

Cobra 23 SAR F-4D downed in Laos 25 February 1971. F-4 pilots rescued by 37th ARRS Jolly crew on 26 February.



Capt. John Weimer Copilot

Capt. David Heddich F-4 survivor

A1C Michael Curtis PJ

TSgt Carlos McKinney FE

Capt Karlton Bakke Pilot

1Lt Thomas McLaughlin F-4 survivor

TSgt Eugene Nardi PJ

FEBRUARY 1971				NAME RANK		
				SSN		
DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAV
6	DREIBELBIS	65	601	NGOC, TRAN-VAN ^{YLT}	14-185N	5 COMBAT
	BAKKE		602	BOI, HOANG ^{2/LT}	108.00E	
	ROGERS		603	NHIEP DANG ^{2/LT}	UH1H	
	BAILEY		604	BAT MAI VAN, ST	SOUTH V.N.	
	MUELCHE		605	HÀO ĐỒ-HỮU, CAPT.	MSN II A-3-004	
26	BAKKE	65	607	HEDDRICH, DAVID R.	106.26 E	2 COMBAT
	WEIMER		608	CAPT XXXXXXXXXX	16 42 N.	
	McKINNEY			37 TFW	COBRA 23 F-4	
	NARDI					
	CURTIS			MCLAUGHLIN, THOMAS M. ^{YLT} XXXXXXXXXX 37 TFW		
27	WAMMER	72	609	McCarthy, PAUL F. XXXX	017/17/ 69	1 COMBAT FEET WET
	FRIED			CMDR.	CHIPPY 44	
	ROGERS			"KITTY HAWK"	(A-7)	
	SCHWARTZ					
	KIRK					
09	BEATTIE	77	606	NAME UNKN	SON SON	MED EVA 1 Non Com
	KOMICH			V.N. WOMAN	ISLAND	
	BURCHFIELD			PREGNANT &		
	SMITH			HEMORRAGING	MSN #	
	HANCOCK				03-003 FEB	

MONTHLY TOTAL 9

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COBRA 23 ALPHA & BRAVO SAR

CALL SIGN: Sandy 5/6

Crew Members: Captain Roberts/Lieutenant Lyon

DATE: 26 Feb 71

FIRST LIGHT EFFORT: Launch Time — 0445 Local

Captain Rentz was originally scheduled as Sandy 05, however, he encountered AC generator problems in the arming area and Captain Roberts moved up to the Sandy 05 position. Mission was helicopter escort on the 265/25/103. Arrived on station at 0555 Local. Jolly Green 65 (Low) and 67 (High) arrived at the rendezvous at approximately 0630 Local. At approximately 0830 Local. Sandy 03 (On-Scene-Commander) reached bingo and was forced to RTB. We proceeded into the area and received a thorough briefing on the survivors' situation and best known locations. The weather was rapidly improving and so we decided to pinpoint the survivors and lay down some ordnance in their immediate area to silence the small arms and automatic weapons that they reported each time we flew over the area.

Starting with Alpha, he reported he was in excellent condition and the radio sounded very strong, so we made criss-cross low altitude passes over his area until we were positive about the position within about 15 meters. As it turns out later, the position I briefed to Captain Rentz was approximately 25 meters southeast of the actual position he was picked up at. Each time I passed over his position he called ground fire from a position over a small hill and directly west of his position.

Moving over to Bravo's position only two low altitude passes were required to pinpoint his position which turned out during the pick-up to be exact. He stated that light/sporadic gun fire was coming from somewhere north of his position, but I was not able to locate this reaction.

Sandy 07/08 (Captain Rentz) arrived in the area at this time and I began to brief him on the positions of the friendly and enemy forces and the survivors' positions as known at that time. I marked the known area of the gunfire west of Alpha's position and passed the On-Scene-Command to Captain Rentz at about 0905.

