNCHED:

(A) 1 HC-130P, DET-4, 3ARRGP LAUNCHED AT 132234Z

(B) 1 HC-130P, DET-4, 3ARRGP LAUNCHED AT 140440Z

C. PERSONNEL INFORMATION:

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 116
AUTOMATICALLY DOWNGRADED AT THE
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 80

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D. FLYING ACTIVITY:

- (1) DET-4, JARRBP - 2 SORTIES FOR 15.8 HOURS
(2) BTFW - 1 SORTIE FOR 2.0 HOURS
(3) 432TRW - 4 SORTIES FOR 6.0 HOURS

E. SAVES DATA: NO SAVES

F. FUTURE PLANS:

(1) AIRCRAFT TRANSITING THE AREA WILL MAINTAIN ELECTRONIC SURVEILLANCE THROUGHOUT THE NIGHT. A FAST MOVER FAC WILL BE FRAGGED INTO THE AREA AT FIRST LIGHT ON A COMMUNICATIONS SEARCH FOR SURVIVORS.

G. SUMMARY OF SAR ACTIONS:

(1) AT 140330Z THE FAST FAC REPORTED NEGATIVE CONTACT WITH ICEBAG 04. OTHER AIRCRAFT TRANSITING THE AREA HAD NEGATIVE CONTACT. WEATHER IN THE AREA PROHIBITED VISUAL SEARCH.

(2) KING 21 ASSUMED AMC DUTIES AT 132240Z, KING 22 ASSUMED
AMC DUTIES AT 140520Z.

13) NO AERIAL REFUELINGS ACCOMPLISHED IN SUPPORT OF THIS MISSION TODAY.

GP-4

BT

#3165

NNNN

DECLASSIFIED

 $\frac{1}{2}$

~~SECRET~~

~~CONFIDENTIAL~~

DECLASSIFIED

IMMEDIATE

~~SECRET~~
~~SECRET~~

2/2
~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

PAGE 2 RUMOSRA3363 S E C R E T

(2) 432 TFW 4 SORTIES FOR 8.0 HOURS

E. SAVES DATA: NO SAVES

F. FUTURE PLANS:

(1) AIRCRAFT TRANSITING THE AREA WILL MAINTAIN ELECTRONIC SURVEILLANCE TONIGHT AND TOMORROW. ATTEMPT WILL BE MADE TO FRAG A FAST MOVER FAC AND MIG CAP INTO THE AREA FOR COMMUNICATION SEARCH.

G. SUMMARY OF SAR ACTIONS:

(1) FAST MOVER (F-4D) AIRCRAFT MADE A COMMUNICATIONS SWEEP IN THE AREA OF TH LKP WITH NEGATIVE RESULTS. ACFT FRAGGED THROUGH THE AREA DID NOT REPORT ANY CONTACT WITH SURVIVOR.

(2) KING 21 ASSUMED AMC DUTIES AT 142230Z MAY 72.

KING 22 ASSUMED AMC DUTIES AT 150525Z MAY 72

(3) NO AERIAL REFUELINGS WERE ACCOMPLISHED.

GP-4

BT

#3363

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IMMEDIATE

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DECLASSIFIED

PAGE 3 RUMOSRA3624 ~~SECRET~~

(2) TOTAL FLYING ACTIVITY FOR MISSION:

(A) DT-4, 3ARRGP 22 SORTIES FOR 85.2 HOURS

(14) AERIAL REFUELINGS WERE ACCOMPLISHED

(B) 56SOW 28 SORTIES FOR 79.9 HOURS

(C) 40ARRS 8 SORTIES FOR 55.6 HOURS

(D) 432TRW 36 SORTIES FOR 101.4 HOURS

(E) 8TFW 11 SORTIES FOR 17.0 HOURS

(F) 366TFW 2 SORTIES FOR 9.5 HOURS

(G) 552 AEWC 2 SORTIES FOR 9.0 HOURS

(3) MISSION WAS SUSPENDED AT 161130Z MAY 72
WITH CONCURRENCE OF 7AF AND COMMANDER OF PARENT UNIT DUE TO LACK
OF LEADS AND OR SIGHTING OF CREW ON ICEBAO 04.

GP-4

BT

#3624

NNNN

14 REFUELINGS

2/2

$$\begin{array}{r} 99 \\ \hline 357.6 \end{array}$$

$$\begin{array}{r} 20 \\ \hline 140.8 \end{array}$$

~~CONFIDENTIAL~~

DECLASSIFIED

IMMEDIATE

~~SECRET~~

Icebag 01B SAR

12 May 1972

(Tape provided courtesy of Don Morse and Byron Hukee)

Background (Information from)

In the spring of 1972, the U.S. formulated the LINEBACKER offensive. Its objective was to keep the weapons of war out of North Vietnam. At this time, the North Vietnamese had one of the best air defense systems in the world, with excellent radar integration of SA-2 SAMs, MiGs, and antiaircraft artillery. The NVN defense system could counter our forces from ground level up to nineteen miles in the air. MiG fighters were on ready alert, and after takeoff, were vectored by ground-control radar. Soviet advisors devised attack strategies, manned a number of the SAM sites, and also trained North Vietnamese crews.

The strongest SAM reactions were reserved for defense of the most vital targets. During LINEBACKER strikes into the Hanoi/Haiphong area, it was not unusual for a U.S. force to be met by barrages of over 100 missiles. (The SA-2 SAM missile was 21 feet long.) Pilots also had to cope with the enemy's creative launch tactics.

One tactic used by the North Vietnamese was the employment of barrage firings of unguided SAMs, which distracted and harassed aircrews both over the target and while MiGs positioned themselves for rear attacks.

The success of this tactic was demonstrated on May 11, 1972, when an F-105G was shot down. A barrage of six SAMs diverted the attention of the Iron Hand flight while MiGs attacked from the rear. Maj. William H. Talley, pilot of the aircraft, and Maj. James P. Padgett, electronic warfare officer, successfully ejected from the aircraft about 25 miles southwest of Hanoi and were captured by the North Vietnamese.

Situation

Icebag was down approximately 25 nm west southwest of Hanoi. Although a densely populated area, the survivor was in some high terrain in thick jungle. This allowed him to evade capture for approximately 36 hours.

Shortly after the shootdown of Icebag 01 on 11 May, both crewmembers established survival radio contact with one another on the ground. Both Icebag 01 'Alpha' (the pilot), and Icebag 01 'Bravo' (the backseater), sought to hide themselves and prepared to communicate with the rescue forces that they assumed would be arriving shortly.

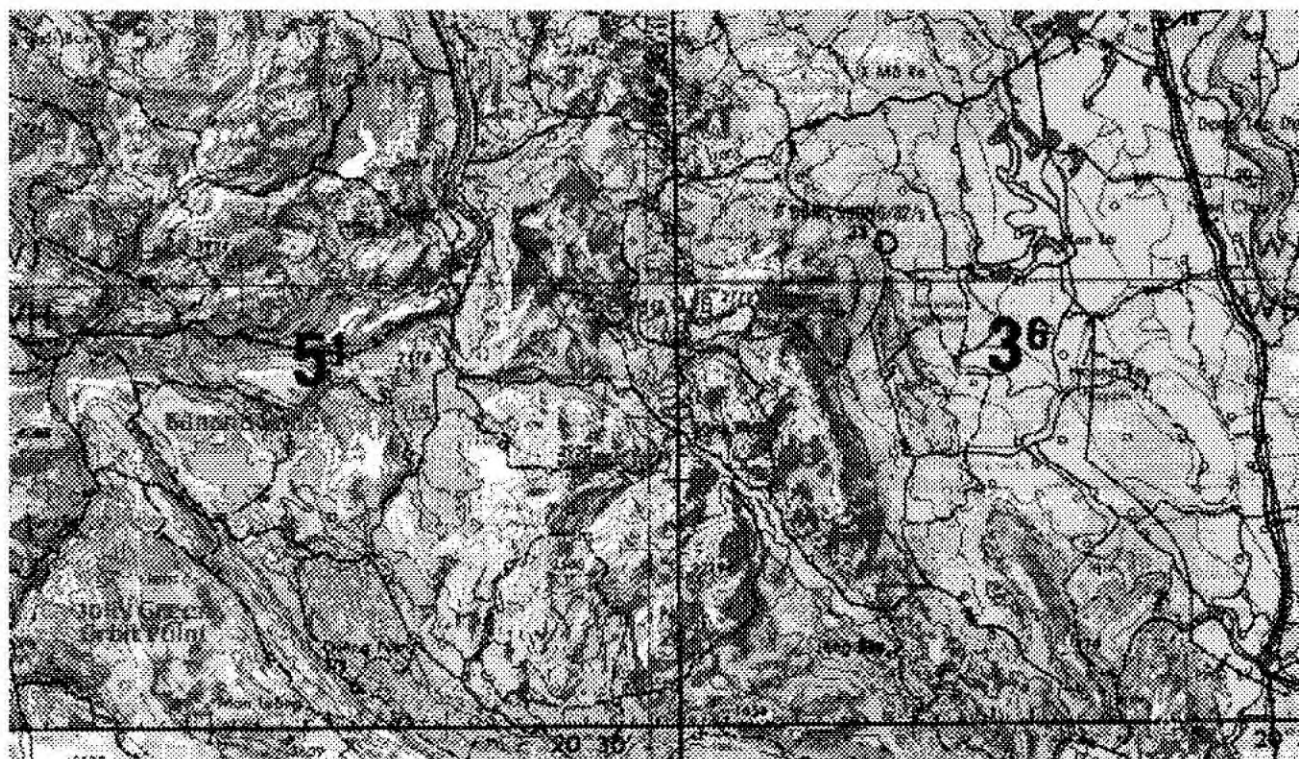
Unbeknownst to them however, was the fact that there would be no attempt at a rescue on the first afternoon. The long distance from NKP to the survivors' location would make it impossible to orchestrate an attempt on this first day. All efforts were pointed toward an attempt early in the morning on the second day, 12 May.

