

28 JAN 70

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(U) The final rescue effort for January was conducted the following day for Seabird 2A/B, who had ejected near the North Vietnam border.<sup>56/</sup>

(U) Upon arriving at the scene, Sandy 01 vectored to Bravo's chute by Seabird 1 and immediately began trying to raise the survivor on voice. However, the only signal received was a steady beeper.<sup>57/</sup>

(U) According to Seabird 1, Alpha had landed near the main road in the area. Sandy 01 observed much truck traffic on the road and saw two trucks stopped near the presumed position of Alpha. However, at no time did he see the chute or hear the beeper from Alpha.<sup>58/</sup>

(U) After about an hour of searching, Sandy 01 saw Bravo's chute moving. Upon closer inspection he was fired upon by 20-30 uniformed individuals.<sup>59/</sup>

(U) About this same time, Sandy 02 was given instructions by SEABIRD 1 to use evasive maneuvers; thus avoiding a hit by a SAM. The Sandys jettisoned all ordnance and left the scene.<sup>60/</sup>

(U) During the trip back to NKP, Jolly Green 71 was hit by an air-to-air missile fired by a MIG and was destroyed. The Sandys followed the aircraft down but saw no survivors. KING 02 then issued instructions for all SAR aircraft to return to base.<sup>61/</sup>

(S) Only two rescue efforts were conducted during February. The first was on 6 and 7 February for Milestone 516. The aircraft, an A-6, from the Carrier USS Ranger was striking targets in the

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39th ARRSq History, Jan - Mar 70 SUPPORTING DOCUMENT 2

72

DATE: 28 JAN 70

10 FEBRUARY 1970

MISSION NUMBER: 2-3-009-28 JAN 70

AIRCRAFT DESIGNATION: KING 2

LOCATION: 065/78/89 (1750N 10552E)

DISTRESSED AIRCRAFT: SEABIRD 02 (F105)

SAVES: None

1. (S) Initial MAYDAY, broadcast on GUARD by Seabird 01, was received by King 1 and King 2 at 0508Z, as King 2 was climbing out from Channel 70 (Udorn Air Base) to relieve King 1 and assume the Paksane orbit. Both King aircraft responded and King 2 took Airborne Mission Command (AMC). King 2 called Jack and asked for immediate SAR force launching; Meanwhile fixing locations of SAR survivors at 1754N 10549E (later revised to 1754N 10552E by Seabird 1). Seabird 1 stated he saw two good chutes and was watching them descend. He pin-pointed one parachute at the stated coordinates, also given as 070/80/89 (later corrected to 065/78/89) but could only state that the other landed in the vicinity of what he thought was Route 101, very close to the road. Seabird 01 said he lost sight of the second chute while concentrating on watching the first; Also said there were many trucks on the road, going both ways. Seabird 01 asked for other fast-mover aircraft to come in ASAP to relieve him as he was low on fuel. Wolf 20 responded on GUARD and Seabird 01 briefed him, showed him the location based on the sighted parachute, and then went to Peach Anchor for fuel. King 2 established 259.0 as primary UHF SAR frequency and had Wolf 20 assume On-Scene-Command awaiting arrival of Sandys 1 & 2 and fast-movers (which by now were enroute).

2. (S) In the meantime Jack had called King 2 with instructions to orbit slow movers at position 055/60/89 and fast movers at 070/55/89, advised that border clearances had been issued for all forces and was asked by King 1 (who was still backing-up King 2) to obtain MIG CAP. The following SAR forces were launched by Jack and directed to proceed to the slow mover holding area:

Jolly Greens 19, 09, 70, 77, 71, 72  
Sandys 3 thru 8  
Beaver 40, 41  
Smoke 21, 22, 23

3. (S) From 0520Z until 0655Z a normal search effort was conducted at the SAR location by Sandy 1 (appointed On-Scene-Commander upon arrival) and Sandy 2, and by fast movers furnished by Invert and continually cycling in and out. A chute beeper was heard by the two Sandys and several of the fast-movers as they were searching the area.

