

56 SOW

Apr - Jun 72 vol. 3

1 SOS 1-31 June 72

K-WG-56-HI

V. NARRATIVE

~~SECRET~~

DOC *A21*

June was a very sad month for the 1st SOS. Two aircraft were shot down and one pilot was lost. The Sandys participated in sixteen SARs during which 14 airmen were rescued. There were no accidents or incidents in June.

On 17 Jun Hobo 42/43 was striking near Kong Sedone when Hobo 42 (Maj Encinas) was shot down by 23mm or 37mm fire. He was hit during a rocket pass and never pulled out. Maj Zeke Encinas was declared KIA three days later.

On 1 Jun Sandys 01/02 (Capt Smith/Lt Herklotz) were on north orbit in support of a linebacker mission when contact was established with Oyster 01B. Oyster 01B had been shot down on 10 May and was located on a mountain near Yen Bia airfield in North Vietnam. Sandys 01/02 immediately proceeded to the survivors area followed by two Jolly Greens. Upon reaching the red river and with Yen Bai in sight the Sandys began a search for Oyster 01B. The Sandys determined his position to be north of the red river near a dam. They were forced to leave the area due to heavy AAA, a Mig encounter, a Sa-2 firing, and low fuel. Sandys 01/02/03/04 (Capt Smith/Capt Buchanan/Maj Harding/Lt Col Lathem) with two Jolly Greens returned the next morning and made a successful pick-up.

On 5 Jun Sandys 05/06 (Capt Throckmorton/Lt Scott) were scrambled from Bien Hoa for Chico 64 (O-2). Chico 64 was down at 050/67/73 in a rugged area but bad weather prevented an immediate pick-up. After several hours and one refueling, the Sandys

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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 Mazzaella).

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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survivor stated that he was on a mountain to the North of the Sandys. The Sandys turned Northward but were forced to turn around because of the heavy AAA. They recrossed the river, joined up with Sandys 3 and 4 and the Jolly Greens, and went Northwest, using ridge lines South of the river as a mask. The force crossed the river 15 miles Northwest of Yen Bai and headed Southeast, again using ridge lines for masking. Two Sandys and the Jolly Greens held North of the objective while the other two Sandys flew over the mountain to get an exact position on the survivor. Just as the Sandys crested the top of the mountain the survivor called that they were right over him. The survivor's signal mirror showed the Sandys his exact position. A fast mover smoke screen was dropped and a Jolly Green brought around for the pickup.

(S) On egress, the SAR force spotted a Mig, blew up a train, fired on several gun positions, and received heavy small arms fire from villages. The force RTBed to Udorn for a jubilant welcome. This SAR received world wide coverage in the news media.

CHICO 64¹⁴²

(C) On 5 June, Chico 64 (an O-2) was reported down from unknown causes 72 miles North of Siagon. Bien Hoa Sandys took

142. 1st SOS Historical Data Reports. Also, see SARCO Report for Chico 64, 5 Jun 72, (Doc 35).

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EXEMPT FROM GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
EXEMPTION CATEGORY 3
DECLASSIFY ON INDEFINITE

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~~CONFIDENTIAL~~

off and as they were departing the pattern they heard Sundog Ø1 talking to the survivor. Chico 64 had not bailed out but had crash landed his aircraft on the jungle canopy. He was in good physical condition. His actual position was 67 miles Northeast of Bien Hoa, quite different from what the Sandys had been told. The survivor was high on a ridge in very rugged terrain. The weather was poor with the cloud bases below his elevation. The Sandy had only about 1,000 feet vertical clearance in which to work. Presently, the clouds lifted slightly so a Jolly Green was brought in for an attempt. The Jolly, feeling his way up the ridge, clipped a tree and exited the area for a precautionary RTB. The weather moved in again before the other Jolly Green could be brought into the area. By this time the Sandys were low on fuel so they RTBed to Bien Hoa. After a 25 minute turn around, the Sandys were back. The weather had cleared somewhat and the waiting Jolly Green was brought in for an uneventful pickup.

SEAFOX Ø6B¹⁴³

(C) On 8 June, two Sandys were preparing to take off from Da Nang for NKP when they received a call from Queen that Seafox Ø6 was down near the DMZ. On climbout the Sandys learned that Bravo was feet wet and being carried out to sea by the tide, a very good situation. The Alpha man, however, had just

143. 1st SOS Historical Data Reports. Also, see SARCO Report for Seafox Ø6A, 8 Jun 72, (Doc 36).

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

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DOC 35'

S T A T E M E N T

5 June 1972

SUBJECT: Sandy 05 and 06(CHICO 64 SAR)

1. At 0415Z, 5 June 72, Sandy 05/06 were scrambled on a SAR for 64, an O-2 from TCN, who had crash-landed his aircraft after encountering damage from an unknown source. Joker directed us and Jolly Green 35/36 VIA telephone, to the 010/72/102. We launched at 0430Z and proceeded toward this area. Because of our previous experience of poor communications with Joker, I was planning to request a King bird for radio relay, plus refueling capability. It was not necessary though, as I heard King 21 checking in with Sundog 01, the on-scene FAC, as we were departing the Bien Hoa pattern.

2. I heard Sundog 01 talking to the survivor on Guard and knew that 01 was in the immediate area. I contacted 01 on VHF and asked him to bring CHICO 64 upon "D" channel and to give me an update on the location, defenses, terrain, and weather. I asked him if he thought it wise to order ordnance but he felt the Sandys would be the only ones capable of working in the present weather conditions. The survivor was presumed 2725 down in rugged terrain, virtually uninhabited, and very permissive. The original position was some 60 miles from the actual location of the survivor so it took us at least 15 minutes longer than necessary to arrive in the area.

3. When Sandy 05/06 arrived in the area we passed our Bingo to King 21 and requested an ETA on the Jollys. They were only about 10 minutes out with two hours till Bingo. Sundog 01 was forced to fly at 10,000 ft. to remain VFR, but had placed the survivor at 050/67/73. This position was, because of extremely bad weather, the best we had throughout the operation.

4. I assumed on-scene command at 0515Z. Discussion with Sundog 01 revealed that the survivor had not bailed out but, instead, had crash landed. His condition was reported as very good and he would have no trouble getting on the penetrator. I asked him to read off the altimeter reading in his aircraft, but it was damaged too badly to provide any information. At approximately 0530Z BOA LOC plantation appeared through a break in the clouds and I started down to see if I could pinpoint the survivor. I moved the rest of the SAR forces south to hold so CHICO 64 would not be confused by multiple engine noises. At this time CHICO said the clouds were on top of him and it was raining heavily. I was able to work my way about halfway up the ridgeline that I thought he was located on, but had only about 1,000ft. at the base of the ridgeline, deterioration to zero at the survivor's location. It appeared that the lower cloud layers were moving east quite rapidly and I was hoping to get enough clearance, for a short period of time, to try a quick pickup. Sandy 05 sent Jolly 36 to the tanker and had Jolly 35 remain on orbit, assuring the availability of a Jolly at all times.

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DOC 352

5. At approximately 0615Z the weather had lifted enough that CHICO 64 said it sounded as though I was passing within 100 meters of his position. I had Sandy 06 bring Jolly 35 into the area and gave CHICO 64 the standard briefing on use of his flares, radios, and the penetrator. I then briefed Jolly 35 on the situation and led him very close to the survivor.

6. Jolly 35 made three attempts to reach the survivor but was approximately 50 meters short each time. On the last attempt the Jolly clipped a tree and was forced out of the area.

7. As the weather was evidently too low for a pick-up, and had shown very little improvement, I advised CHICO 64 to begin moving down the hill, generally eastward, to enhance his chances of rescue. He very willingly complied.

8. At approximately 0730Z the ceiling began to lift quite rapidly. I was able to fly directly over the survivor and called for Sandy 06 to bring in Jolly 36. The Jolly, however, had strayed away from the assigned holding point and was unsure of his position. By the time Sandy 06 could find him and bring him back to the area, the weather had again crumped and a pickup attempt was no longer feasible.

9. I was now approaching Bingo, while Sandy 06 was still at Bingo plus one hour, so I elected to turn on-scene over to Lt Scott while I returned for fuel. The overlap should allow almost constant Sandy coverage. Though I do not normally recommend this procedure, the lack of any show of resistance, plus the presence of two King birds, 4 Jolly Greens, and another CHICO Pac, convinced me that the advantage of having Sandy 06, who knew the exact location of the survivor, remain on-scene far outweighed the disadvantages.

10. Sandy 06 assumed on-scene command at approximately 0830Z. He remained in the survivor's immediate vicinity but weather prevented any further attempts at a pick-up. Sandy 06 reached Bingo at 0915Z and left CHICO 30 as on-scene commander. I landed at 0915Z and took off again 25 minutes later. The maintenance personnel performed an almost impossible task, providing the quickest turn around I've ever witnessed. (they did the same for Sandy 06 45 minutes later) Sandy 06 took off at approximately 1000Z and joined me in the SAR area.

11. Jolly 43 and 23 were the primary rescue assets when Sandy 05/06 returned, and both had just completed refueling. Both Sandy 05/06 descended below the overcast and began pinpointing the survivor again. Even though CHICO 64 had continued to move eastward throughout the afternoon, the weather was restricting us from even approaching his position. A thunderstorm moved directly over the survivor and forced all SAR forces back to the BAC LOC plantation. At approximately 1100Z I returned to the area and was able to fly almost directly over CHICO 64, so I had Sandy 06 and Jolly 43/23 depart the plantation holding point on a head-

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DOC 35-3

ing of 330 degrees to a hole through which they could descend. Jolly 43/23 and Sandy 06 arrived over the area, saw me through the broken clouds, and descended about one klic east of the survivor. I again briefed the Jolly and vectored him toward CHICO 64 until he was close enough to establish radio contact, at which time he became on-scene commander. The Jolly did an excellent job of working his way under the overcast, visually acquiring the survivor, and effecting the rescue at 1140Z. All SAR forces departed the area and RTF. CHICO 64 had suffered several cuts and bruises and a fractured jaw.

NOTES: Jungle canopy was so dense that survivor's "smoke" never penetrated the top.

Survivor reported that he had probably moved at least two klics, but had in fact moved only 100-200 meters.

Sandys should always know exactly where backup helicopter is in case he's needed immediately. The time lost in locating Jolly 36 prevented a much quicker rescue.

Sandy should assure that King is on station or enroute ASAP. Even though it is presumably common practice, it doesn't hurt to check.

Generally plan to have only one aircraft working under a low ceiling. If necessary to have more, consider displaying landing lights. Even though I can't take credit for it (I forgot to retract mine after the first landing) Sandy 06 was able to see me very easily in marginal weather. (not recommended to illuminate yourself as a target in hostile areas).

George E. Throckmorton
G. THROCKMORTON, Capt, USAF
Sandy 05

Ralph R. Scott
R. SCOTT, Lt, USAF
Sandy 06

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PT 00041

159 152522

0 071400Z JUN 72

FM 3ARRS TSN AFLD RVN

TO RUEFHQA/CSAF/COMMAND POST

RUMNONA/PACAF/DDH/HICKAM AFB HA

RUCIMAA/HQ ARRS/COMMAND POST/SCOTT AFB IL

INFO RUCWAAA/HQ USAF ALT MAXWEL AFB AL

RUCIMAA/MAC/MADCP

RUHHABA/41ARRWG/DOC/HICKAM AFB HA

RUHHAGA/CINCPAC/JRCC/ HONOLULU HI

RUMJHQA/CINCPAC CC MM SMITH HA

RHMSMVA/MACV SAIGON

RUEKAAA/USAF/AFEDC/FT RICHIE MD

RUMFRBA/CTF 77

RUHGOSA/CTG 77.0

RUNTFJA/USAFMPC/DPHCS/RANDOLPH AFB TX

RUMORKA/D4 3ARRG KORAT AFB THAI

RUHHKKA/3614CCTS/JSS/CLARK AB PI

~~RUNJALA/366CCTWG FAIRCHILD AFB WA~~

CONFIDENTIAL /JOPREP JIFFY/7AF JRCC/RESCUE 013/70706Z JUN 72

PAGE 2 RUMHRSAB244 C O N F I D E N T I A L

1. RESCUE OPENING REPORT 7 JUNE.
2. MISSION NUMBER D3-008 7 JUNE.
3. SITUATION: MISSING AIR AMERICA C-46.

A. DESCRIPTION OF SAR OBJECTIVE.

- (1) C-46/ECM-2/UNK/EM-2
(2) VFR FROM BANME THUOT TO PLEIKU.
(3) NOT RELEASABLE.
(4) UNK-US EMBASSY ESTIMATES 31.
6 CREW, 10 U.S. AND 15 VN MILITARY.

(5) WEATHER WAS IFR WITH BASES AT 2000FT TOPS UNK IN RAIN-SHOWERS.

- (6) UNK.
(7) 21 MILES EAST OF PLEIKU.

B. ACTIONS TAKEN.

- (1) 7TH AF JRCC-0528Z 5 JUNE.
(2) 0530Z 5 JUNE.

(3) NO SAR FORCES LAUNCHED UNTIL 0600Z 7 JUNE, BECAUSE OF WEATHER IN SEARCH AREA.

C. PERSONNEL INFORMATION.

- (1) 31 INVOLVED/31 MISSING.

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MEDIATE

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[illegible]

DO/CC
DOCP

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 1978
JUNE, BECAUSE _____

4830-ARRS

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

IMMEDIATE

CONFIDENTIAL

PAGE 3 RUMHRSAB244 C O N F I D E N T I A L
(2) U.S. ARMY /0825Z 7 JUNE/13-59N 108-21E

D. FLYING ACTIVITY.

U.S. ARMY 4 SORTIES/9.5 HRS
20TASS/0-2/1 SORTIE/2.4 HRS
1600CSG/HQ-130/1 SORTIE/3.5 HRS

E. SAVES DATA: NONE.

F. SUMMARY OF SAR ACTIONS:

(1) SAIGON CENTER NOTIFIED 7AF JRCO THAT EM-2 WAS OVER DUE AT PLEIKU AT 0350Z. TYPE AIRCRAFT UNKNOWN. AT 0528Z/5 JUNE IT WAS CONFIRMED THAT EM-2 WAS A C-46 OPERATED BY AIR AMERICA AND THAT RADAR CONTACT HAD BEEN LOST 21MILES EAST OF PLEIKU. THE AIRCRAFT HAD BEEN MAKING AN INSTRUMENT APPROACH INTO PLEIKU AND HAD BEEN CLEARED TO DESCEND TO 6100 FT. THE NEXT TRANSMISSION FROM EM-2 STATED THAT HE WAS LEVEL AT 4500 FT AND HE WAS TOLD OVER GUARD TO CLIMB IMMEDIATELY TO 6100 FT. NO FURTHER CONTACT WAS MADE WITH THE AIRCRAFT. WEATHER IN THE AREA PRECLUDED SEARCH OPERATIONS. CEILINGS REMAINED BELOW 3000 UNTIL 0800Z, 7 JUNE AT WHICH TIME SEARCH FORCES WERE LAUNCHED AND THE WRECKAGE WAS LOCATED AT THE 4400 FT LEVEL OF A MOUNTAIN 2 1/2 MILES SOUTH WEST OF THE LAST REPORTED POSITION. SEARCH FORCES WERE FORCED OUT OF THE AREA BY WEATHER AT 0928Z. NONE OF THE HELICOPTERS WERE ABLE TO LAND

PAGE 4 RUMHRSAB244 C O N F I D E N T I A L
AT THE SITE BECAUSE OF HIGH WINDS. THE AIRCRAFT IN THE AREA REPORTED NO SIGNS OF SURVIVORS.

(2) SEE PARAGRAPH D.

(3) THE TOTAL AREA SEARCHED WAS 550 MILES.

(4) FUTURE PLANS.

WEATHER PERMITTING A GROUND TEAM WILL GO INTO THE AREA

ON 8 JUNE.

