

HELO PILOT SAVES 32 IN 16 MONTHS

By Capt. Mike Freel
DANANG AFLD. Republic of Vietnam (7AF) - Four months into his second Vietnam tour, Lt. Col. Royal A. Brown Jr., a helicopter pilot with the 37th Aerospace Rescue and Recovery Squadron here, has already rescued 16 men from the jungles of Southeast Asia.

This equals his first tour total and runs his 16-month string to 32 saves.

During his first SEA tour at Nakhon Phanom (NKP) Royal Thai Air Force Base, Thailand, the native of Flomaton, Ala., flew search and rescue missions into North Vietnam, picking up four downed flyers.

"The saves up North were made before the November 1968 bombing halt," stated Colonel Brown.

Talking about his experiences flying in the North, the colonel admits, with a mixture of pride and modesty, that he has the distinction of being credited with rescuing the last downed flyer from North Vietnam, an Air Force pilot, eight days before the bombing halt.

"One particular mission I recall most vividly," he continued. "A U. S. Marine combat team found itself in the middle of an enemy mine field west of Da Nang and had to be airlifted out as it was too risky for them to attempt to walk out."

"The 10-man patrol was scattered throughout the mine field, which meant the rescue helicopter had to be repositioned for each pick up. This was a particularly dangerous operation because

(Continued on Page 8)



JOLLY GREEN
PILOT LT. COL.
ROYAL A. BROWN
JR. CREDITED WITH
32 SAVES IN SEA.
COMBAT DURING A
FOUR MONTH TOUR



32 RESCUES

(Continued from Page 1)

the possibility existed that the downwash from the helicopter might set off one of the mines, thus causing a chain reaction."

"Another mission I recall with great clarity also happened during my present tour. We had two F-4 Phantom crewmen on the ground and one of them was

had
both
angle

the
61

DEC 370 SUN HH53

13 MAR 71 LAO H 53

SILVER STAR MSN 20LC FOR BROWN

10LC PJ MIKE CURTIS

CO-PILOT & PJ WIA

HH-3
NOV 17 69 LAOS DET 1

DEC 6 69 LAOS " "

~~DEC~~
JAN 1 69 LAOS " "

JAN 22 69 LAOS

HH-53
JUN 1 70 SUN 37TH

JUN 4 70 SUN ...

JUN 10 70 LAOS ...

NOV 21 70 SUN TAY

1ST H53 JUN 1 70 SUN 37TH SON TAY NOV 21 70

LAST SAR SEA ~~DECEMBER~~ 13 MAR 71

~~CONFIDENTIAL~~

BATTLE CRY 315 SEARCH AND RECOVERY

(C) Sandy 04 heard the pilot of Battle Cry 315 say "Come and get me! Come and get me! They are coming!" It was the last known transmission from the pilot who bailed out of his damaged A-7 aircraft and landed in a hostile area west of Delta 12, a key interdiction point on the Ho Chi Minh Trail in Laos. The exact position was 225/50 from Tacan Channel 103 (Quang Tri Air Base, RVN) and about two kilometers from the nearest route structure. The survivor's parachute was located hanging from a tree in an otherwise relatively open field. The survivor was a short distance south of his parachute and requested a quick pick up because he had suffered a broken leg, a broken arm and was afraid he was going to lose consciousness as a result of the pain.¹⁶⁷

(C) The SAR was initiated at 1030L. Two A-1's and two Jolly Green helicopters were immediately launched from Nakhon Phanom RTAFB while two additional A-1's and two other Jolly Greens were being launched from DaNang Air Base, RVN. Sandy 03/04 arrived at the scene and was briefed by Nail 34, a FAC who had already located the survivors position. Sandy 03 took charge as On-Scene Commander and immediately started trolling for ground fire. Several passes were made without resistance and the area appeared to be permissive. Due to the serious condition of the

167. SARCO Report, Battle Cry 315, 21 Mar 71, Document #9.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

survivor, Sandy 03 decided to attempt a pick up as soon as possible. His plan was executed and Jolly Green 64 received 23 millimeter ground fire during the approach phase and intense small arms ground fire from all quadrants when he attempted to hover. The pick up was aborted and Jolly Green 64 insisted on making another effort. This attempt was driven off also by small arms fire and two crewmembers of the helicopter were wounded. 168

