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DOC D¹⁵

parachutes and by Nail 22 (Capt Arnold L. Franklin, Jr. and Capt^{13.} Robert J. Barnum) who flew high cover. Area denial ordnance was employed. Pickup of all 3 survivors was effected by 1030L on the same day. Moderate opposition to SAR, but no losses/damages sustained.

10. (S) On 20 June, 1972, NICKEL 102 (F-8) was downed by unknown means 30NM west of Hue in South Vietnam. The survivor was located immediately by Nail 18 (Lt Dale R. Holmlund and Lt Victor C. Gedris) through use of the Pave Nail systems. The survivor flashed his mirror and his position pinpointed by Pave Nail. Pickup attempt on the same day was repelled by small arms in the area. One helicopter was damaged and one crewmember injured. SANDY 07 (A1E) was later downed by small arms 10 kilometers to the south of NICKEL 102 on the same day. Area denial ordnance was used. Pickup of both survivors effected on the morning of the 21st without opposition. One PJ was wounded, one helicopter damaged and one A1E lost.

11. (S) On the night of 26 June, 1972, COVEY 27 (O-2) was downed by unknown means 8NM southwest of Hue in South Vietnam. Survivor was located by Nail 55 (Capt Michael F. Gaines and Major Quintin L. Waterman) on the same night through use of the survivor's strobe light and the Pave Nail systems. Area denial ordnance was used but was limited due to close proximity of friendly troops. Pickup accomplished about 1030L on the next day by a US Army helicopter. Moderate opposition to SAR. One A1E damaged by ground fire. No losses.

12. (S) On 28 June, 1972, COVEY 87 sustained a hit by a SA-7 SAM near Quang Tri in South Vietnam. Nail 64 (Lt Robert S. Temkow) visually checked COVEY 87 and advised of damage, while Nail 70

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APPENDIX

Combat Saves

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

Non Combat Saves

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

Medical Evacuations

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

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1 SOS 1-31 June 72
K-WG-56-HI

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DOC A²²

directed a successful pick-up.

On 8 Jun Seafox 06 (F-4) was downed near the DMZ. Sandys 07/08 (Lt Lamar Smith/Capt Shotwell) scrambled from Da Nang and directed the pick-up of Seafox 06B, who was feet wet, 06A was 100 yards inland and no radio contact was ever established with him. Both Sandys took heavy battle damage while searching for Seafox 06A.

On 13 Jun Blue Ghost 10 (Army OH6) was downed at 280/19/69. Sandys 07/08 (Lt Hukee/Capt Bardal) were launched when mirror flashes were picked up from the crash site. The Sandys made several passes over the downed helicopter each time receiving mirror flashes and no ground fire. While a FAC put in a fast mover strike to the north the Sandys directed a successful pick-up of one badly burned survivor. The survivor had lost his radio in the crash.

On 15 Jun Sandys 07/08 (Lt Elevins/Lt Seitz) scrambled for Eagle 02 a VNAF chopper down near firebase Bastogne. The Sandys suppressed ground fire while the Jolly Greens rescued one survivor.

On 19 Jun Spectre 11 was downed near the Ashau Valley, Sandys 07/08 (Lt Elevins/Lt Seitz) directed a quick rescue of three surviving crewmembers while suppressing intense ground fire with the aid of Sandys 05/06 (Maj Milner/Capt Mazzarella).

On 20 Jun Nickel 102 (Navy F-8) was downed north of the Ashau Valley. Sandy 07/08 (Capt Highfill/Lt Brady) directed a pick-up attempt but the Jollys were shot off by small arms fire. Leaving Sandys 01/02 (Capt Clevenger/Lt Brown) on scene Sandys 07/08 headed back to Da Nang with the Jolly Greens for fuel. While

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DOC A²³

diverting around a thunder storm the Sandys came under heavy fire from the Ashau Valley and Sandy 07 was hit and forced to bail out at 280/35/69. It was decided to pick-up Sandy 07 first since he was in the more dangerous area. Sandy 07's position was determined after some trouble due to poor weather in the SAR area. Night fell before a pick-up could be organized.

The next morning (Sandys 03/04/11/12 (Capt Clevenger/Lt Brown/Lt Hukee/Lt Brady) launched from Da Nang with four Jolly Greens. The area around Sandy 07 had been prepared by FAC's during the night and an immediate pick-up of Sandy 7 was accomplished. Sandy 03/04 then went to Nickle 102 area to prepare him for rescue. The source of ground fire from the previous day was smoked off and Nickle 102 was rescued. Sandy 12 had taken a hit in a hydraulic line and was forced to take the approach end barrier at Da Nang.

On 25 Jun the Sandys launched on four SAR's Moon 02 (T-28), Chappat Kawa Sky (T-28), Loggy 03 (F-4), and Salter 04. Both T-28's were down near the PDJ and rescue efforts were hampered by bad weather, enemy ground forces and lack of radio. Chap Sky was later rescued by ground forces. Salter and Loggy were down in North Vietnam and rescue efforts began immediately to locate survivors. After two days of searching Loggy 03B was located on a mountain near Thud Ridge. Higher headquarters refused to allow the Sandys to attempt a rescue at that location so the survivor was told to move. He later reported captured. No contact with Salter was ever established.

On 26 Jun Covey 27 (C-2) was shot down by a SA-7 about two

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craft had rolled over on him.

EAGLE 02¹⁴⁵

(C) Sandys provided cover while a Jolly Green rescued the lone survivor of a VNAF helicopter that was downed near fire base Bastogne.

SPECTRE 11D/G/P¹⁴⁶

(C) Spectre 11 was downed on the night of 18 June, by a suspected SA-7. The right wing was blown off and only three crewmembers were believed to have survived. Aircraft of the 23rd TASS made contact with the three crewmembers that night in an area just West of the A Shau Valley. The next morning Sandys provided ground fire suppression while Jolly Greens made the pickups.