GP-4

BT

#8244

07 JUN 1972

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IMMEDIATE

CONFIDENTIAL

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160 162923

~~CONFIDENTIAL~~

0 081515Z JUN 72

FN 3ARRGP TSN AFLO RVN

TO RUEFHQA/USAF/COMMAND POST

RUHHONA/PACAF/DOH

RUCIMAA/HQ ARRS/COMMAND POST

~~INFO RUCMAAA/HQ USAF ALT MAXWELL AFB AL~~

RUCPAAA/HAC/HACCP

RUHHABA/41ARRWG/OOC/HICKAM AFB HI

RUHHAGA/CINCPAC/JRCC/HONOLULU HI

RUMJHBA/CINCPAC/CC/HM SMITH HI

RHMSMVA/NACV SAIGON

RUEKAAA/USAF/AFECCE/FT RICHIE MD

RUMFRBA/CTF 77

RUHODSA/CTB 77.0

RUWTFJA/USAFMPC/DPMCS/RANDOLPH AFB TX

RUMORKA/D 4 JARRG KORAT AB THAI

RUHHKKA/3614CCTS/JSS/CLARK AB PI

RUNJAAA/366CCTWG FAIRCHILD AFB MA

BT

~~CONFIDENTIAL~~/JOPREP JIFFY/7AF JRCC/RESCUE 014/07/0706Z

PAGE 2 RUHMRS48368 **CONFIDENTIAL**
JUN 72

JUN 72

1. RESCUE PROGRESS REPORT NBR 1

2. MISSION NR-D3-008-7 JUN 72.

3. SITUATION: CRASHED AIR AMERICA C-46 VFR FROM BAN ME THUOT TO
PLEIKU.

C. PERSONNEL: 31 INVOLVED-31 MISSING

D. FLYING ACTIVITY: NONE THIS DATE DUE TO WEATHER

F. GROUND PARTY OF 10 US PERSONNEL AND 70 LOCAL GROUND TROOPS ASSEMBLED AT PLEIKU AWAITING WEATHER TO PERMIT FLIGHT INTO AREA.

8. SEE PARA 3F

8P-4

BT

總局 368

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[illegible]

IN TURN

IMMEDIATE

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 1978

DO/CC

MESSAGE NOTIFIC

**Individual
Contacted:**

**Local Time
and Date:**

By Repr on 9 Jun 72; dispatched to Anas/DACP, u.o.

08-3-008

IMMEDIATE

~~CONFIDENTIAL~~

PT 00074

161 173420

54
01
11A
Do/CC

DTTCZYUM RUMMRSAB477 1611646-CCCC--RUCINAA.

ZNY CCCCC

O 091630Z JUN 72

FM 3ARRG TAN SON NHUT AFLD RVN

TO RUEFHQD/USAF COMMAND POST

RUMHOMA/PACAF/DOH/HICKAM

RUCINAA/HQ ARRS COMMAND POST SCOTT AFB IL

INFO RUCMAAA/HQ USAF ALT MAXWELL AFB AB

RUCINAA/MAC/MADGP

RUMHOMA/RIARRWG DOC HICKAM AFB HAWAII

RUHHHQA/CINCPAC/JRCC/HONOLULU HAWAII

RUHHHQA/CINCPAC CC HM SMITH HAWAII

RHMSHVA/MACV SAIGON

RUEKAAA/USAF/AFECCE/FT RICHIE MO

RUMFRBA/CTF 77

RUHGOSA/CTG 77.0

RUMTFJA/USAFMPC/OPMCS/RANDOLPH AFB TX

RUMORKA/O-4 3 ARRG KORAT AFB THAI

RUMHKKA/36CCTS/JSS/CLARK AB PI

RUMJAU/366CCTMG FAIRCHILD AB WA

BT

C O N F I D E N T I A L JOPREP JIFFY/TAE JRCC/RESCUE 015/10706Z JUN 72.

OPR	CYR
ARRS	1
INFO	CYR
CP	1
DO	3
DOE	1
DOV	
DOO	
DOF	
DOG	
DOH	
DOI	
DOJ	
DOK	
DOL	
DOM	
DOO	
DOQ	
DOU	
DOV	
DOW	
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A	I
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	DOU
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	DOX
	DOY
	DOZ

PAGE 2 RUMMRSAB477 C O N F I D E N T I A L

1. MISSION CLOSING REPORT 9 JUN 72

2. MISSION NUMBER -03-008 7 JUNE 72

3. CRASH C-46 ON MOUNTAIN APPROX 20 MILES EAST OF

C. PERSONNEL INFORMATION:

(1) 31 POB, CONDITION UNKNOWN

(3) (3) JPRC GROUND TEAM MOVING UP MOUNTAIN TOWARD CRASH

SITE AT THIS TIME

D. FLYING ACTIVITY

(1) NONE THIS DATE

E. SAVES DATA: NO SAVES CLAIMED

F. SUMMARY OF SAR ACTIONS: A JPRC GROUND TEAM HAS MOVED TO WITHIN 800 METERS OF CRASH SITE. JRCC WILL COORDINATE FAC AND COVER REQUIREMENTS FOR GROUND TEAM. MISSION CONTROL AND REPORTING RESPONSIBILITY TO BE HANDLED BY JPRC TO AVOID DUPLICATION.

4. MISSION NR-03-008 CLOSING 09/1500Z JUN 72

BP-4

BT

#0477

NNNN

MESSAGE NOTIFICATION	
Individual Contacted:	
Local Time and Date:	

MESSAGE NOTIFICATION	
Individual Contacted:	St. Lates
Local Time and Date:	1405C 9 June 72

MESSAGE NOTIFICATION	
Individual Contacted:	P.M.
Local Time and Date:	1406C 9 June 72

IMMEDIATE

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 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DECLASSIFIED AT TWO
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 DECLASSIFIED ON 31 Dec 78

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 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DECLASSIFIED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 31 Dec 78

IMMEDIATE

PT 00306

161 062240

DECLASSIFIED

MESSAGE NOTIFICATION

Individual

Contacted: E.K.

Local Time

and Date: 0155

9 June 72

OTTCZYUW RUMOSRA2436 1610610-CCCC--RUCTMAA. 146

ZNY CCCCC

O 090530Z JUN 72

FM OL B 3ARRGP UDORN RTAFB THAILAND

TO RUEFHQA/CSAF/AFXTZB

RUHHAGA/CINCPACAF/JRCC/HONOLULU HI

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMANC

INFO RUHHAGA/CINCPAC/CC

RUHHARA/CINCPACAF/DOH

RUMHOMA/BIARRWG HICKAM AFB HI

RUHHKKA/13AF/CLARK AB PT/INCO

ZEN/7/13AF/UDORN RTAFB THAI/DOH

RUEKAAA/FT RITCHIE MD/AFEOC

RUMTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS

RUCMAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCIMAA/HQ MAC SCOTT AFB IL/DOCP

RHMSMVA/MACV/COMMANC CENTER/SAIGON RVN

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

RUMHRS/3ARRGP/TSN AB RVN/JRCC

RUMOJNA/OL A 3ARRGP SONTRA AB RVN

RUMJUA/3636CCTWG FAIRCHLD AFB WA

RUHHKKA/3614CCTS/JSS/CLARK AB PT

PAGE 2 RUMOSRA2436 C O N F I D E N T I A L

RUMORKA/OET 4 3ARRGP/KORAT RTAFB THAILAND

RUMOREA/5650W NKP RTAFB THAI/DOO

RUMOREA/40ARRS NKP RTAFB THAI

BT

C O N F I D E N T I A L/JOPREP JIFFY/OL-8, 3ARRGP/RESCUE 110/C90330Z JUN 72

1. RESCUE OPENING/CLOSING REPORT-8 JUN 72 (U)

2. MISSION NUMBER - R-3-054-8 JUN 72

3. SITUATION: DOWNED AIRCREW MEMBERS

A. DESCRIPTION OF SAP OBJECTIVE:

(1) OV-10/68-3903/MAIL 15

(2) FLIGHT PLAN-TACTICAL

(3) PILOT-CAPT ROBERT L. HUMPHREY, 5650W NAKHON PHANOM RTAFB

(4) POR-2

(5) WEATHER IN AREA/ 4000 BROKEN, VISIBILITY 7 MILES PLUS

(6) SURVIVAL EQUIPMENT-USAF STANDARD

(7) LAST KNOWN POSITION-1713N 10448E

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY-OL-R 3ARRGP

(2) TIME NOTIFIED-OL-R, 3ARRGP WAS NOTIFIED OF INCIDENT BY

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS.

DECLASSIFIED ON 31 DEC 1976

IMMEDIATE

DECLASSIFIED

1 Cy Repro ON 9 Jun 72 by Annis/Doe, dispatched to Annis/DOCP, UO.

2 SAVES PEDRO

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IMMEDIATE

DECLASSIFIED

5650W/TUOC AT 080410Z.

PAGE 3 RUMOSRA2436 C O N F I D E N T I A L

(3) FOLLOWING SAR FORCES NOTIFIED:

(A) 4DARRS AT 080325Z

(4) TIME SAR FORCE LAUNCHED:

(A) 1 HH-43, 4DARRS LAUNCHED AT 080330Z

C. PERSONNEL INFORMATION:

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

(2) SAR OBJECTIVE LOCATED BY PEDRO 21 (HH-43) AT 080350Z AT

1713N 10448E

(3) 4DARRS, HH-43 LANDED TO MAKE RECOVERY

(4) SURVIVORS TAKEN TO NAKHON PHANOM RTAFB

D. FLYING ACTIVITY:

(1) 4DARRS-2 SORTIES FOR 1.7 HOURS

E. SAVES DATA: NO SAVES

G. SUMMARY OF SAR ACTIONS:

(1) 4DARRS (PEDRO) WAS NOTIFIED AT 080325Z BY NAKHON PHANOM TOWER THAT RADIO CONTACT WITH NAIL 15 HAD BEEN LOST. INVERT HAD ALSO LOST CONTACT AND SUSPECTED NAIL 15 TO HAVE GONE DOWN APPROXIMATELY 10 MILES SOUTH OF THE CITY OF NAKHON PHANOM. PEDRO 21 LAUNCHED AT 080330Z AND PROCEEDED TO THE ESTIMATED POSITION OF THE DOWNED AIRCRAFT. PEDRO 21 LOCATED THE AIRCRAFT AND RECOVERED NAIL 15 ALPHA AT 080350Z.

PAGE 4 RUMOSRA2436 C O N F I D E N T I A L

NAIL 15 BRAVO HAD LEFT THE AIRCRAFT TO TELEPHONE THE 5650W. PEDRO 21 RETURNED TO NAKHON PHANOM RTAFB WITH NAIL 15 ALPHA. PEDRO 21, THEN, TRANSPORTED GUARDS TO THE SIGHT OF THE AIRCRAFT AND RECOVERED NAIL 15 BRAVO WHO HAD RETURNED TO THE SCENE. PEDRO 21 LANDED AT NAKHON PHANOM WITH NAIL 15 BRAVO AT 080530Z, TERMINATING THE SAR.

(2) KING AMC AIRCRAFT NOT UTILIZED ON THIS MISSION

(3) NO AERIAL REFUELINGS WERE ACCOMPLISHED

(4) NO AUXILIARY EQUIPMENT WAS USED IN SUPPORT OF THIS

MISSION.

GP-4.

BT

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off and as they were departing the pattern they heard Sundog Ø1 talking to the survivor. Chico 64 had not bailed out but had crash landed his aircraft on the jungle canopy. He was in good physical condition. His actual position was 67 miles Northeast of Bien Hoa, quite different from what the Sandys had been told. The survivor was high on a ridge in very rugged terrain. The weather was poor with the cloud bases below his elevation. The Sandy had only about 1,000 feet vertical clearance in which to work. Presently, the clouds lifted slightly so a Jolly Green was brought in for an attempt. The Jolly, feeling his way up the ridge, clipped a tree and exited the area for a precautionary RTB. The weather moved in again before the other Jolly Green could be brought into the area. By this time the Sandys were low on fuel so they RTBed to Bien Hoa. After a 25 minute turn around, the Sandys were back. The weather had cleared somewhat and the waiting Jolly Green was brought in for an uneventful pickup.

SEAFOX Ø6E¹⁴³

(C) On 8 June, two Sandys were preparing to take off from Da Nang for NKP when they received a call from Queen that Seafox Ø6 was down near the DMZ. On climbout the Sandys learned that Bravo was feet wet and being carried out to sea by the tide, a very good situation. The Alpha man, however, had just

143. 1st SOS Historical Data Reports. Also, see SARCO Report for Seafox Ø6A, 8 Jun 72, (Doc 36).

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

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~~SECRET~~

DCC 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 Eardal) 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 D¹⁴

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 O6B who was feet wet. Recovery forces were then directed to O6A's position 80 meters inland from the coast. The personal equipment of O6A was located but not the survivor. O6A 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. Haile) who flew low to visually acquire the

~~SECRET~~

8 June 1972

F-4E 67-0303 34 TFS, 388 TFW, USAF, Korat
Capt John S Murphy (POW)
1Lt L D Johnson (survived)

An F-4E was lost on a fast FAC mission near the DMZ. Capt Murphy was the leading FAC pilot with the 13th TFS and had flown 54 Tiger FAC missions from his total of 124 combat missions with this Squadron before he was shot down. The aircraft was damaged by ground fire and the crew ejected close to the shore near the northern edge of the DMZ buffer zone. Although 1Lt Johnson landed in the sea and was rescued by a Navy helicopter, Capt Murphy was not so fortunate and was captured on the beach and imprisoned. John Murphy started his flying career as a B-52 co-pilot before converting to the F-105 and flying 100 missions from Korat in 1968. He returned to Korat in October 1971 after a spell as a T-38 instructor pilot, and was shot down first on 10 February 1972 and then again near the end of his tour. Capt Murphy was released from captivity on 27 March 1973.

6 JUN (CONTINUED)

1435 xy ~~2B~~ 65 ↓
 1830 J 92 ↓ ORBIT A3 FOR DAMPER
 1847 J 71 ↓ ORBIT

7 JUNE 72

1304 2B SSG BREEDEN ON DUTY
 0710L 2B ITEM REPORT TO QUEEN
 0625 2B ALPHA'S COCKED ON
 1120 2B JG 21 ↑ TNG
 0330 gH JG 21 ↓ TNG
 0245 gH Alpha (JG 72 & 71) ↑ for orbit
 0830 gH Alpha ↓ from orbit
 1127 gH DAAR & FORSTAI TO JOKER

8 JUNE 72

~~1130~~ 1130 LY SGT YOUNT TO DUTY.
 0300 2B ITEM REPORT TO QUEEN
 0115 2B ALPHA'S COCKED ON
 1532 LY JG 71 & 72 ↑ FOR ORBIT LOCAL
 QUEEN ADVISES ITEM 11 CANCELLED
 1650 LY JG ~~71~~ 72 ↓ FM LOCAL
 0714 gH JG 72 ↓ FM LOCAL
 0530 gH SEAFox - HIT IN DOME ACFT FEET WGT - 2 GOOD CHUTES
 0840 gH Alphas scrambled (JG 71 & 72)
 1846 gH Alphas & Sandies airborne
 0900 gH Mustet & OSC A : O :
 ONE MAN IN WATER
 ONE MAN ON BEACH - FAC CHECKING FOR VISUAL
 0916 gH SANDIES TAKE OVER OSC
 0918 gH JG 72 - MAINT PROB - AFCS - Remaining on ORBIT

MURPHY, JOHN S. JR

Name: John S. Murphy Jr.
Rank/Branch: United States Air Force/O3
Unit:
Date of Birth: 13 January 1940 Waco TX
Home City of Record: Mineral Springs TX
Date of Loss: 08 June 1972
Country of Loss: South Vietnam
Loss Coordinates: 170100 North 1070700 East
Status (in 1973): Returnee
Category:
Aircraft/Vehicle/Ground: F4E
Missions: 224
Other Personnel in Incident:
Refno:

Source: Compiled by P.O.W. NETWORK from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews.

REMARKS: 730327 RELEASED BY PRG

SOURCE: WE CAME HOME copyright 1977
Captain and Mrs. Frederic A Wyatt (USNR Ret), Barbara Powers Wyatt, Editor
P.O.W. Publications, 10250 Moorpark St., Toluca Lake, CA 91602
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JOHN S. MURPHY JR.
Captain - United States Air Force
Shot Down: June 8, 1972
Released: March 27, 1973

Biographical data: Born in Waco, Texas, 13 January 1940. Grew up in Mineral Wells, Texas and attended Mineral Wells High School. Married Jo E. McCloud who also attended Mineral Wells High School. We have three children, Stan 11, Jo Beth 9, Jill 7. Education: Attended Texas Technological College, Lubbock, Texas where I received a Bachelor of Architecture degree in 1964 and Jo received her Bachelor of Arts (English) in 1962.