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GROUP-4

Downgraded at 3 year intervals.  
Declassified after 12 years

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39th ARRSq History, Jan - Mar 70

Periodic calls were made by Sandy 1 and by some of the fast-movers on GUARD and on DELTA frequency asking survivors to come up voice. No responses were received. At no time was there any voice contact or indications of responses to the calls. At about 0650Z Sandy 1 stated that someone had gathered in the survivor's parachute. He checked further and said someone was standing there with his shirt off and he was going to take a closer look.

4. (S) At 0655 Sandy 1 reported taking a hit and was egressing to the west, into higher terrain. Sandy 2 accompanied him and they circled a few miles west of the SAR area while they analyzed Sandy 1's condition. Wolf 01 & 02, Seabird 01, Bear 01 & 02, and Stormy 03 were currently on the scene and continued the search effort.

5. (S) Starting about 0600Z SAM indications were called by one of the fast-movers on scene. During the next hour or more several SAM detections were noted and called by various of the fast mover forces. Wolf 20 stated that at least five SAM's were launched from a location believed to be anywhere from five to 15 miles north. These SAM's were visually seen by the fast movers and at least some were apparently fired at them because they were forced to take evasive action to escape being hit. About 0735Z, we started hearing bandit calls over GUARD by Deepsea. The first heard by King 2 was 292/67/CRAB, followed shortly by 280/50/CRAB, headed East and then 280/40/CRAB, headed East. These locations were generally North of our SAR area, moving South Easterly, but were close enough that King 2 again asked Jack for MIG CAP (Radio Log shows 0742Z).

6. (S) Shortly after Sandy 1 was hit and egressed, Jack was given the evaluations of Sandy 1 & 2 and the fast-mover FACS regarding the improbability of the survivors' rescue. As many as 30 people were seen by Sandy 1 & 2 in the immediate vicinity of the parachute location and they then moved off to the North along a trail. The other survivor had not been sighted nor was a second beeper heard. As stated, voice contact was never established with either survivor. About this time Seabird 01 returned from tanker again and established that the survivor he had pin-pointed was Bravo and the other, whom he believed landed by the main road, was Alpha. Based on the above info, Jack was asked for further instructions. While awaiting a reply, King 2 conferred with Sandy 1 and King 3 and a decision was made to top-off the fuel tanks of the orbiting Jollys. This operation was turned over to King 3 and Sandys 5 & 6 were assigned to provide cover.

7. (S) At/about 0758Z someone came up on the VHF SAR frequency and shouted that another airplane had been hit and there were no chutes. King 3 reported that one of the Jolly Greens had been shot down and King 3 was taking evasive action. In response to King 3's request at this time for fighter protection, King 2 turned Wolf 06 and Stormy 03 back to Invert Control for intercept vectors and Hillsboro reported Gunfighters had been scrambled out of Channel 77. At this time the decision to RTB all SAR forces was received from Jack and all SAR forces were accounted for by Kings 2 & 3. Sandys 1 & 2 flew over the Jolly Green crash site on their egress heading and confirmed no survivors.

39th ARRSq History, Jan - Mar 70 SUPPORTING DOCUMENT 3

DATE: 28 JAN 70

10 February 1970

MISSION NUMBER: 2-3-009-28 JAN 70

AIRCRAFT DESIGNATION: KING 3

DISTRESSED AIRCRAFT: SEABIRD 02 (F105) JOLLY GREEN 71 (MH-3)

LOCATION: 065/78/89 (1750N 10552E)

SAVES: None

1. (S) At 1340L, King 3 was scrambled from Udorn to assist King 2 working the Seabird 02 mission. 1421L, King 3 arrived in the area and was told to hold 090/30 - 50/89. King 2 briefed King 3 about the mission and later determined that a holding point for the SAR forces would be 055/30 -60/89. King 3 controlled Jolly Green 09, 19, 70, 71, 72, 77, Sandy 5, 6, and Beaver 40, 41, 42, 43.