During the morning of 12 May, Icebag 01A found it increasingly difficult to stay hidden and he was located by search parties and taken captive before the arrival of the SAR force. Icebag 01B was in a slightly better location and he was able to evade capture for another 24 hours. He reported that at one point, searchers came, "within half a shoelace of finding me," on that second day, 12 May 1972.

The SAR force arrived and immediately established radio contact with Icebag 01B. All attempts to contact 01A were without success.

The tape begins as Sandy 01-02 are attempting to locate Icebag 01B. Sandy 03-04 are escorting the Jolly Green HH-53 rescue helicopters and are orbiting about 20 nm southwest of the survivor's location.

This SAR is also covered in Byron Hukee's A-1 Combat Journal
Chapter 6 - Operation Linebacker (12 May 1972)



The Players

Icebag 01A - Maj William Talley (not on tape) (POW, released in 1973)

Icebag 01B - Major James P. Padgett (POW, released in 1973)

Sandy 01-02 - Captain Don Morse and Lt Byron Hukee

Sandy 03-04 - Major Don Milner and ??

Jolly Green

Laredo 17 - F-4 'Fast FAC'

Nail 39 - OV-10 FAC from NKP

Play Icebag 01B Tape

56 SOW
Apr - Jun 72 vol. 3
1 SOS 1-31 May 72
K-WG-56-III

DOC A14

SECRET

was delayed for bad weather. During the delay Bravo reported that the gomers were coming over the hill and that "they have me". Better coordination of MIG cap and fast mover ordnance could have produced a successful pick-up the second day.

On 13 May Sandys 05/06 were launched from Bien Hoa for Phoenix Black 2 (VNAF A-1) downed near An Loc. However, contact was never established with a survivor. The Sandys departed the area after being fired on by SA-7 missiles.

On 14 May Sandys 05/06 were launched for Sundog 07, who was downed by an SA-7 near An Loc. The survivor was in friendly hands and the Sandys advised the army to delay rescue attempts since the enemy was surely waiting for the first helicopter to enter the area. The Sandys departed the area after taking SA-7 fire. Sundog 07 was rescued several days later by the army.

On 20 May Bowleg 02 (F-4) was downed about 30 miles west of Hanoi. Sandy 03/04 proceeded to the survivors area from their orbit, aided by Disco (EC-121). Sandy 01/02/09/10 were launched from NKP to try for an immediate pick-up. Sandys 03/04 found the survivors who reported movement in their area. Bravo was very excited and his radio transmissions were almost unreadable. Sandys 09 and 10 (Capt Smith, Lt Hukee) took on scene command and worked the area some more before leaving the area to get the Jollys for a pick-up. Upon returning to the area Bravo ~~was~~ could no longer be contacted so only Alpha was rescued. ~~USAF~~ forces remained in the area until dangerously low on fuel attempting to regain contact

SECRET

STATEMENT

13 May

21 May 1972

SUBJECT: Sandy 05/06 SAR PHOENIX BLACK II

1. On 13 May 1972, at 1445 we were alerted by Joker that a VNAF A-1 was down over An Loc. We scrambled, but ground told us that Pedro had relayed that the SAR was terminated. We taxied back and recocked.
2. At 1515 Tower call and said that the VNAF tower controlled reports that the people (unknown) up at An Loc need some resources to aid in the pick up of the survivor. We called Joker and they didn't know a thing about it. We tell them that we will take off, fly to the scene, and see what the real story is. They concur.
3. We were airborne at 1600, and over An Loc area at 1625. A Sundog FAC directs us to the SAR area. Sandy 05 went down and located the chute. There was no radio contact with the survivor. The sandy's orbit to the south of An Loc to see if anything develops.
4. As the Sandy's were departing the area, Sandy 05 had an SA-7 fired at him. Sandy 06 directed Sandy 05 to break. The missile subsequently missed. The position of launch was still very visible, so both Sandy's expended CBU-25 and 20mm cannon fire on the site. The Sandy's took up an orbit about 4 miles to the south of An Loc, still awaiting some response from the survivor.
5. At 1825, the Sundog FAC requests that the Sandy's expend their ordnance on the West side of town. We struck the West side and encountered 3 12.7mm positions, however we took no hits.
6. At 1835 we returned to base, landing at 1900.

*Robert B. Carlsen*ROBERT B. CARLSEN, 1/Lt, USAF
Sandy 05*Ross M. Buchanan*
ROSS M. BUCHANAN, Captain, USAF
Sandy 06

[REDACTED]

~~CONFIDENTIAL~~

ground fire. Darkness came shortly afterwards and voided any possible attempt for that day.

(C) The next day the rescue was hampered by bad weather, lack of ordnance, and several Mig calls that chased the SAR force from the area. At one time Migs approached to within one half mile of the SAR force. The only available ordnance was that carried by the Sandys. It was finally decided that a first light pickup would be attempted the next morning. The next morning the SAR force launch was delayed for two hours because of weather. During this time Bravo reported that people were coming over the hill after him, and then "they have me."

SUNDOG Ø7¹³⁷

(C) Sundog Ø7 (an O-2) was shot down over An Loc by an SA-7 on 14 May. Coincidentally, the Sandys were just taking off from Bien Hoa for the afternoon orbit when they heard the distress call. Enroute to An Loc they learned that Sundog Ø7 was with friendlies inside the city. Rash Ø5 was discussing a rescue attempt with the friendlies. While the Sandys were firing on the proposed ingress route, the Army SAR team of five helicopters arrived and began holding South of the city. However, it was decided to abandon the rescue attempt for the

137. 1st SOS Historical Data Reports. Also, see SARCO Report for Sundog Ø7, 14 May 72, (Doc 32).

~~CONFIDENTIAL~~

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

56 SOW
Apr-Jun 72 vol. 3
1 SOS 1-31 May 72
K-WG-56-HI

DOC A14

SECRET

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SECRET

STATEMENT

DOC 321

21 May 1972

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

14 MAY

SUBJECT: Sandy 05/06 SAR SUND0G 07 USAF 0-2

1. On 14 May 1972, at 1450 we were just taking the active runway at Bien Hoa, for the afternoon orbit, when we heard a call on guard. Someone was requesting someone else to come up DELTA frequency.
2. After takeoff, we tried to contact Joker but had no success. We headed towards An Loc and got in contact with Rash 05 on 282.8MHz. He said that Sundog 07 had been hit with a SA-7 and was down in An Loc. But in friendly hands. He informed us that the Army SAR team was enroute to try and get the survivor out of An Loc.
3. At 1515, we arrived over An Loc. Rash 05 was the on scene commander and was talking to the friendlies who had the survivor. He briefed us on where they were going to try and land the helicopter, defenses in the area, etc. We then rendezvoused with Black Jack, the Army Sar team (two slicks and three Cobras). We held south of An Loc while Rash 05 talked to the ground commander about the tactics to be employed. It was decided that since the enemy knew the survivor was in friendly hands, that the friendlies had contact with the enemy, and that they (enemy) probably knew about that general plan of attack, that it would be best to wait for a more favorable time to attempt an ~~attack~~ of the survivor. We relayed this information to Black Jack and they returned to base.
4. At 1550, Rash 05 wanted to use our ordnance to soften up the area and proposed ingress route for the helicopters. Sandy 06 had made one pass, and Sandy 05 was on his first pass when Sandy 05 was fired at by an SA-7. Rash 05 told the Sandy's to break, which both Sandy's simultaneously did. However, the missile was tracking Sandy 05. Rash 05 and Sandys 05 and 06 decided that the area was too hostile for slow movers.
5. At 1600 Sandy 05/06 left the area of An Loc to return the aircraft to home station (NKP).