NICKEL 102 - SANDY 07¹⁴⁷

(C) On 20 June, the Da Nang and NKP Sandys responded to a SAR for Nickel 102, a Navy F-8 that was down 30 miles West of Hue. This placed the survivor just North of the A Shau. A 23rd TASS OV-10A was immediately over the survivor and pinpointed his position with the Pave Nail system. Weather was

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- 145. 1st SOS Historical Data Reports.
 - 146. 23rd TASS Historical Data Reports.
 - 147. 1st SOS and 23rd TASS Historical Data Reports. Also, see SARCO Report for Nickel 102, and Sandy 07, 20 Jun 72, (Doc 38).

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a factor as was communications since many Navy aircraft were in the area using guard frequency. One attempt was made to rescue the survivor but a Jolly Green crewmember was seriously wounded and the helicopter climbed out. The second helicopter was also driven off by intense ground fire.

(C) By now the two Sandys that were on the scene had to RTB for fuel. While diverting around a thunderstorm they encountered heavy AAA fire. One of the Sandys was hit and the pilot had to extract. His wingman witnessed the extraction and remained on scene until two more Sandys and a Nail FAC could get to the area. Though the two arriving Sandys had two more Jolly Greens with them, they did not commit the helicopters to a rescue attempt of their friend because of the threat in the area.

(C) Early the next morning Nail FACs began preparing both SAR areas. It was decided to try for the Sandy first since he was in a more dangerous situation. Several fast mover strikes were put in on active guns positions and just prior to the run-in a smoke screen was laid. The pre-pickup preparation and smoke was very effective as the Jolly Green took no fire while in his five minute hover rescuing the Sandy pilot. Meanwhile, ten kilometers to the North, another Nail FAC was preparing Nickel 102's area. Guns were silenced and a smoke screen laid

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there also. A Jolly Green also picked up this man without being fired upon. Battle damage to the Sandys was light, requiring one to use the approach barrier at Da Nang.

MOON Ø2 - CHAPPAKAWA SKY¹⁴⁸

(C) On 25 June, two Laotian T-28s were downed near the PDJ. Rescue attempts were hampered by weather and the survivors' lack of radios. Chappakawa Sky later rescued by ground forces. Nothing was heard of Moon Ø2.

LOGGY Ø3 - SALTER Ø4¹⁴⁹

(C) Also on 25 June, two F-4s were down in North Vietnam. Contact was made with Loggy Ø3B. He was located on a mountain near Thud Ridge and higher headquarters would not allow a SAR force into such a high threat area. The survivor was given directions and told to move to a more permissive environment. He was later reported captured. Neither his pilot or the crew of Salter Ø4 were ever contacted.

COVEY 27¹⁵⁰

(S) On the night of 26 June, Covey 27 (O-2) was downed 8 miles Southwest of Hue. A Pave Nail located the survivor and directed the expenditure of area denial ordnance around the

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- 148. 1st SOS Historical Data Reports
 - 149. Ibid.
 - 150. 23rd TASS Historical Data Reports

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EXEMPTION CATEGORY 3
DECLASSIFY ON INDEFINITE

STATEMENT

DOC 383

20 June 1972

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Sandy Statement SAR NICKEL 102/SANDY 07

On 20 June 1972, at 1000L (NKP time), Sandys 01/02 were notified of the downing of Nickle 102, a Navy F-8 pilot (one SOB). Mickel 102 was down North of Ashau valley, and Sandys 07/08 out of Da Nang were going to need escort help from the NKP Sandys. Sandy 01/02 launched at 1100L (NKP) with Nail 10 as navigational escort, and they headed direct to the area. Upon reaching the SAR area, Sandy 07 directed Sandy 01/02 to go to Hue and pick up the Jolly Greens. Sandy 07/08 were talking to the survivor at this time and were preparing for a pick up. Sandy 01/02 found the Jollys and hearded them toward the holding point. Bad weather was a factor and a large thunderstorm was building just South of the survivor. Upon reaching the holding point, the Jollys and escort Sandys descended down to 1000 feet AGL and awaited the execution words. Meanwhile, Sandy 07/08 were briefing the survivor and at approximately 1300L the execution was given. Upon the first attempt at pick up, the Jolly Green began receiving ground fire just as it was going into the hover. The Jolly began to pull out immediately, as the flight engineer had been seriously wounded. Then Sandys 01/02 and 07/08 all put down ordnance on the spot the ground fire had come from. The first Jolly began climbing and going home. At this time the second Jolly stated that he was preparing to make an attempt. We executed just as before and again the Jolly took small arms fire, forcing him to pull out. It was thought that he had taken battle damage, but he actually hadn't. At this time Sandy 07/08 were bingo fuel, so they elected to follow the Jollys back to Da Nang. Sandy 01/02 stayed on scene and attempted to find the ground fire and silence it. Then as Sandy 07/08 were following the Jollys back to Da Nang, they had to divert around the thunderstorm. Suddenly Sandy 07 called out AAA fire and directed a break. Almost immediately after this he called that he had been hit and gave his position as 280/35/69. Very soon after this he said he had to get out, and he extracted immediately after the call. Sandy 01/02 headed out for the area as quickly as possible and soon found Sandy 08 who was searching for his lead. Sandy 08 witnessed the extraction and reported a good chute, however he hadn't been able to establish radio contact yet. The three Sandys continued to, with the two Nails that were in the area. Soon Sandy 08 was forced to leave due to lack of fuel. At this time Sandy 03/04 could be heard on the radio. They were only 15 minutes from the area. They had two more Jolly Greens in tow with them. Next radio contact was established with Sandy 07, the survivor, but a pinpoint position could not be made. When the Jollys arrived with Sandy 03/04, Jolly 30 reported having an ELF (electronic location finder) lock-on on Sandy 07's radio, however we didn't commit the Jolly to a run in due to the high threat area. Sandy 01/02 were below bingo fuel by this time, so they had to RTB to Da Nang. On scene command was passed to Nail 18 and then on to Sandy 03. Sandy 01/02 RTB'd uneventfully, landing at 1500L for 4.0 hours of flying time (each).