2. (S) 1430L, King 3 commenced refueling Jolly Green 09 with Jolly Green 19 in trail. 8000 feet was the agreed on altitude with the remaining Jollies and Sandies holding at about 9500 feet in trail with King. The refueling heading was 275° and starting point of 055/60/89. About 1440L, Jolly Green 09 was topped off and King 3 made a 360° turn since Jolly Green 19 was unable to keep up with King 3 even though the airspeed was only 101 kts. While King 3 was attempting to join on Jolly Green 19 at 1448L a MIG 21 attacked and shot down Jolly Green 71. Sandy 5 verified that it was Jolly Green 71 also that it was a MIG 21 as Jolly Green 72 saw the fighter. Neither Sandy 5 & 6 nor Jolly Green saw any chutes or heard a beeper. Jolly Green 72 reported that the airplane blew up in the air and that there couldn't possibly be any survivors. King 3 ordered all forces to get down and commenced evasive action by descending to approximately 200 to 300 ft AGL and making frequent and rapid turns. The refueling hoses were ordered retracted, however they were slow retracting and had to be recycled. 1450L, Jolly Green 72 reported that the MIG was again making a run on him; Sandies were attempting to maneuver to a firing position. 1451L, right-scanner reported an unidentified fastmover at our 5 o'clock position, believed to be a MIG. About this same time King 3 lost the refueling drogues. 1452L another air craft reported a MIG making a firing pass on him, and King 3 stated that a MIG CAP was now in the area.

3. (O) When the MIG attacked, King 3 requested a MIG CAP from Invert and from Jack.

4. (O) About 1454L King 3 requested a check in of all SAR forces and eventually accounted for all except Jolly Green 71. 1503L, King 3 RTB'd all forces to NKP, controlling these forces until they were safely across the "fence".

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3ARRGp Hist., Jan-Mar 1970

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### Combat and Non-Combat Saves

(U) The units subordinate to 3ARRGp were responsible for 51 combat saves and 35 non-combat saves for a total of 86 saves for the quarter.<sup>4</sup> The total number of saves since 1 December 1964 is 2961: 2041 combat and 920 non-combat.

### 3ARRGp Flying Hours

(U) 3ARRGp units flew a total of 8764.6 hours during the quarter.<sup>5</sup>

### Aircraft Loss

(S) (GP-4) On 28 January 1970, an HH-53B, SN 66-14434, assigned to the 4OARRSq, Udorn RTAFB, Thailand, was lost after being shot down by a MIG-21. The "Jolly Green" was orbiting across the Laotian-North Vietnam border north of the DMZ awaiting a pick-up attempt of the crew of a F-105 downed north of Ma Gia Pass. At the time, MIGs were reportedly in the area, and MIGCAP was called for. About 20 minutes after the MIG alert, the high "Jolly Green," flying cover for the low bird, saw a rocket pass beside his aircraft and strike the low "Jolly Green". The aircraft disintegrated, and the burning wreckage was observed falling to earth. There are no known survivors among the six crewmen.

### Standardization

(U) Captain Arthur W. McCants, Jr. replaced Major Maxie L.

4. Appendix 2 lists the number of saves for each month of the quarter.  
5. Appendix 3 lists the flying hours by airframe for each month.

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40th ABRSSQ HIST, JAN-MAR 1970

On 28 January 1970 Captain Hally G. Bell and his crew of five were shot down by a MIG 21. Captain Bell, aircraft commander of Jolly Green 71 was orbiting across the Laotian-North Vietnam border north of the DMZ awaiting a pick up attempt of the crew of an F-105 downed north of Ngia Pass. The area had been looked over by the On Scene Commander and he reported that one of the pilots had not been seen or heard from. The other pilot had come up on beeper but his parachute had been removed from it's first reported position and he had been seen being marched up a road by the hostile forces. No further contact was made with either pilot and the On Scene Commander decided to RTB<sup>17</sup> the forces. This decision was countermanded however, by higher authority. About the same time NHAs were reported to be in the area. MIG Cap was called for at the beginning of the SAR<sup>18</sup> but had never arrived. About 20 minutes after the MIG report, Lt Col C. A. Shipman, flying high bird for Captain Bell, saw a rocket pass beside his aircraft and strike JG71. The aircraft disintegrated and the burning wreckage was observed. All SAR forces down for the ground, took evasive action and returned to NKP. Jolly Green 71's position when shot down was 18°08'N 105°33'E, just across the border of North Vietnam.