(C) It was apparent that the SAR forces were up against experienced and disciplined resistance since the enemy refused to fire at the A-1's and waited each time to ambush the slow moving helicopter. Sandy 03 decided to sterilize the area and fast movers were called in to assist. Several offensive passes were made and during this time Battle Cry 315 could be seen lying face down and motionless in the open field. Sandy 03/04 continued to expend ordnance until they were low on fuel and then turned On-Scene Command over to Sandy 01 who arrived at 1510L. Once again the area appeared permissive and Sandy 01 planned another pick up attempt. This time a smoke screen was put down south of the objective area but it was somewhat ineffective. Jolly Green 71 came in and hovered over the objective position but did not see Battle Cry 315. After hovering for approximately two minutes the helicopter started receiving intense small arms fire. Jolly Green was forced to exit back to the Initial Point with a wounded crewmember. More ordnance was requested and at 1730L Sandy 09/10

168. Ibid.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

121

arrived to replace Sandy 01/02 who were running low on fuel.¹⁶⁹

(C) Darkness was approaching so Sandy 09 called all forces in for a last light attempt. Additional strikes were accomplished by the remaining fast mover resources. Smoke screens were put down but were not completely effective due to the strong winds. Jolly Green 73 was called in for the pick up and was met by heavy ground fire as he approached the objective area. The ground fire was coming from all quadrants and the helicopter was forced to depart with two wounded crewmembers. The day's effort was terminated because of darkness and overwhelming resistance.¹⁷⁰

(C) All SAR forces were in general agreement that the existence of an objective was doubtful. Battle Cry 315 had not transmitted since 1230L and had last been seen by Sandy 03 prior to 1500L. His inability to move and the close proximity of many enemy forces denied him an opportunity to escape or evade. It was decided that the SAR forces would maintain normal alert the following day. Nail FAC's would monitor Battle Cry 315's position throughout the night and Nail 34 would make a visual check for him the following morning. This was accomplished with negative results and the unsuccessful Search and Recovery for Battle Cry 315 was terminated at 1854L on 7 March 1971.¹⁷¹

169. Ibid.
170. Ibid.
171. Ibid.

~~CONFIDENTIAL~~

~~SECRET~~

22 Mar 71

Battlecry 315 Mission

DECLASSIFIED

3ARRGp/3JRCC (Lt Col Rudloff)

With reference to our tele-conversation on 20 Mar 71, the following is submitted in addition to my mission narrative. On 13 Mar 71, King 24 was working the search mission for Blade 71 in the Delta area. At approximately 0351Z King 24 was notified by a Covey FAC (215?) that Hillsboro reported A7 Battlecry aircraft was down at 250/50/103. Nail 34 was on scene and reported a good chute. Because of the distance involved (approximately 265 miles) King 24 could not establish radio contact with either Hillsboro or Nail 34. Shortly thereafter, approximately 0320Z, the Covey relayed from Hillsboro that Nail 34 had radio contact with the survivor. King 24 at that time directed Hillsboro via the Covey FAC to designate Nail 34 the OSC and requested Jack to launch the SAR Forces from CH 77. King 24 then requested a MIGCAP, IRON HAND, Border Clearance and additional Sandy's from CH 89 and 93. At 0328Z, King 24 received information that the survivor was injured but conscious and that Nail 34 was requesting CBU 24/29, Nape and Paveways. The reported weather in the area was 4/8 coverage and workable for Paveways. King 24 continued north and did not have radio contact with Nail 34 until approximately 0400Z. Contact was established on Hillsboro's strike frequency (UHF). At 0408Z Jack passed an ETA for Sandy 9/10 as 0435Z. Nail 34 was putting in Fast Mover strikes at this time. At approximately 0415Z another Nail FAC (477) was up on the strike frequency and advised he had two Hobo's, 20/21 and 2 CH-53's in the area. King 24 did not have radio contact with the Hobo's, but Nail 34 advised one of the Hobo's was SAR qualified. At 0415Z, King 24 was holding 270/20-50/77. JG 64/73 ETA for holding point was established at 0435Z. Sandy 03/04 ETA was 0455Z with JG 60/62. At approximately 0434Z Nail 34 talked with the survivor and reported he was hurt but calm. He then asked King 24 where the Sandy's were. I advised him that I would get Sandy 09 up on UHF for briefing as I intended for Sandy 09 to become the OSC for the pickup attempt. There was about a 5-10 minute delay as Sandy 09 had UHF problems and I couldn't get him up for the briefing. At this point Nail may have said something about the Hobo's and I indicated the Sandy's and JG were ready as soon as I could get them up. Sandy 03 came up and said he was in the area and I believe Nail 34 said "Lets get with it" - Sandy 03 said "I'm waiting on King." I told Sandy 03 to come on in and get briefed by Nail 34, which he did. There were several Guard transmissions with the survivor, one of which was a Battlecry aircraft. At 0505Z Sandy 03 was appointed OSC and proceeded with the first pickup attempt with Sandy 04, 09/10 and JG 64/73. At no time prior to the time indicated do I recall getting information from Nail 34 that the area was permissive and that he wanted to utilize the Hobo's and CH-53's for a pickup attempt.

