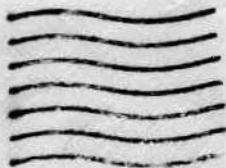


Kansas 01 RF-4

I was low bird frist wave, we started the run in and we had to stop because we had to put on our gasmasks. On the run in the A-7's lost us for a couple of minutes. When we finally got in to the area we lost contact with the guy. After 10 min. he cameup & lead us in to a radar controled 37mm. The co-pilot was hit and the #2 PJ. I was the only one on the guns for most of the run out, the A-7's again lost us. We landed back at base & two near misses 37 & small arms holes, plus one engine out & no hyd left
10 December 1972

WILSON
330 Kithy Awt. Rd. #906
Universal City, Texas
78148



834 CSG (PACAF)
Engl W09 AAF, FLA

32544

1082

Please
Forward

Sgt Jim Cockerill
~~601st Photo Sq. Det #12~~
~~Box 6256~~
~~APO San Francisco, Ca~~
~~96310~~

330 Kitty Hawk Rd #906
Univisid City, Tx 78148
27 Sept 73

Dear Jim,

I was very pleased to get your letter last May with the Photos. I now have both the letter & pictures in my scrap book. With all the stuff (I.D. wire) on the envelop of the letter I had no trouble at all getting it.

I suppose by now you are back in the States. I hope eventually the letter will reach you.

I really want to thank you and the rest of the crew on jolly 788 for your really heroic attempt to rescue me. I'm sorry that you got hit, I was certain that the only 50 cal that I knew of was silenced by the A-7's.

I'm certain they knew I was in a X number square mile area since by that time they had found both the capsule and my aircraft Commander. But I don't think they knew where I was. If I had felt that there was a trap I certainly would have told the A-7's.

When you went into the hover
you were up hill from me as you know.
I sorry I screwed up vectoring you in.
I probably could have saved some time
there. I had a month to think about
that in solitary in the Hiltons.

Anyway when you guys opened the
rear doors and started firing the mini-gun
I really couldn't figure out what you
were firing at. The area around me
had been pretty quiet all day, except
for the 50 cal which fired at the A-7's
but I estimated it was about 400 yards
away and in the opposite direction
you were firing. I didn't see any
pieces falling from the ~~the~~ jolly or
any fuel. I've got to admit I was
looking more at the penetrator than
anything else but I think I would
have noticed it.

I couldn't believe it when I did that
back flip while ~~stall~~^{reaching} for the
penetrator, I wasn't really certain whether
the guy in the door saw me or
not. I didn't think at the time
that he did since he was just
looking straight down. So again I was
very happy to learn from your letter
that you did see me.

While I was up in Hanoi, I heard from some other guys that a jolly was lost in December. I was really sick with worry that it was "my" chopper and especially worried about the crew. I sure was hoping that no one was injured. If you know how the co-pilot is now I wish you would let me know. Anyway I was very happy to learn that you were all rescued. Kinda scary ain't it? being on the ground. I'm sure am glad I'm not a foot soldier. That crawling around on the ground isn't for me.

Any way, I'm O.K. now and am back flying. Right now I'm at Randolph going through recurrency training in the T-38. After that I'm going through PIT (Pilot Instructor Training) also at Randolph. and will be (I hope) an IP in T-38's at Moody, AFB, GA when I'm done. I'm looking forward to the assignment.

Thanks again for both the rescue attempt and the letter. ~~The~~ Needless to say I really appreciated both.

I hope that things in the future go much more peaceful for you than on 27 December 1972. I'll always remember you.

Bill Wilson

DATE: 10 Dec 72

MISSION NUMBER: 40-121

FLIGHT DESIGNATION: Jolly Green 01 (Low) and Jolly Green 02 (High)

MISSION OBJECTIVE: Rescue and recovery of downed F-4 Crewmembers call sign Kansas 01B.

ADDITIONAL SAR FORCES: King 21, King 22, and Sandy 01 thru 08.

SUMMARY OF SAR ACTIONS: (3) We were launched at 2345 (0645L), 10 Dec 72, to aid in the recovery of Kansas 01B, a backseater of a F-4 reconnaissance aircraft. Voice contact had been established and the SAR forces were directed to the area. We proceeded direct to point Bravo with Jolly 02 to rendezvous with King 22 for an aerial refueling. At the completion of the A/R we continued on to point Mike arriving at 0105Z (0805L). We held for a short period prior to moving on to point Lima, arriving there at 0120Z (0820L). We headed back to point Mike after it became obvious we would need to refuel prior to starting our run in. This was due to the fuel situation of the Sandy plus the fact that Jolly 03, our back-up bird had developed maintenance problems. After completing this A/R we returned to point Lima at 0235Z (0935L). We subsequently departed Lima arriving at point X-ray at 0300Z (1000L). Again we entered an orbit awaiting further instructions from Sandy and King. We were met by Sandy eight who advised he would lead us in with all the Sandys with the exception of Sandys four and five who were to remain with Jolly 02 at point X-ray. I was instructed to take up a heading of 160° and to remain at altitude until the undercast dissipated. At that time I was told to take it down on the deck, which I did. The Sandys initially set up an excellent

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CLASSIFICATION CANCELLED
Or Changed to CONFIDENTIAL
By Authority of 685
By 7/8 5/9 28/7/75
09 10
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Classified by 3050
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DECLASSIFIED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 14 DEC 81