Robert B. Carlsen
ROBERT B. CARLSEN, 1/Lt, USAF
Sandy 05

Ross M. Buchanan
ROSS M. BUCHANAN, Captain, USAF
Sandy 06

Date of rescue or mission of mercy: 21 MAY 72

PILOT name, MIDDLE initial, LAST name, RANK of rescue pilot and crew members:

PILOT: DONALD B. WAGNER, CAPT CO-PILOT: ROBERT R. AMES, CAPT

CREWMEN: HSI-- CHARLES R. WORLEY, SSgt MT - FREDRICK (NIT) STORDY, SSgt

Name and location of activity: 37ARRSq (PEDRO) APO S.F. 96337

Location of rescue: APO S.F. 96337 Day or night: DAY

Local time: Departed- 1340 Survivor picked up- 1345 Survivor disembarked- 1355

Sea state or description of terrain: N/A

Altitude: SL Visibility: CLEAR

Water temp: N/A Air temp: 95 Wind velocity: 15KTS

Other weather conditions: N/A

Distance flown to rescue site: 5NM Total distance flown during mission: 10NM

No. of personnel rescued: ONE Military or civilian: MILITARY

Names and ranks: EDWARD G. HEINZ, Sgt, USAF

Detailed narrative description of rescue or mission of mercy, paying particular attention to any condition which makes this rescue outstanding, or "other-than-routine." (USE ADDITIONAL PAGES IF REQUIRED)

ON 21 MAY 72, the alert crew of the 37 ARRSq (Pedro) was notified by phone of an emergency Medavac from the 366th Despenary to the 95th Army Medavac Hospital. The Pedro crew departed the Pedro ramp at 1340, arriving at the 366th landing pad at 1342. At that time the patient, suffering from an extreme overdose of (), was loaded aboard Pedro 61. Departure from the 366th was made at

1347, arriving at the 95th landing pad at 1355. The patient was off loaded and the crew returned to the Pedro ramp to resume their alert. Statments from attending Dr. credit this Pedro crew as the contributing factor in saving the life of the patient through their quick response and professional handling of the mission.

WANT BACK (✓)

IMMEDIATE

PAGE 3 RUMOJNAD654

(3) PILOT: WILLIAM G. BYRNS, CAPT 498-46-595, 8TFW
UBON RTAFB THAILAND.

(4) POB - 2

(5) WEATHER - VFR

(6) SURVIVAL EQUIPMENT: USAF STANDARD

(7) LAST KNOWN POSITION: SEE ITEM C(2).

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY, OL-A 3ARRGP, NOTIFIED AT
231350Z BY MAYDAY ON GUARD THAT OWL 14A HAD TO EJECT NORTH OF
DMZ.

(2) FOLLOWING SAR FORCES ALERTED:

(A) DET 4, 3ARRGP AT 231355Z

(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:

(A) DET 4, 3ARRGP AT 231440Z - 1 HC130 LAUNCHED.

C. PERSONNEL INFO:

(1) 2 PERSONS INVOLVED - 2 PERSONS LOCATED

(2) SAR OBJECTIVE OWL 14A LOCATED BY WINGMAN AT
231400Z COORDINATES 1709.6N 10647.6E. SAR OBJECTIVE OWL 14B
LOCATED BY FAST FAC AT 232010Z COORDINATES 1709N 10645.3E

D. FLYING ACTIVITY:

PAGE 4 RUMOJNAD654

(1) DET 4 3ARRGP - 1 SORTIE FOR 9.3 HOURS

(2) 8TFW - 14 SORTIES FOR 21 HOURS

(3) 388TFW - 12 SORTIES FOR 18 HOURS

(4) 366 TFW - 4 SORTIES FOR 6 HOURS

(5) 432TRW - 4 SORTIES FOR 6 HOURS

E. NO SAVES. 24 41

F. FUTURE PLANS: PLAN TO USE DENIAL ORDINANCE IN AREA OF
SURVIVORS AND COORDINATE AN ESCAPE PLAN

G. SUMMARY OF SAR ACTIONS:

(1) RADIO CONTACT WAS ESTABLISHED WITH OWL 14A. HE
REPORTED THAT HE WAS VERY CLOSE TO AN AAA SITE AND WAS UNABLE
TO MOVE BECAUSE OF MANY UNFRIENDLY TROOPS IN THE AREA. KING
27 WAS ORDERED TO SCRAMBLE AT 1400Z TO SERVE AS AIRBORNE MISSION
CONTROL. NUMEROUS STRIKES ON TROOPS AND TRUCKS WERE MADE IN
THE AREA WITH OWL 14A DOING SOME OF THE FAC. RADIO CONTACT
WAS LOST WITH OWL 14A AT 1540Z. OWL 14B FIRST MADE RADIO
CONTACT AT 232010Z AND HAS MAINTAINED IT SINCE THAT TIME. JOLLY
GREEN PERSONNEL ARE WORKING WITH INTELLIGENCE AND JPRC PERSONNEL
TO MAKE AN ESCAPE PLAN.

(2) SEE ITEM 3D

PAGE 5 RUMOJNAD654 S E C R E T

(3) KING 27 ASSUMED AMC DUTIES AT 231600Z

IMMEDIATE

24 SSE
of Rong 76L

NOTIFIED 23/1350Z
2150L

25 Sorties 50.3 hrs

A CONTACT LOST 1540Z
2/3
B CONTACT MADE 2010Z

Assumed AMC @ 1600Z

IMMEDIATE

~~SECRET~~ ~~CONFIDENTIAL~~

(4) NO AERIAL REFUELING WAS ACCOMPLISHED IN SUPPORT OF THIS MISSION.

(5) NO AUXILLARY RESCUE EQUIPMENT CONTRIBUTED TO THE SAR EFFORT.

GP-4

BT

#0654

NNNN

3/3

A	I		
	✓	DO	
	✓	Asst DO	✓
		DOT	
		DOV	
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	✓	DOC	
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IN TURN			

35
60.3

~~CONFIDENTIAL~~

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IMMEDIATE

IMMEDIATE

PT 00876

145 201959

Classified by

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

OTTSZYUW RUMOJNAC695 1451730-SSSS--RUCIMAA.

ZNY SSSSS

O 241645Z MAY 72

FM OL A 3ARRGP SON TRA AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUHABA/PACAF HICKAM AFB HAWAII/DOH

RUCIMAA/HQ ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUCMAAA/HQ USAF ALT MAXWELL AFB ALA

RUCIMAA/MAC/MAOCCP

RUMHRSB/3 ARRG TSN AB RVN/JRCC

RUMHRSB/7AF TAN SON NHUT AB RVN/CC/DO/D00/IN/TACC

RUMHRSB/CTF 77

RUMHRSB/CTG 77.0

RUMHRSB/CTG 77.4

RUMHRSB/CTG 77.5

RUMHRSB/CTG 77.6

RUMHRSB/CINCPAC/CC

RUMHRSB/MACV SAIGON RVN

RUMHRSB/IDASC DANANG RVN

RUEKAAA/AFEOC FT RITCHIE MD

RUMHRSB/USAFMPC RANDOLPH AFB TEX/DPHCS

RUMHRSB/USAF SURVIVAL SCHOOL 3636 CCPWG FAIRCHILD AFB WASH

PAGE 2 RUMOJNAC695

RUMHRSB/13AF/INCO/JRCC CLARK AB PI

RUMHRSB/CINCPACAF/JRCC HONOLULU HAWAII

RUMHRSB/1600 SUPPORT GP/DOR CLARK AB PI

RUMHRSB/DET 4 3ARRGP KORAT RTAFB THAILAND

RUMHRSB/OL 8 3ARRGP UDORN RTAFB THAILAND

RUMHRSB/40 ARRS NAKON PHANOM RTAFB THAILAND

RUMHRSB/5650W NAKHON PHANOM RTAFB THAILAND

RUMHRSB/37ARRS DANANG AB RVN

RUMHRSB/8TH TFW UBON RTAFB THAILAND

RUMHRSB/3614CCTS/JSS/CAB PI

BT

1. JOPREP JIFFY/OL-A 3ARRGP/RESCUE 055/241600Z MAY 72

1. RESCUE PROGRESS REPORT NBR 1

2. MISSION NUMBER: A-30-55-23 MAY 72

3. SITUATION: OWL 14 (F-4) SHOT DOWN IN RP-1 NVN

C. PERSONNEL INFO:

(1) 2 PERSONS INVOLVED - 1 PERSON LOCATED - 1 PERSON MISSING

(2) SAR OBJECTIVE LOCATED BY FAST FAC AT 232010Z COORDINATES

1709N 10645.3E.