I suggested that he use our ordnance to try to quell the gunfire in the area around Alpha and he agreed. Lt Lyon and I delivered CBU-25, Rockets, and 20mm in that area before beginning to RTB.

RTB to NKP at 1005 Local — No further incident.

Philip A. Roberts, Captain, USAF
SANDY 05

Atch 8

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SAR FOR COBRA 23 A & B

STATEMENT OF SANDY 05/06/ADAMS/TATEISHI

25 Feb 71

At 1430 L on the 25 Feb 71, Sandy 5 & 6 were preparing to launch on their normal J-orbit when they received a call from King that an aircraft had gone down. They were instructed to rendezvous at 265/32/103. The Sandy's tookoff and were given further information to cross the route structure where the least possible chance of ground fire existed. Despite thunderstorms enroute they managed to rendezvous with the Jolly Green helicopters and provided escort for them. Sandy's 9 & 10 were on scene and on one pass Sandy 10 took ground fire and was going to return to base. King advised Sandy 6 to take over for Sandy 10 and continue the search.

Sandy 6 arrived on scene and replaced Sandy 10. The weather over the survivors made it virtually impossible for a search to start so Sandy 9 & 6 orbited south of the survivors approximate position. During this time, several probes of the survivors area were attempted when it seemed as though the weather was breaking. Air bursts were sighted periodically and ground fire was evident from the hits Sandy 10 took and the tracers coming up from the West of the survivors.

The weather broke with ceiling of 4000' msl and Sandy 9 was about to show Sandy 6 the approximate positions of the survivors when Sandy 9 reported taking ground fire. He withdrew to the South and Sandy 6 looked him over. Sandy 9 was streaming fuel from his stub tank from 2 places and from his centerline fuel tank from 3 spots. He also had holes in the wing and Sandy 6 advised Sandy 9 of his aircraft status. Sandy 9 reported to King and told King that he was going to return to base.

Sandy 6 was placed on scene commander and asked for Sandy 5 to join him. When Sandy 5 arrived on scene a FAC who knew where the survivors were attempted to show Sandy 5 & 6 where they were. On the initial pass intensive ground fire was seen and because the location of the survivors were unknown, no ordnance was expended. A scheduled arc lite was about to commence and King advised the Sandy and FAC pilots to head East.

After the strike was over Sandy's 5&6 returned to the area and took intensive ground fire from small arms, automatic weapons, AAA and a tank, West of the survivors. The Sandy's then determined that it was getting too dark for a pickup attempt and ground fire made it unfeasible. Sandy 6 then proceeded to 'bed down' the survivors and instructed them to hidewell and conserve their batters.

Sandy 6 instructed King to have the FAC'S who were on scene to be there at first light and also have some type of aircraft to be over head of the survivors if they wanted to talk.

Sandy 5&6 then returned to base through thunderstorms and landed at NKP. Upon aircraft post flight Sandy 6 had received a small arms hole in the right flap.