Sandy 01/02/08 launched for a second time at 1645L (NKP). Sandy 08 was directed by King to join up with Sandy 04 in the SAR area. Sandy 04 had lost his leader

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who had to RTB due to a rough running engine. Sandy 04 and 08 were to make up a flight. Sandy 01/02 were directed to find the NKP Jollys and hold at HUE with them. Sandy 01/02 did so and awaited further instructions. It was soon apparent that the afternoon's efforts were wasted as there seemed to be no control or organization to the rescue attempt.

Sandy 04 had RTB'd for fuel, while Sandy 08 was still searching in vain for him. Finally Sandy 09/10 arrived and took on scene command. Immediately Sandy's 01/02 were moved to a closer holding point. As the Sandy's and Jollys moved in, a 23 mm came up on them, but the air bursts were well short. Nightfall was rapidly becoming a factor. Sandys 01/02 attempted to follow a ridge-line and move into the SAR area in hope of a pick-up; however, they began taking ground fire. For the next 15 minutes, the Sandy's and Jolly's took continuous ground fire from at least 10 different positions, estimating 200 - 250 rounds of AAA. The fire varied from 23 mm up to radar controlled 57 mm. With darkness upon them, the Sandy's took the Jolly Green's back to the coast line and RTB'd them to Da Nang. Sandy 01/02 also RTB'd to Da Nang, landing at 1915 (NKP time) for a 2.5 flight. Sandy 1 had minor battle damage. A coordinated effort was planned for the next day.

James D. Clevenger

JAMES D. CLEVENGER, Captain, USAF
Sandy 01

Richard E. Brown
RICHARD E. BROWN III, 1/Lieutenant, USAF
Sandy 02

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DOC 38'

STATEMENT

20 June 1972

SUBJECT: Sandy 03 and 04 (Nickel 102 SAR/Sandy 07)

On 20 June 72, Sandy 03/04 were launched out of Ch 9 at 0620Z to escort Jolly Green 73/30 and Nail 27 and to proceed to the 280 degree for 40 NM of Ch 69. The objective was Nickel 102 a Navy F-8 pilot. Sandys on scene at the time we launched were Sandy 07/08 from Da Nang, and Sandy 01/02 from NKP. Jolly Green 73/30 and Nail 27 were about 30 minutes ahead of us when we launched, and we were to rendezvous with them and proceed to the SAR area. We were just crossing the trail north of Saravane when we heard Sandy 08 say that 07 had been hit and had extracted. The position passed was close enough to Nickel 102 that we proceeded direct to the area which at the time was 027 degrees/25 miles from our position. At about 0745Z we arrived on scene and rendezvoused with Jolly 73/30 and Nail 27. Sandy 08 and Sandy 01/02 had RTB'd to Ch 77 prior to our arriving on the scene. We received no positive position and were working with Nail 12 and conducted a search of the suspected area. Due to the adverse weather none of the previous Sandys had been able to determine a firm position of Sandy 07. Frequency 282.8 at this time was really loaded as was 243.0 because the Navy aircraft in the area were using those channels and were not aware that the primary objective had shifted to Sandy 07, and Nickel 102 had become the second priority. The radio chatter from the Navy on the main SAR freqs made communications with Sandy 07 next to impossible. It was later learned that Nickel 102 had only those two frequencies available. Sandy 03 and 04 were now trying to locate the position of Sandy 07. Sandy 04 was able to talk to 07 at certain times but it was later learned that S-03/04 were searching too far north. Nail 12 was also helping in the search. Sandy 04 had a good ADF so cuts were taken to locate his position. At about 0805Z Sandy 03 was experiencing engine problems and thought he might have to RTB to Ch 77. About 10 minutes later Sandy 04 sighted 07's chute and established good radio communications with him. Sandy 03 now took up a heading for Ch 77 due to engine problems. Sandy 04 stayed in the area of the survivor. Nail 59 was now the FAC on scene and he put in strikes in the valley and route structure nearby. Several small arms positions were located as close as 100 meters to the survivor and Sandy 04 concerned himself with silencing these to make the area secure for an attempted pick-up. Sandy 04 also FAC'd in a flight of F-4s to strafe the gun pits. It was now becoming apparent to Sandy 04 that his fuel state was deteriorating and that he would soon have to RTB to Ch 77. At 0915Z Sandy 04 RTB'd turning over on scene command to Nail 59 who was still working the area. About 20 minutes later, Sandy 09/10 from NKP arrived on scene, and Sandy 08 had returned with Sandy 03 from Da Nang to the SAR area. The Nail was working more fast mover strikes in the area and was drawing heavy 23/37 AAA fire from the Valley. The 4 Sandys held out of the area. The weather was getting worse and darkness was approaching, so it

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DOC 38²

was decided that we would bed the survivors down for the night, and return first light. Sandy 09/10 RTBed to Ch 89 and Sandy 03/08 RTBed to Ch 77 as did Sandy 01/02 with the Helicopters.