Military data: Reese AFB, Lubbock, Texas - Class 66A, graduated in August 1965. B-52 Copilot, Altus AFB, Oklahoma, February 1966 - May 1967. F-105D, Nellis AFB, Nevada 1967. Korat RTAFB, Thailand. Flew 100 missions over North Vietnam in 1968. T-38, Reese AFB, Texas. Was Instructor Pilot from March 1969 to May 1971. F-4E, MacDill AFB, Florida, July 1971. Korat RTAFB, Thailand, October 1971, from which I flew 124 combat missions including 54 Tiger Fast FAC missions (Pappa Tiger). I was shot down over the DMZ 8 June 1972 and was held by North Vietnamese in Hanoi. I was released 27, March 1973.

Future plans: Present assignment, F-4E Operational Air Defense Unit Check Six.

December 1996
John resides in Texas.

IMMEDIATE

SECRET

~~CONFIDENTIAL~~

- (3) PILOT: HURNEY, JAMES L. 388TFW KORAT RTAFB THAILAND
(4) POB-2
(5) WEATHER: CLEAR
(6) SURVIVAL EQUIPMENT: USAF STANDARD
(7) LAST KNOWN POSITION: 1701N 10707E

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY, OL-A, 3APROF, NOTIFIED AT 080835Z
BY GUARD CHANNEL THAT SEAFOX-06 WAS HIT OVER DMZ.

(2) FOLLOWING SAR FORCES ALERTED:

- (A) 1600 SUPP GP AT 080835Z
(B) 37ARRS AT 080836Z
(C) 56SOW AT 080836Z

(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:

- (A) 1600 SUPP GP AT 080835Z -1HC130P DIVERTED
(B) 37ARRS AT 080847Z -3HM53 LAUNCHED
(C) 56SOW AT 080847Z -2A1

C. PERSONNEL INFO:

- (1) 2 PERSONS INVOLVED - 1- PERSON SAVED, -1- PERSON MISSING.
(2) SAR OBJECTIVE LOCATED BY MUSKET-06 (F4) AT 080844Z

COORDINATES 1701N 10708E

PAGE 4 RUM0JNA0497 ~~SECRET~~

- (3) RECOVERY BY GREENBUG (CH-46)
(4) BRAVO MAN TAKEN TO USS STRAUSS

D. FLYING ACTIVITY:

- (1) 1600 SUPP GP -1- SORTIE FOR 2.5 HRS.
(2) 37ARRS -3- SORTIES FOR 8.0 HRS.
(3) 56SOW -2- SORTIES FOR 5.8 HRS
(4) 20TASS -1- SORTIE FOR 2.5 HRS
(5) 23TASS -1- SORTIE FOR 1.0 HR
(6) 8TFW -1- SORTIE FOR 2.0 HRS
(7) 49TFW -4- SORTIES FOR 4.0 HRS
(8) 42TEWS -4- SORTIES FOR 6.0 HRS
(9) 366TFW -8- SORTIES FOR 10.0 HRS
(10) 388TFW -3- SORTIES FOR 4.5 HRS
(11) 432TFW -4- SORTIES FOR 6.0 HRS

E. RCC MAKING SAVE: USS STRAUSS ACFT CMCR UNKNOWN, PERSON
SAVED 1ST LT LAWRENCE B. JACKSON 446-46-1244, 388TFW KORAT RTAFB
THAILAND. USN CREDITED WITH 1 COMBAT AIRCREWMEMBER SAVE.

F. FUTURE PLANS:

(1) PLAN TO MAINTAIN ELECTRONIC SURVEILLANCE WITH AIRCRAFT
IN THE AREA.

PAGE 5 RUM0JNA0497 ~~SECRET~~

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IMMEDIATE

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EDIMATE

G. SUMMARY OF SAR ACTIONS:

(1) SEAFOX-06 DECLARED MAYDAY ON GUARD CHANNEL AT 0835Z
IMMEDIATELY THEREAFTER MUSKET-06 REPORTED 2 GOOD CHUTES AT MOUTH
"DMZ RIVER". HE REPORTED RADIO CONTACT WITH SEAFOX-06D AT 0844Z
REPORTED THE SURVIVORS POSITION TO BE 1000 METERS OFF SHORE.
SEAFOX-06A LANDED ON THE BEACH APPROXIMATELY 60 METERS INLAND.
BOY-07 (A-1) LED GREENBUG(CH46) TO 06D AND THE PICKUP WAS
COMPLETED AT 0921Z. COVEY-299 (D-10) REPORTED SEEING THE
PARACHUTE SHORTLY AFTER HIS ARRIVAL BUT COULD NOT LOCATE
IT. SURVEILLANCE OF THE AREA BY COVEY-299 AND SANDY-7/8 REVEALED
HANS PARACHUTE HARNESS WAS EMPTY AND THAT THERE WERE SEVERAL
THAI TROOPS IN A NEARBY BUNKER. AREA DENIAL ORDNANCE WAS
CHECKED AND NUMEROUS FAST MOVERS WERE AVAILABLE BUT NOT
USED DUE TO LACK OF A SAR OBJECTIVE.
TOTAL FLYING ACTIVITY: SEE ITEM 3D
KING-26 ASSUMED AMC DUTIES AT 0840Z.
NO AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS
MISSION.
NO AUXILLARY RESCUE EQUIPMENT CONTRIBUTED TO THE SAR EFFORT:

-4

497

NN

3/3

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Vietnam War Aircraft Losses

1477	12 May 1972	F-4E	NVN	Adair S. Y. Jr	Capt	KIA		Cressey D. C.	1Lt	KIA
1478	12 May 1972	F-4D	u	Bogard L. P.	Capt	MIA		Ostermeyer W. H.	1Lt	KIA
1479	14 May 1972	O-1	SVN	u	u	u				
1480	14 May 1972	O-2A	SVN	McPhillips H. A.	1Lt	Rescued				
1481	17 May 1972	C-130E	SVN	Hagman R. H.	Capt	KIA		Lewis C. P.	1Lt	KIA
1482	18 May 1972	F-4D	NVN	Ratzel W. D.	1Lt	MIA		Bednarek J. B.	1Lt	MIA
1483	19 May 1972	OV-10A	SVN	Mott D. P.	Capt	POW (returned)		Thomas W. E.	CWO2	POW (retur
1484	20 May 1972	F-4D	NVN	Markle J. D.	1Lt	Rescued	USAF Helo	Williams J. W.	Capt	POW (retur
1485	21 May 1972	F-4E	Sea	Ross R. E.	LtCol	Rescued	USN Ship	Key W. N.	1Lt	Rescued
1486	22 May 1972	F-4D	SVN	u	u	Rescued		u	1Lt	Rescued
1487	23 May 1972	F-4D	NVN	Byrns W. G.	Capt	POW (returned)		Bean W. D. Jr	Capt	POW (retur
1488	24 May 1972	O-2A	SVN	Voights R. S.	1Lt	KIA				
1489	25 May 1972	OV-10A	SVN	Twaddell J. W.	1Lt	Rescued	VNAF Helo	Shaw J. W.	1Lt	Rescued
1490	26 May 1972	F-4D	SVN	Arnold A. N.	Capt	Rescued	USAF Helo	Kincaid T. E.	Capt	Rescued
1491	1 June 1972	F-4E	THL	Hawks G. W.	Capt	Rescued		Dingee D. B.	Capt	Rescued
1492	5 June 1972	O-2A	SVN	Dunn C. P.	1Lt	Rescued	USAF Helo			
1493	6 June 1972	F-4D	NVN	Fowler J. A.	Maj	MIA		Sevell J. W.	Capt	KIA
1494	8 June 1972	F-4E	Sea	Murphy J. S.	Capt	POW (returned)		Johnson L. D.	1Lt	Rescued
1495	13 June 1972	F-4E	NVN	Hanson G. O.	1Lt	POW (returned)		Fulton R. J.	1Lt	POW (retur
1496	17 June 1972	A-1E	LAOS	Encinas E. M.	Maj	KIA				
1497	18 June 1972	AC-130A	SVN	Gilbert P. F.	Capt	KIA		WiLaoson R. A.	Capt	KIA
1498	20 June 1972	A-1J	SVN	Highfill L. G.	Capt	Rescued	USAF Helo			
1499	21 June 1972	F-4E	NVN	Rose G. A.	Capt	POW (returned)		Callaghan P. A.	1Lt	POW (retur

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DOC 36'

S T A T E M E N T

8 June 1972

SUBJECT: Sandy 7 and 8 (Seafox 06A & B S&B)

1. As we were stopping in for normal rotation to NKP we were told by Queen on VHF that Seafox 06 was down near the mouth of the DMZ river. Two good chutes had been observed and another fast FAC and a slow FAC were in the area talking to 06B.
2. We made a record scramble launch and enroute listened to Covey 99 who was OSC lining ~~up~~ the forces, we learned that 06B was feet wet being carried out by tide and ok. The 06A man had missed feet wet by only a hair, his parachute was located near a small bunker, and had not come up on radio. Also, one of the fast movers who was on scene from the beginning reported that 06A was being shot at by 23mm while he floated down. Several air bursts were very near him.
3. We arrived on scene and Covey 99 described the area where 06B was floating. We established voice with 06B and he vectored us to him. Even at 100-200' above the water he made an extremely small target to spot floating in his raft.
4. By this time a Ch-47 from a nearby boat had heard the radios and come into the area to assist. We vectored him to 06B's position (approx 3 miles off the coast) and covered him while he nabbed 06B. After he was east bound with 06B unhurt and aboard we reported this to King and headed into where Covey 99 was circling 06A's parachute.
5. Covey 99 briefed us that there was a lone bunker near the parachute, he still had no radio contact, and we were all taking ground fire from AK-47's from 4 NVA he had seen just south of the chute, some 23/37 AAA guns 500 meters north on the north bank of the river and a large field piece located inland somewhere.
6. We located the chute and deployed life raft near the sand bunker and assumed OSC directing Covey 99 to get a shot on the AAA that was firing at us all.
7. The remainder of this report is written by an impetuous youth who can't understand why a cumbersome military communications and control system orders a S&B force into inactivity allowing Americans to be taken POW.
8. It became very obvious to us that since 06A had been seen alive in the chute, was not at present in the harness laying attached to the chute, had not come up on the radio at all or used any other signals to the Sandy's making numerous very low passes over the area, that there were 2 basic possibilities that he was dead, either killed by AAA in his chute and his body was removed by NVA, or he had been killed upon reaching the ground by NVA waiting on him, or he was alive but being held by a small force at NVA in the nearby bunker.

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9. Both Covey 99 and Sandy 07 saw movement in the bunker, and knowledge that the area was held by NVA regulars led us to believe that Seafox 06A was alive and being held by 1-4 NVA in that bunker. FAC's had been overhead immediately after the downing and we had been overhead since then providing continuous coverages. We felt that movement in the area had been hampered completely. This left 06A and his captors in the small lone bunker awaiting the 2 hours to dark before moving.

10. Numerous requests for a small landing team or similar team using Jolly Green^{POB} and even the request to use a PJ on a penetrator were rejected by Joker. We had direct contact with Queen and after a full explanation they agreed with our plan which was to put in BLU-52 and then CBU-30/19 just before landing, then smoke off the area and put in Sandy ordinance close in and ~~and~~ F-4 ordinance further out to suppress movement and reaction. If 06A was in the hole we felt this would get him out, after 1.5 hours of persistent and even belligerent radio calls we withdrew. I, Sandy 07 made one last pass over 06A's area gunning the engine as a salute to the survivor. I was later to learn he was a T-38 instructor of mine in VPT. His capture was unnecessary.

11. Both Sandys took numerous small arms hits while in the area. Sandy 08 got hit in the CBU-25 canister on station 1 and it exploded before he could jettison it causing numerous holes in the left wing. Also upon landing Sandy 08 discovered his left main tire was flat and he had no left brake, but by superior handling kept the bird on the run-way. Maintenance determined that Sandy 07 and 08 both took from 6-9 hits each.

12. Upon debriefing the Lt Col. at Queen advised that Joker had said he was afraid to grant request because of Sandy 07's inexperience (approx. 10 SAR's and 9 pickups as Sandy 07). Later at a SAR conference Joker made the policy statement that no SAR exists without radio contact or visual contact.

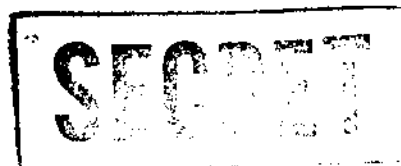
13. Intelligence reports from sensitive sources say that Capt. John Murphy (Seafox 06A) is now a POW in Hanoi.

L. C. Smith

L. SMITH, 1Lt, USAF
Sandy 07

L. Shotwell

L. SHOTWELL, Capt, USAF
Sandy 08



GROUP 1
Declassified at 3 year intervals:
Excluded after 10 years.

IMMEDIATE

PT 00306

161 062240

DECLASSIFIED

MESSAGE NOTIFICATION

Individual
Contacted: E.K.

Local Time 0155
and date: 9 June 72

OTTCZYUW RUMOSRA2436 1610610-CCCC--RUCTMAA. 146

ZNY CCCCC

0 090530Z JUN 72

FM OL B 3ARRGP UDORN RTAFB THAILAND
TO RUEFHQA/CSAF/AFXOTZR
RUHHAGA/CINCPACAF/JRCC/HONOLULU HI
RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND
INFO RUHHHQA/CINCPAC/CC
RUHHABA/CINCPACAF/DOH
RUMHOMA/41ARRWG HICKAM AFB HI
RUHHKKA/13AF/CLARK AB PT/INCO
ZEN/7/13AF/UDORN RTAFB THAI/COM
RUEKAAA/FT RITCHIE MD/AFFOC
RUWTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS
RUCWAAA/HQ USAF ALTERNATE MAXWELL AFB AL
RUCIMAA/HQ MAC SCOTT AFB IL/DOCP
RHMSHVA/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 SONTRA AB RVN
RUWJUA/3636CCTWG FAIRCHLD AFB WA
RUHHKKA/3614CCTS/JSS/CLARK AB PI

PAGE 2 RUMOSRA2436 C O N F I D E N T I A L
RUMORKA/DET 4 3ARRGP/KORAT RTAFB THAILAND
RUMOREA/56SOW NKP RTAFB THAI/DOO
RUMOREA/40ARRS NKP RTAFB THAI
BT

C O N F I D E N T I A L/JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 110/090330Z
JUN 72

1. RESCUE OPENING/CLOSING REPORT-8 JUN 72
2. MISSION NUMBER - R-3-054-8 JUN 72
3. SITUATION: DOWNED AIRCREW MEMBERS

A. DESCRIPTION OF CAP OBJECTIVE:

- (1) OV-10/68-3003/NAIL 15
- (2) FLIGHT PLAN-TACTICAL
- (3) PILOT-CAPT ROBERT L. HUMPHREY, 56SOW NAKHON PHANOM RTAFB
- (4) POR-2
- (5) WEATHER IN AREA/ 4000 BROKEN, VISIBILITY 7 MILES PLUS
- (6) SURVIVAL EQUIPMENT-USAFA STANDARD
- (7) LAST KNOWN POSITION-1713N 10448E

B. ACTIONS TAKEN:

- (1) CONTROLLING AGENCY-OL-B 3ARRGP
- (2) TIME NOTIFIED-OL-B, 3ARRGP WAS NOTIFIED OF INCIDENT BY

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 1976

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1 Cy Repro on 9 Jun 72 by Ann/Doe, dispatched to Ann/Doe, U.S.

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5650W/TUOC AT 080410Z.