CHRIS M. TATEISHI, 1st Lt, USAF
Sandy 06

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Atch 5

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COBRA 23 Alpha & Bravo

STATEMENT OF SANDY 07/08 RENTZ/PHILLIPS

26 Feb 1971

Sandy 07 & 08 were scrambled to replace Sandy 03 & 04 as the low and high Sandy respectively. However, by the time we arrived over the survivors position, Sandy 03 & 04 had RTB'd to channel 89 because of low fuel and King had turned the on scene command over to Sandy 05 & 06 (Roberts P./Lyon). Sandy 05 gave me a detailed briefing on the positions of the many friendlies in the general area, the areas where he had received ground fire, and then the position of the two survivors. Sandy 05 turned over on scene command to me at about 0900 or 0915 NKP time. King informed me that Hammer 54, a Fac, was holding in the area and was available for use at anytime. Sandy 09 & 10 arrived to orbit with the Jollies. I had learned from my briefing that both the survivors were in good condition and had all the standard survival equipment. My first task was to expend Sandy 05 & 06 in the area of known ground fire around Alpha's position. My second task was to try and pinpoint both Alpha's & Bravo's position. Already knowing their approximate positions I started with Alpha. I made several low passes around and finally directly over his position. Even though I was having difficulty reading Alpha's transmission my wingman and I were able to communicate with him and mark his position by using prominent terrain features. When I made every low pass over Alpha I asked him to listen for any ground fire that may come up. On almost every pass especially when I passed over him and flew to the northwest of his position he told me he could hear what he thought to be small arms or automatic type fire. And on one of my pull-offs over the top of the ridge to the Northwest I saw flashes from what appeared to me to be a 12.7. I told Alpha to stand-by and keep his head down and that I was going to mark the ground fire with a WP rocket and if he could see the smoke to tell me if that was the area from which the ground fire was coming. Alpha's view was blocked by a small rise of ground and he could not see the smoke but he had heard the rocket hit and said it was in the right area. This area was about 75 to 150 meters Northwest of Alpha. The 12.7 was on top of the ridge that overlooked Alpha's position 300 meters away. I knew now that the whole top of the ridge above Alpha & Bravo's position would have to be sterilized. But first I wanted to pinpoint Bravo's position and check out the area in his immediate vicinity. I repeated the trolling process over Bravo who was located about 150-200 meters North Northeast of Alpha. Alpha was about $\frac{1}{4}$ way up the hill and Bravo about $\frac{1}{2}$ way up. Bravo reported negative ground fire near his location at least nothing within hearing distance. Let me say now that I saw Bravo's parachute hanging in a tree on one of my low passes and used that to help keep myself oriented to Bravo's position which was about 75 to 100 meters South of his chute down the hill.

I asked King what was available in the form of strike aircraft and King said there were two flights (Cobra?) of F-4 on station with wall to wall Napalm. I made contact with Hammer 54 who was orbiting overhead and had been watching me and asked him to direct the fast movers to expend their napalm along the top of the ridge. I put down three WP rockets to mark the area I wanted hit. Hammer 54 had a tally on Bravo's chute.

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So we agreed to restrict the run-in heading from the Northwest to Southwest which paralleled the top of the ridge line. While Hammer 54 briefed the fast movers, and my wingman and I made two passes delivering rockets and CBU-25 in the area 75 to 100 meters Northwest of Alpha. Then we held to the South while the fast movers delivered their ordinance. All of their ordinance was directly on target and the whole top of the ridge line was in flame. After the smoke cleared I made many passes along the ridge but received no ground fire and couldn't find any sign of the enemy. I also made several more passes over Alpha and he reported no ground fire.

At this time I realized that we would be ready for a pickup possibly within an hour so I began formulating a plan. There were friendly forces in the area in the form of tanks, trucks and personnel massed in three areas about 2 to 3 miles West and Southwest of the survivors. When the time came for the pickup I decided I would hold the high Jolly (J667) over the friendlies and use this as an IP for the low Jolly. I planned to pickup Alpha first and then go directly to Bravo and pick him up and exit on a reverse of the entry route. I then flew back and forth along the route and had both survivors and my wingman listening and looking for ground fire. It was at this time that my wingman called that either B-40 rockets or some type of mortar fire was fired at me from along a road about 300 meters Southeast of Alpha's position.

I wanted to conserve the Sandies ordinance to protect the helicopter during the pickup so I again contacted Hammer 54 to have him work fast movers in the area. Since my wingman had seen the area I had him mark the position for the Fac. At this point a slight delay was experienced. My wingman thinking he had WP rockets in his LAU 9's tried to mark with them. After making two unsuccessful attempts to mark with rockets I had him drop a WP bomb. We found out later that the aircraft had been loaded incorrectly with heap rockets in his LAU 59's. (Now with the target marked the Fac went to work. This time snake and Napalm was used by A-4's (?) that did an outstanding job. The whole area was in flames).