William J. Seitz

W. SEITZ, 1Lt, USAF
Sandy 03

Bryon E. Hukee

B. HUKKEE, 1Lt, USAF
Sandy 04

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STATEMENT

DOC

385

21 Jun 1972

SUBJECT: Sandy 11 and 12 (SAR Sandy 07/Nickel 102)

Sandy 11/12, Hukee and Brady with Sandy 03/04, Clevenger and Brown, launched out of Ch 77 at 0040Z. Jolly Green's 72/64/57/62 also launched at this time with Nail 59. Nail 43 was in the SAR area putting in ordnance around Sandy 07's position 272/32/69, since daybreak and on his request the SAR forces were launched from Ch 77 as planned. Sandy 11 contacted Nail 43 at about 0100Z and was informed that he had good radio contact with the survivor and had him on "C" frequency, 248.2. Sandy 11/12, 3/4 and Jolly Green 72/64, proceeded to the holding point at 280/40/69. Sandy 11/12 proceeded directly from the holding point to the survivor's position leaving Sandy 3/4 behind with Jolly Green 72 and 64. At 0130Z Sandy 11 and 12 were in the survivor's area and on scene command was passed to Sandy 11. He first showed Sandy 12 the survivor's position then the location of the ground fire which had been taken the previous day. Sandy 11/12 made several low passes in the survivor's area in an attempt to draw ground fire but could see none. The survivor also reported no ground fire observed or heard. One flight of Behar was put in on the positions from which ground fire had been taken the previous day. Sandy 11 marked these positions with WP rockets and Nail 43 put them in. Sandy 11 also put in some of his own CBU 25 /and 20mm in this area. Sandy 11 now brought Sandy 03/04 in to show them the survivor's exact position leaving Sandy 12 with the Jolly's. Shortly after Sandy 03/04 acknowledged that they had Sandy 07's position they returned to the holding point with the Jolly's, and Sandy 12 again returned to the survivor's position. As this was taking place Sandy 11 observed tracers, coming from the valley to the south west which were directed at his aircraft. Sandy 11 marked the approximate position and Nail 43 put in a flight of fast movers with Behar on it. While this air strike was going in, Sandy 11 briefed the survivor that a pickup attempt was imminent and that he should have his smokes ready. The SAR forces were now brought up on 248.2 and the pickup plan was briefed by Sandy 11. Just prior to execution of phase B it was determined that the low Jolly Green 72 was having UHF trouble so Sandy 11 decided to execute phase B on VHF, 133.3. Execute words were given and Jolly 72 began his run in across the ridge lines. Sandy 11 and 12 put down a smoke screen to screen the Jolly from the position from which the ground fire had come on the previous day. No ground fire was taken while the Jolly was in the hover, which was about 5 minutes. All 4 Sandys were laying down ordnance during the pickup. After Jolly 72 had Sandy 07 on board he was told to egress the area via the same route used for ingress. When the holding point was reached, Jolly 72 climbed to 11, 000' and exited the area to the east. Time of the pickup was approximately 0240Z. On scene command was now turned over to Sandy 03. The decision to attempt a pickup on Nickel 102 was made by Sandy 03 and was based on several factors. The most important of which was the fact that Sandys 03/04/11/12 all had enough ordnance and fuel remaining to prepare the area for a pickup attempt. Sandys 11/

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12 escorted JG 72 with Sandy 07 on board and JG 64 to a safe feet wet drop off point east of Ch 69. Sandy 03 and 04 proceeded from the holding point used for Sandy 07 to Nickel 102's position and immediately began preparing the area around the survivor. Sandy 11 and 12 now initiated a rendezvous east of Ch 69 with JG 57/62. Nail 59 again provided navigational assistance in effecting the rendezvous and lead Sandy 11/12 and Jolly Green 57 and 62 back to the holding point of 280/40/69. Upon arrival at the holding point all forces were brought up 2828. Sandy 04 now briefed the Jollys and Sandys to proceed to a final holding point. About 3 kilometers west of Nickel 102 on a high ridge line. Nickel 102 was located in a small gully which was an off shoot of a large east-west valley. The plan as briefed by Sandy 03 was to bring Jolly Green 57 in low down the valley on an easterly heading and then up the gully to the south. Just prior to execution, Sandy 03 brought Sandy 11 into the survivors position and instructed the survivor to flash his mirror on the second A-1 that he saw, Sandy 11 immediately saw this flash. Sandy 11 returned to the holding point and the forces were ready to execute. Five minutes prior to execution, Sandy 03 put in wiggy, a flight of F-4's with smoke. An east west smoke screen was laid down masking Jolly Green 57 from gun positions which were active the previous day. The SAR forces were briefed on 282.8 and phase B began. Since the survivor used both his signal smokes the previous day, he was briefed to use a penguin flare when he saw the helicopter, on the run-in, Sandy 03 and 04 filled in gaps in the smoke screen and then joined Sandy 11/12 in the daisy chain around the hovering helicopter. The smoke screen proved to be very effective as no ground fire was observed from the positions of the previous day. With the survivor on board, Jolly Green 57 was instructed to egress the area on the reciprocal of his ingress heading which was a westerly heading. As Jolly Green 57 exited the area, all 4 Sandys put down ordnance in front of and beside him to discourage any one who may have wanted to shoot at a helicopter. Jolly Green 57 proceeded on the deck to 280/40/69 and then climbed to a safe exit altitude of 11,000 feet msc. The SAR forces then exited the area to the east. Enroute to Channel 77 Sandy 12 discovered hydraulic fluid leaking from his left wing and the loss of all hydraulic pressure followed shortly thereafter. An approach and arrestment was made by Sandy 12 with Sandy 11 and 3 and 4 making normal landings. Sandy 12 was the only member of this SAR force to sustain battle damage on this day. All 4 Sandys logged 3.7 on the mission.

Byron E. Hukee
B. HUKES, 1LT, USAF
Sandy 11

Timothy S. Brady
T. BRADY, 1LT, USAF
Sandy 12

11/11/69

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DATE: 21 June 1972

MISSION NUMBER: 40-003

FLIGHT DESIGNATION: Jolly Green 62 (Low) and Jolly Green 57 (High)

MISSION OBJECTIVE: Rescue and recovery of a Navy F8 Pilot, name Mickle 102, from South Vietnam. Coordinates for the survivor were YD 238312.

