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DOC 386

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 eastwest 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 the 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 the SAR force to sustain battle damage on this day. All 4 Sandys logged 3.7 on the mission.

Byron E. Hukee
B. HUKER, 1Lt, USAF
Sandy 12

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

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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 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

Byron E. Huker

B. HUKER, 1Lt, USAF
Sandy 04

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The Crews Were:

Jolly Green 62 (Low)

AC - Capt Bonnie D. Correll,
CP - Capt Andrew J. Courtice,
AP - Sgt William T. Liles,
BP - Sgt George D. Webber,
LP - 1st Sgt Charles F. Salamo,

Jolly Green 57 (High)

AC - Maj Leo W. Thacker Jr.,
CP - 1st Lt Stephen R. Connelly,
AP - Sgt George L. Wright Jr.,
BP - SSgt Charles D. Morrow,
LP - ALC Craig A. Marsh,

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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 target line above the survivor.
4. Survivor was ready with mirror and pon gun flares 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:

440 4, 3 ARMSq, 3 Sorties, 25.2 Hours
4400 8pt Gp, 3 Sorties, 34.8 Hours
440 ARMSq, 7 Sorties, 18.1 Hours
44 ARMSq, 6 Sorties, 21.7 Hours
44 208, 21 Sorties, 79.7 Hours
44 174, 14 Sorties, 20.6 Hours
44 174, 24 Sorties, 37.5 Hours
44 174, 5 Sorties, 8.2 Hours
44 77, 35 Sorties, 56.0 Hours

Bennie D. Orrell

BENNIE D. ORRELL, CAPT, USAF
Aircraft Commander

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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 Nickle 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 scramble at 0735Z, 19 Jun 72 from Channel 89. 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 down and forced to depart the survivor's area. We headed out the 140° radial of Channel 89 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 67th, launched at 0040Z 21 June from Channel 77. Jolly Green 62 and 57 held fast west 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 (Nickle 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.

REF: 40 MRSO/DO

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GROUP 4
Downgraded at 3 year
interval; declassified
after 18 years

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

Appendix II

SARS in which Det 4 has participated

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

APPENDIX

Combat Saves

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

Non Combat Saves

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

Medical Evacuations

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

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

DECLASSIFIED

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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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YEAR INTERVALS
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On 18 June the 37th ARRSd was notified that Spectre 11 an AC 130 was down in the vicinity of the Ashau Valley. Plans were made throughout the night for an early morning pickup of the three known survivors. At 0745 local time the Jollies scrambled for a pickup attempt. The first Survivor was difficult to locate due to the dense jungle. Once the penetrator was deployed into the survivor's estimated position he climbed on the penetrator and was on the penetrator for approximately one minute before he was hoisted up. He apparently did not shake the penetrator to let the flight engineer know he was on it. The other two survivors were picked up without any difficulty and Jolly Green 72 egressed the area.

CREW ROSTERS

Jolly Green 72

AC Capt. Don Sutton
 CP Capt. Todd Hohberger
 HM Sgt. Ronald Blackwell
 RS SSgt. Cole Panning
 RS A1C. Kenneth Cakebread

Jolly Green 64

AC Capt. Doug Bruner
 CP Capt. David Mullenix
 HM Sgt. Gregory Sealander
 RS Sgt. David Mueller
 RS A1C. Michael Aillet

On 20 June Sandy 7 was hit while participating in a SAR for a Navy F-8 pilot who was later recovered by Jolly Greens from the 40th ARRSd, NKP, Thailand. Sandy 7 was bedded down for the night and an attempt to pick him up the next morning was planned during the night. The morning of the 21st the ordinance was used by the SAR forces that they felt would secure the area for a pick up. Jolly Green 72 came into the pickup area for Sandy 7. The only problem encountered was in getting the penetrator through the

20 JUN 72

2230Z	GH	SSG HALLER ON DUTY
2305Z	GH	ITEM REPORT TO JOKER
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	XB	JG 71 DECLARED EMERGENCY TO RECOVER HUE PHU BAI - LOST 1/2 T/R SERVO - IN CONTACT WITH DUST OFF 508 JG 64 & 21 ON WAY INTO AREA	085 090 090
0700Z	XB	SANDY 3 & 4 ETA AREA + 45	090
0710Z	XB	SANDY 7 & 8 GOING BACK IN AGAIN - BINGO FUEL - STILL GROUND FIRE IN AREA	0915 092
0725Z	XB	JG 21 PHASE "B" - TOOK HIT IN FUEL TANK - RTB	
0730Z	XB	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	092 093 094 094
0740Z	XB	VOICE WITH SANDY 7	100
0745Z	XB	KING 26 TO A/R JG 64 THEN REFUEL ??? (SHOULD BE JG 30 & 73 - NEED FUEL ASAP)	100 100
0747Z	XB	JG 62 FLITE A/R - GOING BACK TO SAR AREA WITH SANDY 11 & 12	
0748Z	XB	SANDY 3 & 4 ON SCENE - NAIL 12 WORKING POSITION - BINGO 1030Z	101
0800Z	XB	JG 64 & 21 ON GROUND CH. 69 / REFUEL - GOING TO HOLD GROUND ALERT CH. 69.	102
0825Z	XB	KING 27 ↑ ETA AREA 0830Z JG 56 & 62 HOLDING WEST OF FENCE	103 1035
0826Z	XB	SANDY 1 & 2 ↓ CH. 77	104
0829Z	XB	SANDY 11 & 12 ETD + 11 OF CH. 89	1041
0835Z	XB	SANDY 11 & 12 OFF CH. 89	1045
0840Z	XB	SANDY 7 POSITION 275/35/69	1050
0845Z	XB	KING 22 USE AS TANKER	
0850Z	XB	SANDY 3 - ENGINE DYING - RTB CH. 77	