+ + +

My wingman and I thought, since some 23mm which had come up the day before may be waiting to get shot at the Jolly we would smoke off that area during the pickup. At this time I ordered four smoke birds. King, a few minutes later informed me that 4 fast movers smoke were on the way. I asked him what kind of smoke they carried and King replied that it was what I needed. I also planned to run a smoke screen Northeast and Northwest above Bravo's position to mark off the top of the ridge. The wind direction was such that neither of these screens would obscure the survivors.

I then brought Sandy 09, the escort Sandy, down to the area and left Sandy 10 with the helicopter. I pointed out the friendly position and told Sandy 09 I planned to hold the high Jolly at about 8500 MSL over them and also use a point just East of the friendlies as an IP for the low Jolly that I would mark just before the pickup started. I then showed him the position of both survivors and the areas that we had been receiving ground fire. Then with him in loose trail I flew along the proposed entry route of the helicopter to Alpha's position then to Bravo's position.

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I told him that the exit route would be the reverse of the entry. Then I sent Sandy 09 to the area of the friendlies and told him to troll for ground fire that may come up on the Jolly that was to hold there and then if no fire was received to go back to the Jollies holding point 265/25/103 and brief the Jollies on the proposed plan. At this time Sandy 10 RTB'd because of low fuel. His center-line wouldn't feed. I also realized that I may run out of fuel before a pickup could be made so I ordered two more Sandies. I told my wingman to figure out a pressure altitude and temperature and give that information to King and have them pass it on to the Jollies. And next I started to brief Hammer 54 where I wanted the smoke Southeast of Alpha. I planned to use my CBU-22 to mark off the ridge line to the North. (Sandy 11 arrived to take Sandy 10's place).

Then I told Sandy 09 & 11 to bring the Jolly to the forward holding point over the friendlies. I contacted the survivors and told them to get out a flare and get ready to ignite it when told to and to be sure and use the safety loop on the jungle penetrator. Both crewmen acknowledged. I then told Alpha that I was going to put a dud WP bomb near his position. I used this as a too far smoke for Alpha and also as the turning point to get to Bravo. I also put another dud WP bomb down as a too far point for Bravo. This bomb broke up and spread smoke making a perfect screen to protect the JG from any bad guys on the ridge that may have survived. So I did not use my CI -22 to mark off the ridge.

Everything was ready. All the briefings had been done on VHF. Everyone was brought over the 2828 channel D. Guard channel had been too cluttered with the other aircraft. I told Hammer 54 to send in the fast mover smoke (?) on the prebrief starting point and heading. The smoke was layed. I told my wingman to get in trail with me and we layed CBU-25 along the entry route of the Jolly. I put in two WP rockets in the last position of ground fire around Alpha and told Sandy 08 to hammer that area. I climbed up over the scene, the smoke to the Southeast was blocking any big gun fire from that direction. I told Sandy 09 & 11 to bring in the Jolly and lay down ordnance continuously around him. The Jolly started his run. I told Alpha to pop his smoke. The Jolly had no trouble seeing it and moved right into the hover. Sandy 08 joined 09 & 11 in a daisy change around the JG delivering ordnance at random making sure to stay away from Bravo's position. I held high directing traffic. With the Alpha man on board I directed JG to the direction of Bravo. The JG also had the smoke I had put down to aim for. I had Bravo man pop his smoke and directed JG to his position. The Jolly moved right into the hover and picked up Bravo. The Sandies continued delivering ordnance on the exit. I directed the JG out the exit route and instructed him to climb in a left climbing turn that positioned him over the friendlies. I was extremely low on fuel because of having to use high power setting most of the time. I turned command over to Sandy 08 and immediately headed for Cn 103 with Hammer 54 leading the way. (There are several suggestions I have in order to make the SAR force and procedures more efficient. First, since for the next 3 to 4 months we are going to have to use E-4 G models for SARs, I recommend that 2 more WP bombs be added to the present E model Sandy load.