~~CONFIDENTIAL~~

cover on the low level run in. They seemed to get a wider pattern as the run in continued, to the point at time where we had no cover at all. In fact they had to relocate me on three separate occasions during the run-in. After much confusion and vectoring I was told to head 090° and asked if I saw the smoke at the survivor. I answered in the affirmative. Believing the smoke that I saw was the smoke mark near the survivors, but in fact it was smoke laid down by the Sandys to cover my run in. In retrospect I believe I went into a hover approximately 4 to 5 kilometers to the south of the survivors true position. The physical layout matched that of the description given by the Sandys. That is a bowl shaped valley running north and south marked by smoke to the west of the survivor. I entered a hover at 0340Z (1040L) over what I thought was the survivors position. I made numerous attempts to contact the survivor on guard and SAR delta two different times Kansas 01B answered by calling "Jolly Green 01 this is Kansas 01B". I could not get him to give directions or pop his smoke. Again in retrospect I believe his refusal was due to the fact I was no where near him. He in fact probably could neither hear or see me. Again looking back ~~it~~ seems the two times he answered me was only when I pulled up high enough for my radio transmissions to clear the ridge. I hover taxied over the entire bowl area, this taking about twenty minutes. Several times the survivor came up on beeper. Utilizing my ADF/UEF I found the survivor to be due north of my position. Each time I hovered to the north rim of the bowl in an attempt to locate him I was unsuccessful regardless of every attempt made to hover slow and low over the area. One of the Sandys said the survivor was just to the east edge of the smoke, so I proceeded to hover to the extreme right edge of the smoke hoping to

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get a visual on the survivor. It was here we received our first ground fire wounding the co-pilot. I immediately called out the ground fire and the number one gunner opened fire. The enemy appeared to be both below us and on the side of the bowl above us. The round that hit Capt Boyd, my co-pilot, was fired almost horizontal at us from the hill. He started bleeding profusely and was instructed by me to apply a tourniquet to the thigh. He was unable to reach his tourniquet on his survival vest due to his chest armor plating being in the way. I called for a PJ to assist Capt Boyd from his seat and administered first aid. By this time the cockpit was covered with blood. As Capt Boyd was climbing out of his seat, in fact almost as soon as he was hit I initiated a right turn away from the hill and started my egress from the area. The time was 0400Z (1100L) although I called ground fire on the UHF radio to the best of my knowledge I received no support from the Sandys. Again, this leads me to believe they were working in another area. After climbing over the north-south ridge I requested vectors to egress the area. I do not now remember the heading, but I believe it to be 270°. The Sandys immediately started laying down ordnance and marking my route with white phosphorous rockets, which worked extremely well for route identification. The only problem that I really had was that due to my low altitude (25-50ft) I was unable to detect villages or populated areas until I was directly over them and it was too late to take evasive action. Only once or twice was I directed to turn left or turn right to avoid personnel. On the run out I received extensive small arms fire, taking 29 rounds or fragments through the aircraft. It was also during the run out that one of my pararescuemen, Sgt Morgan, was wounded in the right upper arm. During the run out a 37MM round exploded near the left side of the ramp, peppering the aircraft with holes.

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Sgt Walsh, my flight mechanic, climbed into the ~~door~~ seat in an attempt to assist me in the handling of the aircraft. He provided immeasurable assistance and encouragement during this most critical phase of low level egress. With two wounded and one PJ assisting them this left the entire security of the aircraft in the hands of the combat photographer, Sgt Cockerill. His superior skill and expertise with the mini-gun more than once suppressed small arms ground fire around us. Again on the run out, as on the run in, we were lost to the Sandys due to the terrain and low visibility of the helicopter. At one time I was progressing due north unaccompanied for over ten minutes. I was in fairly rough terrain and had no problem with ground fire. However, I did come out of the Karst and broke out into a large open valley which appeared to be populated from side to side. So populated in fact that I could not avoid the towns. I ended up flying down what appeared to be a main street. I then started calling for Sandy assistance and for vectors out of the area. I made it to the other side of the valley and into the Karst after receiving intense ground fire. I was successful in obtaining assistance from the Sandys after giving them three DF steers to my position. I ended up arriving at point X-ray from the north when I should have been arriving from the south. Arrival time at X-ray was 0430Z (1130L). I re-joined with Jolly 02 and proceeded to MKP via points Lima and Mike. During our egress we discovered that number one engine was leaking oil badly and eventually it did fail due to oil starvation and caught fire during our flight home. Jolly 02 flew in close formation with us and determined that both tip tanks were leaking fuel and the right outboard tire was deflated due to battle damage. Our utility hydraulics


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failed also due to battle damage. We arrived at NKP at 0530Z (1230L) after shut down we discovered that one of the main rotor blades had been damaged through the main spar. Both persons wounded were air evaced to Udorn AB, Thailand and are in satisfactory condition.

COMMENTS: I feel that the most significant contributing factor to the confusion that resulted in the unsuccessful attempt to recover the downed crewmember is the low visibility of a HH-53C helicopter. A method needs to be devised that will give better visibility. I propose a extremely brilliant strobe located on top the horizontal stabilizer than can be controlled from the cockpit. The possibility of introducing oil into the engine to produce smoke should also be considered. But most important of all is the fact that something needs to be done now, not tomorrow. Contributing factors to the confusion was too much chatter on the SAR primary, That freq should be reserved for the survivor, Sandy 01, Jolly 01, and the Sandy leading the Jolly. All others should be on FM. Another factor was too many Sandys on the run in and out causing the pattern around the Jolly to be too big and unwieldy. I appreciate the cover and the desire of all to participate, but I believe the Sandys could have been better utilized in flights of four. This would keep the size of the pattern down and make the extra Sandys available for big gun suppression. Additional training and co-ordination is needed with the Sandys and the Jolly Greens.