D. FLYING ACTIVITY:

(1) 1600 SPT GP-2 SORTIES FOR 17.2 HOURS

IMMEDIATE

Classification (cancelled) (changed to

effective on 28 FEB 75, under the authority of

675 by 10 ARSO

OPR	CYS
INFO	CYS
DOCS	
DOCT	

5841

MESSAGE NOTIFICATION	
Individual	
Controlled	
By	
At	

HOT LINE

MESSAGE NOTIFICATION

and Date:

~~CONFIDENTIAL~~
IMMEDIATE

- (2) 8TFW-33 SORTIES FOR 66 HOURS
- (3) 388TFW-27 SORTIES FOR 54 HOURS
- (4) 432TRW-16 SORTIES FOR 32 HOURS
- (5) 49TFW-2 SORTIES FOR 4 HOURS
- (4) MFA232-4 SORTIES FOR 8 HOURS
- (7) 366TFW-06 SORTIES FOR 12 HOURS

E. NO SAVES.

PAGE 3 RUMUJNAD695

F. FUTURE PLANS:

(1) PLAN TO CONTINUE TO HAVE OWL 14B E AND E TO ACCEPTABLE JULY GREEN PICKUP LOCATION.

(2) SAR FORCES FOR 25 MAY 72: UNKNOWN AT THIS TIME.

G. SUMMARY OF SAR ACTIONS:

(1) AR STRIKES WERE DELIVERED IN THE AREA OF THE SURVIVOR THROUGH THE DAY DUE TO ENEMY ACTIVITY. DENIAL ORDINANCE WAS DROPPED NORTH AND EAST TO ISOLATE THE SURVIVOR FROM NEARBY ROADS AND LEAVE HIM AN ESCAPE ROUTE. HE WAS ADVISED THAT THE INTENTION WAS TO CLEAR AN OPENING WSW TOWARD MOUNTAINOUS TERRAIN. A MORE DETAILED ESCAPE AND EVASION PLAN IS BEING FORMED AT THIS TIME. DURING THIS PERIOD NO CONTACT WAS REESTABLISHED WITH OWL 14 ALPHA. THIS MISSION WAS TRANSFERRED TO OL-/B, 3ARRBP AT 241600Z MAY 72 DUE TO LOCATION OF SURVIVOR, RESOURCES AVAILABLE, AND INTELLIGENCE DATA AVAILABLE. FUTHER REPORTED WILL BE COMPLETED BY OL-B, 3ARRBP USING MISSION NUMBER B-03-044. MISSION NUMBER A-3-055 WILL NO LONGER BE USED.

GP-4

BT

#0695

NNNN

272

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

IMMEDIATE

IMMEDIATE

PT 00451

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

OTTSZYUW RUMOSRAC305 1461153-SSSS--RUCIMAA.

ZNY SSSSS

O 251130Z MAY 72

FM OL-B 3ARRGP UDORN RTAFB THAILAND

TO RUEFHQA/CSAF/AFXOTZR

RUHHAGA/CINCPACAF/JRCC

~~RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST~~

INFO RUHHHQA/CINCPAC/CC

RUHHABA/CINCPACAF/DOH

ZEN/7/13AF UDORN RTAFB THAI/DOH

RUHNOMA/41ARRWG/HICKAM AFB HI

RUEKAAA/FT RITCHIE MO/AFECC

RUHHKKA/13AF CLARK AB PI/INEO

RUWTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS

RUCWAAA/HQ USAF ALTERNATE MAXWELL AFB AL

~~RUCIMAA/HQ/DOCP~~

RHMSMYA/MACV/COMMAND CENTER/SAIGON RVN

RUMMRSA/7AF TSN AB RVN/CC/DO/DOO/IN/DOCT

RUMMRSA/3ARRGP TSN AB RVN/JRCC

RUHJUAU/3636CCTWG FAIRCHILD AFB WA

RUHHKKA3614 CCTS/JSS/CLARK AB PI

OPR	CYS
ARRS	
INFO	CYS
DO	3
DO	1

PAGE 2 RUMOSRAC305

RUMORUA/8TFW UBON RTAFB THAILAND

RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

RUMOREA/5650W NAKHON PHANOM RTAFB THAILAND

RUMOJNA/OL A 3ARRGP SON TRA AB RVN

RUHFRBA/CTF 77

RUHJUBA/737 ARRS DANANG AB RVN

RUHHKKA/1600SUPPORT GP/ CLARK AB PI

RUHORKA/388 TFW KORAT RTAFB THAI

BT

JOPREP JIFFY OL-B 3ARRGP/RESCUE 094/231350Z MAY 72

1. RESCUE PROGRESS REPORT NUMBER 2

2. MISSION NUMBER B-3-044 25 MAY 72 (A-3-C55 23 MAY 72)

3. SITUATION: OWL 14(F-4) SHOT DOWN IN RP-1 NVN

A. DESCRIPTION OF SAR OBJECTIVE

(1) F-4/668726/CAMOUFLAGED/OWL 14

B. ACTIONS TAKEN:

(1) TIME SAR FORCES LAUNCHED

(A) 1 HC-130P, 1600 SPT GP LAUNCHED AT 2400Z

(B) 1 HC-130P, 1500 SPT GP LAUNCHED AT 2500Z

C. PERSONNEL INFORMATION

(1) 2 INVOLVED, 2 MISSING

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time

Diand Delegation

ORDER 11652

Classified by

SUBJECT TO GENERAL

SCHEDULE OF EXECUTIVE

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON

3105C80

IMMEDIATE

IMMEDIATE

~~CONFIDENTIAL~~

PAGE 3 RUMOSRAD305

(2) OWL 14B LOCATED AT 232010Z AT COORDINATES 1709N
10645E BY HIS WING MAN; HOWEVER, CONTACT WAS
SUBSEQUENTLY LOST.

D. FLYING ACTIVITY

(1) 1600SPT GP	2 SORTIES FOR 20.3 HOURS
(2) 8TFWG	2 SORTIES FOR 8.0 HOURS
(3) 432TRWG	2 SORTIES FOR 3.0 HOURS
(4) 388TFWG	2 SORTIES FOR 4.5 HOURS

E. SAVES DATA NO SAVES

F. FUTURE PLANS:

FAST FAC'S WILL CONTINUE TO GO INTO THE AREA TO
REESTABLISH COMMUNICATIONS WITH OWL 14 "A" AND "B" MAN.

(2) SAR FORCES AVAILABLE

(A) 1 HC-130P, DT-4, 3ARRGP

(B) 4 A-1E'S 5650W

(C) 4 HH-53C'S 40ARRSQ

G. SUMMARY OF SAR ACTIONS:

(1) LAST RADIO CONTACT WITH OWL 14B WAS AT 241657Z MAY
72. FAST FAC'S HAVE BEEN FLYING THROUGH AREA OF LAST KNOW POSN
SINCE 242300Z MAY 72. LAREDO 14 (FAST FAC) WAS PREPARED TO PASS

PAGE 4 RUMOSRAD305

AN ENCODED MESSAGE WITH EBE INSTRUCTIONS TO OWL 14B IF CONTACT
WAS REESTABLISHED.

(2) OL-B 3ARRGP ASSUMED CONTROL OF THIS MISSION (A-3-055)
AT 241600Z MAY 72

(3) KING 25 ASSUMED AMC DUTIES AT 242310Z MAY 72

KING 26 ASSUMED AMC DUTIES AT 250522Z MAY 72

(4) NO AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT
OF THIS MISSION TODAY.

(5) NO AUXILIARY SAR EQUIPMENT ASSISTED IN THE
PROSECUTION OF THIS SAR AS OF THIS DATE.

GP-4

BT

#0305

NNNN

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~~SECRET~~

IMMEDIATE

IMMEDIATE

PT 00461

OTTSZYUW RUMOSRA0486 1471156-SSSS--RUCIMAA.