RONALD J. SOROKA, Major, USAF
Assistant Operations Officer

85

~~SECRET~~

~~CONFIDENTIAL~~

FROM: LSOS(CC)

21 Mar 71

SUBJECT: SARCO Report, Battle Cry 315

TO: DO

1. An unsuccessful rescue effort was conducted on 13 March 71 for the pilot of Battle Cry 315. The aircraft, an A-7 from the USS Ranger, went down at approximately 1015L 13 Mar on the 225° radial for 50NM of Channel 103. This report covers those activities relating to the SARCO during the rescue attempts. All times are Thailand local. Sequence of events shown in attachment 1.
2. At 1030L, 13 Mar 71, a SAR was declared for Battle Cry 315. The aircraft was downed in the Lam Song 719 area west of D-12, a parachute had been observed and radio contact had been established with the survivor. The area was known to be hostile but had not been reported as being active in the past few days. The survivor was on the side of a 1400' hill in a valley and was lying in an open area.
3. At the time the SAR was declared JACK scrambled Sandys 03/04 and Jolly Greens 60/62 from NKP as well as Sandys 09/10 and Jolly Greens 64/73 from Da Nang. These were the initial forces participating. A total of 18 sorties were launched prior to termination. (Atch 2)
4. Sandy 03 was the first A-1 on-scene commander, taking over at approximately 1205L after being briefed by King and Nail 34. The position of the survivor was pinpointed in an open field 10 feet down from his chute which was hanging in a tree. Radio contact with the survivor had established he had suffered a broken arm and leg in the ejection and was in poor condition. In addition he could hear no movement around him. Sandy 03 and 04 made repeated trolling passes at tree top level during which no ground fire was detected. Nail 34 had been putting in fast mover strikes against known 23mm positions. The survivor then came up voice indicating unfriendlies were approaching after which a beeper came on for approximately 10 seconds. This was at approximately 1230L and was the last transmission received from the survivor. Due to the survivors condition, this last transmission and the fact no ground fire had been received while trolling it was decided to attempt a pickup. The on-scene commander elected to use Jolly Green 60-62, holding to the west, but was countermanded when Jolly Green 64 informed King he was going to make the pick up as the survivor was in his geographical area of responsibility. King agreed. As a result Jolly Greens 64/73 came across the trail at a different spot and lower than briefed by Sandy 03 and got hosed by a 23mm. (Atch 3) When the Jolly Greens got in position with Sandys 09/10 phase "B" was initiated. Jolly Green 64 made the run-in, sighted the chute and then the survivor. As 64 went into the hover and prepared to lower the PJ intense small arms ground fire was experienced from all quadrants. 64 did not call the direction of any fire until he had exited the immediate area so the Sandys were unable to pinpoint any source. Jolly Green 64 stated he wanted to make another attempt. This was done only to be driven off again with 2 wounded crewmembers. Jolly Greens 64/73 then