Louis E. Campbell
LOUIS E. CAMPBELL, Capt, USAF
Aircraft Commander

Classification (category, extension) UNCLASSIFIED
effective on 10/15/86, under the authority of
10/15/86 PWT

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CREWMEMBERS INVOLVED (JOLLY 01)

~~CONFIDENTIAL~~

Capt Campbell, Louis E Aircraft Commander
Capt Boyd, Stephen D. Co-pilot
Sgt Walsh, James F. Flight Engineer
SSgt Goodlett, Donald H. Jr. Pararescue Specialist
Sgt Morgan, Dale W. Pararescue Specialist
Sgt Cockerill, James W Photographer

AIRCRAFT INVOLVED

King 21
King 22
Sandys 01 thru 08
Jolly Green 01
Jolly Green 02

CREWMEMBERS INVOLVED (JOLLY 02)

Capt Bradley, Roger C Aircraft Commander
Lt Rovito, Gilbert A. Co-pilot
SSgt Bryant, Tommie K Jr Flight Engineer
TSgt Salome, Charles F. Pararescue Specialist
SSgt Kusnicki, Kenneth J. Pararescue Specialist
A1C Baumgardner, Melvin A. Jr Photographer

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MISSION NARRATIVE (RCS: V-6)

DATE: 10 Dec 72

MISSION NUMBER:

effective of 10 Dec 72, under the authority of
101350 by M. DAVIS

FLIGHT DESIGNATION: Jolly Green 04

MISSION OBJECTIVE: Rescue & Recovery of Kansas 01 Bravo

At 0050Z, 10 Dec 72, Jolly Green 04 launched with Jolly Green 03 in support of Kansas 01B SAR. We proceeded to holding point Mike for aerial refueling and backup orbit. Refueling was initiated at 0200Z and at the termination of aerial refueling, Jolly Green 03 experienced a main transmission chip light. This aircraft then proceeded to channel 89 and Jolly Green 05 was launched to replace 03. At point Mike, Jolly Green 04 monitored the progress of Jolly Green 01 while making his run in; hover, and egress. While in a hover searching for the survivor, Jolly Green 01 received extensive battle damage and small arm wounds to two crewmembers. At that time Jolly Green 01 egressed the area and, escorted by Jolly 02, proceeded to channel 89. The egress of Jolly Green 01 started about 0330Z. Jolly Green 05 arrived at point Bravo at 0330Z and refueling was accomplished for Jolly Green 04 and 05 at 0345Z. As Jolly Green 04 was making a disconnect at the end of refueling, we received ground fire from a point five miles South of point Mike. This hostile fire, in the opinion of TSgt Young the #3 P.J. was two unguided rockets. They exploded at altitude behind us and had white smoke upon detonation. This fire was reported by TSgt Young. Breakaway from the tanker was expedited and evasive action was taken. Refueling continued with Jolly Green 05 as we returned to point Bravo. Around 0600Z, the decision was made to attempt another run-in for the survivor. Jolly Green 04 and 05 accomplished refueling at that time in preparation for another try for the survivor. Refueling terminated at 0630Z. For the next 14

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hours, the Sandys refined the position of the survivor and called for strikes in that proximity. The ingress of Jolly Green 04 began at 0810Z from point Lima and was made at low level, high speed. It had been determined earlier during test fire, that one of the miniguns was inoperative. The operative guns had been positioned at the #1 and #3 positions and these guns were used by the P.J.'s to suppress ground fire on the ingress. Jolly Green 04 was further supported by 3 A-7's, Slam Flight. Slam Flight did a good job of protection and leading the helicopter to the area of the objective. They prepared the ingress route with ordinance and used the terrain to effectively mask the position of the helicopter. A couple of major problems were encountered on the ingress. During the morning the pilot had been experiencing intermittent UHF and FM reception and during the low level ingress this problem worsened to a great extent. During this critical phase of the rescue attempt, the copilot, Capt Bouterse, although this was only his first alert tour, gave invaluable assistance to the pilot by relaying instructions from the A-7's. Occasionally Capt Bouterse got on the controls to expedite the urgent vectors of Slam Flight when there was not enough time to relay the instructions to the pilot. Once in the area of the survivor and during egress, the pilot's receiver was functional. Another problem encountered during ingress was loss of visual contact with the Jolly Green by the A-7's. On several occasions the Jolly was completely unescorted due to Slam Flight losing sight of us. This problem was partially alleviated by TSgt Young firing a flare from the ramp when the A-7's lost sight of the helicopter. During the ingress, Jolly Green 04 followed the vectors of the A-7's until we were in the area of the survivor. We overshot the location by about $\frac{1}{2}$ mile due to some radio confusion of the Sandys. We held on the North

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side of the ridge that the survivor was on until the Sandy marked the survivor's approximate location with a marker rocket. At this time we proceeded to the marker smoke while the Sandy was calling for the survivor to pop his marker smoke. As soon as we got to the Sandy's marker rocket smoke I could see the survivor's smoke at my two o'clock position about 30 to 50 yards from the helicopter. I hovered to that location and the flight engineer deployed the penetrator to within five feet of the survivor. According to accounts of the flight engineer, Sgt Smith and the photographer, TSgt Looper, the man on the ground was sitting up, on the ground with his knees up to his chest and his head on his knees. He never made any move toward the penetrator nor did he ever look up at the helicopter. Immediately upon establishing a hover we started taking intense ground fire. The Sandys set up a protective "Daisy Chain" and were expending their ordinance around the helicopter. Due to the close proximity of some of the ground fire, all of it could not be silenced. The survivor was located on the side of a hill and we were taking ground fire from the hill above us from 6 to about 10 o'clock, from directly beneath the helicopter and from 12 jto about 4 o'clock down the slope. One round severed an electric wire bundle making the #1 mini-gun completely inoperative. The severed wires also gave cockpit indications of loss of utility hydraulic pressure as well as loss of other equipment such as RHAW gear, etc. When the #1 gun was rendered inoperative by the ground fire, the #3 mini-gun jammed due to a bent round. This left us with three mini-guns completely inoperative in the hover over the objective. TSgt Young and Sgt Gonzales, the P.J's, immediately started firing their CAR-15 rifles to afford as much protection as possible for the helicopter. In addition, TSgt Looper manned the M-60 machine gun at the #2