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Secondly, all Sandys should be made familiar with all the different types of fast mover smoke. Thirdly, I recommend that the use of the mirror be emphasized in survival training. This is the only way to pinpoint the survivors position without exposing his position to the enemy. I was unable to see the crewmen on the ground and I did not know exactly where they were until they popped their smoke. Fourthly, I recommend that the Bingo time for an opposed SAR where the Sandy low is maneuvering at low altitude and at Max performance be changed to 3 or 3½ hours depending on his distance from channel 89.

Levy M. Rentz

LEVY M. RENTZ, Capt, USAF
SANDY 07

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SAR FOR COBRA 23A & B

STATEMENT OF SANDY 09/KEETER

25 FEB 1971

Sandy 09 & 10 were scrambled at 1455 local from Da Nang to proceed to the 268/33/ 103 where we would hold with Jolly's 66 and 72. We were told enroute that an F4 was down at 260/43 103 and there were two survivors on the ground in good shape. Hammer 40 was on-scene commander and was working fast movers around the survivors when we arrived at the orbit point at 1555. After holding with the Jolly's for 10 minutes we were instructed by King to proceed to the 260/43 for a briefing from Hammer 40 who was running low on fuel, and we arrived on scene at 1600.

The weather in the target area had become steadily worse and was totally obscured by a rain squall when we arrived. We made several attempts at penetrating the valley where they were located and finally spotted the general vicinity of the survivors. Sandy 10 was hit in the centerline drop tank on one of these passes and proceeded out of the area under the escort of Nail 62. Nail 40 and I continued to make passes over the area while taking with the survivors in an attempt at pinpointing their locations. We were drawing heavy AAA fire on all passes from ZPU, 12.5, 23mm, 37mm and AK 47 Hand-held weapons. Due to the heavy fire it was impossible to remain very long in the immediate area, and a definite pinpoint on their location was not made. We were unable, due to the weather, to work fast-mover aircraft around the survivors.

I was given on-scene command at 1615 and had Hammer 62 with me to act as PAC for any fast-mover support we were able to use and because he was familiar with the area of the survivors. The weather began to improve about 1715 and I again went back into the area to determine the location of the ground fire and to see if it would be possible to plan a pickup before darkness that evening. I had Sandy 06 as my wingman on this pass as Sandy 10 RTB'd for Bingo fuel at 1645 due to the loss of his centerline tank. As I was pointing out the survivors location to Sandy 06 I felt three sharp thumps under the airplane and observed an airburst directly in front of the aircraft. I then requested Sandy 06 to look me over as we exited the area toward the friendlies. He noticed fuel streaming from the centerline and stub tanks, and I was forced to punch them off, leaving me bingo fuel. I advised King of this and turned on-scene command to Sandy 06. I recovered at DaNang, arriving there around 1840.

JACK E. KEETER, Captain, USAF
Sandy 09

Atch 4-

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S T A T E M E N T

SAR Report/Cobra 23 A/B
26 Feb 71/Sandy 09/Lt Wilson

On this date at 0820 local, Sandy 9 and 10 launched on a SAR effort for two downed crewmen of an F-4, Cobra 23 A/B.

Immediately after take off Sandy 9 and 10 contacted King, passed on ETA and bingo time and proceeded to the designated holding point to meet and escort Jolly Green 65 and 67. Upon arrival, at approx. 0915 local, Sandy 10 could not get his centerline fuel tank to feed. A revised bingo time was then passed to King. Jolly 65 and 67 arrived at the holding point at approx. 0930 having just refueled.

At approx. 1015 local, Sandy 07 requested Sandy 09 to come down into the area for a briefing on the survivor's location. Sandy 10 remained with Jolly 65 and 67. During the briefing Sandy 07 pinpointed the survivors, pointed out friendly positions, and discussed the pick-up tactics. Sandy 09 trolled for ground fire upon request from Sandy 07 and then returned to brief the Jollys.