PROJECT GORONA HARVEST
CATALOGED
DO NOT DESTROY

~~CONFIDENTIAL~~

No 0251767 D-9

~~CONFIDENTIAL~~

RTB'd Channel 103 with Sandys 09/10 escorting. (Atch 4) Sandy 03 then directed Nail 47 to use fast mover strikes against the possible troop positions and requested King to have replacement Sandys launched. Again repeated trolling passes were made expending CBU but the enemy could not be intimidated. During these passes the survivor was seen to be laying face down and motionless in the open completely without cover from the surrounding treelines. Sandy 03 then briefed Nail 34 on the situation and RTB'd Channel 93 due low fuel. Enroute radio contact with Sandy 01 was established and the situation briefed. Sandy 01/02 arrived on scene and after briefing by Nail 34 assumed on scene command at approximately 1510L. (ATCH 5) 01/02 trolled the area for approximately one hour expending ordnance at irregular intervals but no ground fire was experienced. Fast mover strikes were being put in continually by Nail 34. At 1615L the decision was made to make a pick up attempt. At 1635L phase "B" was executed and smokes 41/42 dropped their M-47 bombs to lay a straight line smoke screen south of the survivor. (ATCH 6) Sandys 06/05 brought Jolly Green 71 down the chute and all four sandys set up a daisy chain around him. 71 entered a hover over the survivors position but did not see him. 1 to 2 minutes after start of hover Jolly Green 71 started receiving heavy small arms fire and exited back to the IP with one casualty. (ATCH 7) More fastmovers were requested and Sandy 01 briefed Nail 12 on areas of ground fire. At 1730L Sandy 09/10 relieved 01/02. 01 had requested Twiggy through King. Trolling for ground fire was once again accomplished and this time a 23mm SE of the survivor opened up. Fastmover strikes were requested for this gun. Darkness was rapidly approaching so a last light effort was decided on. The Twiggy flight had arrived on station but were on the tanker when the fastmover strikes were completed. As the second Smoke flight had arrived it was decided to use Chop. (ATCH 8) All forces were brought into the area to prepare for a last attempt. After the last fastmover strikes were terminated the Sandys once again began trolling at tree top level and once again no ground fire was detected. The Smoke flight was then executed. On the first pass Chop was dispensed but was ineffective. One reason was high surface winds and another, the second aircraft "bumped off" the cannisters due an internal malfunction. On the second pass a smoke screen was put down for the approach of Jolly Green 73. (ATCH 9) The Jolly Green was delayed for some reason and by the time he arrived the surface winds had blown the smoke clear of the survivor and day light was almost completely gone. The Jolly Green pilot was asked if he thought a hover would be possible. His reply was that he would know after he had reached a lower altitude. The Jolly Green was then brought in to one side of the smoke and turned towards the survivor. Immediately upon arrival at the survivors position ground fire broke out from all quadrants concentrated on the Jolly Green. 73 exited the area with one engine shut down and two casualties. This terminated the days efforts and Sandys 09/10 escorted Jolly Green 73 to a short distance out of 73 and then RTB'd 89 with the remaining forces.

5. After debriefing all crews on scene, A-1's and FAC's, it became increasingly doubtful that we still had an objective. The survivor had not been heard from since 1230L nor had he been seen since Sandy 03 left the scene. In addition the last transmissions would indicate the survivor was about to be captured. The Groundfire was becoming increasingly heavy from immediately around the survivors position and had been reported coming from as close as 60 feet away. After passing all information to JACK/JOKER we were directed to generate the normal ground alert force for the next day. Nail FACs would be in the survivors area during the night and at first light Nail 34 would make a visual

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

check of the area to see if we did have an objective. This was done the next morning with negative results. JOKER terminated the SAR for Battle Cry 315 at 141854L Mar 71.

6. Old problems continue to repeat themselves. King 26 was once again utilizing VHF 123.1 as a common frequency for such things as briefing other King aircraft and for air to ground communication. The Sandys reported this hampered their communications considerably. The Jolly Green's on one occasion interrupted a Sandy Low briefing King and arbitrarily changed the plan in regards to which Jolly Greens were to be used in an attempt. Without even consulting the on-scene commander as the validity of this change King acquiesced. It must be emphasized the Sandy was the on-scene commander, not the Jolly Green. The reason for the Sandys decision was borne out when the Jolly Greens crossed the trail at a lower altitude and at a different point than briefed by Sandy and were fired on by AAA. The Jolly Green's holding to the west did not have to cross any high threat areas to reach the survivor.

DECLASSIFIED

The ground fire pattern on this SAR shows that we were up against a highly disciplined force. The fact that they only fired once the Jolly Green arrived over the survivor proves this. Due to the proximity of the ground fire to the survivor it is felt that the only way we could have sanitized the area was with slow mover strike aircraft and saturate it with BLU-52. How the strong surface winds would have affected the latter can only be guessed at. The next time a pattern like this appears the area must be thoroughly "prepped" and sanitized. It is only by the grace of god that at least one helicopter wasn't lost on this day. We cannot be lulled by the lack of gunfire while trolling.