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door to provide protection for Sgt Smith while he was operating the hoist. After about one minute and 15 seconds in the hover, we took a small arm round that penetrated the fuel filter on #2 engine and created a fire on that engine. We stayed in a hover for approximately 10 seconds longer trying to afford the survivor as much of an opportunity as possible to get on the penetrator. After Sgt Smith had reported the fire twice, I instructed him to shear the hoist cable as the survivor was not on the penetrator. This was accomplished and departure from the area was initiated. By this time the Sandys reported the engine fire on Jolly Green 04. After attaining some forward speed, Capt Bouterse was instructed to shut down #2 engine. Shutdown was complicated by the fact that the #2 engine instruments were frozen indicating normal operation although the #2 engine caution lights were illuminated on the caution panel. Capt Bouterse moved #2 throttle to idle slowly and, ascertaining no additional power loss, completed engine shutdown. A single engine egress was initiated following the vectors of the Sandys and the egress route was approximately the same as the ingress route. About three minutes into the egress TSgt Looper received a superficial wound from a small arms round. The round broke the skin of his right side beneath his arm. TSgt Young rendered aid to TSgt Looper. The Sandy flight covering us on the egress did a fantastic job. They never lost sight of the helicopter and they were expending their ordinance in advance of us. The egress continued to point Lima where Jolly Green 04 and 05 rejoined. From Lima we proceeded to point Mike and Jolly Green 04 joined with King 23 for a single engine refueling. Refueling started at 1330Z and lasted five minutes. Jolly Green 04, 05, 06 and 07 returned to channel 89

[REDACTED]

and landed at 1445Z. We terminated the mission with a single engine landing. Each member of the crew is to be commended for the fine job performed by each as mentioned. Perhaps more important was the part each played in making it such a co-ordinated effort. Each man realized his area of responsibility and responded to each task in the highest tradition of Rescue and the United States Air Force. Special commendation goes to Capt Bouterse who aided the pilot immeasurably by flying the aircraft when necessary during critical phases of the rescue attempt and by relaying vital communications to the pilot during ingress. Capt Bouterse did this with a minimum of confusion at critical times. Special commendation also goes to TSgt Looper and TSgt Young. In complete disregard for his own safety, TSgt Looper chose to discard his camera for an M-60 machine gun which he put to good use covering Sgt Smith who was operating the hoist during the rescue attempt. As a result of his gallent actions, TSgt Looper was wounded on the egress. TSgt Young, in addition to surpressing ground fire on the ingress, fired flares each time the Sandys lost sight of the helicopter. When his gun jammed in the hover, TSgt Young immediately started firing his CAR-15 rifle to afford all the protection he could. As soon as egress was initiated he used his knife to extract the bent round which had jammed his gun. This provided him with a functional gun once more. When TSgt Looper was wounded, TSgt Young immediately wnet to his aid and made him lie down. Upon determing the wound to be superficial, TSgt Young made TSgt Looper comfortable and wnet back to his mini-gun for ground fire surpression during the remaineder of the egress. Sgt Smith is to be commended for exposing himself to the intense ground fire during hover while searching for the survivor's location from the personnel door. Sgt Smith and Sgt Gonzales displayed maturity well above their experience level. They both performed their jobs with coolness

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and precision and their efforts added greatly to the over all co-ordination of the mission. This was the first mission for Capt Rish, Capt Bouterse, Sgt Smith and Sgt Gonzales.

RECOMMENDATIONS:

1. We recommend some device that can be controlled in the cockpit that would assure visual sighting of the helicopter by the Sandys. This could be in the form of a smoke generator, high intensity strobe light or a method of producing smoke from the engines.
2. This is another mission which proves that electronic location finder (ELF) is essential to any rescue. If ELF had been available, the survivors exact location could have been determined on the first attempt increasing the possibility of success and possibly eliminating the need for the second try.
3. We recommend that the Sandys expend ordinance in the area of the survivor as soon as they see the survivor's smoke. Its not necessary to wait for the Jolly to call ground fire because, as in our case, the ground fire was from all quadrants and it incapacitated the helicopter after one to one and one half

minutes in the hover.

Wyman M. Rish
WYMAN M. RISH, Capt, USAF
Aircraft Commander

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TO PAXAA/TAF TAN SON NHUT AB RVN/DOY

DLG RUHHABA/41ABPWC HICKAM AFB HAWAII/DO

RHHXAAA/3A RRG P TAN SON NHUT RVN/DC

~~RUCIMAA/ARBS SCOTT AFB IL/DO~~

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SUBJ: COMBAT DAMAGE REPORT.

1. 1972 DEC 10.
2. KANSAS 01B SAR MISSION #40/121.
3. 4H-53C
4. 6905793 USAF
5. NKP 40 ARRSQ 41 ARRWG
6. HOVER SAR ORBIT POINT SMALL ARMS AND EGRESS AT 140K.
7. MAJOR-ENGINE CHANGE, SHEET METAL WORK, ROTOR BLADE CHANGE, AUX TANK CHANGE, WHEEL ASSEMBLY CHANGE AND ELECTRICAL WORK.
8. SMALL ARMS AND POSSIBLE 57MM.
9. HOVER SEARCH AND HIGH SPEED EGRESS FROM SAR AREA.
10. SAR SEARCH AREA.