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GROUP 4  
Downgraded at 3 year  
intervals; declassified  
after 12 years

## Robert LaPointe

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**From:** Udo Fischer [ucfischer@zianet.com]  
**Sent:** Monday, July 21, 2003 2:05 PM  
**Subject:** Jolly 71 Sandy Tape (uf

Found an envelope in my files about the downing of JOLLY 71, 28 Jan 1970. The envelope from former Sandy Pilot Tom Stump contained two written pages (see below) and a tape taken by a Sandy. I could burn tape copies for those who want one. udo

Tom Stump's address in 1998 was: 16 Flyway Drive, Newton Square, PA 19073

(the following was scanned from two pages)

Seabird 02 SAR  
Jolly Green 71 Downed by MiG 21

28 Jan 70  
(tape courtesy of Tom Stump, Sandy pilot)

Would be nice to get inputs from those who were in the flight, both from the Jolly Green side and from the Sandys.

Input from Jim EJink<sup>1</sup> Bender (Sandy 04): I didn't hear Tom Stump's tape but I do have my own copy. I checked my log book and the date is correct.

I was one of the Sandy wingmen, Sandy 04. It was a bad day all around. The SAR was for SeaBird 02 and the shutdown location was in North Vietnam. While Sandy 01 was ascertaining the exact location and condition of survivors he had a SAM fired at him. SA2 as I recall. I think Capt. John Dyer was Sandy 05. Sandys 5 & 6 were escorting a formation of 4 Jolly's (70, 71, 72, & 77). They had arrived from the West Northwest at about 10,000 ft. Jolly 19 (I think) was the primary low helicopter and he decided to refuel early. A C-130, King 03, and the Jolly 19 headed a ways west at about 7,000 ft to conduct the refueling and I went along to provide cover. We were all holding west along the border in Laos, waiting to see how things were going to transpire.

We were receiving several Mig calls but none of us were familiar with the reference point, CRAB, used by the radar guys. After listening to the tape someone reports that the Mig position is some 15 Miles north of us. Anyway, shortly thereafter, people started yelling 'EMigs!' and Jolly 71 disappeared in smoke. King 03 dropped his tanks and headed west into the weeds and the now disconnected refueling Jolly 19 did the same. Apparently two Migs made one pass through the holding helicopter formation and escaped to the North. Jolly 72 was in loose trail with Jolly 71 when the missile and Mig passed them on the right and hit Jolly 71.

Well, it was chaos after that!! Everyone in the SAR force was headed west at this time to RTB. My notes say that Sandy 01 was unable to contact any SeaBird 02 survivor. My tape is from the cockpit of Jolly 72 whose Aircraft Commander was reported to be LTC Shipman. My notes also show the AC of King 03 was Lt. Casey Quinn. USCG. I can't remember who was piloting Sandy 01, 02, 03, or 06.

The Jolly Green website has a list of all HH-3 and HH-53 losses in Southeast Asia. From this list, you can get the names of the crew on Jolly Green 71 by looking at the HH-53 loss on 8 Jan 1970.

You can then go to <http://www.scopesys.com/anyday> and enter Jan 28. After

**Name:** John Cody      finlaw@harboret.com

**Website:**

**Referred by:** Just Surfing On In

**From:** Gig Harbor, WA.

**Time:** 1999-03-03 21:57:21

**Comments:** Re: SEABIRD 02 SAR and mission tape of Jolly Green 71 downed by MIG 21. I flew Jollies with the 40th ARRS out of Udorn, Thailand. Crews of JG 71,72,70 & 77 were all squadron members. Capt Holly Bell, Aircraft Commander of JG 71, was my hootch-mate and a best friend. A most tragic day. I will never forget it. I was the Aircraft Commander of either JG 70 or 77 on that mission. JG 70 and 77 joined the SAR effort from our alert position at Lima 98 in the Barrel Roll. We were preparing to take gas from the HC-130 tanker (King 03) as soon as the HH3's finished refueling when the MIG engaged the SAR force, pickled his missile, and downed JG 71. JG 71 and 72, as I recall, were TDY out of NKP where we rotated the alert of two HH-53 crews from our home base in Udorn. I had no idea I could jink a chopper that hard and that fast in the trees! I would like to hear from fellow Jollies and Sandies who participated in the mission. Nice site guys. Thanks for preserving the memory of this last call of our brave comrades-in-arms who crewed Jolly Green 71 on that tragic day, January 28, 1970.