2/2

PAGE 3 RUMOSRA2436 C O N F I D E N T I A L

(3) FOLLOWING SAR FORCES NOTIFIED:

(A) 40ARRS AT 080325Z

(4) TIME SAR FORCE LAUNCHED:

(A) 1 HH-43, 40ARRS LAUNCHED AT 080330Z

C. PERSONNEL INFORMATION:

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

(2) SAR OBJECTIVE LOCATED BY PEDRO 21 (HH-43) AT 080350Z AT

1713N 10448E

(3) 40ARRS, HH-43 LANDED TO MAKE RECOVERY

(4) SURVIVORS TAKEN TO NAKHON PHANOM RTAFB

D. FLYING ACTIVITY:

(1) 40ARRS-2 SORTIES FOR 1.7 HOURS

E. SAVES DATA: NO SAVES

G. SUMMARY OF SAR ACTIONS:

(1) 40ARRS (PEDRO) WAS NOTIFIED AT 080325Z BY NAKHON PHANOM TOWER THAT RADIO CONTACT WITH NAIL 15 HAD BEEN LOST. INVERT HAD ALSO LOST CONTACT AND SUSPECTED NAIL 15 TO HAVE GONE DOWN APPROXIMATELY 10 MILES SOUTH OF THE CITY OF NAKHON PHANOM. PEDRO 21 LAUNCHED AT 080330Z AND PROCEEDED TO THE ESTIMATED POSITION OF THE DOWNED AIRCRAFT. PEDRO 21 LOCATED THE AIRCRAFT AND RECOVERED NAIL 15 ALPHA AT 080350Z.

PAGE 4 RUMOSRA2436 C O N F I D E N T I A L

NAIL 15 BRAVO HAD LEFT THE AIRCRAFT TO TELEPHONE THE 5650W. PEDRO 21 RETURNED TO NAKHON PHANOM RTAFB WITH NAIL 15 ALPHA. PEDRO 21, THEN, TRANSPORTED GUARDS TO THE SIGHT OF THE AIRCRAFT AND RECOVERED NAIL 15 BRAVO WHO HAD RETURNED TO THE SCENE. PEDRO 21 LANDED AT NAKHON PHANOM WITH NAIL 15 BRAVO AT 080530Z, TERMINATING THE SAR.

(2) KING AMC AIRCRAFT NOT UTILIZED ON THIS MISSION

(3) NO AERIAL REFUELINGS WERE ACCOMPLISHED

(4) NO AUXILIARY EQUIPMENT WAS USED IN SUPPORT OF THIS

MISSION.

GP-4.

BT

#2436

NNNN

DECLASSIFIED

IMMEDIATE

STATEMENT

13 June 1972

SUBJECT: Sandy 07 & 08 (BLUE GHOST 10)

1. A successful rescue was made of Blue Ghost 10 a U.S. Army CH-53 LOB pilot. The aircraft with 2 SOB was downed by suspected small arms fire on the 280 radial for 19 nautical miles off of channel 69. This was within 5 kilometers of where two Army helicopters had been downed by enemy ground fire the previous day with no survivors.
2. Blue Ghost 10 was downed at approximately 0200Z. Sandy 07 & 08 (Lt Baker & Capt Bardal) were scrambled at 0215Z but before getting getting airborne were told to return to the parking area and shut down. Queen advised that there were numerous Army choppers in the area and that the Sandys and Jellys were not needed at the time. At 0330Z Sandy 07 & 08 and Jelly Green 65 & 21 were scrambled by Queen and told that although no radio contact had been made with the survivor, error flashes were observed from the crash site. We were airborne at 0345Z and contacted King. King advised that Covey 116 was the on scene commander at the time and that he was getting fast over strikes in the area. Covey 116 advised that known enemy locations were 300 meters north, 300 meters west and 300 meters east of the survivor. Since no radio contact had been made, Covey 116 was not sure whether there were one or two survivors. Jelly Green 65 & 21 held West West East of channel 69 and Sandy 07 & 08 went straight to the SAR scene. Covey 116 showed Sandy 07 the survivors position as soon as he arrived in the immediate area at 0415Z. On scene command was given to Sandy 07 at this time and Covey 116 RTB'D to Channel 77 as he was running low on fuel. Sandy 07 made several low passes over the survivor with Sandy 08 watching for ground fire. Covey 116 now arrived on scene and he started putting in fast covers to the west and north. Each time Sandy 07 rolled in over the survivor he got error flashes from him. The survivor was about 10 meters from the wreckage of his chopper. Sandy 08 and Covey 28 were shown the exact location of the survivor by Sandy 07. Due to the lack of ground fire received Sandy 07 decided a pickup attempt would be made using Jelly Green 65 & 21 who were holding fast west east of channel 69. The plan was to have Covey 28 put in a flight of fast covers 500 meters to the north of the survivor during the pickup. Sandy 8 exited the area to bring the Jellys to a final holding point about 5 kilometers to the east of the survivor. Jelly 65 was told to proceed from the final holding point on a heading of 310° as low and as fast as he could. At the command of execution Sandy 07 dropped a tow bar 47 and headed out to join with Sandy 08 and Jelly 65. Sandy 07 and 08 put down parallel east west smoke screens 25 meters to the south and 30 meters to the north of the survivor respectively. Sandy 07 & 08 delivered ordnance while the Jelly was in the hover and no ground fire was observed during the pickup which occurred at 0530Z. The survivor who was severely burned and lost his radio in the crash said the chopper rolled onto the other occupant after the crash. Sandy 07 & 08 escorted Jelly 65 with the survivor and Jelly 21 to channel 77. Sandy 07 & 08 landed at 0710Z.

BAKER, BYRON L., 1LT, USAF
SANDY 07

BARDAL, EUGENE A., Capt., USAF
SANDY 08

CONFIDENTIAL

DOC 37

STATEMENT

13 June 1972

SUBJECT: Sandy 07 & 08 (BLUE GHOST 10)

1. A successful rescue was made of Blue Ghost 10 a U.S. Army OH-6A pilot. The aircraft with 2 SOB was downed by suspected small arms fire on the 280 radial for 19 nautical miles off of channel 69. This was within 5 miles of where two Army helicopters had been downed by enemy ground fire the previous day with no survivors.

2. Blue Ghost 10 was downed at approximately 0200Z. Sandy 07 & 08 (Lt Baker & Capt Bardal) were scrambled at 0215Z but before getting airborne were told to return to the parking area and shut down. Queen advised that there were no enemy choppers in the area and that the Sandys and Jollys were not needed at the time. At 0330Z Sandy 07 & 08 and Jolly Green 65 & 21 were scrambled by Queen and told that although no radio contact had been made with the survivor, flares were observed from the crash site. He was airborne at 0345Z and contacted King. King advised that Covey 116 was the on scene commander at the time and that he was putting fast over strikes in the area. Covey 116 advised that known enemy locations were 300 meters north, 300 meters west and 300 meters east of the survivor. Since no radio contact had been made, Covey 116 was not sure whether there were one or two survivors. Jolly Green 65 & 21 held fast west east of channel 69 and Sandy 07 & 08 went straight to the H&K scene. Covey 116 showed Sandy 07 the survivor position as soon as he arrived in the immediate area at 0415Z. On command was given to Sandy 07 at this time and Covey 116 RTH'D to Channel 77 as he was running low on fuel. Sandy 07 made several low passes over the survivor with Sandy 08 watching for ground fire. Covey 116 arrived on scene and he started putting in fast overs to the west and north. Each time Sandy 07 rolled in over the survivor he got flares. The survivor was about 10 meters from the wreckage of his chopper. Sandy 08 and Covey 21 were shown the exact location of the survivor by Sandy 07. Due to the lack of ground fire, Sandy 07 decided a pickup site at would be made using Jolly Green 65 & 21 who were holding fast west east of channel 69. The plan was to have Covey 116 put in a flight of fast overs 500 meters to the north of the survivor during the pickup. Sandy 07 advised the crew to bring the Jollys to a point holding point about 5 miles east to the east of the survivor. Jolly 65 was told to proceed fire, the final holding point on a heading of 210° as low and as fast as he could. At the command of execution Sandy 07 dropped a ton for 07 and headed out to join with Sandy 08 and Jolly 65. Sandy 07 and 08 put down parallel east west 2000 meters to the south and 500 meters to the north of the survivor respectively. Sandy 07 & 08 delivered ordnance while the Jolly was in the hover and no ground fire was observed during the pickup which occurred at 0630Z. The survivor who was severely injured and lost his radio in the crash said the chopper rolled onto the other occupant after the crash. Sandy 07 & 08 escorted Jolly 65 with the survivor and Jolly 21 to channel 77. Sandy 07 & 08 landed at 0710Z.

BAKER, RONALD L., 1st Lt, USAF
SANDY 07

CONFIDENTIAL
BARDAL, EUGENE A., Capt, USAF
SANDY 08

10 JUN 72

Jolly Greens aid Army

A Super Jolly Green Giant helicopter crew of the 37th Air Rescue and Recovery Squadron on Monday made a successful pickup of an Army LOACH crew member 14 miles northwest of Hue.

Spotting for artillery, the Army helicopter crashed for unknown reason. The pilot was killed and the observer suffered second and third degree burns.

1st Lt. Clin F. Land Jr., co-pilot of the HH-53, said, "The two escort AIE Sandies directed us to the crash site and we were right over him before we knew it. The PJs lowered the penetrator and the LOACH observer ran out and jumped on." He also reported that there was no ground fire to hamper the rescue.

Members of the HH-53 were Maj. Christopher C. Korper, aircraft commander; Lt. Land; Sgt. Gregory A. Sealander, flight engineer; and SSgt. Douglas E. Wilson and Sgt. Michael L. Wagner pararescuemen (PJ).

The Sandies were piloted by Capt. Gene Bardol and 1st Lt. Byron E. Hukes.

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128

missed feet wet and his chute was 100 meters inland, very near a small bunker. No radio contact had been made with him nor had he been seen. The area was controlled by the NVA. A CH-47 helicopter from a nearby ship picked up Bravo. After a heated exchange between the Sandys and Queen the SAR was terminated. Joker was unwilling to commit a landing party that the Sandys had asked for. It was later learned that Alpha was a POW.

BLUE GHOST 10¹⁴⁴

(C) Blue Ghost 10 (an Army OH-6) was downed 15 miles West of Hue by suspected ground fire on 13 June. Sandys were ordered scrambled from Da Nang but were cancelled before they took off. Several Army helicopters were searching the area and at the moment there was no objective. One and one half hours later the Sandys and Jolly Greens were scrambled because the crash site had been located and mirror flashes were coming from it. The objective was in the same vicinity where two Army helicopters were shot down the day before with no survivors. The Jolly Green was briefed to make the run-in as low and as fast as he could. A smoke screen was laid and fast mover strikes put in to the North. The badly burned survivor affected his rescue with only his signal mirror. He had lost his radio in the crash. His fellow crewmember had died when the stricken air-

144. 1st SOS Historical Data Reports. Also, see SARCO Report for Blue Ghost 10, 13 Jun 72, (Doc 37).

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

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED

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DCC 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 Blevins/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 Blevins/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 Nazzarella).

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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9 JUNE 72

1950Z	LY	SGT YOUNT ON DUTY.
230Z	LY	ITEM REPORT TO QUEEN.
0140Z	JS	JG 65 & 21 ↑ ORBIT
0454Z	gt	JG 65 & 21 ↓ orbit
0630Z	JS	JG 65 & 21 ↑ ORBIT
0759Z	JS	JG 65 & 21 ↓ ORBIT
		JG 65 A2 - MINOR WRIT-UPS / JG 21 A2 - DOPPLER
1105Z	gt	FORSTAT & DAAR TO JOKER

10 JUN 72

0630Z	JS	SSG BREEDEN ON DUTY
0715Z	JS	ITEM REPORT TO QUEEN
0619Z	J	JG 21 & 65 ↑ ORBIT
0806Z	JS	JG 21 & 65 ↓ ORBIT GS A-2 ATTITUDE INDICATOR
1120Z	JS	FORSTAT & DAAR TO JOKER

11 JUN 72

2230Z	gt	SSgt Hallen to Duty
2320Z	gt	Item Report to Queen
0200Z	LY	BRAVO'S COCKED.
0140Z	gt	Alpha ↑ for orbit (JG 66 & 65)
0435Z	gt	JG 21 ↑ for orbit (replacement)
0530Z	LY	JG 66 ↓ Fm ORBIT.
0630Z	LY	JG 21 & 65 ↓ Fm ORBIT.
0700Z	LY	JG 64 ↑ Fm
0700Z	LY	QUEEN ADVISED: BLUE GHOST WHITE - LOCK - DOWN.
		BLUE GHOST RED REPORTS ENEMY ACTIVITY IN AREA.
		NEGATIVE VOICE CONTACT.

11 JUNE (CONTINUED)

0810Z	LY	JG 64 + FM FCF
1000	LY	JG 64 T OPS CHECK
1000		
		12 J.V.
2230Z	gH	SSgt Hallen to duty
2300	gH	Item Report to Queen
0149	JH	QUEEN SAYS SCRAMBLE JOLLIES FOR ARMY
		OH6 GO TO CH 60 FEET WET.
0154	JH	HOLD JOLLIES & SANDIES, ENGINES RUNNING.
0156	2M	JOLLIES & SANDIES SHUT DOWN, ARMY PICKED
0230	"	UP OH6.
0330	gH	ARMY DID NOT PICK UP OH6.
0333	gH	JOLLIES AND SANDIES SCRAMBLED.
0500Z	LY	PHASE "A" JOLLYS IN AREA.
0530Z	LY	JG 65 GOING IN. - BRAVO'S LAUNCHED.
0542	ZY	JG 65 PICKED UP SURVIVOR.
0543	LY	TAKING SURVIVOR TO 95TH HOSPITAL.
		SECOND AND THIRD DEGREE BURNS.
0610Z	LY	JOLLIES RTB BRAVO'S CONTINUE TO
		FLY FOR ITEM 11
0630Z	LY	JG 65 + 21 + FM SAR.
0720Z	LY	JG 66 + 64 + FM ORBIT.
1015Z	LY	FORSTAT + QHAR TO JOKER.

SURVIVOR
NAME RANK
SSAN ORIGINALLY

DATE	CREW	JG #	SAVE #	SAVE LOCATION	TYPE SA
18 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 MARTINE		842	UNKNOWN WEST OF KHE SANH	COMBAT 2
				JUNE 1972	
12 JUNE 72	KORPER LAND SEALANDER WILSON WAGNER	65	843	W01 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

B 3-56

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IMMEDIATE

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OTTSZYUW RUMOSRA3180 1651320-SSSS--RUCIMAA.