PAGE 2 RUMOREA2337 C O N F I D E N T I A L

11. 50 FT AGL
12. 1916N 10528E
13. 0300Z
14. 6
15. CREW MEMBER NO 1 NO INJURIES.
16. CREW MEMBER NO 2 BULLET WOUND UPPER LEFT LEG.
17. CREW MEMBER NO 3 NO INJURIES.
18. CREW MEMBER NO 4 NO INJURIES.
19. CREW MEMBER NO 5 BULLET WOUND RIGHT ARM UPPER.
20. CREW MEMBER NO 6 NO INJURIES.

31 DEC 1980.

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Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/1/88

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55-1 Report MSN: 40-121

Inventory
17 Jan 74

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RUMHARA/AF/DOCT AF 11/DOOP

RUMHARA/41RRWG HICKAM AFB HI/SE

RUMHARA/3A RCP TEN AF RVN/DO

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SUBJ: APRS 55-1, MISHAP REPORT NO. 54 (U)

A. JOLLY GREEN 01 INVOLVED IN SAR FOR KANSAS OIR RECEIVING BATTLE
DAMAGE WHILE IN HOVER NEAR SURVIVOR AND DURING EGRESS.

B. 10 DEC 72 APPROXIMATELY 0300Z

C. LOCATION: 1916N 10528E

D. DETAILS

(1) AFTER APPROXIMATELY TEN MINUTES OF HOVER SEARCHING FOR
THE SURVIVOR JOLLY GREEN 01 BEGAN TAKING EXTENSIVE SMALL ARMS
FIRE FROM RIDGE LINE AND THE COPILOT WAS WOUNDED IN THE LEFT LEG.
THE AIRCRAFT IMMEDIATELY EGRESSED THE AREA AND DURING THE RUN OUT
PILOT WAS WOUNDED.

(2) NONE

PAGE 2 RUMREAZ2100 SECRET

(3) ENEMY SMALL ARMS FIRE.

(4) CREW OF JOLLY GREEN 01

(5) LOSS OF SAR CAPABILITY OF ONE AIRCRAFT AND 2 CREW MEMBERS
(1 PILOT, 1 PJ).

(6) N/A

(7) UNKNOWN-MAINTENANCE ANALYSIS IN PROGRESS.

(8) N/A

(9) AIRCRAFT INVOLVED

(A) HH-53C ONE HELICOPTER INVOLVED

(B) KANSAS OIB SAR

(C) 4905793

(D) CAPT CAMPBELL, LOUIS E.

(E) 6

(F) 2 WOUNDED; 4 NO INJURIES (CHANCE BOND * PT, SGT MORGAN)

(G) VFR

(H) COPILOT SUSTAINED BULLET WOUND OF LEFT THIGH-COMPLET

PENETRATION NO FRACTURE. PJ SUSTAINED BULLET WOUND OF RIGHT

UPPER ARM COMPLETE PENETRATION NO FRACTURE.

(I) EMERGENCY AID RENDERED BY PARARESCUE SPECIALIST.

(J) N/A

PAGE 3 RUMREAZ2100 SECRET

C. N/A

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Or Changed to ~~CONFIDENTIAL~~

By Authority of ~~AS~~

By ~~MA~~ (Date) 14/2/75

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EXCLUDED

Continued:

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Reproduced by DARS
1 Dec 72
The Empire

Check by

P.

40-121

RF-4C / 2POB

IMMEDIATE

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BTMT 01163 345 185528
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ZNY SSSSS

O 121832Z DEC 72
FM 4040PS/RCC/NKP RTAFB THAI
TO ATC 7940
RUMOSRA/14TBS UDORN RTAFB THAI
BT

Classification (cancelled) changed to UNCLASSIFIED
effective on 10/11/85 by 11527/C/SSC/AF/LS
under the authority of 11527/C/SSC/AF/LS

S E C R E T / JORREP JIFFY/4040PS-RCC/RESCUE 300/101700Z DEC 72. SECT 1

1. (U) RESCUE PROGRESS REPORT NUMBER ONE.
2. (U) MISSION NUMBER: 40-121 OF DEC 72.
3. (S) SITUATION: KANSAS D1 (RF-4C) DOWNED BY SAM IN ROUTE BACK TO NORTH VIETNAM. VOICE CONTACT ESTABLISHED WITH BRAVO MAN AND LATER LOST.

C. PERSONNEL INFORMATION:

- (1) 2 PERSONS INVOLVED: 2 MISSING.
- (2) LOCATING AGENCY:

(C) KANSAS D1 BRAVO LOCATED BY JOLLY GREEN 60 AT 107836Z COORDINATES APPROXIMATELY 1915N 10531E.

D. FLYING ACTIVITY THIS DATE:

- (1) 4040PS 7 SORTIES FOR 37.3 HOURS.
- (2) 5540PS 3 SORTIES FOR 27.0 HOURS.
- (3) 354 TFW 33 SORTIES FOR 207.9 HOURS.
- (4) ATFW 16 SORTIES FOR 70.0 HOURS.
- (5) 432TRW 13 SORTIES FOR 69.8 HOURS.
- (6) 42TFW 4 SORTIES FOR 20.2 HOURS.
- (7) 552AEWC 2 SORTIES FOR 7.4 HOURS.
- (8) 388TFW 17 SORTIES FOR 85.1 HOURS.