ZNY SSSSS

O 261130Z MAY 72

FM OL-B. 3ARRGP UDORN RTAFB THAILAND

TO RUEFHQA/CSAF/AFXOTZB

RUHHAGA/CINCPACAF/JRCC HONOLULU HAWAII

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST

INFO RUHHHQA/CINCPAC/CC

RUHHAGA/CINCPACAF/DOH

RUMMOHA/41ARRWG HICKAM AFB HAWAII

RUHHKKA/13AF CLARK AB PI/INCO

ZEN/7/13AF UDORN RTAFB THAILAND/DOM

RUEKAAA/FT RITCHIE MO/AFECC

RUMTFJA/RANDOLPH AFB TEXAS/USAFMPC/DPMCS

RUCWAAA/HQ USAF ALT MAXWELL AFB AL

RUCIMAA/HQ MAC SCOTT AFB IL/DOCP

RHHSHVA/MACV/COMMAND CENTER/SAIGON RVN

RUMRSA/7AF TSN AB RVN/CC/DO/DOO/IN/DOCT

RUMRSA/3ARRGP TSN AB RVN/JRCC

RUMJNA/OL-A 3ARRGP SON TRA AB RVN

RUMJAU/3636CCTWG FAIRCHILD AFB WA

RUHHKKA/3614CCTS/JSS/CLARK AB PI

PAGE 2 RUMOSRA0486

RUMOREA/MOARRS NKP RTAFB THAI

RUMOREA/56SOW NKP RTAFB THAI/DOO

RUMOLBA/37ARRS DANANG AB RVN

RUMORUA/BTFW UBON RTAFB THAILAND

RUMFRA/CTF 77

RUHHKKA/1600 SPT GROUP CLARK AB PI

RUMORKA/38BTFW KORAT RTAFB THAILAND

BT

JOPREP JIFFY/OL-B. 3ARRGP/RESCUE 095/231350Z MAY 72

1. RESCUE PROGRESS REPORT NUMBER 3- 26 MAY 72 (U)

2. MISSION NUMBER - B-3-044 - 25 MAY 72

3. SITUATION: DOWNED F-4 IN RP- 1 NVN

A. DESCRIPTION OF SAR OBJECTIVE:

(1) F-4/668726/CAMOUFLAGED/OWL 14

B. ACTIONS TAKEN:

(1) SAR FORCES LAUNCHED:

(A) 1 HC-30P, DET -4, 3ARRGP LAUNCHED AT 252210Z

(B) 1 HC-130P, DET -4, 3ARRGP LAUNCHED AT 260436Z

C. PERSONNEL INFORMATION:

(1) 2 PERSONNEL INVOLVED. 2 MISSING

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31 OCT 80

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2/2

PAGE 3 RUMOSRAD486

D. FLYING ACTIVITY:

(1) DET-4: 3ARRGP - 2 SORTIES FOR 15.3 HOURS

E. SAVES DATA: NO SAVES

F. FUTURE PLANS:

(1) FAST MOVERS TRANSITING THE AREA WILL CONTINUE TO ATTEMPT CONTACT WITH OML - 14 ON ALL AVAILABLE FREQUENCIES.

G. SUMMARY OF SAR ACTIONS:

(1) FAST MOVER AIRCRAFT TRANSITING OML 14'S POSITION HAVE BEEN UNSUCCESSFUL IN REESTABLISHING COMMUNICATIONS WITH EITHER ALPHA OR BRAVO.

(2) KING 21 (HC-130P) ASSUMED AMC DUTIES AT 252230Z

KING 22 (HC-130P) ASSUMED AMC DUTIES AT 260445Z

(3) NO AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

(4) NO AUXILIARY EQUIPMENT ASSISTED IN THE PROSECUTION OF THIS MISSION TO DATE.

GP-4

BT

#0486

NNNN

26 MAY 1972

A	I		
	✓	DO	<i>[Signature]</i>
	✓	Asst DO	<i>[Signature]</i>
		DOT	
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IMMEDIATE

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~~CONFIDENTIAL~~

EDITE

PT 00521

OTTSZYUW RUMOSRA0591 1431218-SSSS--RUCIMAA.

ZNY SSSSS

O 271200Z MAY 72

FM OL B 3ARRGP UDORN RTAFB THAILAND

TO RUEFHQA/CSAF/AFXOTZR

RUHHABA/CINCPACAF/JRCC HONOLULU HAWAII

RUCIMAA/HQ ARRS SCOTT AFB IL/ COMMAND POST

INFO RUHHHQA/CINCPAC/CC

RUHHABA/CINCPACAF/DOH

RUMHOMA/41ARRWG HICKAM AFB HI

RUHHKKA/13AF CLARK AB PI/INED

ZEN/7/13AF UDORN RTAFB THAILAND/DOH

RUEKAAA/FT RITCHIE MD/AFFOC

RUWTFJA/RANDOLPH AFB TX/USAFMPC/OPMCS

RUCMAAA/HQ USAF ALT MAXWELL AFB AL

RUCIMAA/HQ MAC SCOTT AFB IL/CCOP

RHSMVA/MACV/COMMAND CENTER/SAIGON RVN

RUMHRS/7AF TSN AB RVN/CC/DO/DOO/IN/DOCT

RUMHRS/3ARRGP TSN AB RVN/JRCC

RUMOJNA/OL A 3ARRGP SON TRA AB RVN

RUMJAU/3636CCTWG FAIRCHILD AFB WA

RUHHKKA/3614CCTS/JSS CLARK AB PI

PAGE 2 RUMOSRA0591

RUMOREA/40ARRS NKP RTAFB THAILAND

RUMOREA/36SOW/NKP RTAFB THAILAND

RUMOLBA/37ARRS DANANG AB RVN

RUMORUA/8TFW UBON RTAFB THAILAND

RUMFRBA/CTF SEVEN SEVEN

RUHHKKA/1600SPT GP CLARK AB PI

RUMORKA/388TFW KORAT RTAFB THAILAND

BT

JOPREP JIFFY/OL-B 3ARRGP/RESCUE 096/231350Z MAY 72

1. RESCUE SUSPENDING REPORT - 27 MAY 72 (U)

2. MISSION NUMBER - B-3-C44 - 25 MAY 72 (A-3-055-23 MAY 72)

3. SITUATION: DOWNED F-4 IN RP-1 NVN

A. DESCRIPTION OF SAR OBJECTIVE:

(1) F-4D/668726/CAMOUFLAGED/OWL-14

B. ACTIONS TAKEN:

(1) TIME SAR FORCES LAUNCHED:

(A) 1 HC-130P, DET 4, 3ARRGP LAUNCHED AT 262158Z

(B) 1 HC-130P, DET 4, 3ARRGP LAUNCHED AT 270438Z

C. PERSONNEL INFORMATION:

(1) 2 PERSONNEL INVOLVED, 2 MISSING

IMMEDIATE

ByRNS

3GP B-44
27 MAY
B-3-C44
215 pending

OPR	PLYS
INFO	CYS
DO	3
DOX	1

Classification (cancelled) (changed to **CONFIDENTIAL**)
effective on 28-1-75 by **6PS**

MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time	and Date:

MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time	and Date:

MICROFILMED BY ISAM

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/10/80

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IMMEDIATE

PAGE 3 RUMOSRAD591

D: FLYING ACTIVITY:

(1) DET-4 3ARRGP - 2 SORTIES FOR 15.0 HOURS

E. SAVES DATA: NO SAVES

G. SUMMARY OF SAT ACTIONS:

(1) AIRCRAFT TRANSITING THE AREA OF LAST KNOWN POSITION DID NOT REPORT ANY VISUAL OR ELCTRONIC CONTACT WITH OWL 14 ALPHA OR BRAVO.

(2) TOTAL FLYING ACTIVITY FOR THIS MISSION:

(A) DET - 4 3ARRGP - 5 SORTIES FOR 39.6 HOURS

(B) 1600SPT GP - 4 SORTIES FOR 37.5 HOURS

(C) 8TFW - 49 SORTIES FOR 95.0 HOURS.

(D) 388TFW - 41 SORTIES FOR 76.5 HOURS

(E) 366TFW - 10 SORTIES FOR 18.0 HOURS

(F) 432TRW - 22 SORTIES FOR 41.0 HOURS

(G) MAF 232 - 4 SORTIES FOR 8.0 HOURS

(3) MISSION WAS SUSPENDED AT 271140Z DUE TO NEGATIVE CONTACT WITH EITHER SURVIVOR SINCE 241657Z. ALL POSSIBLE EFFORTS TO OBTAIN NORMAL ELECTRONIC COMMUNICATIONS GUARD. COMMANDER 7AF AND PARENT UNIT CONCUR IN SUSPENSION.

(4) KING 21 ASSUMED AMC DUTIES AT 262205Z. NO AERIAL

PAGE 4 RUMOSTAD591

REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

(5) NO AUXILIARY EQUIPMENT ASSISTED IN PROSECUTION OF THIS MISSION.