ZNY SSSSS

O 131135Z JUN 72

FM OL-B 3ARRGP UDORN RTAFB THAILAND
TO RUEFHQA/CSAF/AFXOTZR

RUHHAGA/JRCC HAWAII

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST

INFO RUHHAGA/CINCPAC/CC

RUHHABA/CINCPACAF

ZEN/7/13AF UDORN RTAFB THAI/DOM

RUMHOMA/41ARRWG HICKAM AFB HAWAII

RUEKAAA/FT RITCHIE MD/AFEOC

RUWTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS

RUCWAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCIMAA/MAC/DOCP

RHMSHVA/MACV/COMMAND POST SAIGON RVN

RUMHRSB/7AF TSN AB RVN/CC/00/000/TN/DOCT

RUMHRSB/3ARRGP TSN AB RVN/JRCC

RUWJAU/3636CCTWG FAIRCHILD AFB WA

RUHHKKA/13AF/INEO/CLARK AB PI

RUMOJNA/OL-A 3ARRGP SON TRA AB RVN

RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

RUMOREA/5650W NAKHON PHANOM RTAFB THAILAND/000

Classification (cancelled) (changed to CONFIDENTIAL)
effective on 12/26/73 by 126

DO/CC

2

OPR	CYS
ARRS	1
INFO	CYS
CP	1
DO	3
DOC	1
	6

ARRS

PAGE 2 RUMOSRA3180

~~SECRET~~

RUMFRPA/CTF 77

RUMORKA/DET 4 3ARRGP KORAT RTAFB THAI

ZEN/432 TRW UDORN RTAFB THAI

RUMORKA/552CTF KORAT RTAFB THAI

RUMORKA/389TFW KORAT RTAFB THAI

RUMORUA/8TFW UBON RTAFB THAI

RUMOLBA/366TFW DANANG AB RVN

RUMOUVA/WIRA VTN LAOS

BT

~~SECRET~~ JOPREP JIFFY OL-B, 3ARRGP/RESCUE 112/130247Z JUN 72

1. RESCUE OPENING/PROGRESS REPORT-13 JUN 72 (U)

2. MISSION NUMBER - B-3-056 - 13 JUN 72

3. SITUATION: AIRCREW DOWN IN NORTH VIETNAM

A. DESCRIPTION OF SAR OBJECTIVE:

(1) F-4/D365/CAMOUFLAGED/RITA 04

(2) FLIGHT PLAN-TACTICAL

(3) PILOT-CAPT HANFON, GREG O. 432TRW UDORN RTAFB

(4) POB-2

DECLASSIFIED

IMMEDIATE

~~SECRET~~

~~CONFIDENTIAL~~

2 copies repro on 6 Mar 73 by ARRS/DOCP

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/18/80

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

MESSAGE NOTIFICATION

Individual
Contacted:

IMMEDIATE

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PAGE 3 RUMOSRA3180 S E C R E T

(5) WEATHER IN AREA-SCATTERED CLOUDS, VISTIBILITY GOOD

(6) SURVIVAL EQUIPMENT-USAF STANDARD

(7) LAST KNOWN POSITION-2155N 10520E

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY-OL-B, 3ARRGP

(2) TIME NOTIFIED-OL-B, 3ARRGP NOTIFIED OF SAR INCIDENT AT 130247Z BY HOTEL THRU OL-A, 3ARRGP

(3) FOLLDWING SAR FORCES ALERTED:

(A) DET -4, 3ARRGP AT 130253Z

(B) 4DARRS AT 130253Z

(C) 56SOW AT 130253Z

(4) TIME SAR FORCES LAUNCHED:

(A) 1 HC-130P, DET-4, 3ARRGP DIVERTED AT 130253Z

(B) 2 A-1, 56SOW DIVERTED AT 130253Z

(C) 2 HH-53, 4DARRS DIVERTED AT 130253Z

(D) 1 HC-130P, DET -4, 3ARRGP LAUNCHED AT 130320Z

(E) 2 HH-53, 4DARRS LAUNCHED AT 130325Z

(F) 1 HC-130P, DET-4, 3ARRGP LAUNCHED AT 130420Z

(G) 2 A-1, 56SOW LAUNCHED AT 130455Z

(H) 5 F-4, 432TRW DIVERTED AT 130308Z

PAGE 4 RUMOSRA3180 S E C R E T

(I) 4 F-4, 432TRW DIVERTED AT 130310Z

(J) 4 F-4, 366TFW DIVERTED AT 130340Z

(K) 2 F-4, 366TFW DIVERTED AT 130340Z

(L) 2 F-4, 432TRW LAUNCHED AT 130440Z

(M) 2 F-105, 388TFW LAUNCHED AT 130440Z

C. PERSONNEL INFORMATION:

(1) 2 PERSONS INVOLVED, 2 MISSING

D. FLYING ACTIVITY:

(1) DET -4, 3ARRGP - 3 SORTIES FOR 18.1 HOURS

(2) 4DARRS - 4 SORTIES FOR 24.1 HOURS

(3) 56SOW - 4 SORTIES FOR 13.5 HOURS

(4) 432TRW - 11 SORTIES FOR 27.4 HOURS

(5) 366TFW - 6 SORTIES FOR 19.8 HOURS

(6) 388TFW - 2 SORTIES FOR 5.8 HOURS

E. SAVES DATA: NO SAVES

F. FUTURE PLANS:

(1) A WEATHER RECCE AIRCRAFT WILL BE IN THE AREA TOMORROW AT FIRST LIGHT TO ATTEMPT CONTACT WITH RITA D4. IF CONTACT IS ESTABLISHED A SAR EFFORT UTILIZING 1 KING AMC, 1 KING TANKER, 4 JG AIRCRAFT AND 4 SANDY AIRCRAFT WILL BE LAUNCHED TO ARRIVE IN THE SAR

PAGE 5 RUMOSRA3180 S E C R E T

AREA COINCIDENTAL TO A PLANNED STRIKE IN THE SAME VICINITY.

IMMEDIATE

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~~CONFIDENTIAL~~

IMMEDIATE

~~SECRET~~

DECLASSIFIED

~~CONFIDENTIAL~~

G. SUMMARY OF SAR ACTIONS:

(1) OL-8 WAS NOTIFIED AT 0247Z BY OL-A THAT AN AIRCRAFT, NO CALL SIGN, NO POSITION WAS DOWN IN NORTH VIETNAM. AT 0253Z SAR FORCES ON A SPECIFIC ORBIT, 2 JOLLY GREENS, (JG 53/63) (HH-53C) AND 2 SANDYS SY 1/2 (A-1), WERE DIRECTED TOWARDS THE SUSPECTED SAR AREA. 2 JOLLY GREENS, 2 SANDYS AND 1 KING TANKER WERE PLACED ON ALERT AT NAKHON PHANOM RTAFB. AT 0304Z BRIGHAM ADVISED OL-8 THAT THE DOWNED AIRCRAFT WAS RITA 04, AN F-4 AND THE BEST POSITION WAS 285 DEG 75 MILES FROM BULLS EYE. TWO GOOD CHUTES AND TWO GOOD BEEPERS WERE REPORTED. BERTHA FLT REPORTED VOICE CONTACT WITH RITA 04 BRAVO DURING HIS PARACHUTE DESCENT. JG57/62 (HH-53C) WERE LAUNCHED AT 0325Z AND KING 27 (HC-130P) WAS LAUNCHED AT 0331Z. FAST MOVERS IN THE AREA PROVIDED AN UPDATED POSITION OF 2151N 10520E BUT NEGATIVE VOICE CONTACT OR REEPER CONTACT. A FAST FAC, LAREDO 14 (F-4) LAUNCHED TO THE SAR AREA AT 0443Z. SANDY 3/4 (A-1) LAUNCHED TO THE SAR AREA AT 0455Z TO REPLACE SY 1/2 (A-1). AT 0553Z LAREDO FLT REPORTED CONSIDERABLE STATIC TYPE NOISE ON GUARD FREQUENCY DURING HIS ATTEMPT TO CONTACT RITA 04. DEBRIEF OF LAREDO 14 INDICATED THAT TIMES THE STATIC APPEARED TO BE IN RESPONSE TO LAREDO'S REQUEST FOR RITA TO

PAGE 6 RUMDSRA3180 S E C R E T

COME UP BEEPER. SAR FORCES WERE RTB'D AT 0657Z AFTER LAREDO MADE ANOTHER PASS THROUGH THE AREA WITH NEGATIVE VOICE CONTACT.

(2) KING 21 ASSUMED AMC DUTIES AT 130253Z

(3) FOUR AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

(4) NO AUXILIARY EQUIPMENT WAS USED IN SUPPORT OF THIS MISSION.

BP-4

BT

#3180

NNNN

13 JUN 1972

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IMMEDIATE

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PT 00469

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~~CONFIDENTIAL~~
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 89

OTTSZYUW RUMOSRA3340 1661210-SSSS--RUCIMAA. 13/

ZNY SSSSS

O 141200Z JUN 72

FM OL-B 3ARRBP UDORN RTAFB THAILAND

TO RUEFHQA/CSAF/AFXOTZB

RUMHAGA/JRCC HAWAII

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST

INFO RUMHAGA/CINCPAC/CC

RUMHAGA/CINCPACAF

ZEN/7/13AF UDORN RTAFB THAI/COM

RUMHOMA/RIARRWG WICKAM AFB HAWAII

RUEKAAA/FT RITCHIE MD/AFEOC

RUMTFJA/RANDOLPH AFB TX/USAFMPC/OPMCS

RUCWAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCIMAA/MAC/DOCP

RHMSHVA/MACV/COMMAND POST SAIGON RVN

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

RUMMRSA/3ARRBP TSN AB RVN/JRCC

RUMJAU/3636CCTW0 FAIRCHILD AFB WA

RUMHKK/13AF/INED/CLARK AB PI

RUMOJNA/OL-A 3ARRBP SDN TRA AB RVN

RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

RUMOREA/56SDN NAKHON PHANOM RTAFB THAILAND/DDO

PAGE 2 RUMOSRA3340 S E C R E T

RUMFRBA/CTF 77

RUMORKA/DET 4 3ARRBP KORAT RTAFB THAI

ZEN/432 TRW UDORN RTAFB THAI

RUMORKA/552 CETF KORAT RTAFB THAI

RUMORKA/381TFW KORAT RTAFB THAI

RUMOLBA/366TFW DANANG AB RVN

RUMORUA/8TFW UBON RTAFB THAI

RUMOUVA/4IRA VIENTIANE LAOS

BT

S E C R E T JOPREP JIFFY/OL-B, 3ARRBP/RESCUE 113/130247Z JUN 72

1. RESCUE PROGRESS REPORT NUMBER 1-14 JUN 72(U)

2. MISSION NUMBER -8-3-056-13 JUN 72

3. SITUATION: AIRCREW DOWN IN NORTH VIETNAM

A. DESCRIPTION OF SAR OBJECTIVE:

(1) F-4/D365/CAMOUFLAGED/RITA 04

B. ACTIONS TAKEN:

(1) TIME SAR FORCES LAUNCHED:

(A) 1 HC-130P, DET -4, 3ARRBP LAUNCHED AT 132135Z

PAGE 3 RUMOSRA3340 S E C R

IMMEDIATE

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7830

MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time and Date:	

DO - 442

MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time and Date:	

5841

MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time and Date:	

2 copies repro on 6 Mar 73 by ARRS, Door 6

SECRET

~~CONFIDENTIAL~~

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14 JUN 1972

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	WFS
	WFH
	WFO

IN TOWN

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CONFIDENTIAL

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IMMEDIATE

PT 00291

~~SECRET~~
~~CONFIDENTIAL~~

OTTSZYUW RUMOSRA3540 1671225-SSSS--RUCIMAA.

ZNY SSSSS

O 151150Z JUN 72

FM OL-B 3ARRGP UDORN RTAFB THAILAND

TO RUEFHGA/CSAF/AFXOTZB

RUHHAGA/JRCC HAWAII

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST

INFO RUHHHGA/CINCPAC/CC

RUHHHGA/CINCPACAF

ZEN/7/13AF UDORN RTAFB THAI/COM

RUMHOMA/41ARRWG HICKAM AFB HAWAII

RUEKAAA/FT RITCHIE MO/AFEOC

RUMTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS

RUCMAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCIMAA/MAC/DOCP

RHMSMVA/MACV/COMMAND POST SATGON RVN

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

RUMNRSA/3ARRGP TSN AB RVN/JRCC

RUWJUAU/3636CCTWG FATRCHILO AFB WA

RUHHKKA/13AF/INCO/CLARK AB PI

RUMOJNA/OL-A 3ARRGP SON TRA AB RVN

RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

RUMOREA/5650W NAKHON PHANOM RTAFB THAILAND/DOO

RUHHKKA/3614CCTS/JSS CLARK AB PI

PAGE 2 RUMOSRA3540 S E C R E T

RUMFRAA/CTF 77

RUMORKA/DET 4 3ARRGP KORAT RTAFB THAI

ZEN/432 TRW UDORN RTAFB THAI

RUMORKA/552CETF KORAT RTAFB THAI

RUMORKA/388TFW KORAT RTAFB THAI

RUMORUA/8TFW UBON RTAFB THAI

RUMOLBA/366TFW DANANG AB RVN

RUMOUVA/AIRA VTN LAOS

BT

S E C R E T JOPREP JIFFY/OL-R, 3ARRGP/RESCUE 114/13C247Z JUN 72.

1. RESCUE PROGRESS REPORT NUMBER 2 - 15 JUN 72 (U)

2. MISSION NUMBER - B-3-056 - 13 JUN 72

3. SITUATION: AIRCREW DOWN IN NORTH VIETNAM

A. DESCRIPTION OF SAR OBJECTIVE:

(1) F-4/0365/CAMOUFLAGED/RITA D4

B. ACTIONS TAKEN:

(1) TIME SAR FORCES LAUNCHED:

(A) 1 HC-130P, DET -4, 3ARRGP LAUNCHED AT 142122Z

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MESSAGE NOTIFICATION

Individual
Contacted:

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and Date:

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effective on 24 Feb 75, under the authority of

GDS by JCS

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Contacted:

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DECLASSIFIED ON 31 Dec 80

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MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

2 copies repro on 6 Mar 73 by ARRS/DOAR Ls.

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PAGE 3 RUMOSRA3540 S E C R E T

(B) 1 HC-130P, DET-4, 3ARRGP LAUNCHED AT 150555Z

C. PERSONNEL INFORMATION:

(1) 2 PERSONS INVOLVED, 2 MISSING

D. FLYING ACTIVITY:

(1) DET-4, 3ARRGP - 2 SORTIES FOR 18.4 HOURS

E. SAVES DATA: NO SAVES

F. FUTURE PLANS:

(1) ELECTRONIC SURVEILLANCE WILL BE CONTINUED BY ALL AIR-
CRAFT TRANSITING THE AREA OF LAST KNOWN POSITION.

(2) SAR FORCES AVAILABLE:

(A) 2 HC-130P, DET-4, 3ARRGP

G. SUMMARY OF SAR ACTIONS:

(1) NO SAR ACTIVITY WAS ACCOMPLISHED IN VICINITY OF RITA
04'S LAST KNOWN POSITION TODAY. NO CONTACT HAS BEEN ESTABLISHED.

(2) KING 21 (HC-130P) ASSUMED AMC DUTIES AT 142145Z

KING 22 (HC-130P) ASSUMED AMC DUTIES AT 150605Z

(3) NO AERIAL REFUELINGS WERE ACCOMPLISHED TODAY.

(4) NO AUXILIARY EQUIPMENT WAS USED IN SUPPORT OF THIS
MISSION TODAY. GP-4

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ZNY SSSSS

O 161155Z JUN 72

FM OL-B 3ARRGP UDORN RTAFB THAILAND

TO RUEFHGA/CSAF/AFXTZR

RUHHAGA/JRCC HAWAII

RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST

INFO RUHHHQA/CINCPAC/CC

RUHHABA/CINCPACAF/DOH

ZEN/7/13AF UDORN RTAFB THAI/DOH

RUMMONA/41ARRWG HICKAM AFB HAWAII

RUEKAAA/FT RITCHIE MO/AFEOC

RUMTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS

RUCMAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCIMAA/MAC/DOCP

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RUMMRSA/3ARRGP TSN AB RVN/JRCC

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RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

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PAGE 2 RUMOSRA3730

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RUHHKKA/3614CCTS/JSS CLARK AB PI

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RUMORUA/8TFW UBON RTAFB THAI

RUMOLAA/366TFW DANANG AB RVN

RUMOUVA/AIRA VIENTIANE LAOS

RUMFRBA/CTF 77

RUMORKA/DET 4 3ARRGP KORAT RTAFB THAI

ZEN/432 TRW UDORN RTAFB THAI

BT

SECRET JOPREP JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 115/130247Z JUN 72.

1. RESCUE SUSPENDING REPORT - 16 JUN 72 (U)

2. MISSION NUMBER - R-3-056 - 13 JUN 72

3. SITUATION: AIRCRAFT DOWN IN NORTH VIETNAM

C. PERSONNEL INFORMATION:

(1) 2 PERSONS INVOLVED, 2 MISSING

D. FLYING ACTIVITY:

(1) DET-4, 3ARRGP - 2 SORTIES FOR 13.7 HOURS

E. SAVES DATA: NO SAVES

G. SUMMARY OF SAR ACTIONS:

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ARRS	CP 1

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Local Time and Date:	

MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time and Date:	

MESSAGE NOTIFICATION	
Individual	Contacted:

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PAGE 3 RUMOSRA3730

(1) NO SAR ACTIVITY WAS ACCOMPLISHED IN VICINITY OF RITA D4'S LAST KNOWN POSITION TODAY. NO CONTACT WAS ESTABLISHED WITH SURVIVORS. THE MISSION WAS SUSPENDED AS OF 16/1000Z JUN 72 WITH CONCURRENCE OF COMMANDER 7AF AND UNIT CONCERNED.

(2) TOTAL FLYING TIME FOR MISSION:

(A) OET-4, 3ARRGP - 7 SORTIES FOR 50.5 HOURS

(B) 40 ARRS- 4 SORTIES FOR 24.1 HOURS

(C) 56SDW - 4 SORTIES FOR 13.5 HOURS

(D) 432TRW - 16 SORTIES FOR 39.4 HOURS

(E) 366TFW - 6 SORTIES FOR 19.8 HOURS

(F) 388TFW - 2 SORTIES FOR 5.8 HOURS

(3) KING 21 (HC-130P) ASSUMED AMC DUTIES AT 130253Z JUN

72

(4) 4 AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

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

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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

-
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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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 Nazzarella).