SUMMARY OF SAR ACTIONS: Jolly Green 62 and Jolly Green 57 were alerted to assemble at 0735Z, 19 Jun 72 Area Channel 69. Both aircraft were airborne at 0745Z, checked in with King and were told to proceed to the area of Channel 77. We were briefed that a Sandy had been shot down while supporting a SAR in progress on a Navy F8. We were also told that a Danang Jolly had been shot up and forced to depart the survivor's area. We headed out the 140° radial of Channel 69 for 110 miles and held at 9,000 feet until we were joined by Sandys 11 and 12. After we joined with the Sandys we crossed the trail south of Saravane at 11,000 feet. We were in contact with King and they advised us to proceed to Channel 77 to refuel. We landed at 77 at 1100Z and were told to launch as soon as we could refuel. This was changed before launch due to the late hour and approaching darkness and we were advised on the probability of a first light effort. Jolly Green 62 and 57 were alerted at 0900Z, 20 June for an early briefing. The briefing was completed and four Jollys, 2 40th and 2 37th, launched at 0040Z 21 June from Channel 77. Jolly Green 62 and 57 held feet wet off the coast of Hue while the other two Jollys made the pick up of Sandy 07. After the pick up of Sandy 07, the two Jollys from Danang returned to Channel 77. At this time Jolly Green 62 and 57 were briefed to rendezvous with the Sandys over Hue. After we joined up with the Sandys we started the initial run in to a final holding point and arrived there at 0315Z. The survivor (Mickle 102) was down near the Ashau Valley and had been downed by AAA fire. We held over a small mountain and completed all checklists and received our final briefing. At this time fast movers put in smoke just above the ridge line to try to screen off the enemy from easy access to the rescue forces. Leaving Jolly 57 at the holding point, Jolly 62 began an immediate run in down the valley staying low and fast. We were at no time in radio contact with the survivor but were told that he had a mirror and had used it effectively for the Sandys. We ran down the valley and turned up into another smaller valley, following directions of Sandy 01 and saw the survivor flashing his mirror. As we approached the survivor he also fired a pen gun flare, to pinpoint his exact position. We went into a hover near the survivor at 0320Z. The survivor was in a steep ravine and scanners were required to keep us clear of the ravine walls and trees. The engineer started the penetrator down but due to the steep walls and high trees we couldn't get the helicopter over enough, so he swung it over to the survivor. He quickly strapped on and was brought safely on board. We egressed the area by retracing the ingress route. The run out was made without incident and we returned to Channel 77 and landed at 0420Z, 21 June 1972.

SPR: 40 ARSO/DO

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GROUP 4
Downgraded at 5 year
intervals; declassified
after 18 years

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Areas of Importance:

1. Minimum time was spent over hostile territory due to holding feet wet.
2. Excellent coordination between fast movers, King and Sandys made it possible to get the smoke exactly where we needed it.
3. Fast movers smoke was extremely accurate and completely screened off the range line above the survivor.
4. Survivor was ready with mirror and pen gun flare and used them effectively.
5. Sandys were able to give accurate directions and got us quickly into the survivor and out again with no confusion.

Timing Activity:

Sgt 4, 3 ARFCp, 3 Sorties, 25.2 Hours
1400 Spt Gp, 3 Sorties, 34.8 Hours
20 ARFCp, 7 Sorties, 18.1 Hours
20 ARFCp, 6 Sorties, 21.7 Hours
50 SGM, 21 Sorties, 79.7 Hours
60 TFM, 14 Sorties, 20.6 Hours
5 TFM, 24 Sorties, 37.5 Hours
400 TFM, 5 Sorties, 8.2 Hours
GAF 77, 35 Sorties, 56.0 Hours

Bennie D. Orrell

BENNIE D. ORRELL, CAPT, USAF
Aircraft Commander

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One Crews Were:

Jolly Green 62 (Low)

AC - Capt Bannie D. Correll, 521-62-0937
CP - Capt Andrew J. Courtice, 355-38-5050
PI - Sgt William T. Dillon, 160-38-5304
SC - Sgt George D. Webber, 547-60-1768
MS - TSgt Charles F. Salamo, 579-60-3403

Jolly Green 57 (High)

AC - Maj Leo W. Thacker Jr., 243-46-4237
CP - 1Lt Stephen A. Connelly, 561-72-5433
PI - Sgt George L. Wright Jr., 229-62-1619
MS - SSgt Charles D. Morrow, 414-62-5133
MS - AIC Craig A. Marsh, 554-86-1327

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20 JUN 72

2230Z	GH	SSG HALLER ON DUTY
2305Z	GH	ITEM REPORT TO JOIKER
0020Z	GH	JG 72 COCKED ON
0105Z	GH	JG 71 COCKED ON
0250Z	JB	JACK - F8 ↓ 280/38/69 NICKEL 102 CALLED ALPHA CREWS TO OPS
0255Z	JB	BRAVO CREWS CALLED IN
0339Z	JB	JG 72 & 71 OFF 40-003
0354Z	JB	SANDY 7 & 8 OFF
0409Z	JB	JG 72 TRANSMISSION TROUBLE
0425Z	JB	JG 72 MAIN TRANSMISSION CHIP LITE / RTB - ETA 0440Z
0435Z	JB	JG 64 ↑ TO REPLACE JG 72
0455Z	JB	JACK "LOST CONTROL" - QUEEN NOW RCC JOLLIES MOVED FEET DRY - TOOK FIRE - QUEEN DIRECTED GO FEET WET UNTIL ESCORT AVAILABLE
0500Z	JB	SANDY 7 & 8 IN AREA - 1 & 2 DUE IN +30 MINS.
0520Z	JB	JG 64 AFCS PROBLEMS / POSSIBLE RTB
0535Z	JB	SANDIES - AREA READY / JOLLIES TAKING FUEL FROM KING-26 (JG 71 BING +45 (1345) ON LOAD 3000#)
0545Z	JB	JG 71 & 64 MOVING INTO THE AREA - 64 SAYS AFCS LOOKS GOOD
0610Z	JB	JG 21 ↑ BEHAR BEING DELIVERED - STARTING "PHASE 3" (KING-25) PHASE "C" ? - CHANGE "3" TO BRAVO.
0615Z	JB	JOLLIES IN SURVIVOR AREA
0620Z	JB	STARTING PICKUP ATTEMPT
0625Z	JB	JG 71 TOOK HITS DURING RUN IN - DAMAGE TO HYD. SYSTEM & FE HIT. SANDIES ESCORTING OUT.
0635Z	JB	JG 71 ETA TO HUE PHU BAI +40 - DUST OFF TO PICK UP CREW MEMBER AND GO TO 95TH