Once again the SARCO and JACK both had an extremely hard time extracting any information from King. In one instance Bingo times for Sandys 03/04 had been passed 2 hours in error which could have caused a premature launch of replacement Sandys. Took 35 minutes to resolve that one. JACK needed the information just as much as we did. On another occasion King changed RTB destination of Sandys 09/10. Jack passed this to us as being due to fuel. King had actually told them to go to Da Nang for a "quick turnaround" after 09 had said they were going to NKP. It had been requested that all A-1's RTB 89 due maintenance and armament considerations. Sandy 10 had minor battle damage.

On the first attempt the Jolly Green did not call ground fire until he was well clear of the survivor. If the Sandys are to be effective in gun suppression they need to know immediately when and where the fire is coming from. In addition the Sandys must expend something on each pass while in a daisy chain. Dry passes do not help the jolly.

WILLIAM J. HAGAN, Lt Colonel, USAF
SARCO Commander

9 Atch

1. SARCO LOG
2. FLYING SCHEDULE
3. STATEMENT SANDY 03/04
4. STATEMENT SANDY 09/10
5. STATEMENT SANDY 01/02
6. STATEMENT SMOKE 41/42
7. STATEMENT SANDY 05/06
8. STATEMENT SANDY 09/10
9. STATEMENT SMOKE 43/44

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

13 MARCH 1971

DECLASSIFIED

- 1030L JACK called - SAR declared for Battle Cry 315, a Navy A-7, downed by ground fire 225/50/103. Good chute and have possible radio contact with survivor.
Launch Sandys 03/04 to "N" orbit along with Jolly Greens 06/07. Generate 2 smokes.
- 1043L JACK - Launching Sandys 09/10 from Da Nang along with Jolly Greens 64/73. Nail 34 is over survivor and has voice contact.
- 1055L Sandys 04/03 airborne. No aircraft available for immediate up load as Smokes due BR Medevacs told same to JACK.
- 1105L Sandys 09/10 airborne from 77. ETA on scene 1135L.
- 1115L Nail 34 Bingo time 1230L.
- 1120L Major Smith, Heavy Hook, Hobos 20/21 diverted from PF to SAR and are on scene. Said can be used to attempt pick up when area is sanitized.
- 1130L Hobos 20/21 holding in area but not being utilized.
- 1135L King/Jack said to launch Chop, told them "no hab" (Reference 1055L entry). Earliest ETIC would be 1330L and that is just a WAG as both aircraft are out for maintenance.
- 1136L Bingo times received for airborne aircraft
- | | |
|---------------------|-------|
| Jolly Green's 60/62 | 1300L |
| Jolly Green's 64/73 | 1450L |
| SANDY'S 03/04 | 1300L |
| SANDY'S 09/10 | 1500L |
- 1142L Nail 34 on scene commander at 1035L.
- 1155L Survivor reported to have broken arm and leg. Requested Jack verify Sandy 03/04 Bingo time. Doesn't seem correct. If it is will have to scramble two more Sandy's ASAP.
- 1200L Nail 34 putting in fast mover strikes. No ground fire reported. Twiggy requested by someone on scene but is not available right now. Sandy 09 is having UHF problems, is bringing 03 flight down to replace him as OSC. Ringneck Smoke will be available in one hour.
- 1225L Have been trying for 25 minutes to get confirmation on Sandy 03/04 Bingo times. Cannot get information from King through Jack. King not talking.
- 1226L Phase "A" initiated. Sandy 03 OSC at 1205L.
- 1230L All forces pulling back due ground fire.
- 1235L Sandy 03/04 revised Bing time 1500L. Determine later what happened.

~~CONFIDENTIAL~~

1240L Phase "A"

~~CONFIDENTIAL~~

1250L All forces pulling back again due ground fire directed at Jolly Green 64. 64 was hit and sustained two casualties.

1300L Launch Smoke 41/42.

1325L Smokes 41/42 airborne. Directed to launch Sandys 05/06 to replace 09/10 as Jolly Green escort, "N" orbit. 09/10 RTB 1430 early for fuel. Cannot determine why. King will not pass any information. Had earlier requested all aircraft RTB 89 due maintenance/ordnance considerations.

DECLASSIFIED

1350L Sandy 05 needs maintenance on compass.

1400L Sandys 05/06 ready to start engines.

1410L Last contact with survivor reported as 1230L.

1415L Transmitted UMT coordinates to Jack. xc 645825. Received from Nail 34. Sandys 05/06 airborne.