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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picked up Gunsmoke 02B they took ground fire, but this was silenced by the pararescue man with his mini-gun. Gunsmoke 02A was then picked 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 aloga crews were scrambled. After holding feet wet Major Jackson K. Scott Jr. went into the area for the pickup. One survivor was picked 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

ESEQUIEL MARTINEZ ENCINAS

MAJ - O4 - Air Force - Regular
32 year old Single, Caucasian, Male
Born on Mar 21, 1940
From WILMINGTON, CALIFORNIA
His tour of duty began on Aug 15, 1971
Casualty was on Jun 17, 1972
LAOS
Hostile, died while missing
FIXED WING - PILOT
AIR LOSS, CRASH ON LAND
Body was recovered
Religion
ROMAN CATHOLIC
Panel 01W - - Line 43



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Hobo 43 wingie [with Maj Zeke Encinas leading as Hobo 42]. Doz for a downed CH-53 north of Khong Sedone with Zeke as lead... [this was not a SAR situation as the crew had previously been recovered] We replaced other Hobos who were working the area prior to our arrival... We orbited over the [CH-53] crash site while a team landed to check the feasibility of lifting it out... We worked the Doz about 2 hours. Our plan was to get a quick strike, recover at Ubon to refuel and RTB. Weather in the target area was about 6500 broken. We worked a target east of the river near Khong Sedone. We did not observe any ground fire and were working from about a 6,000 ft. roll in altitude. On Zeke's second rocket pass, he got hit as he was firing his rockets. I saw the heavy smoke trailing from his aircraft. He said nothing. The FAC said, "Are you all right?" The only thing I could say was, "Are you all right, pull out." He went in with the plane. There was a large fireball. I went back to the Doz frequency and told the other Hobos what had happened. Jim Harding was leading that flight and he came down about 15 klicks to the south to run any possible SAR. I had to RTB because of fuel and started heading for Ubon, but saw that I had enough [gas] to make it home [to NKP]. I met the Sandys on my way home and told them there was no survivor. I was met in the dearm area and was taken to the TUOC. I concluded that Zeke must have been hit in the cockpit and incapacitated. Airbursts would have been hidden above the clouds.

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(C) Of the six A-1 losses this quarter, only one resulted in the loss of the pilot. On 17 June, Hobo 42 crashed Northwest (WC7231) of Khong Sedone. On a firing pass, the aircraft was apparently hit by ground fire as the wingman saw a small explosion on the ^{left} right wing. Hobo 42 never pulled out of the pass and went straight in, exploding in a ball of fire. No radio transmissions or emergency beeper were heard. No parachute was observed. 1st SOS pilots stayed in the area till nightfall trying to raise Hobo 42 on radio, though they were almost certain that no objective existed. They returned to the area the next day with no results. Major Esequiel (Zeke) Encinas was declared KIA three days later. Major Encinas was to fly only two more missions before DEROSing. A friendly and jovial man, "Suppermex" (a moniker attached to him after a local tailor misspelled his desires on his name tag) was sorely missed in the Squadron.⁷¹

(S) All other A-1 losses occurred during SARs. Four were victims of the SA-7 "Strella" heatseeking missile. The bulk of 1st SOS activity for the quarter was SARs and these are covered in the Search and Rescue section of this chapter.

71. Msgs, Cmdrs 48 Hr Mishap Analysis Report, 19 Jun 72, (Doc 21), and Casualty Report, Initial MIA, 56CSGP to CSAF, 171220 Jun 72, (Dec 90).

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Classified by William P. Brown
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DATE 31 DECEMBER 1980

56 SOW

Apr - Jun 72 vol. 3

1 SOS 1-31 June 72

K-WG-56-HI

V. Narrative

SECRET

DOC A21

June was a very sad month for the 1st SOS. Two aircraft were shot down and one pilot was lost. The Sandys participated in sixteen SARs during which 14 airmen were rescued. There were no accidents or incidents in June.

On 17 Jun Hobo 42/43 was striking near Kong Sedone when Hobo 42 (Maj Encinas) was shot down by 23mm or 37mm fire. He was hit during a rocket pass and never pulled out. Maj Zeke Encinas was declared KIA three days later.

On 1 Jun Sandys 01/02 (Capt Smith/Lt Herklotz) were on north orbit in support of a linebacker mission when contact was established with Oyster 01B. Oyster 01B had been shot down on 10 May and was located on a mountain near Yen Bia airfield in North Vietnam. Sandys 01/02 immediately proceeded to the survivors area followed by two Jolly Greens. Upon reaching the red river and with Yen Bai in sight the Sandys began a search for Oyster 01B. The Sandys determined his position to be north of the red river near a dam. They were forced to leave the area due to heavy AAA, a Mig encounter, a SA-2 firing, and low fuel. Sandys 01/02/03/04 (Capt Smith/Capt Buchanan/Maj Harding/Lt Col Lathem) with two Jolly Greens returned the next morning and made a successful pick-up.

On 5 Jun Sandys 05/06 (Capt Throckmorton/Lt Scott) were scrambled from Bien Hoa for Chico 64 (O-2). Chico 64 was down at 050/67/73 in a rugged area but bad weather prevented an immediate pick-up. After several hours and one refueling, the Sandys

SECRET

Robert LaPointe

From: "Vincent Matthew R 2dLt 21 LSS/LGT" <Matthew.Vincent@PETERSON.af.mil>
To: <rlapointe@gci.net>
Sent: Friday, August 10, 2001 11:01 AM
Subject: SEA KIA/MIA additions

To add to your list of those KIA and MIA during SAR ops in SEA, you can add my father, Capt Halton R. "Ramsey" Vincent (if you list him, list him as H. Ramsey, as people only really knew him by his middle name), and the man with whom he went down, 1Lt George W. Kamenicky. They were in the 1st SOS at Nakhon Phanom (NKP). They died flying over the Plain des Jarres in Laos on 30 September, 1970 in an A-1E Skyraider. I don't know their call sign (I'd thought it was Hobo 42, but you have Maj Encinas listed as that, and I'm not sure enough to argue). I don't know the number of their panel on the wall, nor do I know the line numbers (they are close together), but they are both on the second panel to the left of center about 80" from the ground. I assume that you can find the right panel and line numbers with just their names, but this gives a rough idea of the location. Kamenicky was the PIC that day, as it was my father's first mission and he was just going as a ride-along to qualify for combat pay for September. I suppose you could list him then as copilot. There was also a man named James Herrick that I know of who went down I believe in an A-1, but I don't know his info off hand (perhaps you could research that). Zeke Encinas would also have been 1st SOS, and as a footnote was the very last American to die in a Skyraider in SEA. Thank you for your efforts.

Matthew R. Vincent, 2nd Lt, USAF
21 LSS/LGT
Comm: (719)556-6277
DSN: 834-6277

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RUHHABA/CINCPACAF

ZEN/7/13AF UODRN RTAFB THAI/DOM

RUMNOMA/41ARRW HICKAM AFB HAWAII

RUEKAAA/FT RITCHIE MD/AFEDC

RUMTFJA/RANDOLPH AFB TX/USAFNPC/DFMCS

RUCNAAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCIMAA/MAC/DOCP

RUMSHVA/HQCV/COMMAND POST SAIGON RVN

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RUMHRSB/3ARRGP TSN AR RVN/JRCC

RUMJAWA/3636CCTWG FAIRCHILD AFB WA

RUHHKKA/13AF/INCO/CLARK AB PI

RUMOUNA/OL-A 3ARRGP SON TRA AB RVN

RUHHKKA/3614CCTS/JSS/CLARK AFB PI

RUMOREA/40ARRS NAKHON PHANOM RTAFB THAI

RUMOREA/5650M NAKHON PHANOM RTAFB THAILAND/DOO

PAGE 2 RUMOSRA3899 S E C R E T

RUMORKA/DET 4 3ARRGP KORAT RTAFB THAI

RUMOUVA/AIR VTN LADS

BT

S E C R E T/JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 116/17C814Z JUN 72

1. RESCUE OPENING/PROGRESS REPORT-17 JUN 72

2. MISSION NUMBER-B-3-057 -17 JUN 72

3. SITUATION: DOWNED AIRCREW MEMBER

A. DESCRIPTION OF SAR OBJECTIVE:

(1) A-1E/857/CAMOUFLAGED/HOBO 42

(2) FLIGHT PLAN-TACTICAL

(3) PILOT-ENCINAS, ESEQUIEL M. MAJ 56 SON

(4) POB-1

(5) WX IN AREA-TWO EIGHTS SCATTERED, 7 MILES VISIBLY

(6) SURVIVAL EQUIPMENT-USAF STANDARD

(7) LAST KNOWN POSITION-1536N 10550E

B. ACTION TAKEN:

(1) CONTROLLING AGENCY-OL-B, 3ARRGP

(2) TIME NOTIFIED-170814Z BY KING-22

(3) FOLLOWING SAR FORCES ALTERED:

PAGE 3 RUMOSRA3899 S E C R E T

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SCHEDULE OF EXECUTIVE ORDER 11652

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- 1A) DET-4, 3ARRBP AT 170814Z
(B) 4D ARRS AT 170815Z
(C) 5650W AT 170815Z
(4) TIME SAR FORCES LAUNCHED:
(A) 1 HC-130P, DET-4, 3ARRBP DIVERTED AT 170814Z
(B) 2 A-1E, 5650W LAUNCHED AT 170825Z
(C) 2 HH-53, 4DARRS LAUNCHED AT 170845Z

1C) PERSONNEL INFORMATION:

- (1) ONE PERSON INVOLVED, ONE MISSING

1D) FLYING ACTIVITY:

- (1) DET-4, 3ARRBP ONE SORTIE FOR 3.6
(2) 4D ARRS TWO SORTIES FOR 5.6
(3) 5650W FIVE SORTIES FOR 11.4
(4) 384TFW FOUR SORTIES FOR 7.0
(5) 8TFW FOUR SORTIES FOR 5.9

1E) SAVES DATA: NO SAVE

1F) FUTURE PLANS

- (1) PLANNED SEARCH AREA - 15NM RADIUS OF 1536N 10530E

(2) SAR FORCES AVAILABLE FOR SEARCH:

- (A) ONE HC-130P DET-4, 3ARRBP

PAGE 4 RUMOSRA 3899 ~~SECRET~~

- (B) FOUR A-1E, 5650W

- (C) TWO HH-53, 4DARRS

(D) SUMMARY OF SAR ACTIONS:

KING-22 NOTIFIED OL-R THAT A HOB0-42 WAS DOWN AT POSITION 360/40/82. 2 SANDYS AND 2 JOLLY GREENS WERE LAUNCHED TO AID IN THE SEARCH. 3 RAVEN FACS WERE DIVERTED TO DIRECT STRIKES AGAINST A AAA SITE IN THE AREA. TWO FLIGHTS OF FAST MOVERS WERE USED AGAINST THE BUN IMPLACEMENT. HOB0-43, KING MAN OF HOB0-42, REPORTED A FIREBALL AND NO PARACHUTE OR BEEPER OR VOICE CONTACT. THE RAVEN FACS RTB'D 171045Z. SANDY AIRCRAFT REMAINED IN THE AREA UNTIL 171130Z BUT SAW NO SIGNS OF A SURVIVOR AROUND THE CRASH SITE. ALL SAR FORCES WERE RTB'D AT 171130Z. DUE TO APPROACHING DARKNESS AND NEGATIVE SIGHTINGS AIRCRAFT TRANSITING THE CRASH AREA HAVE BEEN ADVISED TO MAINTAIN A LISTENING WATCH.

- (3) KING-22 ASSUMED ANC DUTIES AT 170814Z.

TWO ARRS WERE ACCOMPLISHED. NO AUXILIARY SAR EQUIPMENT USED.

BP-4.

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IMMEDIATE

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0745Z JUN 72 RUMOREA2793 1701848-5555 -RUCINAA.

ZNY 55555

O 181718Z JUN 72

FM 40ARRS/RCC/NAKHON PHANOM RTAFB THAI

TO RUEFHQA/CSAF/AFXOTZB

RUMHARA/CINCPACAF/JRCC HONOLULU HI

RUCINAA/HQ ARRS SCOTT AFB ILL/COMMAND POST

INFO RUMHQA/CINCPAC/CC

RUMHARA/CINCPACAF/DOH

RUMHARA/DIARRNG HICKAM AFB HI

RUMHARA/13AF CLARK AB PI/TNEO

RUMHARA/713AF UDORN RTAFB THAI/DOH

RUEHARA/PT RTCHIE ND/AFEOC

RUMHARA/RANDOLPH AFB TX/USAFMPC/OPMCS

RUCINAA/HQ USAF ALTERNATE MAXWELL AFB AL

RUCINAA/HQ DOCS

RUMSHVA/NAVY/COMMAND CENTER/SAIGON

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

RUMHQA/34RRBP TSN AB RVN/JRCC

RUMJANA/363500TNR FAIRCHILD AFB WA

RUMHQA/361400TS/JSS/CLARK AB PI

RUMHQA/DET-4 34RRBP KORAT RTAFB THAI

RUMOUVA/AIRA VIENTIANE LAOS

PAGE TWO RUMOREA2793 S E C R E T

S E C R E T / JOPREP JEFFY/40ARRS-RCC/RESCUE 001/181600Z JUN 72

1. RESCUE PROGRESS REPORT NUMBER ONE - THIS REPORT IS A

CONTINUATION OF R-3-057 17 JUN REF MSG OL-B 171200Z JUN 72

2. MESSAGE NUMBER 40-001 18 JUN 72

3. SITUATION: DOWNED AIR CREW MEMBER

4. PERSONNEL INFORMATION

(1) 1 PERSON INVOLVED, ONE MISSING

5. FLYING ACTIVITY

(1) DT-4 34RRBP 2 SORTIES FOR 16.9 HOURS

6. SAVED OR NOT SAVED

F. FUTURE PLANS

(1) PLANNED SEARCH AREA - 15 NM RADIUS OF 1536N 10550E

(2) SUB FORCES AVAILABLE

(A) ONE F-4E, DT-4, 34RRBP

(B) FOUR A-1H, 5650N

(C) TWO A-1H, 5650N

6. SUMMARY OF SAR ACTIONS

(1) X-22 AND X-23 KEPT A LISTENING WATCH AS DID ALL
AIRCRAFT OPERATING THE AREA WITH NEGATIVE RESULTS.