20 JUN 72 (CONT'D)

0650Z JB JG 71 DECLARED EMERGENCY TO RECOVER HUE PHU BAI -
LOST 1/2 T/R SERV - IN CONTACT WITH DUST OFF 508
JG 64 & 21 ON WAY INTO AREA

0700Z JB SANDY 3 & 4 ETA AREA + 45

0710Z JB SANDY 7 & 8 GOING BACK IN AGAIN - BINGO FUEL -
STILL GROUND FIRE IN AREA

0725Z JB JG 21 PHASE "B" - TOOK HIT IN FUEL TANK - RTB

0730Z JB SANDY 7 HIT AT 0722Z - BAILED OUT 265/30/69
JG 21 TO RECOVER AT CH. 69
JG 64 WILL RECOVER CH. 69 & STAND-BY
JG 30 & 73 ARRIVE ON SCENE

0740Z JB VOICE WITH SANDY 7

0745Z JB KING 26 TO A/R JG 64 THEN REFUEL ??? (SHOULD BE
JG 30 & 73 - NEED FUEL ASAP)

0747Z JB JG 62 FLITE A/R - GOING BACK TO SAR AREA WITH
SANDY 11 & 12

0748Z JB SANDY 3 & 4 ON SCENE - NAIL 12 WORKING POSITION -
BINGO 1030Z

0800Z JB JG 64 & 21 ON GROUND CH. 69 / REFUEL - GOING TO HOLD
GROUND ALERT CH. 69.

0825Z JB KING 27 ↑ ETA AREA 0830Z
JG 56 & 62 HOLDING WEST OF FENCE

0826Z JB SANDY 1 & 2 ↓ CH. 77

0829Z JB SANDY 11 & 12 ETD + 11 OF CH. 89

0835Z JB SANDY 11 & 12 OFF CH. 89

0840Z JB SANDY 7 POSITION 275/35/69

0845Z JB KING 22 USE AS TANKER

0850Z JB SANDY 3 = ENGINE - DYING - RTB CH. 77

20 JUN 72 (CONT'D)

0857Z	JS	KING 26 REFUELING JG 30
0905Z	JS	PAVENAIL 59 TO GET ACCURATE POSITION ON SURVIVORS
0906Z	JS	SANDY 3 STILL GOING TO CH. 77 - FOUND TROUBLE - ETE + 15
0908Z	JS	SANDY 1 9 & 10 ↑ CH. 69
0915Z	JS	SANDY 7 LOCATED - SANDY 4 O.S.C.
0920Z	JS	JG 62 FLITE ESCORTED BY SANDY 11 & 12 - 9 & 10 TO FOLLOW
0925Z	JS	23MM REPORTED IN AREA OF SANDY 7 (2 ROUNDS)
0937Z	JS	KING 22 COMPLETE A/R ON JG 30
0940Z	JS	PHASE "B" ON SANDY 7
0945Z	JS	SANDY 1, 2 & 8 AIRBORNE (0955)
1000Z	JS	JG 21 ↑ CH. 69 FOR CH. 77
1005Z	JS	JG 21 ETA 1015 WITH PARTS FROM JG 71
1006Z	JS	TELL NICKLE 102 TO BED DOWN FOR THE NIGHT (POSSIBLE - NOT YET) +15 SANDY 1, 2 & 8 - +15 SANDY 9, 10, 11 & 12 +25 JG 62 & 57
1010Z	JS	KING 26 RTB - KING 27 NEW TANKER
		NAIL 23 IN NICKLE 102 AREA
		NAIL 59 & SANDY 4 IN SANDY 7 AREA
1025Z	JS	SANDY 4 RTB - SANDY 9 & 10 IN AREA
1030Z	JS	SANDY 8 IN AREA OF SAND 7 - BEHAR FLITE OVERHEAD
1035Z	JS	KING 27 NOW IN CHARGE 102 - NAIL 23 O.S.C.
1040Z	JS	JG 62 & 57 ↓ CH. 77 REFUEL
1041Z	JS	JG 30 HOLDING FEET WET
1045Z	JS	JG 30 FLITE & SANDY 1 & 2 STILL HOLDING FEET WET
1050Z	JS	JG 30 FLITE MOVED FEET DRY
		JG 57 & 62 ↓ CH. 77 - WILL REMAIN OVERNIGHT
		JG 30 FLITE WILL RTB CH. 77 - REMAIN OVERNIGHT
		SANDY 3, 9 & 10 RTB CH. 89