1435L K. C. Belt, Sandy 09, called from Da Nang. Had escorted Jolly Green's with casualties back there. Was asked intentions by King and when he said RTB 89 as requested he was directed to land Da Nang and turnaround. Sandy 09/10 were not low on fuel as originally passed to Jack.

1442L Sandy 03/04 RTB 93 due fuel. ETA 1521L. Sandy 09/10 ETD 77 1600L.

1500L Sandy 07/08 being delayed at Bien Hoa to upload stub tanks. Had jettisoned them day before in another SAR.

1532L Sandy 01 on scene commander.

1536L Sandy 08, rough running engine, oil temp high, oil pressure low, RTB Bien Hoa.

1545L Smoke 43/44 cocked.

1625L Phase "A"

1630L Attempt aborted due ground fire directed at Jolly Green. Jolly Green 71 hit in windshield and one PJ injured. Source not sighted. Survivor not sighted.

1655L Smoke 43/44 airborne.
Sandy 09/10 airborne out of 77 at 1625.
Sandy 05/06 Bingo 1745L.

1720 Sandy 09 on scene commander. 01/02 RTB 89.

1825 Phase "B"

1835 Phase "B" terminated due ground fire directed at Jolly Green 73 who exited the area with one engine shut down and two casualties.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

1845 Darkness. All forces RTB'd. N. 's will be overhead all night.

2100 Nail 34 will make visual check at first light to see if we have an objective.
Otherwise will be normal posture tomorrow.

14/1845L SAR terminated by Joker.

DECLASSIFIED

Atch 1

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

FLYING SCHEDULE

13 Mar 1971

<u>PILOT</u>	<u>CALL SIGN</u>	<u>ATD</u>	<u>ATF</u>	<u>REMARKS</u>
	SANDY			
DUNWOODY	01	1400	4.3	On Scene Commander
LORENZEN	02	1400	4.3	
LYON	03	1055	4.6	On Scene Commander
OBERLIN	04	1055	4.6	
SMITH	05	1415	4.8	
COL WEBER	06	1415	4.8	
SINGER	07	1510	.7	Sympathetic Abort
KILAND	08	1510	.8	Air Abort Rough Engine
BELT	09	1105	3.0	Da Nang - Da Nang
TAYLOR	10	1105	3.0	" "

DECLASSIFIED

	<u>SMOKE</u>			
STEWART/	41	1325	4.0	
YOUNGBLOOD				
NICHOLSON	42	1325	4.0	
ANDERSON	43	1655	2.6	
ARNOLD/WISE	44	1655	2.7	

	<u>SANDY</u>			
LYON	03	1655	.8	RTB from Ubon
OBERLIN	04	1655	.8	" "
BELT	09	1625	3.4	On Scene Commander/DNG/NKP
TAYLOR	10	1625	3.4	" " " " "

Atch 2

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

MISTAKES: First, I let King talk me into using the Jolly Green on the eastern side of the route thus making them a target as they crossed the road.

Second, the Jolly Green never called off ground fire until he was well clear of the survivor. We had no way of knowing where it was coming from or even that he was being shot at.

Third, when a daisy chain is formed, ordnance should be laid down everytime a Sandy makes a pass. Dry passes don't do the Jolly any good.

DECLASSIFIED

THOMAS J. LYON, 1LT, USAF
Sandy 03

WILLIAM C. OBERLIN, Capt, USAF
Sandy 04

Atch 3

~~CONFIDENTIAL~~

~~SECRET~~

DATE: 13 Mar 71

19 Mar 71

MISSION NUMBER: E-5-009 13 Mar 71 **DECLASSIFIED**

DISTRESSED AIRCRAFT: Battlecry 315

AIRCRAFT DESIGNATION: King 26

LOCATION: 225/50/103 UTM XC 6591

SAVES: None

(S) King 26 departed Channel 71 at 0443Z and proceeded West of Channel 77 where mission, Battlecry 315 was in progress under the airborne control of King 24. Arrived on scene at 0555Z and initiated an orbit on the 270.20-60/77. We monitored SAR effort underway which involved a pickup attempt by Jolly Green's 64/73.

At 0602Z, received a Mayday call from Chance 19, an Army Helicopter, which was going down 2NM South of the Anvil, North of Khe Sanh. Contacted Passer 28 on Guard and designated the pilot OSC at 0607Z. At 0611Z, Passer 28 established communications with Lotus 20 and the latter aircraft effected the pickup of the 2 survivors at 0620Z. The survivors were airlifted to Khe Sanh. Loyal 12, 14 and 21 along with Passer 28 and his wingman maintained gunship cover of the area during the SAR.