(2) X-22 ASSIGNED AND AT 172200Z JUN 72

Classified by ~~PH~~
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DECLASSIFIED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 1980

CLASSIFICATION CANCELLED

Or Changed to ~~CONFIDENTIAL~~

By Authority of ~~PH~~

By ~~PH~~

(Date) 28/1/85

~~CONFIDENTIAL~~

IMMEDIATE

~~SECRET~~

~~CONFIDENTIAL~~

REMT 00982 172 132045
OTTSZYUW RUMOREA3097 1721232-SSSS--RUCPAA A.
ZNY SSSSS
O 201220Z JUN 72
FM 40ARRS-RCC NAKHON PHANOM RTAFN THAILAND
TO RUEFHQA/CSAF/AFXTZB
RUHHABA/CINCPACAF/JRCC HONOLULU HI
RUCPAAA/HQ ARRS SCOTT AFB IL/COMMAND POST
INFO RUHHHQA/CINCPAC/CC
RUHHABA/CINCPACAF/DOH
RUHHABA/41APRWG HICKAM AFB HI
RUHHKKA/13AF CLARK AB PI/INEO
RUMOSRA/7/13AF UDORN RTAFB THAILAND
RUEKAAA/FT RITCHIE MD/AFEOC
RUWTFJA/RANDOLPH AFB TX/USF.02/DPMCS
RUCVAAA/HQ USAF ALTERNATE MAXWELL AFB AL
RUCPAAA/HQ MAC/DOCP
RUMSMVA/COMUSMACV
RUMMRSA/7AF TSN AB RVN/CC/DO/DOO /IN/DOCT
RUMMRSA3ARR GP TSN AB RVN/JRCC
RUWJUA/3635CCTYG FAIRCHILD AFB WA
RUHHKKA/3614CCTS/JSS/CLARK AB PI
RUMORKA/DET-4 3ARRGP KORAT RTAFB THAILAND
RUHHKKA/1600 SPT GP CLARK AB PI

PAGE 2 RUMOREA3097 S E C R E T
RUMOLBA/IDASC DANANG AB RVN
RUMVBA/8TFW UDORN RTAFB THAILAND
RUMUDA/432TRW UDORN RTAFB THAILAND
RUMORKA/388TFW KORAT RTAFB THAILAND
RUMOLBA/366TFW DANANG AB RVN
RUMFRBA/CTF 77
RUHGOSA/CTG 77.0
RUHOPZA/CTG 77.2
RUHGOBA/CTG 77.3
RUHGDEA/CTG 77.4
RUMFRJA/CTG 77.5

BT

S E C R E T/JOPPEP JIFFY/40ARRS-RCC/RESCUE 006 201200Z JUNE 72

1. RESCUE SUSPENDING REPORT
2. MISSION NUMBER : 40-001 18 JUNE 72
3. SITUATION: DOWNED AIRCREW MEMBER
- C. PERSONNEL INFORMATION:
(1) 1 PERSON INVOLVED 1 MISSING
- D. FLYING ACTIVITY:
(1) DET -4+ 3 ARRG 2 SORTIES FOR 15.3 HOURS

Investigation 54
17 June 74
JD
01
11A

~~DECLASSIFICATION CANCELLED~~
~~CONFIDENTIAL~~
By *100* (Date) *2/24/15*

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 12958
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 80

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IMMEDIATE

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PAGE 3 RUMOREA3097 S E C R E T

E. SAVES DATA: NO SAVES

G. SUMMARY OF SAR ACTIONS:

(1) KING 21 AND KING 22 MAINTAINED A LISTENING WATCH FROM ORBIT AND ALL AIRCRAFT TRANSITING THE AREA WERE BRIEFED TO ATTEMPT CONTACT AND HAD NEGATIVE RESULTS. THE MISSION WAS SUSPENDED AT 201200Z JUN 72 WITH CONCURRENCE OF PARENT UNIT AND 7AF DUE TO LACK OF LEADS AND OR SIGHTINGS OF PARENT UNIT AND 7AF DUE TO LACK OF LEADS AND OR SIGHTINGS OF HOB0 42.

(2) TOTAL FLYING TIME FOR MISSION:

(A) DET-4 + 3ARRGP-7 SORTIES FOR 51.5 HOURS

(B) 40 ARPS 2 SORTIES FOR 5.6 HOURS

(C) 56 SOW 5 SORTIES FOR 11.4 HOURS

(D) 388TFW 4 SORTIES FOR 7 HOURS

(E) 8TFW 4 SORTIES FOR 5.9 HOURS

(3) KING 21 ASSUMED AMC AT 192230Z KING 22 ASSUMED AMC AT 200500Z

(4) NO AERIAL REFUELLINGS WERE ACCOMPLISHED

(5) NO AUXILIARY SAR EQUIPMENT WAS USED IN SUPPORT OF THIS MISSION

GP-4

BT

#3097

NNNN

IMMEDIATE

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40-001
or
3-057

11-7

STATE
PT 20262

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DO/CC

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OTTSZYUW RUMOREAD622 2780405-SSSS--RUCIMAA.

ZNY SSSSS

0 043597 OCT 72

FM 40ARRS/RCC/NKP RTAFB THAI

TO AIR 3016

RUMOUVA/AIRA VETTIANE LAOS

BT

S E C R E T / JOPREP WIFFY/40ARRS-RCC/RESCUE 202/040340Z OCT 72.

1. (U) RESCUE CLOSING REPORT.

2. (U) MISSION NUMBER: 40-001 19 JUN 72 (THIS MISSION OPENED AS MISSION R-3-057 17 JUN 72).

3. (S) SITUATION: REMAINS RECOVERED FROM HOB0 42 (A-1).

4. PERSONNEL INFORMATION:

(1) 1 PERSON INVOLVED. 1 LOCATED. 1 RECOVERED. 1 DECEASED.

(2) LOCATING AGENCY:

(A) HOB0 42 LOCATED BY UNKNOWN GROUND PARTY ON 3 OCT 72. COORDINATES UNKNOWN.

(3) RECOVERY AGENCY:

(A) HOB0 42 REMAINS RECOVERED BY UNKNOWN GROUND PARTY.

D. FLYING ACTIVITY THIS DATE: NONE

PAGE 2 RUMOREAD622 S E C R E T

E. SAVES DATA: NO SAVES.

G. SUMMARY OF SAR ACTIONS:

(1) ON 3 OCT 72 A GROUND PARTY SEARCHED THE WRECKAGE SITE OF HOB0 42 (A-1), RECOVERING REMAINS OF THE PILOT. ON 4 OCT 72 THE REMAINS WERE TAKEN TO UDORN RTAFB THAILAND BY AIR AMERICA WHERE THE REMAINS WERE POSITIVELY IDENTIFIED AS MAJ. ESEQUIEL M. ENCINAS 1505 BY DOG TAG AND OTHER IDENTIFYING MATERIAL.

(2) TOTAL FLYING TIME FOR THIS MISSION FROM OPENING TO CLOSING:

(A) SEE RESCUE SUSPENDING REPORT 201220Z JUN 72.

(3) AREA SEARCHED: UNKNOWN.

(4) NO AMC ASSUMED AMC DUTIES.

(5)(A) NO AERIAL REFUELINGS WERE ACCOMPLISHED THIS DATE IN SUPPORT OF MISSION.

(B) 2 AERIAL REFUELINGS WERE ACCOMPLISHED ON THIS MISSION FROM OPENING TO CLOSING.

(6)(A) NO AUXILIARY SAR EQUIPMENT WAS USED THIS DATE IN SUPPORT OF MISSION.

(6)(B) NO AUXILIARY SAR EQUIPMENT WAS USED IN SUPPORT OF THIS MISSION FROM OPENING TO CLOSING.

Inventory
17 Jan 73

1/2

One of the
best - said loss.
1st/05

CLASSIFICATION CANCELLED
Or Changed to
By Authority of
By (Date)

[Signature]

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IMMEDIATE

PT 00211

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OTTSZYUW RUMOREA2924 1711250-SSSS--RUCIMAA.

ZNY SSSSS

0 191205Z JUN 72

FM 40ARRS/RCC/NAKHON PHANOM RTAFB THAT
TO RUEFHQA/CSAF/AFXOTZ
RUHHAGA/CINCPACAF/JRCC/HONOLULU HI
RUCPAAA/HQ ARRS SCOTT AFB IL/COMAND POST
INFO RUHHHQA/CINCPAC/CC
RUHHABA/CINCPACAF/DOH
RUHHABA/41ARRWG WICKAM AFB HI
RUHHKKA/13AF CLARK AFB PI/INEO
RUMOSRA/7/13AF UDRON RTAFB THAI/DOH
RUEKAAA/FT RITCHIE MO/AFEDC
RUMTFJA/RANDOLPH AFB TX/USAFMP/OPMCS
RUCMAAA/HQ USAF ALTERNATE MAXWELL AFB AL
RUCIMAA/MAC/DOCP

RUHSMVA/MACV/COMAND CENTER/SAIGON
RUMMRSA/7AF TSN AB RVN/CC/DO/DOO/IN/DOCT
RUMMRSA/3ARRGP TSN AB RVN/JRCC
RUMTAUA/3636CCTWG PATRCHLD AFB WA
RUHHKKA/3614CCTYS/JSS/CLARK AFB PI
RUMORKA/DET 4 3ARRGP KORAT RTAFB THAI
RUMOUVA/AIRA VIENTIANE LAOS

PAGE 2 RUMOREA2924 SE C R E T

BT

S E C R E T JOPREP JIFFY/40ARRS-RCC/RESCUE 004/191200Z JUNE 72

1. RESCUE PROGRESS REPORT NUMBER TWO - CONTINUATION OF R-3-057

17 JUN 72 REF MSG DL-B 171200Z JUN 72

2. MISSION NUMBER 40-001 18 JUNE 72

3. SITUATION: DOWNED AIRCREW MEMBER

C. PERSONNEL INFORMATION:

1) 1 PERSON INVOLVED. 1 MISSING

D. FLYING ACTIVITY:

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

E. SAVES DATA: NO SAVES

F. FUTURE PLANS:

1) PLANNED SEARCH AREA 15 NM RADIUS OF 1536N 10550E

2) SAR FORCES AVAILABLE

A) ONE HC-130P. DET-4, 3ARRGP

B. SUMMARY OF SAR ACTIONS

1) KING 21 HAD KING 22 MAINTAINED A LISTENING WATCH FROM THEIR
NORMAL ORBIT AND ALL AIRCRAFT TRANSITING THE AREA MAINTAINED A
LISTENING WATCH FOR ANY POSSIBLE CONTACT WITH SURVIVOR AND HAD
NEGATIVE RESULTS.

IMMEDIATE

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

Classified by

SUBJECT TO DECLASSIFICATION

SCHEDULE OF DECLASSIFICATION

AUTOMATICALLY DECLASSIFIED AT TWO

YEAR INTERVALS

DECLASSIFIED ON

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

(Date) 26/3/75

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FLIGHT JOURNAL

Select a Page

EXPLORING
THE AVIATION
ADVENTURE

"Down There Amongst Them"

Story and photos by BYRON HUKKEE



The red-orange tracers arced lazily up from the right to a point not too far in front of me. I wasn't sure whether their apparent lack of speed was the survival fright reaction that makes time stand still, or the angle from which I viewed them. I could tell that they would not find me, and the gunner who fired them was not the first to be fooled by the slow speed of the Skyraider. But I also knew that those rounds were meant for me, as I was the only Skyraider in this piece of South Vietnamese sky, west of Da Nang. I glanced down to the right in time to see more rounds leaving the muzzle of the 23mm AAA weapon. The gun position was just about a mile to the south at my three o'clock position on the floor of Ashau Valley.

I reached down to position the "station select" switch to stations six and seven; each carried one LAU-3 rocket pod filled with 19 2.75-inch, high-explosive rockets, and wheeled the heavy A-1H Skyraider into a tight, descending, 270-degree turn to the left to create some time and space for my attack. (Lest you conjure up images of a vision-blurring six-

The above photo was taken on 1 October 1972, on my 140th and final combat mission in the Skyraider. Front front to back: Capt. Buck Buchanan in A-1J 142-058; 1st Lt. Tex Brown in A-1J 142-028 and Capt. Willy P. Kramer in A-1H 135-257. It was also the final Spad flight for Buchanan and Brown.

THE DAY WE LOST "ZEKE"

DATE: 17 June 1972

SOME 4: 41

SOME LENGTH: 6.4

COMBAT TIME: 270.8

AIRCRAFT: A-1H 135-215

My journal entry for 17 June 1972: Hope 43 wingie Doz for a downed CH-53 north of Khong Sedone with Zeke as lead

or seven-G turn, realize that the Skyraider we flew on Sandy missions had a takeoff gross weight of around 22,500 pounds and, even at a "fast" cruise of about 160KIAS in a combat area, the G available for such a turn was less than three.) This could very likely have been the AAA site that just over an hour earlier had hammered Sandy 07, forcing him to extract from his burning A-1 over Ashau Valley. Capt. Larry Highfill was down there on the ground somewhere; I just had to locate him.



A crew chief scrambles up the wing of A-1E 132-643 to assist the pilot after a combat mission. I was eventually assigned to this aircraft and dubbed it "Minnesota Fats."

As the nose of my Skyraider tracked through the final part of the turn, I turned on the master arm switch and armed up the SUU-11 minigun that I would use as an aid to aim the rockets. I briefly tracked the pipper up to the target then eased forward on the stick. The 7.62mm rounds buzzed out of the minigun at the rate of 4,000 rounds per minute, or nearly seven rounds per second. After a short, two- to three-second burst, I moved my right thumb from the upper button to the lower button and held it down. In less than two seconds, all 38 rockets were on their way to the AAA site. I wondered if "time was standing still" for the AAA gun crew.

The date was 20 June 1972 and, as Sandy 04, I had launched from Nahkon Phanom Royal Thai Air Force Base (RTAFB) about an hour and a half earlier. My flight lead, Joe Seitz, was also a first lieutenant in the

[This was not a SAR situation, as the crew had previously been recovered.] We replaced other Hobos who were working the area prior to our arrival. We orbited over the CH-53 crash site while a team landed to check the feasibility of lifting it out. We worked the Doz about 2 hours. Our plan was to get a quick strike, recover at Ubon to refuel and RTB [return to base]. Weather in the target area was about 6,500 broken. We worked a target east of the river near Khong Sedone. We did not observe any ground fire and were working from about a 6,000-foot roll in altitude. On Zeke's second rocket pass, he got hit as he was firing his rockets. I saw the heavy smoke trailing from his aircraft. He said nothing. The FAC asked, "Are you all right?" The only thing I could say was, "Are you all right, pull out." He went in with the plane. There was a large fireball. I went back to the Doz frequency and told the other Hobos what had happened. Jim Harding was leading that flight and he came down about 15 clicks to the south to run any possible SAR. I had to RTB because of fuel and started heading for Ubon but saw that I had enough fuel to make it home. I met the Sandys on my way home and told them there was no survivor. I was met in the de-arm area and was taken to the TUOC. I concluded that Zeke must have been hit in the cockpit and incapacitated. Airbursts would have been hidden above the clouds.

Obviously, this mission stands out in my mind today as much as any of

1st Special Operations Squadron, the last operational A-1 Skyraider squadron in Southeast Asia. We were flying under his call sign of Sandy 03. Earlier in the day, a Navy F-8 pilot off the carrier USS Hancock, call sign Nickel 102, was downed in the north end of Ashau Valley. Other Sandys were working the Nickel 102 search and rescue (SAR), and there was no telling whether or not Joe and I would be needed. We were also escorting to the scene a pair of HH-53 Super Jolly Green Giant rescue helicopters from the 40th Air Rescue and Recovery Squadron.

Throughout the war in Southeast Asia, the A-1 Skyraider had performed admirably in various roles related to close air support. The aircraft was a perfect match for that mission in that threatening environment. It carried tons of ordnance and external fuel on 15 external stations and was equipped with four internal 20mm cannons. It could take hits and keep on fighting, or at least get the pilot away from the target area to where he could be rescued. The A-1 was equipped with enough radios to communicate and coordinate with virtually anyone in the theater—a UHF, VHF/AM, VHF/FM and ADF (automatic direction finding) on UHF. In addition, the E model had HF-SSB (single-side band).

The Skyraider's most important asset for the close air-support role was its lack of speed. There is simply no substitute for tracking time during a weapons delivery pass, and at times, we had more than we wanted. In the Skyraider, we were "down there amongst them," and that is why it was the best close air-support aircraft of both the Korean and Vietnam Wars. Of course, this operating environment also took its toll on men and machines alike.



those I flew 26 years ago. Sometimes I can't remember where I put my glasses five minutes ago, but this mission is as clear as if it happened yesterday. The first part of the mission was simply orbiting over the downed CH-53 and waiting, waiting, waiting. After what seemed like hours (because it was!), we were released to contact a Raven FAC as the next Hobos checked in on freq. We were about three and a half hours into the mission at this time. The FAC said he had a target near Khong Sedone. I had worked this area the day before. Zeke contacted the FAC, and he gave us the standard target brief to include the possibility of up to 23mm AAA in the area. Now, 26 years later, I do not recall whether or not the FAC had reported any active AAA positions, but I don't believe he did.

We had each made about five passes and had just switched to rockets. No ground fire had been observed by any of us. We were in a left-hand wheel and were generally rolling in from the northeast through the northwest. As Zeke was on his rocket pass, all looked normal. The smoke started coming out of the rear of the pod at about the altitude I expected, indicating that he was firing his rockets. The next thing I saw was much darker, heavier smoke coming from what appeared to be the same location as the rocket smoke. From the time I saw this until Zeke's Skyraider impacted the ground, it was probably fewer than five seconds. We were firing our rockets at around 3,500 to 4,000 feet and bottoming out at

A-1H 139-738 on takeoff roll from NKP. This is the Skyraider that Lt. Col. William A. Jones III flew on his Medal of Honor mission of 1 September 1968. Sadly, it was also the last U.S. A-1 Skyraider lost in combat in Southeast Asia when it was shot down on 19 September 1972.