GP-4

BT

#0591

NNNN

2/2

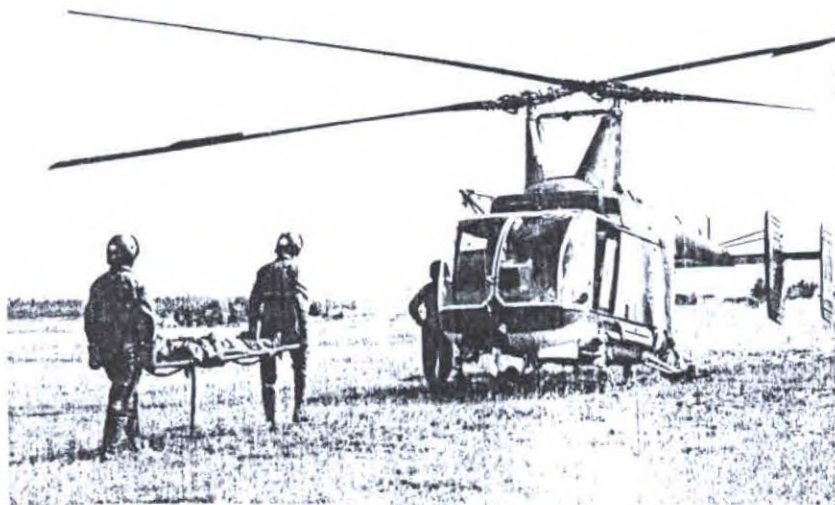
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CONFIDENTIAL

IMMEDIATE

PILOT: James L. Wilkinson, Captain CO-PILOT: William I. Latham, 1Lt
CREWMEN: Ronald D. Littleton, Sgt Fredrick Stordy, SSgt

Name and location of activity: Pedro, 37ARRS DaNang AFld RVN
Location of rescue: 366th Dispensary Day or night: Day
Local time: Departed- 1230 Survivor picked up- 1237 Survivor disembarked- 1245
Sea state or description of terrain: Flat, Coastal area
Altitude: 300 FT Visibility: unlimited
Water temp: N/A Air temp: 32 C Wind velocity: 090/10
Other weather conditions: Clear
Distance flown to rescue site: 1 Mile Total distance flown during mission: 10 Mile
No. of personnel rescued: 2 Military or civilian: Vietnamese
Names and ranks: Unknown

Detailed narrative description of rescue or mission of mercy, paying particular attention to any condition which makes this rescue outstanding, or "other-than-routine;" (USE ADDITIONAL PAGES IF REQUIRED) At 1215 local Pedro was notified by the 366th dispensary that two XEX VNAF personnel were severely burned when the aircraft they were working on caught fire. One had light burns on his arm and shoulder, while the other had 1st, 2nd, and possibly 3rd degree burns over 30% of his body. Affected areas were his trunk, legs, arms, shoulders and lower neck. Pedro was notified that immediate medical evacuation was required for the second patient for emergency treatment at the 95th Field Hospital. The mission was conducted without mishap.



26 MAY 72

Air Force Pedro saves Marines from sea



"The young boy at Goose Bay that tried to commit suicide for some theological reasons — I think that was the most gratifying rescue I made."

DA NANG AFID, RVN — An HH-43 Pedro of the 37th Aerospace Rescue and Recovery Squadron plucked two U.S. Marine Corps A-4 crewmembers from the South China Sea.

The Pedro, piloted by Capt. Robert R. Ames, was launched when the Marines, Capt. William E. Ransbottom and CWO 2 Bruce E. Bolts, radioed that they were losing hydraulic pressure and would attempt an emergency landing here.

The Pedro was prepared to extinguish a blaze and rescue the aircrew should they crash off-base.

However, as the A-4 slowed below 140 knots, Captain Ransbottom could not maintain control of the aircraft and eject.

Captain Ames said that at that point he left his 1,000-pound fire suppression kit at the end of the runway and followed the crippled aircraft to a point 10 miles out to sea, approximately 8 miles southeast of Da Nang.

We saw the aircraft impact in the water," Captain Ames said, "and about two minutes later we picked up the chutes."

The Pedro aircraft commander said it had to be one of the fastest overwater pickups ever. One crewmember was out of the sea within three minutes, and within three more, the second Marine was aboard.

Members of the Pedro crew in addition to Captain Ames were: Capt. Michael P. Schmidt, Copilot; Staff Sergeants David C. Newman, and Michael J. Kondask, firefighters; and Sgt. Larry Johnson, medical technician.

Mr. PJ talks rescue

scuba was introduced in 1960 and it put pararescue into a broader field for recovery.

MNS: At first, when you jumped in an ocean rescue, you didn't have scuba gear?

KLIMIS: Right. Our water capability was very limited because of lack of equipment, exposure suits and training. Actually, our water capability up to 1960 was almost nil. Very few rescues were accomplished then. We tried to get the person needing help to help himself rather than have air rescue assistance.

MNS: You mean you just pushed the lifeboat out the door?

KLIMIS: In 1960, when the recovery program in NASA was introduced, we were asked to come up with a prototype method to handle the water recovery. Rescue initiated the organized scuba capability in 1960 to support the Mercury Program. We came up with designed equipment and procedures. Fortunately, we had some of the old troops in the system and they were used to the maximum of their ability to come up with this capability. We finally solidified all the equipment and put it into standard Air Force stock issue.

MNS: Let's get back to your early career. What was your first assignment after rescue school?

KLIMIS: After completing the pararescue training in 1948, my first assignment was Goose Bay, Labrador.

MNS: You did a lot of Arctic jumping?

KLIMIS: We did a dropping of para-dogs, Arctic recovery missions of stranded people and we jumped in crashes, if somebody was stranded in the mountains, we'd go back with the dogs to pick them up because in the Arctic, if you don't have equipment, you won't last long. Jumping into the water was out of the question. The year 1949 was when I jumped from the helicopter up there.

MNS: Do you still remember the first rescue mission?

KLIMIS: We jumped in a crash up in either Dakota or Canada. Rescue to us at that time was not necessarily just parachuting. You could go out and pick up people by any means. For instance, the young boy at Goose Bay that tried to commit suicide — I think that was the most gratifying rescue I made because I got there in time to pick this kid out of the cold water.

MNS: How do you feel after a rescue like that?

KLIMIS: Oh, it's fantastic. Really, it's real nice because it's all worthwhile. I think that's really what makes rescue guys go.

MNS: Did you feel the same way after your last rescue as you did after your very first one?

KLIMIS: Yes, it gave me a sense of accomplishment, a purpose. You have to have a driving interest in this work. This is the thing that keeps you together. It's like going into combat every time.

PJ returns to states

after 50 months in SEA

After 50 months, three Distinguished Flying Crosses and 22 Air Medals, Sgt. Charles D. Morrow, a pararescuer (PJ) with the 40th Aerospace Rescue and Recovery Squadron, is leaving Southeast Asia for a tour in the states.

The sergeant is a veteran of more than 1,000 combat hours. In all, Sergeant Morrow has 1,500 flying hours in the H-3, HH-53 and C-130 aircraft.

Sergeant Morrow is credited with saving eight lives. He has participated in 50 combat rescue missions, 14 of which he was part of the pick up crew.

"The greatest thing about my job," observed the Sergeant, "is that every time I've picked up a crewmember, a family was united. It really does give a guy a fantastic feeling," he said.



THE RESCUE FORCE IS READY

An HH-53 Super Jolly Green Giant helicopter of the 40th Aerospace Rescue and Recovery Squadron, 3rd Aerospace Rescue and Recovery Group, is escorted on search and rescue operations over South East Asia by A-1 Skyraiders. The A-1s also provide protective fire cover in hostile areas while the helicopter picks up downed aircrews. (USAF Photo)

SURVIVOR
NAME RANK
SSAN ORIGIN

DATE	CREW	JG #	SAVE #	SAVE LOCATION	TYPE SA
08 MAY 72	KNUTSON DAKE GARCIA WAGNER MARSH	65	840	CW03 CASTONGUAY JAMES J. UNKNOWN VMFA 212	330/17/103 COMBAT
26 MAY 72	DAKE BRUNER PINA STEPHENS MORRINE		842	UNKNOWN WEST OF KHE SANH	COMBAT 2
JUNE 1972					
12 JUNE 72	KORPER LAND SEALANDER WINSON WAGNER	65	843	W01 MARTIN, SAM. 196 INF BRIG.	SOUTH WEST OF CH 69. 1 COMBAT
15 JUNE 72	SCOTT MORRINE PINA FRIEDRICH Young	64	844	UNKNOWN VNAF	283/13/69 1 COMBAT

Dry spell broken for 'Pedro' rescuers

The end of a long dry spell for the Pedros of the 37th Aerospace Rescue and Recovery Squadron (ARRS) at Da Nang came early May 26 with a "feet wet" pickup of two crew members from a U.S. Marine A-4.