F. SAVES DATA THIS DATE: NO SAVES.

F. FUTURE PLANS:

(1) ATTEMPT TO REESTABLISH VOICE CONTACT WITH SURVIVOR BY FAST FAC SCHEDULED TO CHECK THE AREA AT 1900Z AND 2300Z. IF SURVIVORS ARE IDENTIFIED TOMORROW DENIAL ORDNANCE WILL BE USED TO ISOLATE THE AREA DURING THE DAY. A FORCE EQUIVALENT TO TODAY'S FORCE IS FRAGGED FOR QUICK REACTION AS REQUIRED. WHEN THE AREA IS ADEQUATELY SURPRESSED ANOTHER ATTEMPT WILL BE MADE BY JOLLY GREENS. DUE TO LARGE NUMBER OF SMALL ARMS IT MAY NOT BE POSSIBLE TO MAKE A PICKUP IN DAYLIGHT SO PLANS ARE BEING MADE FOR A NIGHT RECOVERY SYSTEM MISSION TOMORROW NIGHT. A PREREQUISITE OF NRS ATTEMPT WILL BE TO KILL RADAR CONTROLLED GUNS NEAR THE OBJECTIVE AREA.

(2) SAR FORCES AVAILABLE FOR 11 DEC 72.

(A) 4/HH-53 4040PS.

PAGE 3 RUMOREA2031 S E C R E T

CLASSIFICATION CANCELLED
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By Authority of 64S
By 11527/C/SSC/AF/LS (Date) 28/5/85

[REDACTED]

IMMEDIATE

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AND SANDY 03 INGRESSED BACK INTO THE AREA TO REESTABLISH CONTACT WITH THE SURVIVOR. AS CONTACT WAS SUCCESSFUL. ALL SAR FORCES REGROUPED WHILE THE DAMAGED JOLLY GREEN RETURNED.

JOLLY GREEN 60/73 REPLACED 72/52 AND MOVED TO INITIAL HOLDING POINT. EXPENDED AIRCRAFT WERE REPLACED WITH LOADED AIRCRAFT. VOICE CONTACT WITH KANSAS 01 BRAVO WAS VERIFIED BY ANOTHER AUTHENTICATOR QUESTION AT 0814Z. AT 0725Z JOLLY GREEN 60/73 WERE MOVED FORWARD TO THE ADVANCED HOLDING POINT WHILE BLUE 52, ORU 49 AND ORU 52 WERE LAID IN THE OBJECTIVE AREA. JOLLY GREEN 60 WAS ESCORTED INTO THE AREA ARRIVING AT 0832Z. SANDY LEAD MARKED THE SURVIVOR LOCATION WITH A WP (WHITE PHOSPHORUS) ROCKET WHICH THE SURVIVOR REPORTED TO BE 40 FEET AWAY. JOLLY GREEN 60 APPROACHED THE WP AND ASKED 01 BRAVO TO POP HIS SMOKE. SMOKE APPEARED APPROXIMATELY 20 YARDS AWAY. JOLLY MOVED TOWARD THE SMOKE AND FOUND A MAN IN A FLIGHT SUIT SQUATTING IN THE UNDER-PAVE 6 PUMORA2031 S E C R E T GROWTH WITH HIS HEAD DOWN. THE PENETRATOR WAS LOWERED TO THE GROUND APPROXIMATELY 5 FEET FROM THE SURVIVOR BUT HE MADE NO MOVE. NO RADIO OR FLARE CANNISTER WAS SCENE NEARBY. DURING THE HOVER GROUND FIRE WAS BEING TAKEN FROM ALL QUAD-POINTS. THE LEFT MINT GUN WAS DISABLED BY THE GROUND FIRE AND THE PARARESQUEMAN (PJ) RESUMED FIRE WITH 9 CLIPS THROUGH HIS AR15 RIFLE. AT 0839Z NO 2 ENGINE RECEIVED HEAVY DAMAGE AND OPERATED ONLY LONG ENOUGH FOR THE AIRCRAFT TO ESTABLISH FLYING SPEED. THE COMBAT PHOTOGRAPHER ALSO RECEIVED A MINOR WOUND DURING THE ENCOUNTER. ALL FORCES WERE WITHDRAWN AS JOLLY GREEN EXPRESSED; EXPENDED AIRCRAFT WERE RET'D. SANDY 13/16 RETURNED AT 0915Z BUT WERE UNSUCCESSFUL IN ATTEMPTING TO ESTABLISH CONTACT. ALL FORCES WERE RET'D AT 0937Z EXCEPT KING 01 AMC. OWL 01 (F-4) MADE A COMMUNICATION SEARCH AT 1030Z USING BOTH ENGLISH AND SPANISH (THE SURVIVORS SECOND LANGUAGE) BUT WAS NOT SUCCESSFUL. NO CONTACT HAS BEEN MADE WITH KANSAS 01 ALPHA. A DEBRIEF OF THE JOLLY GREEN 60 CREW REVEALED THAT THE CROUCHED MAN HAD BROWN HAIR, A BAD SUNBURN ON HIS NECK AND PROBABLY A COTTON FLIGHT SUIT WITHOUT SURVIVAL VEST; KANSAS 01 BRAVO HAS BLACK HAIR

BT

#2031

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* [REDACTED] *

[REDACTED]

DEMT 01161 345 195425
DTTSZYUW RUMOREA2032 3451918-SSSS--2HCPAA6.
O 171832Z DEC 72
FM 40ARRS/RCC/NKP STAFF THAT
TO ATG 7940
RUMOSRA/14TOS UDORN STAFF THAT
RT
S F C D E T/JOPPER JIFFY/40ARRS-RCC/RESCUE 300/101700Z DEC 72. FINAL
SEC 2 OF 2
AND NOMEX FLIGHT SUIT.
(2) AREA SEARCHED: 10NM 1015N 10531E.
(3) KING 71 ASSUMED AMC AT 092240Z. NOTE: DISCO
ACTED AS COMMUNICATION RELAY PRIOR TO KING ASSUMING AMC.
(4) 16 AERIAL REFUELINGS WERE ACCOMPLISHED THIS
DATE IN SUPPORT OF MISSION.
(5) NO AUXILIARY SAP EQUIPMENT WAS USED THIS DATE
IN SUPPORT OF MISSION.
GDS 31 DEC 80.
RT
#2032
NNNN