20 JUN 72 (CONT'D)

0857Z J5 KING 26 REFUELING JG 30

0905Z J5 PAVENAIL 59 TO GET ACCURATE POSITION ON SURVIVORS

0906Z J5 SANDY 3 STILL GOING TO CH. 77 - FOUND TROUBLE - ETC + 15

0908Z J5 SANDY 9 & 10 ↑ CH. 69

0915Z J5 SANDY 7 LOCATED - SANDY 4 O.S.C.

0920Z J5 JG 62 FLITE ESCORTED BY SANDY 11 & 12 - 9 & 10 TO FOLLOW

0925Z J5 23MM REPORTED IN AREA OF SANDY 7 (2 ROUNDS)

0937Z J5 KING 22 COMPLETE A/R ON JG 30

0940Z J5 PHASE "B" ON SANDY 7

0945Z J5 SANDY 1, 2 & 8 AIRBORNE (0955)

1000Z J5 JG 21 ↑ CH. 69 FOR CH. 77

1005Z J5 JG 21 ETA 1015 WITH PARTS FROM JG 71

1006Z J5 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 J5 KING 26 RTB - KING 27 NEW TANKER
NAIL 23 IN NICKLE 102 AREA
NAIL 59 & SANDY 4 IN SANDY 7 AREA

1025Z J5 SANDY 4 RTB - SANDY 9 & 10 IN AREA

1030Z J5 SANDY 8 IN AREA OF SAND 7 - BEHAR FLITE OVERHEAD

1035Z J5 KING 27 NOW IN CHARGE 102 - NAIL 23 O.S.C.

1040Z J5 JG 62 & 57 ↓ CH. 77 REFUEL

1041Z J5 JG 30 HOLDING FEET WET

1045Z J5 JG 30 FLITE & SANDY 1 & 2 STILL HOLDING FEET WET

1050Z J5 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.
0129Z	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

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 JG 72 SAYS OUT OF AMMO

0253Z GH KING 22 SAYS TO RTB JOLLIES (72 & 62)

0254Z GH JACK - SCRAMBLE CHARLIES

0315Z GH JG 71 & 62 ↓ FROM SAR-E

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

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

0331Z GH JOLLIES & SANDIES RTB - ETE + 30

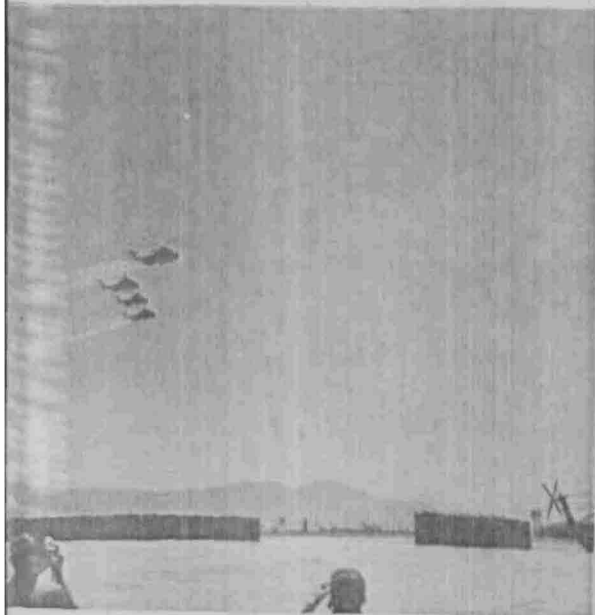
0410Z GH JOLLIES & SANDIES ↓ FROM SAR-E

0825Z JS NKP JOLLIES ↑ TO CH. 89

NKP SANDIES ↑ TO CH. 89

1330Z JS FORSTAT & DAAR TO JOKER

SANDY 07, WHILE FLYING LEAD SANDY ON A SAR INVOLVING A DOWNED
F-8 PILOT, FOUND HIMSELF HANGING FROM THE END OF HIS CHUTE
AFTER HIS AEROSPACE MACHINE WAS SHOT OUT FROM UNDER HIM. AFTER
AN UNSUCCESSFUL ATTEMPT THAT EVENING TO RECOVER HIM, THE SUPER
JOLLIES OF THE 37th RETURNED THE NEXT MORNING TO SUCCESSFULLY
RESCUE OUR COMRADE IN ARMS. IT IS GOOD TO HAVE HIM BACK!!!!



Back home
AND SAFE



S
A
N
D
Y
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LARRY HIGHFILL

