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98

390th ARRSq History, Oct - Dec 69

DATE: 5 Dec 69

Supporting Document 10

MISSION NUMBER: 2-3-072-5 Dec 69

AIRCRAFT DESIGNATION: KING 3

LOCATION: 086/64/89

DISTRESSED AIRCRAFT: BOXER 22 (P-4)

SAVES: 1 Combat

1. (U) King 3 was alerted for a first light mission on Boxer 22. King 3 departed Ch 83 at 2115Z 5 Dec and arrived on scene at 2240Z. Nail 21, Sandy's 01 & 02, Owl 13, Stormy 01, and Wolf 07 were on scene when we arrived. Shortly thereafter King 1 arrived on scene and assumed AMC.
2. Nail 21 made radio contact with Boxer 22B at 2230Z. Boxer 22B stated there was movement near his position towards the southwest and southeast. No contact could be established with Boxer 22A.
3. Nail 21 started to work fast movers in the area, primarily on the known and suspected gun positions at the base of the Karst. We maintained orbit position near the area to rapidly effect aerial refueling of the helicopters.
4. The Jolly Greens were holding in a safe area directly to the east of the SAR area. A safe refueling area was selected south and west of the helicopter holding area. King 3 initiated aerial refueling with Jolly Greens 03 & 27 at 0215Z. To reach the refueling area the helicopters were directed to fly due south from the holding area for approximately 11 miles and then turn to a heading of 240. At position of 100/60/89 we rendezvoused with the Jolly Green and refueled on a heading of 200° - 100°. Sandy aircraft were used to escort the helicopter from and to the holding area to the refueling area. At 0230Z King 3 refueled Jolly Green 71 and 72.
5. (U) After completion of refueling Jolly Green 77 and 72, King 3 landed at Ch 89 to refuel. Landing at Ch 89 was at 0300Z. King 3 departed Ch 89 at 0455Z and returned to the SAR area to provide further aerial refuelings and assistance. The delay at Ch 89 is explained under problem areas below.
6. Upon return to the SAR area, King 3 again refueled Jolly Green 03. During refueling of Jolly Green 03, King 3 vectored Jolly Green 19 to the refueling area to join up with Jolly Green 03 and Sandy 01. Jolly Green 19 was enroute along from Ch 89 to the SAR area. King 3 requested Jolly Green 19 to top off with fuel at this time, but Jolly Green 19 declined. King 3 then refueled Jolly Green 15 which was just prior to the last pickup attempt of the day.

**SECRET**

GROUP-4  
Downgraded at 3 year intervals.  
Declassified after 12 years.

39th AREFG History, Oct - Dec 69 Supporting Document 10

7. During the pickup attempts several SAR aircraft were hit by ground fire. King 3 provided these aircraft with all assistance necessary and available to get them safely to Ch 89. Aircraft with battle damage that King 3 assisted were Sandy 8, Shotgun 75, and Jolly Green's 03, 19, 27, 72, & 77. Additionally King 3 provided assistance to all aircraft cycling into and out of the SAR area to Ch 89.

8. Problem areas:

a. (U) The refueling of King 3 at Ch 89 was delayed because of problems with the refueling truck. The first refueling truck provided contained approximately one half of his capacity, was equipped with a small refueling hose and its pre set refueling pressure was low. The second refueling truck was equipped with a larger refueling hose and operated at a higher pressure. If the proper refueling truck had been provided initially the ground time would have been substantially less.

b. When Jolly Green 19 joined with Jolly Green 03, King 3 requested his fuel status. Jolly Green 19 replied he had 2 hours remaining. King 3 requested Jolly Green 19 to top off with fuel prior to leaving the helicopter refueling area. Jolly Green 19 declined. At the bingo time of Jolly Green 19, King 3 requested he fly to the refueling area for aerial refueling. Jolly Green 19 declined as he had been briefed as the high helicopter on the next rescue attempt. Approximately 40 minutes after Jolly Green 19's bingo time, the recovery was attempted. Jolly Green 19 sustained ground fire and RTB to Ch 89. King 3 offered to refuel Jolly Green 19 at this time, but Jolly Green 19 declined because of battle damage.

c. Both Jolly Green 19 and Shotgun 75, when they sustained ground fire called "Mayday". Because of the massive amount of radio communication the initial "Mayday" calls of each did not solicit a response. Closer attention to a "Mayday" call should be made by all SAR Forces.

9. (U) King 3 Crewmembers:

|     |               |    |             |
|-----|---------------|----|-------------|
| AMC | CPT BONCK     | FE | Sgt ROLAND  |
| AC  | MAJ MAZACHEK  | FE | MSG RODGERS |
| CP  | MAJ MCFARLAND | FE | TSG SWEENEY |
| N   | CPT CORLEY    | LM | MSG REID    |
| RO  | Sgt ROLAND    | LM | TSG SWANEY  |

LIONEL H. BONCK, Captain, USAF  
Airborne Mission Commander

GROUP-4

GROUP 4  
Declassify on: OADR  
Authority: 25 CFR 162.104