CLASSIFICATION CHANGED
On Changed to CONFIDENTIAL
By Authority of 6AS
By Signature (Date) 28/9/95

Classification (category) changed to UNCLASS
effective on 11/10/95, under the authority of
CSA/NO 32 by M-JONES
MSJ 10/RS-4X25

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* [REDACTED] *

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*Inventory
17 Jan 74
JH*

01Z 1200Z RUMOREA2324 3401032-5500--RUMOREA

ZNY 105507

0 120130Z DEC 72

FM 40ARRSQ NAKHON PHANOM RTAFB THAILAND

TO COMHABAF/COMOPACAF JCRC HONOLULU HAWAII/CC

FM COMHABAF/ARRSQ SCOTT AFB ILL/CC

FM COMHABAF/COMOPACAF HICKAM AFB HAWAII/CC

FM COMHABAF/ARRSQ TAN SON NHUT AB VIETNAM/CC

BT

SECRET

SUBJ: ARSEN 55-1, MICHAEL REPORT NO 55 (U)

1. JOLLY GREEN 04 RECEIVED BATTLE DAMAGE WHILE TRYING TO EFFECT THE RESCUE OF KANSAS 01P.

2. 10 DECEMBER 1972 APPROXIMATELY 0815Z.

3. 1310N 10528E

4. DETAILS:

(1) DURING THE HOVER PHASE OF THE RESCUE ATTEMPT, JOLLY GREEN 04 STARTED TAKING SMALL ARMS FIRE. ONE ROUND SEVERED AN ELECTRICAL WIRE BUNDLE WHICH GAVE INDICATION OF UTILITY HYDRAULIC TATLUP. ABOUT 10 SECONDS LATER ANOTHER ROUND DESTROYED A FUEL FILTER IN NR 2 ENGINE CAUSING A FIRE ON THAT ENGINE. DECISION WAS MADE AT THAT TIME TO ABORT. THE RESCUE HOIST CABLE WAS CHECKED. FORDS PAGE 2 RUMOREA2324 SECRET WAS STARTED AND NR 2 ENGINE WAS SHUT DOWN. DURING EFFORT THE PHOTOGRAPHER WAS INJURED SLIGHTLY WHEN A ROUND SKIMMED HIS SIDE, BEARLY BREAKING THE SKIN.

(2) NONE

(3) GROUND FIRE FROM SMALL ARMS

(4) CREW OF JOLLY GREEN 04

(5) LOSS OF SAR CAPABILITY OF ONE AIRCRAFT

(6) N/A

(7) UNKNOWN - MAINTENANCE ANALYSIS IN PROGRESS

(8) N/A

(9) AIRCRAFT INVOLVED?

(A) ONE HH-52C HELICOPTER

(B) KANSAS 01P CAR

(C) RR-10353

(D) CAPT RICH, MYMAN W.

(E) E

(F) 2 WOUNDED & NO CAPTURED

(G) VFR

(H) PHOTOGRAPHER SUSTAINED MINOR FLESH WOUND WHEN HE WAS GRATED HIS RIGHT SIDE REPLACING THE SKIN. AIRCRAFT

01Z 1200Z RUMOREA2324 SECRET

NOTE: AT LEAST 8 ROUNDS OF SMALL ARMS FIRE WHICH CAUSED FIRE

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By Wick (Date) 26/5/75

5841

D.M.