At approx. 1030 local Sandy 10 was forced to RTB due to his fuel state. Sandy 09 remained with the Jollys and at approx. 1100 local was joined by Sandy 11. The escorts and Jollys continued to hold until Sandy 07 requested them to proceed to the SAR area and hold over the friendly positions.

About 1140 local Sandy 07 called for the pick-up execution. Jolly 67 remained high as Jolly 65 was led in by Sandy 09. With Sandy 11 covering his tail, Cobra 23A popped his smoke and Sandys 8,9, and 11 joined in a daisy chain around him covering the Jolly and laying down ordnance. With Alfa on board, Jolly 65 proceeded to Bravos position and picked him up in like fashion. The Jolly was then egressed from the area escorted by all the Sandys.

Sandy 09 and 11 escorted the Jollys to a point just west of Ch. 103 and were then released to RTB Ch 89.

ROBERT L. WILSON, 1Lt, USAF
Sandy 09

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2045	MAJ MURDO ON DUTY	JFM
2130	STATUS TO QUEEN	JFM
2330	3 rd GP SUPPLY CALLED. WANTS SUPPLY STATUS ON NORM AIRCRAFT (2400/4952) MAINTENANCE CONTROL NOTIFIED.	JFM
2335	RF - AR/WAEN PYRV	JFM
2400	STATUS TO JOKER	JFM
0238	GUNFIGHTER 44 F4 AC HAS BEEN SHOT NAV TRYING TO BRING AIRCRAFT IN. POSITION 150/34/103 FEET WEST.	J
0247	JG 66 : 72 AIRBORNE	J
0250	GUNFIGHTER 44 HEADED TOWARD CHANNEL 87	J
0257	QUEEN ADVISED THAT JOLLY GREEN 66 : 72 PROCEEDING TO PHUCAT TO BACK UP PEDROS ON PICKUP	JFM
0305	PILOT AND NAV PUNCHED OUT 065/13/87	JFM
0315	PILOT AND NAV PICKED UP BY LUCKY-15 - PROCEEDING TO PHUCAT	JFM
0320	REPORT LUCKY-15 HAS ALPHA MAN AND BULLDOG-21 HAS BRAVO MAN	JFM
0417	JG 65 FCF	J
0418	JG 73 TNG	J
0618	JG 65 Down LOGGED 21	J
0635	JG 72 Down LOGGED 40	J
0710	JG 66 Down LOGGED 4.3	J
0735	JOLLY'S ^{ALPHA} ALERTED	J
0725	Reported missing ^{ALPHA} Down 2 GOOD CNOTES POSITION 260/43/103 CORBA 24 th REPORTED OF HOSTILE AREA	J
0745	JG 66 : 72 AIRBORNE	J
0813	JG 73 Down LOGGED	J
0835	BL: BH ALERTED JG 65 : 67	J
0843	JG 65 : 67 AIRBORNE	J

25 Feb (cont)

0848 TWO SURVIVORS IN A TRENCH SURROUNDED BY CHARLIE, FAST
MOVING WORKING AREA.

0905 SANDY 10 TOOK A HIT RTB CH 103

0910 SANDY 10 OK RETURNING TO SCENE

0928 SANDY'S 9:10 HOLDING WEST OF AREA WEATHER HAS DETERIORATED
SO THEY CANNOT LOCATE SURVIVORS

0932 HAMMER 62 HAS TALKED TO BOTH SURVIVORS BOTH STILL OK.

0941 SANDY 10 RTB CH 77 TOOK HIT IN FUEL TANK, LOST ALL FUEL

0942 SANDY 09-DSC - ONE HR TO BINGO

0942 SANDY'S 07-08 ON SCENE

0947 WX BAD AREA UNWORKABLE

0956 SANDY 09 TALKING TO SURVIVORS TRY TO PIN PT POSITION

1005 SANDY 09 SAYS CONSIDERABLE GROUND FIRE FROM ACROSS ROAD
ALSO AIR BURST (23 OR 37) CANNOT PINPOINT GROUND DUE TO
WX SUGGEST PUTTING SURVIVORS TO BED - EACH HAS TWO
RADIOS & BATTERIES.