Resumed orbit West of CH 77 at 0640Z and monitored the escort of JG 64 by JG 73 to CH 103. Assumed control of Battlecry mission 315 at 0715Z and received the following information from King 24:

- (a) FAC on scene was Nail 64
- (b) O.S.C. was Sandy 03
- (c) Position of survivors was 225/50/103 or UTM(XC 6591). He was located in a valley at the 1400 foot level just 10 feet south of his chute.
- (d) Condition of survivor included a broken arm and leg and he lay near unconsciousness (Moving very rarely).
- (e) Enemy disposition -- hostile gun fire encircled the survivors position with 23MMs, 37MMs and a suspected 57MM in the area.

~~SECRET~~

86

GROUP-4

Downgraded at 3 year intervals
Declassified after 12 years.

~~SECRET~~

(f) SAR Resources on scene: Sandy's 03 and 04 on scene and Jolly Green's 60 and 62 holding 030/80/82.

DECLASSIFIED

(g) Last communication with survivor occurred at 0525Z.

(h) Weather: 40-60 broken vis 10NM altimeter 29.95. At 0715Z, Sandy 03, OSC, made 3 passes over the downed airman and no movement was observed on the part of the survivor. Jack advised at 0718Z that Sandys 05 and 06 were airborne from CH 89 and their ETA to the SAR scene was 0745Z. Also, Sandys 01 and 02 were off CH 89 at 0721Z estimating the area at 0800Z.

Since Jolly Green 64 had received intense ground fire on the initial pickup attempt, Sandy 03 and Nail 64 put in additional Fast Mover strikes to sanitize the area. The pilot of Jolly Green had indicated that most of the ground fire directed at his aircraft had come from the Northeast and Northwest quadrants relative to the survivors' position. Further, he stated that he took fire from as close as 100 feet; therefore, air strikes were concentrated North of the survivors' position.

Sandy's 05 and 06 arrived on scene at 0745Z and were directed to rendezvous with Jolly Green's 71 and 57 which had taken off from CH 77 and were estimating 270/40/77 at 0730Z. Smokes 41 and 42 arrived at 020/80/82 at 0730Z and at 0804Z Jack advised that Twiggy was being uploaded. King 23 refueled JG's 60/62 at 0830Z. Sandy 01 assumed OSC at 0832Z and at 0844Z, Jack relayed that Cobras 9 and 10 were en-route with Twiggy. Sandy's 03 and 04 RTB CH 93 ETA 0821Z.

After studying the situation on the ground, Sandy 01 elected to put in more hard ordinance strikes to further soften up the area; Cobras 9 and 10 with Twiggy were sent home because the environment was thought to be permissive.

At 0925Z, Jolly Greens 71 and 57 supported by Sandys 01, 02, 05 and 06, and Smokes 41 and 42 made a second rescue attempt. Again, the primary aircraft, this time, Jolly 71, received intense ground fire and had to withdraw with battle damage to CH 103. The copilot and a P.J. were wounded while hovering over the survivor site. The pilot indicated that he let down on the survivor facing to the South with his guns pointing to the North — the previous area of fire. Subsequently, ground fire erupted from the East and South as close as 200 feet. The fire appeared to be small arms and it originated from above the ridge lines to the East and South. The pilot concluded

~~SECRET~~

that from the I.P. in his aircraft had taken only 1 round.

DECLASSIFIED

Jolly Green 71 was escorted to CH 103 by JG 67 and Sandys 05 and 06. ETA 1010Z. Smokes 41 and 42 RTB CH 89 ETA 0947Z.

After the second unsuccessful attempt, Sandy 01 and Nail 12, put in further air strikes to sanitize the area to the South and East. At 0937Z, Jack advised that Twiggy would be available again in 40 minutes. Launch occurred at 1018Z aboard Cobra 11 Flight.

Sandy's 09 and 10 and Smokes 43 and 44 arrived in the area at 1023Z; Sandy 09 assumed OGC and 01 and 02 RTB CH 89 ETA 1113Z. Jack advised at 1037Z that additional Sandy resources were not available. Sandys 05 and 06 arrived back on scene at 1050Z and were directed to hold hands with Jollys 60 and 62 holding 020/60/82. Requested additional slow mover aircraft from Hillsboro, but AECOS could not produce needed resources. At 1055Z, Twiggy was over the scene aboard Cobra 11 but was held since softening action was still in progress.