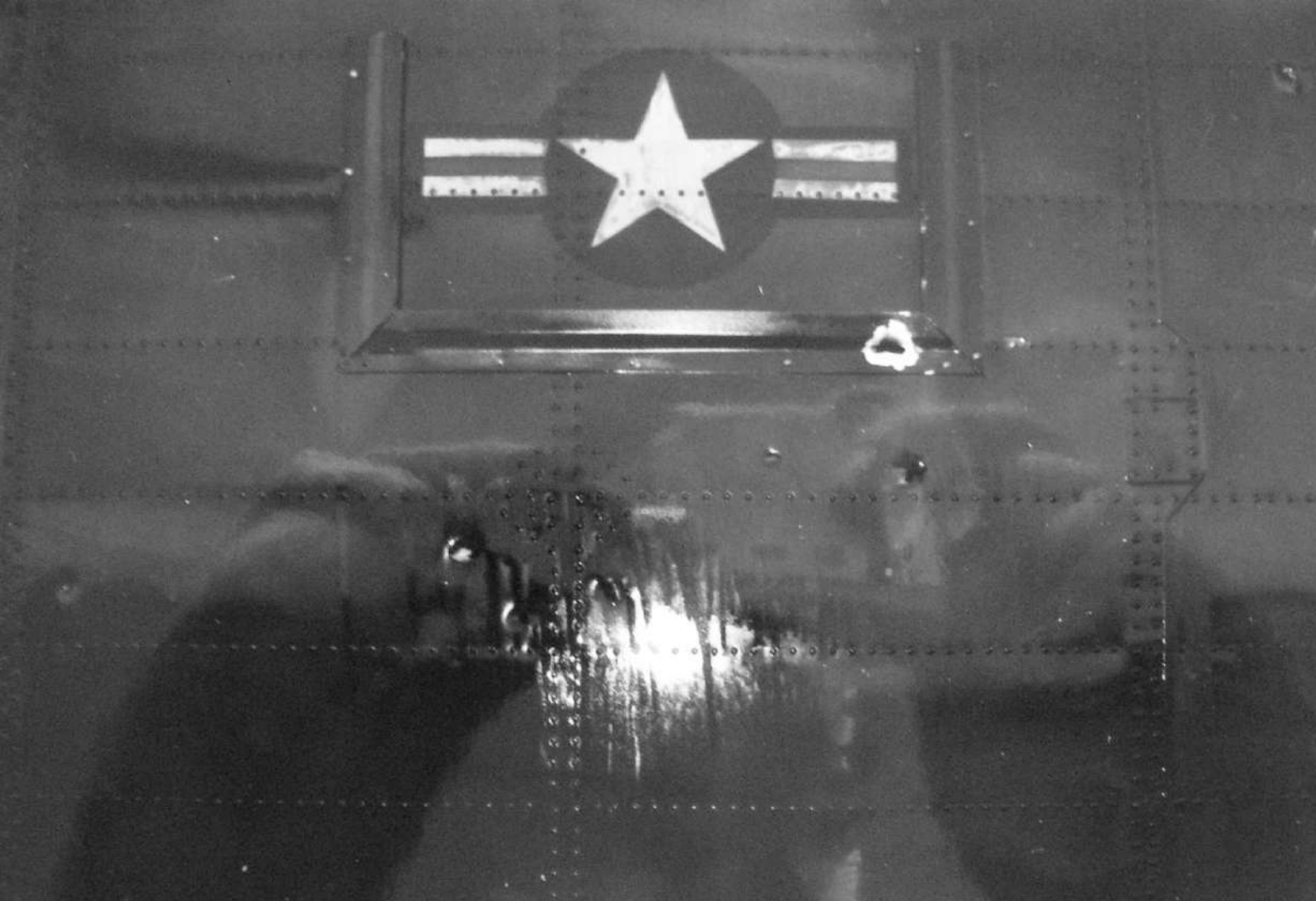
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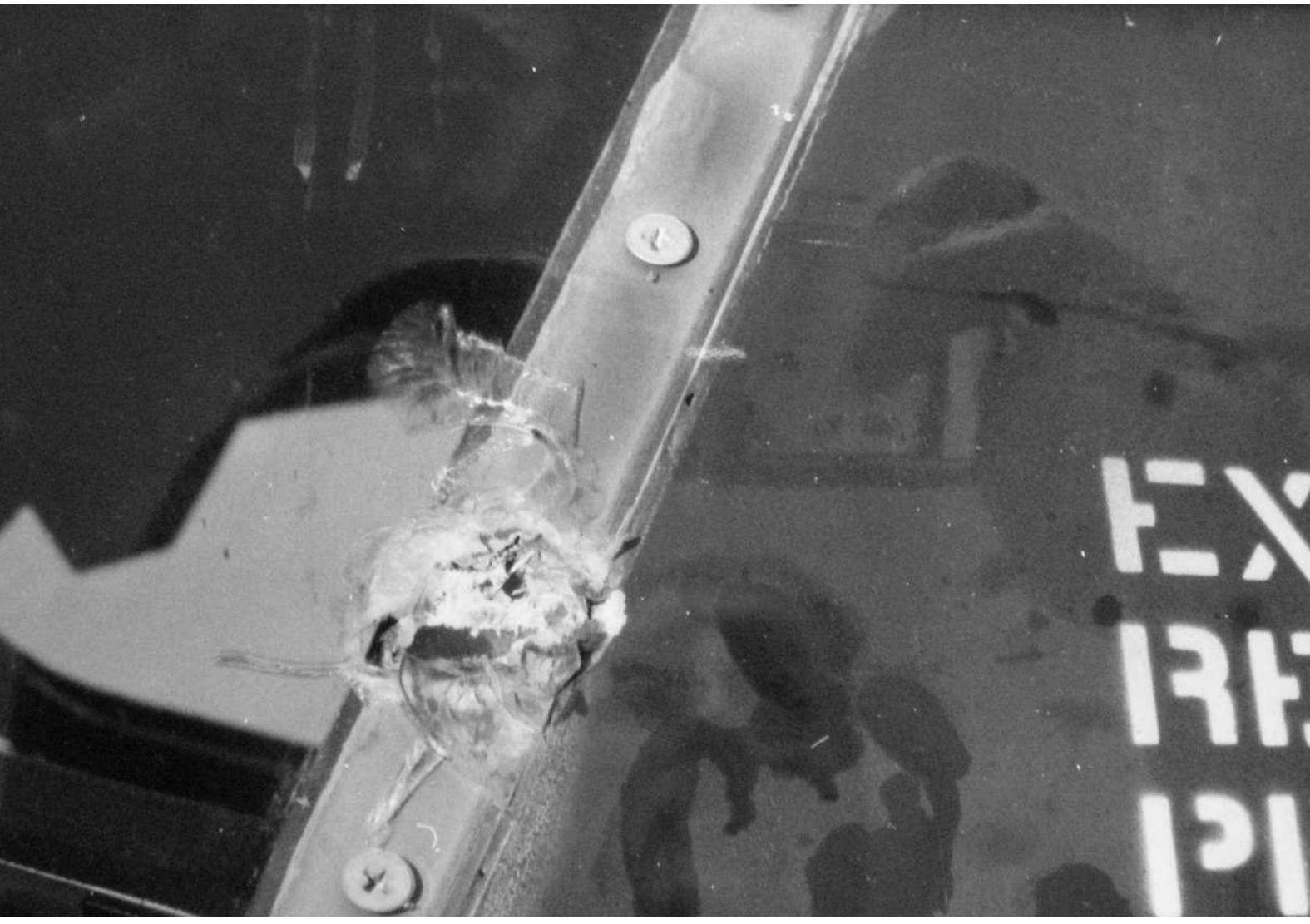
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