21 JUN 72

2320Z	GH	ITEM REPORT TO JACK
2325Z	GH	ALPHA'S SCRAMBLED - JACK
2340Z	GH	ALPHA'S TO SHUTDOWN - JACK - AREA NOT READY REQUESTING CBU 49
0015Z	GH	LAUNCH ALPHA'S AT 0030Z - JACK
0040Z 0045Z	GH	4 JOLLIES - JG 72, 64, 57 & 62 ↑ 40-003 (CONT'D) 4 SANDIES - SANDY 11, 12, 3 & 4 ↑
0105Z	GH	JG 57 & 62 PULL GROUND ALERT AT HUE PHU BAI - SANDY'S REQUEST
0106Z	GH	JACK SAYS <u>NO</u> - REMAIN AIRBORNE
0110Z	GH	KING 25 TANKER - A/R AT 0210Z
0115Z	GH	NAIL 68 & 18 ON SCENE. NAIL 68 RELIEVE 43 (RTB)
0117Z	GH	GARFISH 51 O.S.C.
0124Z	GH	SANDIES AT HP
0133Z	GH	JACK REQUEST RECCE BIRD MAKE PASS BEFORE RESCUE ATTEMPT
0146Z	GH	JOLLIES HOLDING FEET WET
0147Z	GH	SANDY 11 & 12 TRYING TO PINPOINT SURVIVOR - 10 TO 15 MIN BEFORE RESCUE ATTEMPT
0209Z	GH	SANDIES & JOLLIES THINK GOOD CHANCE OF GETTING SANDY 7
0215Z	GH	JOLLIES GOING IN
0217Z	GH	SURVIVOR POPS SMOKE
0220Z	GH	PENETRATOR ON GROUND
0222Z	GH	SANDY 7 IN AIRCRAFT
0230Z	GH	JG 72 RTB - NO A/R
0237Z	GH	JG 57 & 62 HOLDING FEET WET
0240Z	GH	SANDIES HOLDING FEET WET
0249Z	GH	JOKER SAYS 72 & 64 HOLD FEET WET UNTIL OTHER SURVIVOR IS OUT

21 JUN 72 (CONT'D)

0250Z GH JC 72 SAYS OUT OF Ammo

02537 GH KING 22 SAYS TO RTB JOLLIES (72 & 62)

02547	GH	JACK - SCRAMBLE CHARLIES
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0315Z G4 JG 71 & 62 ↓ FROM SAR-E

0325Z GH PHASE "3" IN PROGRESS FOR NICKLE 102

0330Z GH PHASE "C" SURVIVOR IN AIRCRAFT (NICKLE 102)

0331Z GH JOLLIES & SANDIES RTB - ETC + 30

09102 GH JOLLIES & SANDIES ↓ FROM SAR-E

0825Z JS NKP JOLLIES ↑ TO CH. 89

NKP SANDIES ↑ TO CH. 89

13302 JH FORSTAT & DAAR TO JOKEZ

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

Appendix II

SARS in which Det 4 has participated

<u>MISSION</u>	<u>DATE</u>	<u>SAVES</u>
SPECTRE 22	1 Apr	15 combat
BAT 21	2 Apr	1 combat
BLUE GHOST 39	2 Apr	-
BLUE GHOST 28	2 Apr	2 combat
PAVE MAIL 38	3 Apr	1 combat
VAMPIRE 46	4 Apr	1 non-combat
JOLLY GREEN 67	6 Apr	-
COVEY 282	7 Apr	-
BENGAL 502	9 Apr	1 combat
MUSKET 01	9 Apr	2 combat
COSMIC 16	20 Apr	1 combat
VAMPIRE 50	22 Apr	1 combat
SCORPIAN 115	29 Apr	-
COACHMAN 22	29 Apr	4 combat
RED HAWK 6	29 Apr	4 combat
ICERAG 04	11 May	-
OOPHER 01	11 May	-
BOWLEG 02	20 May	1 combat
OWL 14	23 May	-
OYSTER 01	1 Jun	1 combat
LOVER 03	1 Jun	2 combat
RITAOT	13 Jun	-
cathay airlines convair 880	15 Jun	-
SPECTRE 11	18 Jun	3 combat
HOB0 22	18 Jun	-
SANDY 7	20 Jun	1 combat
NICKEL 102	20 Jun	1 combat
WHEELER 03	21 Jun	-
SALTER 04	24 Jun	-
CHAPPAKAWA SKY	24 Jun	1 non-combat
CHAPPAKAWA MOEN	24 Jun	1 non-combat
LOUGY 03	24 Jun	-
LAREDO 17	25 Jun	-
DOLBY 01	27 Jun	-
TROY 04	27 Jun	-
VALENT 03	27 Jun	1 combat
VALENT 04	27 Jun	1 combat
CO/KY 27	30 Jun	1 combat

submarine early on the morning of July 9. The Clark aircraft orbited the area with flares during the night in case the Navy decided to make an earlier try.

The fliers were aboard their rafts for 28 hours and when time came to pluck them from the sea, visibility was bad and winds were kicking up 15-20 foot waves. Typhoon Rita, packing 100 mph winds, roared by within 20 miles of the rescue area.

Both the Navy and Air Force planes were in the area and directed the submarines USS Barb and USS Gurnard to the scene. Crews of one of the subs spotted the men in the water and picked them up at about 6:30 a.m.

Copters Save Pair of Fliers

DA NANG AFLD, Vietnam — Air Force rescue forces thrust into heavily defended North Vietnamese territory June 21 to rescue two pilots one day after they had been downed by enemy ground fire.

Navy Commander Jimmy W. Davies, an F-8 pilot from the aircraft carrier USS Hancock, was shot down while on a strike mission 40 miles west of Hue.

During rescue attempts, AF Capt. Larry Highfill, an A-1 pilot, was downed by enemy ground fire.

On the first day three HH-53s were forced to return to base because of serious battle damage received during pickup attempts.

The next day Highfill was rescued by an HH-53 commanded by Maj. Christopher C. Korper of the 37th Aerospace Rescue and Recovery Squadron.

One hour later, Commander Davies was hoisted to safety by a 40th ARRS Supper Jolly Green Giant crew, commanded by Capt. Bennie O. Orrell.

17th for 432d TFRV

Udorn F.

HQ. 7th AF, TAN SON NHUT AB, Vietnam — Capt. Richard S. Ritchie of the 555th "Triple Nickle" TFS is one Mig away from being Air Force's first combat ace of the Vietnam war.

With weapons system operator Capt. Charles D. DeBelleue, the Udorn AB, Thailand, pilot downed two Mig-21s during a furious day of combat over North Vietnam July 8.