Capt. Robert R. Ames, 25, Parma, Ohio, and his four-man crew launched their HH-43 Huskie helicopter in response to an in-flight emergency early that morning.

A Marine Corps A-4 was on final, declaring lost hydraulic pressure. The Pedros were prepared to extinguish a blaze and rescue the two crew members should they crash off base.

As the aircraft slowed below 140 knots, the Marine pilot was losing control and elected to bail out at sea.

Captain Ames said, at that point, he left the 1,000-pound fire suppression bottle at the end of the runway and followed the crippled A-4 to a point 10 miles out to sea, approximately eight miles southeast of Da Nang.

(Continued on Page 8)



CAPT. ROBERT R. AMES

Dry spell broken...

(Continued from Page 1)

"We saw the aircraft impact in the water," he explained, "and about two minutes later we saw the chutes."

The Pedro aircraft commander said it had to be one of the fastest pickups ever. One crew member was out of the water within three minutes and within three more, the second Marine was aboard.

The feet wet pickup marked the first save for the Da Nang Pedros since June 1971. It added two more names to the more than 1,100 persons saved by the local Pedro detachment since 1965.

Capt. William E. Ransbottom, the A-4 pilot and CW02 Bruce E. Boltz, the rear-seater, smiled their gratitude at the Pedro crew as they were picked up.

In on the save with Captain Ames were Capt. Michael F. Schmidt, 29, Austin, copilot; fire fighters SSgt. David C. Newman, 24, Cuero, Tex., and SSgt. Michael J. Knodash, 27, Graham, Wash.; and medical technician Sgt. Larry Johnson, 21, Morganton, N.C.

DA NANG AFLD, RVN—An HH-43 Pedro from the 37th ARRSq here plucked two U. S. Marine Corps A-4 crewmembers from the South China Sea in one of the fastest "feet wet" rescues reported in Southeast Asia.

Piloted by Capt Robert R. Ames, the Pedro launched with a Fire Suppression Kit when the Marines radioed that they were losing hydraulic pressure and would attempt an emergency landing here. However, as the battle-damaged A-4 slowed below 140 knots, the pilot could not control the aircraft and was forced to fly out over the sea and eject.

Capt Ames left the FSK at the end of the runway and followed the crippled aircraft to a point at sea, approximately eight miles northeast of Da Nang, where the Marines ejected. The Pedro flew to the probable splash-down area and, as the first pilot surfaced and started swimming for his raft, he found a forest penetration seat, with flotation collar, just to his right where it had been lowered from the HH-43. He placed himself on the penetrator and was hoisted aboard the rescue helicopter—less than one minute after entering the water. The other Marine was hoisted to safety three minutes later. The rescue gave the Da Nang Pedros the first saves of the year and added two more men to the more than 1,100 persons saved by the SEA Pedros since 1965.

Other members of the HH-43 crew were Capt Michael F. Schmidt, copilot; SSgts David C. Newman and Michael J. Kondash, firefighters; Sgt Larry Johnson, medical technician, and SSgt John Szczecina, crewman.

~~CONFIDENTIAL~~

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the aircraft were getting low on fuel so had to depart the area. Outbound, the SAR force received 37 and 57mm fire and a salvo of SAMs. No one was hit.

(C) Throughout the SAR, Disco (an EC-121) was the only navigation aid available to the force. Without that aircraft furnishing vectors, the SAR could not have been successful.

VIENS Ø2¹³⁹

(C) On 22 May, two Sandys were just arriving at Da Nang from NKP when they were directed to a SAR. Viens Ø2 was down just South of Quang Tri. The Sandys provided air cover while a friendly patrol found the survivors and brought them to an observation post. Later, an Army helicopter picked the survivors up from the observation post and brought them to their home base.

GUNSMOKE Ø6A/B¹⁴⁰

(C) On 26 May, Gunsmoke Ø6 (an F-4) was downed near Khe Sanh. The Sandys escorted the Jolly Greens into the area just as fast movers were finishing their strikes against active gun positions. During the pickups some small arms fire was noted and suppressed.

139. 1st SOS Historical Data Reports

140. Ibid.

~~CONFIDENTIAL~~

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DECEMBER 1974

~~SECRET~~

DOC A15

with Bravo but he never came back up on the radio. Sandy
10 landed with only 15 gallons of fuel remaining. On egress
the SAR forces had several SA-2's fired at them while the
F1G Cap had encountered ~~several~~ MIGs during the pick-up.

On 22 May Sandys 07/08 were just arriving at Da Nang
then directed to a SAR for Veins 02 who was downed south of
Quang Tri. Both survivors were picked up by a friendly patrol
and taken to an observation post while the Sandys provided
air cover. The survivors were then picked up by an Army heli-
copter.

On 26 May Gunsmoke 06 (F-4) was downed near Khe Sanh
with two survivors. Sandy 07/08 (Capt Morse/Lt Brown)
escorted the Jollys to the area and with the aid of some fast
plover strikes suppressed ground fire in the area. While Bravo
was being picked up ground fire was observed from enemy troops
who were between Alpha and Bravo. This ground fire was sup-
pressed by the Sandys and Alpha too was rescued.

Most Hove strikes in May supported the friendly drive to-
ward the PDJ. With the coming of the wet season the friendlies
have taken the offensive in the Barrel Roll and are moving
east from LS 20A toward the PDJ. In Steel Tiger the enemy are
still remaining strong and appears to be attempting to capture
Paksac, Kong Sedone was captured in late May and immediately
20mm and 37mm guns were brought into that area.

The enemy offensive in South Viet Nam and the renewed
American bombing of North Viet Nam are new pressures on the
dwindling A-1 SAR force. Due to the heavy enemy offensive

~~SECRET~~

26 MAY 72

0230Z	LY	SGT YOUNT ON OUTS
0315Z	LY	ITEM REPORT TO QUEEN.
0412Z	LY	QUEEN ADVISED A-4 HIT FEETWET.
0432Z	LY	A-4 ↓ FW C477. POLLIES SCRAMBLED.
0455Z	LY	PEDRO MADE PICKUP
0555Z	LY	JG 66 ↑ TRNG.
0615Z	gt	JG 21 & 71 ↑ ORBIT MEN A 3-057
0645Z	gt	JG 21 & 71 ↓ ORBIT PED
0610Z	gt	JG 66 ↓ TRNG
0625	gt	JG 21 & 71 ↑ SAR
0745	gt	JG 65 ↑ FCF
0750	gt	Sandy 7 & Pollies holding at high point
0755	gt	King → Joker Reg move hard out
0756	gt	Sandy 7 Reg launch Sandy 9 & 10 from CR 89 - Queen & Joker arguing Queen wins - Sandies will be launched from CR 89.
0757	gt	Joker says area is quiet & we should get in there & get them.
0830	gt	Sandies coming out of area to pick up pollies
0850	gt	Sandies leading pollies in.
0920	gt	Pollies & Sandies in area of survivors
0925	gt	One survivor aboard over the other one.
0930	gt	Both aboard - coming out.
0930	gt	MEN A 3-057 CLOSED
1120	gt	JG 21 & 71 ↓ for SAR-E
1235	gt	SAR & FORSTAT TO JOKER

NAME RANK
SSAN ORIGIN

DATE	CREW	JC #	SAVE #		SAVE LOCATION	TYPE SAVE
28 MAY 72	KNUTSON DAKE GARCIA WAGNER MARSH	65	840	CW03CASTONGUA JAMES J. UNKNOWN VMFA 212	330/17/103	COMBAT
26 26 MAY 72	DAKE BRUNER PINA STEPHENS MANNING		842	UNKNOWN	WEST OF KHE SANH	COMBAT 2
				JUNE	1972	
12 JUNE 72	KORPER LAND SEALANDER WILSON WAGNER	65	843	WOI MARTIN, SAM. 196 INF BRIG.	SOUTH WEST OF CH 69.	1 COMBAT
14 JUN 72	SCOTT MULLENIX PINA FRIEDRICH YOUNG	64	844	UNKNOWN VNAF	283/13/69	1 COMBAT

CREW ROSTERS

Jolly Green 71

AC Major Jackson K. Scott Jr.
 CP Capt. David E. Mullenix
 HM Sgt. Ronald W. Blackwell
 RS Sgt. Robert L. La Pointe
 RS Sgt. David W. Young

Jolly Green 65

AC Capt. Rodney S. Griffith
 CP Major Anthony A. Gates
 HM SSgt David Garcia
 RS SSgt. Cale E. Panning
 RS Sgt. Charles B. McQuoid II

Jolly Green 21

AC Capt. John R. Weimer Jr.
 CP Capt. Gary A. Dake
 HM SSgt. William A. Simm
 RS A1C. Michael L. Aillet
 RS Sgt. Richard L. Steed

Jolly Green 72

AC Capt. Donald A. Sutton
 CP Major Jerry J. Gilbert
 HM SSgt. Jimmy D. Minshew
 RS Sgt. Daniel G. Manion
 RS Sgt. William J. Thompson

Jolly Green 60

AC Capt. Richard L. Wall
 CP 2Lt. James M. McCorkle
 HM Sgt. John W. Drayer
 RS Sgt. John W. Stephens
 RS Sgt. Michael L. Wagner

On 26 May at 1230 local time King notified the 37th ARRSq that an F-4 was down in the vicinity of Ke Sanh. Jolly Green 21 and 71 were returning from a fraggd orbit at the time and landed at Da Nang to plan a route to the area. After one and a half hours of planning with Sandy 7 and 8 the two Jollies and two Sandies took off for the SAR area. While Capt. Dake was in the hover to

icked up Gunsmoke 02B they took ground fire, but this was silenced by the pararescue man with his mini-gun. Gunsmoke 02A was then icked up without any enemy reaction. Jolly Green 21 and 71 egressed the area without further incidence and RTB'd to Da Nang.