At 1058Z, JG 62 had #1 fire warning light illuminate and #1 engine was shut down. Both 60 and 62 RTB CH 89 ETA 1235Z. At 1100Z, Cobra 11 Flight was refueled. Smokes 43 and 44 expended Chop in the survivor's area at 1114Z and Sandy's 05 and 06 RTB CH 89 ETA 1150Z. At 1135Z, the scene was prepared for the final last light attempt. Cobra 11 Flight was just returning from the tanker and time was not available to use them before the last light effort. The thrust was spearheaded by Sandys 09 and 10 and Smokes 43 and 44 in support of JG's 73 and 70. Jolly 73 while approaching a hover over the survivor's position was driven off by fierce fire and the aircraft withdrew to CH 103 with #1 engine shot out. The pilot and a P.J. were injured in the attempt. The crew did not see the survivor nor his chute and indicated that the ground fire erupted from beneath the helicopter as it hovered approximately 60 feet from the survivor's position. Sandy's 09 and 10 escorted the stricken 73 and sister ship, 70, to 103; King 26 monitored the escort closely until landing was effected at 1220Z. Then, Sandy's 9 and 10 RTB CH 89 at 1215Z ETA 1245Z. Nail 12 RTB CH 89 at 1149Z ETA 1230Z. King 26 headed for CH 71 arriving at 1345Z.

As a final note, with the last light effort a failure, Sandy 9 and King 26 terminated the SAR for the day. King 26 requested Comm Gap during the night to maintain electronic surveillance.

~~SECRET~~

~~SECRET~~

King 26 Crewmembers

SAR Forces Utilized

AC/ANW Lt Col Spilseth
CP 1 Lt Lorens
H Major McDonald
RO MSgt Koehler
FE MSgt Keel
FE TSgt Fielder
LM MSgt Patterson

DECLASSIFIED

Mail 60, 62, 71, 57, 73, 70
Sandy's 1, 2, 3, 4, 5, 6, 9, 10
Smokes 41, 42, 43, 44
King 23
King 26
FAC Utilized: Mail 64, 12

Strike Forces

Gunfighter 03
Falcon 81
Ringneck 95, 96
Canasta 411
Garfish 501
Falcon 57

Wolfpack 26, 27
Wolfpack 38, 39
Gunfighter 60
Cobra 03
Chippy 412, 413

Sidney M. Spilseth
SIDNEY M. SPILSETH, Lt Colonel, USAF
Aircraft Commander/Airborne Mission Commander

~~SECRET~~

~~SECRET~~

to CH 103 with Sandy 9/10 as an escort. Nail 34 was replaced by Nail 64 and began to put in Fast Mover strikes. Smoke 41/42 was requested from CH 89 with Sandy 03/04. At 0715Z requested from CH 77. Sandy 03 remained as OSC. Nail 64 requested Fast Movers with Nape and CBU. Sandy 03 was queried as to the requirement for additional Smoke and agreed to upload two more at CH 89 and hold for a later effort. Ringneck Flight was in the area with Smoke. Jack advised Sandy 01/02 would launch at 0800Z from CH 73. From 0600Z to 0715Z Nail 64 put Fast Mover strikes in area. At 0703Z Nail 64 requested additional Fast Movers with "Snake" and "Nape". At 0715Z K 26 was briefed and assumed AMC at 0723Z.

King 24 Crewmembers

AC/AMC Major Soroka
 CP 1 Lt Bedwell
 N Major Host
 RO TSgt Marts
 FE MSGt Gartman
 FE TSgt Glasser
 LM TSgt McPheters

Resources

Flying Eagle
 Battlery
 Wolfpack 10/11
 Jury 302
 Magic Stone 413
 Chippy 02
 Wolfpack 24
 Wolfpack 26
 Gunfighter 36
 Ringneck

Additional Resources

Sandy's 3, 4, 9, 10
 FAC's Nail 34, 64

JG 64/73, 60/62
 Tanker K 23

RONALD J. SOROKA, Major, USAF
 Aircraft Commander/Airborne Mission Commander

~~SECRET~~

GROUP-4
 Downgraded at 3 year intervals
 & Declassified after 42 years