The same day, Capt. Richard F. Hardy and Capt. Paul T. Lewinski, whose 366th TFW just moved from Da Nang to Thailand, downed a Mig to bring AF's total for the day to three, for the year to 21 and for the war to 102.

It was the third day this year that AF pilots scored a "hat trick" on the Communists. Ritchie became the first pilot to shoot down four Mig-21s, the most advanced of the Russian-built fighters flying in Vietnam.

For DeBelleue, it was the third time he was in on a Mig kill all while flying with Ritchie. Ritchie was flying with Capt. Lawrence H. Pettit when he got his second Mig on May 31.

In the July 8 action, Ritchie and DeBelleue were flying cover for a strike mission into North Vietnam when DeBelleue saw Communist planes closing fast.

"There they are at 10 o'clock," he shouted. "Tally ho!" Ritchie responded, as he passed his F-4 head on by the two Communist planes "close enough to see red stars all over it."

The wing man passed and the crew turned hard left and gave chase to the second Mig. Two missiles were fired. The first of the heat-seeking weapons

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19 JUN CONTINUED

0847	RT	JACK CALLED Inform crews to go to Holding Point
0900	RT	JACK called Adv Don't ATILL 0915
0915	RT	JG 73+56 ↑ ch 89
0927	RT	JACK called Have 73+56 RTB
0938	RT	JOLLY 73+56 ↓ ch 89/JACK/TP
1100	RT	JG 52 ↑ ch 89 to ch 93/JACK/TP
1115	RT	JG 52 ↑ 1115 ch 89/TP/JACK
1220	JS	JG 53 V 1220 L ch 89/TP/JACK/maint (A-2)
1415	RT	Pedro 42 ↑ ch 89/TP
1425	RT	Pedro 42 ↓ ch 89/TP
1410	RT	JG 52 ↓ ch 89/TP/JACK/
1530	TN	Sgt NEALIS ON DUTY
1945	TN	PASSED DAAR+FORSTAT to JOLIER
2000	TN	TOOK SCH to TUD
2330	RT	SGT BUSICK on PDJ
2400	R	- 04 CLOSING

20 JUNE 72

0001 R L04 OPENED
0030 R ARC. WX WARNING VALID 1730Z TO 2200Z
✓ T.S. WITHIN 3NM OF RAKE OCCASIONALLY O.H.
✓ 10 (1) US2TS & RAIN WINDS VAR 10525
✓ TOOC CB
0020 R ARC WX & NOTAMS FOR TODAY
0620 R ARC 25 RPT ASH DS 191122Z + 190204Z PCHARD
✓ 1 R 13C.
0715 RS TSgt Jensen on Duty
0905 RS JG 56 ↑ Ch 89 / JACK / TP
1010 RS JACK called SAR IN Progress other side
Request we have 2 Birds STAND BY.
1025 RS JG 53 ↑ Ch 89 / JACK / TP
1130 RS JG 56 ↓ Ch 89 / JACK / TP
1130 RS JACK called - Launch Two ACFT TO
Ch 77 - NOTIFIED Crews -
1140 RS Maint called 286 Blade chg switch to 357
1230 RS JG 30 + 73 ↑ Ch 89 - SAR Ch 77 / JACK / TP ^{Nichle 102}
1225 AT LATE ENTRY JG 57 Ground Abort - Switch to JG 30
1210 RS " " SAR IN Progress other side
1245 RS JACK called MUSKET 04 ↓ Ch 89
Suspect BATTLE damage 2 P.B., WILL
Take Barrier - NOTIFIED Pedro.
1330 V JG 53 ↓ Ch 89 / JACK / TP

20 JUNE CONTINUED

1430	RT	JACK called Launch North at RT
1433	RT	NOTIFIED crews + Photogs Report. For immediate launch.
1440	RT	JG 62 + 57 ↑ Ch 89 to Ch 77/JACK/TP
1443	RT	called COL Brandon NO ANSWER QRS or Club
1450	RT	JG 53 Went NORM JG 52 is Backup will Require a Engine Run prior to cocking on
1451	RT	JACK called Sandy 7 shot Down
1520	RT	called JACK to Hold 62 + 57 This side of the Fence - JACK approved
1525	RT	JACK called Question can we make "Y" Crew out of JG 30 + 73 - Answer YES
1530	RT	JACK called Question can we not it's JG 62 "Y" Qualified - NO Except copilot Also answered on JG 57 - NO
1530	TN	SGT NEALIS ON DUTY
1945	TN	PASSED DAAR + Forstat to JOKER / TRIED to GET DOWN TIMES AND PRYING TIME FOR THE JOLLIES BUT NO CAN DO
2000	TN	TALKED to tuoc ABOUT SCH - HE SAID HOLD OFF TILL WE HAVE A GOOD SCH to PASS to HIM
2330	RT	SGT POSITIVE ON DUTY
2400	RT	LOG CLOSED

21 JUNE 72

0001 M LOG OPENED
0005 M ADV. TO OL LINE DOES NOT RING AT OUR END/O
0000 M REC 2 SECREF MSG DIS 2002588 + 12007508 +
REC 2 CONF. MSG RTS 2003008 + 2003008 PUNCH
IN 13C//
0605 M PASSED DIA TO TOWER.
0730 RJ Jensen on Duty
0955 RJ JACK - JG 72 + 64 RTB ch 77
0957 RJ JACK - JG 21 + 73 ↑ out of ch 77
1010 RJ JG 62 + 57 Proceed to Holding Point
1017 RJ JACK - JG 62 phase ALPHA
1029 RJ JACK - JG 62 phase Bravo
1030 RJ JACK JG 62 phase Charlie
JACK. 0800Z ETD FOR JULY 30,
62, 73, 57 TO RETURN FROM ch 77
1220 JJ JG 52 + JG 531 ch 89 0520Z //TP// Jack