1000 SURVIVORS REPORT THEY ARE WELL HIDDEN NO CLOSE
MOVEMENT.

1030 SANDY 09 RTB CH 77 TOOK HIT IN FUEL TANK.

1040 ARTILLERY WARNING 268/49/103

1045 WEATHER LIFTING, GOING TO MAKE ATTEMPT.

1048 HAMMER 62 SPOTS ARTILLERY CLEAR OF SURVIVORS.

1050 JG 77 / 785 LOGGED 4.0-7 LANDINGS BING HOO

1058 JG 66 & 72 RTB CH 77. JG 66 HAS CONTROL PROBLEMS.

1100 SANDY 06 PUTTING SURVIVORS TO BED.

1103 JG 65 & 67 CLEARED TO RTB

1107 JG 66 ETA 1155

1200 JG 67 DOWN LOGGED -

1300 JG 66 LOCATED AT CH 103 HFCS OUT DS

1355 JG 65 DOWN DJ

1400 JG 67 DOWN DS

1500 MISSION # 15 A3 009 25 FB DS

26 FEB 71 (CONT'D)

2245 COBRA 24-CONT'D - KING 21, 4 SANDY'S & 2 CANDLESTICKS
IN AREA NO CONTACT WITH SURVIVORS. DRC

2246 JG 65 ABN FOR CH 103 DS

2255 BOTH SURVIVORS ARE UP DS

2257 BRAVO CREWS LAUNCHED DS

2300 SANDY'S - HAVE CONTACT WITH SURVIVORS DS

2308 JG 72 ABN DS

2308 JG 71 NO GO MGB CHIP LIFE DS

2309 JG 72 WILL BE HELD ON THE GROUND
AT CH 103 AS BACK UP FOR ALFA BIRDS DS

2309 SANDY 03 REPORTS SMALL ARMS FIRE IN THE AREA DRC

2343 SANDY 03 THINKS HE HAS A PRETTY GOOD FIX ON
BRAVO MAN'S POSITION DRC

0745 JG 65 & 67 IN THE AREA WITH SANDY 5 & 6

2346 JG 71 AIRBORNE DRC

2357 BRAVO MAN REPORTS ENEMY TROOPS CLOSING IN ON
HIS POSITION DRC

0002 JG 57 & 60 WILL BE ON "N" ORBIT AT 0025 DRC

0010 ACFT 788 READY FOR GROUND RUN AT 0845H DRC

0030 WEATHER MOSTLY CLEAR ALTHOUGH PATCHY GROUND FOG
IS OBSCURING SURVIVORS POSITION AT THIS TIME DRC

0055 JG 66 AIRBORNE 0050 FROM CH 103

0130 SANDY 3 & 4 BINGO - RTB 77 DRC

0140 SANDY 5 OSC - THINKS WEATHER IS OK TO START OPERATIONS DRC

0145 JG 64 ON THE DECK LOGGED 1.0 PS

0210 SANDY 7 OSC - HAS ALPHA & BRAVO LOCATED STARTING
TO WORK THE AREA DRC

0330 RINGNECK FLIGHT WITH SMOKE WILL BE IN THE AREA AT 0335 DRC

0400 KING 21 REQUESTS JG 72 & 71 BE LAUNCHED FROM CH-103
HOLD - 262/35/103 DRC

0410 KING 24 WILL REFUEL AT CH 77 - ETA 0445

COORDINATING MINIMUM GROUND TIME DRC

0440 PHASE ALPHA DRC