There were approximately 274 Skyraiders lost due to various causes during the Vietnam War. Of these, 210 were Air Force losses and 64 were Navy. A total of 144 aviators with both services lost their lives while flying the Skyraider. The first Skyraider pilot to be lost was U.S. Air Force Col. Tom Hergert on 8 March 1964, and the last was U.S. Air Force Maj. Esequiel "Zeke" M. Encinas on 17 June 1972. I was Zeke's wingman for the mission on which he died (see sidebar, "The Day we lost 'Zeke'").

The A-1 Skyraider was very much a throwback to former times. Its conventional gear, radial-engine configuration reminded many of the way aviation used to be—hence the moniker "Spad." But the Skyraider was not old technology. Even in 1971 when I began flying the Skyraider, the airframes were not yet 20 years old, and the newest A-1Js, sent to the Air Force via the Navy, were but 15 years old.

As we neared the SAR area, we were monitoring the SAR communications on UHF and heard that the SAR force for Nickel 102 was withdrawing to Da Nang due to deteriorating weather. Suddenly, we heard excited voices saying that someone had been hit and was on fire. I quickly recognized the guys in trouble as Larry Highfill and Tim Brady, the Sandys who were working the Nickel 102 SAR. Sandy 07 had been hit by ground fire and was desperately trying to keep the aircraft under control and get out of the area. I heard Larry report that the fire was getting hotter and that he was leaving the aircraft.

After a short silence, I heard Sandy 08, Larry's wingman, calling "Mayday, mayday; Sandy 07 is down!" Now Sandy 07 was also down in Ashau Valley. Since we were but 20 minutes from the scene, we proceeded directly to the SAR location, which

about 2,000 feet. Since I watched his plane the entire way down to the ground, I knew there was no extraction. This is not to say there was no attempt, but there was definitely no extraction. I immediately thought a hundred things at once—none of them particularly logical. I wanted the FAC to tell me where the gun was so I could roll in on it and kill it. The FAC saw no gun; only the result of its work. After about two minutes, I realized fully what had just occurred and began to act more rationally. I called the other Hobos and waited until they arrived on the scene. I briefed them on the situation and turned for Ubon. I passed on my black assessment of the possibility of Zeke's surviving the crash. I was that sure. We didn't need any more A-1s downed while making low passes over a crash site that was not survivable.

I had never in my life felt such a sheer and utter sense of despair. Mostly, I felt a great deal of helplessness. It was not easy to concentrate on flying the plane during these moments. I realized there was no need to land at Ubon, as I had enough fuel to make it back to NKP. The 45 minutes it took to get back seemed an eternity. I met the Sandys en route to the possible SAR and again gave them my negative assessment. Was I wrong in doing so? To this day, I believe my decision was correct. There was no hope of survival.

I had heard the phrase "Golden BB" in reference to the round that has your name on it. This situation fit that to a "T." The round had to have hit the plane for

meant a more risky Ho Chi Minh trail crossing point. But the weather was on our side and would provide some cover for our crossing. We "towed" the Jolly Greens to the other side of the trail then handed them off to another pair of Sandys.



Capt. Buck Buchanan flying A-1H 139-803 over South Vietnam on 5 July 1972. In addition to the normal ordnance load, this Skyraider is carrying 5-inch Zuni rockets "procured" from the USMC A-4 Skyhawk squadron also flying out of Bien Hoa and 2.75-inch rockets with 17-pound warheads "borrowed" from the U.S. Army Air Cavalry unit at Bien Hoa.

this to happen. Had it missed, the airburst would have been well above it and would have exploded harmlessly.

Much later, a ground team located the crash site and recovered Zeke's remains. Shrapnel damage to items in the cockpit indicated that Zeke had been incapacitated when a round of high-explosive AAA detonated very near the cockpit. Maj. Encinas was the first American A-1 pilot to die in SEA. The name of Maj. Esequiel M. Encinas on the Vietnam Memorial Wall is on panel 01W, line 043, reference number 148. God bless you, Zeke.

Continued

■

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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

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

19 Jun

2030Z	gh	SSgt Haller to Duty
2105Z	gh	SAR posture & Mx status to Jack
2125Z	gh	Item Report to Jack
2357Z	gh	Sandies off.
0005Z	gh	JG 72 & 64 ↑ for SAR-E A-002
0040Z	25	SCRAMBLE BRAVOS (JACK-JOKER) SPECTRE-11
0105Z	25	BRAVO'S OFF / JG 71 & 65
0130Z	25	SANDY 5 & 6 PLUS NAIL 27 WORKING IN AREA
0130Z	25	JG 65 MADE A PRECAUTIONARY LANDING AT MARBLE MOUNTAIN FOR SEVERE ROTOR VIBRATION.
0140Z	25	JG 71 ↓ FOR #1 & 3 MINI-GUN INOP.
0155Z	25	MAJOR SCOTT / JG 65 / CALLED FROM MARBLE MOUNTAIN, LAND-LINE. UPON TAXI AIRCRAFT HAD SEVERE VIBRATION, MAYBE AIRCRAFT WOULD TUMBLE OVER. BRAKED BLADES AND TWO MAIN ROTOR BLADES MADE CONTACT. SUSPECTED DAMPER FAILURE.
0210Z	25	PHASE "B"
0220Z	25	ALL SURVIVORS OUT, SANDIES & JOLLIES RTB. ETA, 0255Z.
NOTE:	0225Z 25	JG 21 ↑ OPS OK, PICK-UP CREW AT MARBLE MOUNTAIN.
0256Z	25	JG 72 & 64 ↓ SAR-E
0326Z	25	JG 21 ↓ OPS OK. A-2 FOR ROTOR TACT
0330Z	25	JG 21 REPORTED EMERGENCY LANDING FOR FAILURE OF #1 ENGINE AND FIRE.

				SURVIVOR NAME, RANK ORGAN. SSN.		
DATE	CREW	SG	SAVE #		SAVE LOCATION	TYPE SAVE
19 JUN 72	SUTTON HUNBERGER BLACKWELL CHAKREBARTY PANDIT	72	843 THR 847	ROBERT V. REID, 2/LT XXXXXXXXXX 16 SOS WIA CAPT BOCHER GORDON XXXXXXXXXX 16 SOS PATTERSON, WILLIAM R. SSGT XXXXXXXXXX 16 SOS	A. SHAM VALLEY	3 COMBAT SAVES
21 JUN	KORPER TUNN CHERRY WILSON FRIEDRICH	72	848	HIGHILL, (CAPT) XXXXXXXXXX , LARRY G XXXXXXXXXX 15 SOS	East side of A SHAM VALLEY	1 COMBAT SAVE

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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 Blevins/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 Blevins/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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Det 4, 3ARRGp Historical Input : 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 NAIL 38	3 Apr	1 combat
VAMPIRE 46	4 Apr	1 non-combat
JOLLY GREEN 67	6 Apr	-
COVEY 282	7 Apr	-
BENGAL 502	9 Apr	1 combat
MUSKET 01	9 Apr	2 combat
COSMIC 16	20 Apr	1 combat
VAMPIRE 50	22 Apr	1 combat
SCORPIAN 115	29 Apr	-
COACHMAN 22	29 Apr	4 combat
RED HAWK 6	29 Apr	4 combat
ICEBAG 04	11 May	-
GOPHER 01	11 May	-
BOWLEG 02	20 May	1 combat
OWL 14	23 May	-
OYSTER 01	1 Jun	1 combat
LOVER 03	1 Jun	2 combat
RITAOT	13 Jun	-
cathay airlines convair 880	15 Jun	-
SPECTRE 11	18 Jun	3 combat
HOB0 22	18 Jun	-
SANDY 7	20 Jun	1 combat
NICKEL 102	20 Jun	1 combat
WHOLEY 03	21 Jun	-
SALTER 04	24 Jun	-
CHAPPAKAWA SKY	24 Jun	1 non-combat
CHAPPAKAWA MOON	24 Jun	1 non-combat
LOUGY 03	24 Jun	-
LAREDO 17	25 Jun	-
DOLBY 01	27 Jun	-
TROY 04	27 Jun	-
VALENT 03	27 Jun	1 combat
VALENT 04	27 Jun	1 combat
CG/XY 27	30 Jun	1 combat

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

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404045/REC

DATE: 30 June 1972

MISSION NUMBER: A-40-016

FLIGHT DESIGNATION: Jolly Green 64

MISSION OBJECTIVE: Mail 37

LOCATION: YD 427 408

Classified by

SECRET

SECRET

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 11/28/84 BY 1040

DECLASSIFIED ON 31 Dec 1978

1. (c) SUMMARY OF SAR ACTIONS: Initial notification from I-DASC, Hue ALQ, indicated that Mail 37 was down five clicks East-Southeast of Quang Tri with two good clutes. Jack reported Mail 37 down but the position given was Southwest of Hue. Sandies were launched. The Alpha aircraft were off at 1045Z. The flight proceeded feet wet to a holding point over the water abeam of the SAR area. Sandies were holding in the same area when we arrived. Covey 85 was OSC and an Army helicopter team was available. The SAR force had lost voice contact with the survivor and did not have his position pin-pointed. He was moving on the ground to a better location. Covey 85 was low on fuel and started to transfer OSC to Covey 110. The FAC's reported SA-7 fired at their aircraft. King recommended that Sandies avoid the SA-7 threat. The Army chopper team started a run-in and Covey 85, although low on fuel, remained in the area. The FAC's called for Sandies to cover the chopper team. Centar 06 started a run-in and looked for the survivor. At this point SIG started transmitting a call up to Covey 85 on the SAR primary uniform frequency. This seriously hampered the SAR effort for it blocked communications between the recovery chopper, Centar 06, and the survivor. Centar located the survivor and made the pick-up. As he was egressing, Centar called that he had two wounded on board and was proceeding to Tan Ly. The low bird, Jolly Green 72, headed for Tan Ly to provide medical airlift if required. Then Centar 06 called that one wounded was very serious. Immediately, Gallant Man called on SAR primary uniform and advised that he had medical facilities, a green deck, and gave the bearing and pigeons. Jolly Green 64 headed for the beach and told Centar 06 that we could either pick up the wounded or we could lead him to medical aid, 12 miles away if he had the fuel. Jolly Green 64 joined the Centar 06 at the beach and lead him to Gallant Man. NOTE: At this point the low bird receivers apparently failed and they were not able to hear the change in medical status and the call by Gallant Man. They joined Jolly Green 64 when they observed the other SAR forces proceeding to Gallant Man. Centar 06 landed on Gallant Man and was met by medical personnel. The Jollies held in the area forty minutes for two reasons: One, in the event medical airlift was required and two, to provide escort for Centar 06. The Jollies and King received word that the patients had stabilized and that Centar 06 would OK. The Jollies then proceeded to CM.77. Thirty miles from CM.77 King relayed that Jack wanted Mail 37 picked up and brought to CM.77. We asked if this was a medical requirement or, if initiated by Jack had it been coordinated with medical personnel on board Gallant Man. Jack then asked if we could land on Gallant Man. We replied affirmative but that we did not recommend a night ship landing if there was no medical reason. Also at this point Jolly Green 72 had failure of both airspeed indicators. King concurred with our recommendation. Jolly Green 72 joined on Jolly Green 64 and the flight recovered at CM.77.

GROUP 4

Downgraded at 3 year
interval; declassified
after 12 years

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2. AIRCRAFT SORTIES AND HOURS FLOW :

TAIL SIGN	SORTIES	HOURS
JG 64	1	2.3
JG 72	1	2.3

Christopher C. Lopez
CHRISTOPHER C. LOPEZ, Major, USAF
Aircraft Commander/Alpha High

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 18 years.

29 Jun

2230Z	gt	SSgt Haller to duty
2330Z	gt	SAR Posture to JACK
2350Z	gt	SAR Posture & ITEM RPT to JOKER
	JB	JG 72 ↑ TNG
1112Z	JB	JG 72 - OV-10 ON FIRE WITH 2ND OV-10 TRAILING - GOING AFTER IT - 320/32/69
1115Z	JB	JG 72 - WING FIRE ON OV-10 - COVER 87 JACK - SCRAMBLE ALPHA's 40-015
1119Z	JB	DITCHED 330/18/69 - JACK
1121Z		1 MAN IN RAFT OTHER IN WATER
1122Z	JB	JG 65 ↑ SAR-E / JG 64 ABORT
1124Z	JB	JACK - SCRAMBLE SANDY's
1131Z	JB	JACK - CAUX SANDY's
1133Z	JB	GREENBUG MADE PICKUP - GOING TO CAMERA BUG
1140Z	JB	JOLLY's RTB
1218Z	JB	MOTEL - FRONT SEATER DID NOT GET OUT B-MAN DID NOT SEE A-MAN
1231Z	JB	JG 72 / TNG & JG 65 ↓ SAR-E
1232Z	JB	MOTEL - CAMERA BUG / CH46 - WHEN ACFT LEFT THE SCENE COVER 87 ACFT WAS UPSIDE DOWN IN THE WATER - NO SIGN OF A-MAN.
1315Z	JB	FORSTAT & DNAR TO JOKER

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131

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

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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 Erady) 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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131

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132

survivor. A US Army helicopter made the pickup the next morning. One Sandy received light damage from ground fire.

COVEY 87B¹⁵¹

(C) On 26 June, Covey 87 sustained a hit from an SA-7 while flying near Quang Tri. Though the aircraft was flyable, damage precluded a normal landing. Bravo's chute had been burned after the hit and he could not bail out. Alpha could have bailed out, but then Bravo would have surely died since Bravo was not a pilot. Despite repeated warnings from an accompanying Nail, the pilot elected to ditch the aircraft so that Bravo might at least have a chance to live. The aircraft was ditched, but nosed over and flipped. Bravo did live, Alpha died. Bravo was picked up by a Marine helicopter.

VALENT Ø3A - VALENT Ø4A¹⁵²

(S) On 27 June, Valent Ø3 and Ø4 (F-4 Mig Caps) were shot down by Migs 80 miles West of Hanoi. Four good chutes were sighted by Laredo 11, a fast FAC in the area. With the Mig Cap lost the Sandys and Jolly Greens that were in SAR orbit were ordered from the area until more assets could be brought up. Laredo 11, a fast FAC in the area, was in radio contact with Valent Ø3 Alpha and Bravo.

151. 23rd TASS Historical Data Reports.

152. 1st SOS Historical Data Reports and SARCO report for Valent Ø3A and Ø4A, 27 Jun 72, (Doc 39). For Valent Ø3A's story, see "Evasion and Recovery of Valent Ø3A," Air Intelligence Review, (S/NF), PACAIR 11-72, 27 Jun 72.

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miles west of fire base Bastogne. Rescue attempts were delayed by darkness but Sandys 07/08 (Capt Herklotz/Capt Simica) arrived on-scene at first light on 27 Jun. Nail 28 was directing a pick-up attempt by an ARVN ground team. After several hours the ground team had accomplished little so it was decided to use Army helicopters for a pick-up. Sandy 07 took on-scene control since Nail 28 was ordered to put in a fastmover strike elsewhere. This led to communication problems with the Army helicopters and ground forces. However when the choppers arrived the Sandys vectored them to the survivor and then layed down smoke and strafe to the west of the survivor on known enemy positions. As the survivor was being picked up Sandy 07 took a 12.7 hit in the engine. The survivor was rescued with no damage to the helicopters as Sandy 07 made a forced landing at Phu Bai.

On 27 Jun Valent 03/04 (F-4's) were downed by Migs west of Hanoi. Sandy 03/04 (Lt Hukee/Capt Mazzarella) on their way to the north orbit, received vectors to the Sar area from DISCO. Four good chutes had been reported and after entering the area voice contact was established with Valent 03A and 03B. Both survivors were pinpointed and in good physical condition. They reported no ground fire or movement near them. The Sandys moved 03A/B to Delta Channel and continued trying to get voice contact with 04A/B. After 15 minutes it was decided to concentrate on 03A/B. Valent 03A now reported voices to his north so Sandy 03 began putting in ordnance. Valent 03B did not come back up on voice. Now Valent 04A came up on the radio. But it was decided to concentrate on 03A before he went off the radio. The

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