CREW ROSTERS

Jolly Green 21

AC Capt. Gary A. Dake
 CP Capt. James D. Bruner
 HM Sgt. Cayetano Pina
 RS Sgt. John W. Stephens
 RS SSgt. Cole E. Panning
 Civ Mr. Dennis Cameron

Jolly Green 71

AC Major Jerry-J. Gilbert
 CP Capt. Frederick W. Harrington
 HM A1C. Charles J. Rouhier
 RS SSgt. Douglas E. Wilson
 RS Sgt. Michael L. Wagner

On 15 June 72 a VNAF UH-1 helicopter was downed on the 270 degree radial at 22 miles off of channel 69. First reports indicated that there were no survivors and the VNAF were working the crash site. Four hours after initial notification of the crash the aloha crews were scrambled. After holding feet wet Major Jackson K. Scott Jr. went into the area for the pickup. One survivor was icked up and Jolly Green 64 proceeded to the 95th Hospital at Marble Mountain. After dropping off the only survivor of the crash Jolly Green 64 RTB'd to Da Nang.

CREW ROSTERS

Jolly Green 64

AC Major Jackson K. Scott Jr.
 CP Capt. David E. Mullenix
 HM Sgt. Cayetano Pina
 RS A1C. Michael A. Friedrich
 RS Sgt. David W. Young

Jolly Green 21

AC Capt. Gary A. Dake
 CP Capt. Gerald M. Tonn
 HM A1C. Charles J. Rouhier
 RS Sgt. Charles B. McQuoid
 RS Sgt. Michael L. Wagner

have to be replaced.
Since a wing could not be ob-

14 Fliers Saved by Choppers

TAN SON NHUT AB, Vietnam
— Air Force helicopters have rescued 14 fliers, including two Marines, and nine Vietnamese after their aircraft crashed in Vietnam and in the South China sea.

The Marines were F-4 crewmen who ditched in the sea near Da Nang when their plane began losing hydraulic power. The fliers, Capt. Robert R. Ames and CWO2 Bruce E. Bolts, radioed they were in trouble and an HH-43 from the 37th Aerospace Rescue and Recovery Squadron took off.

The fliers ejected at sea and the Pedro was on the scene immediately. One man was picked up within three minutes, the other in six minutes.

Two Air Force F-4 crewmen were saved by HH-53s after they ejected from their F-4 southwest of Khe Sanh. The plane was shot down by Communist ground fire.

Capt. Andy N. Arnold and Capt. Thomas E. Kincaid were picked up after A-1s sent in air strikes to clear a ridgeline overlooking their positions. Even then, the rescue copter drew heavy fire. For Capt. Gary Duke of the 3d ARRS, it was the 50th and 51st rescue of his Vietnam career.

An HH-3 rescued 1st Lt. Craig Dunn, an O-2 pilot, after his plane crashed from unknown causes northeast of Tan Son Nhut. The rescue took six hours, with helicopters and A-1s having trouble finding the pilot in thick jungle and rain.

Nine Vietnamese survivors of a C-119 crash were picked up by an HH-43 after the cargo plane crashed attempting an emergency landing at Tan Son Nhut. Two persons died in the crash.

The C-119 radioed that it had one engine out. As the 3d ARRS scrambled a rescue crew, the craft went down in a rice paddy two miles west of the base.

The Pedro was on the scene in minutes. Fire fighters doused flames that erupted in the engine area then, with a medical technician, went to the aid of survivors trapped in the plane.

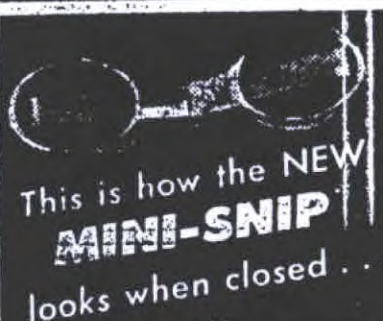
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the fuel into the airport tanks and returned to Pleiku on an Army helicopter.

Crew chiefs Sgt. Jerry McClellan and AIC Ronald Laboard went to Kontum to examine the craft. While they were there, another rocket attack struck, destroying a Vietnamese C-123 parked 40 feet away.

But the C-130 led a charmed life, surviving numerous rocket attacks.

An 11-man maintenance team arrived and began to try repairs. While trying to land, they heard

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GUNFIGHTER GAZETTE

Volume VI, No 22

DA NANG AIRFIELD

June 3, 1972

'Jolly' crew rescues Gunfighter duo

A Jolly Green crew from the 37th Aerospace Rescue and Recovery Squadron here plucked a local F-4 crew from dense low jungle about five miles west of Khe Sanh one recent afternoon.

Capt. Andy N. Arnold, 28, of Tucson,

Gunfighters rescued...

(Continued from Page 1)

Captain Kincaid was the first to be hoisted up to the hovering HH-53 Super Jolly Green Giant rescue helicopter, and after some maneuvering, Captain Arnold joined his back-seater.

The F-4 crew was off the ground around 1800 hours and Captain Dake had already called the second rescue chopper saying he would need a gas station when he pulled out of the area.

"They had a 'King' bird (HC-130 refueling aircraft) all ready and waiting for us," Captain Dake explained.

Both Jolly Green helicopters needed to gulp in some fuel before turning for Da Nang after four hours in the air.

"After refueling, we became aware of the heavy thunderstorms around us," Captain Dake said. To skirt around the storms, both helicopters and Sandys made their way south and then broke for the coast, coming out near Chu Lai.

Almost seven hours after their ejection the F-4 crewmen landed on the Da Nang ramp in the HH-53 helicopter.

Captain Dake said the Khe Sanh pickup was "a classic jungle search and rescue mission. In many respects, the jungle rescue is the principle situation for which we have trained and developed procedures."

Captain Dake, who flew with the 37th Jollys which evacuated Quang Tri earlier during May, has been in on 51 combat saves since May 1. He said there were many lessons to be learned from his latest for him and his crew, all of whom participated in their first combat save on this Friday mission.

The other Jolly Green crew members were Capt. James D. Bruner, 30, Selma, Ala., co-pilot; Sgt. Cayetano Pina, 26, San Antonio, flight engineer; and pararescuemen Sgt. John W. Stephens, 23, Midland, Mich.,

Ariz., the F-4 pilot and back-seater Capt. Tom E. Kincaid, 27, Sacramento, Calif., ejected from their F-4 fighter-bomber shortly after noon after the jet was struck by enemy Triple A (anti-aircraft artillery.) Both are assigned to the 366th Tactical Fighter Wing.

The Jolly Green aircraft commander, Capt. Gary A. Dake, 27, of Bakersfield, Calif., said the jungle was very dense in the area where the pickup was made, although the canopy was only single-layered and about 30-feet high.

"It would have been difficult to move through the area on the ground," Captain Dake said. He said although the two F-4 crew members were only separated by some 75 feet, each was not aware of the other's position.

A1-E Sandy aircraft and F-4s raked the area near the survivors for about an hour before the rescue helicopter was escorted into the area.

"On the way to the site," Captain Dake said, "the Sandy's took Triple A and 51 caliber machine gun fire. The fast movers came in and silenced the guns."

The Jolly aircraft commander said his ship was hovering in the area about five minutes when it started taking small arms fire from a nearby ridge.

"I believe our mini-gun silenced that gun" Captain Dake said. But to be on the safe side, the A-1s again raked the ridgeline.

"After that, we took no more fire that we were aware of," Captain Dake said. "The pickups were pretty routine after that."

(Continued on Page 8)

26 MAY 72 SMC F-4