

400 (Maj Hegevald/2687)

24 March 1970

Mission Narrative Report #2-3-020-19 Mar 70 (U)

3 APR 70 (JROC)
AFO 96307

DATE: 19 thru 21 March 1970

MISSION NUMBER: 2-3-020-19 Mar 70

FLIGHT DESIGNATION: Jolly Green 76

MISSION OBJECTIVE: Wolf 06A & B

LOCATION: Wolf 06A (083/65/89), Wolf 06B (082/65.5/89)

SAVES: One Combat (Wolf 06A)

SUMMARY OF SAR ACTIONS:

1. (S) The 40th ARRSq was alerted for a "first light" SAR mission 1800L, 19 March 1970. Additional aircraft were generated and rescue crews were alerted immediately. The alert aircrews at Channel 89 were launched at 0520L, 20 March, in support of the SAR effort. Back-up crews, Jolly Green 83 (low) and 70 (high), were launched at 0930L. The first attempt at recovery of Wolf 06B at 1305L by Jolly Green 83 received extensive ground fire from all clock positions. Jolly Green 83 aborted the attempt after having his hoist cable sheared by ground fire and sustained a fire in the left sponson area. The fire went out during egress and Jolly Green 83 RTB'd with Jolly Green 70 as escort. Jolly Green 81 (low) and 82 (high) were launched at 1300L, 20 March. The strike forces directed additional resources into the SAR area and the next recovery attempt started at 1725L, 20 March, with Jolly Green 81. As Jolly Green 81 established a hover over Wolf 06B the aircraft received heavy ground fire. Several hits were taken in the cockpit area as Sandy Lead called for egress. Egress was started; however, #1 engine flamed out due to ground fire; egress required the use of the valley floor to gain airspeed and eventual recovery. The aircraft's armour and ceramic vests minimized crew injuries in the cockpit area. The Co-pilot received a minor injury from ground fire during the pick-up attempt. Darkness prevented further SAR efforts for 20 March. Radio contact continued with Wolf 06A, and lost with Wolf 06B. The SAR effort resumed on 21 March with Jolly Green 84 (low) and Jolly Green 82 (high), being launched at 0520 to support the SAR forces. The SAR area was prepared for the recovery of

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Wolf 06A. The ingress routing remained the same as the previous attempts. All the necessary ordnance, i.e., strike forces, navalms, smoke and CBU-19, were used and a recovery attempt by Jolly Green 84 started at 0936L, 21 March. Again as the hover was established extensive ground fire commenced. Jolly Green 84 received numerous hits causing generator failure, fuel leaks, and injury to a PJ. Egress from the area was initiated and RTB was accomplished without further incident. Jolly Green 76 (low) and 80 (high) were launched from an alert posture at Channel 89; 21 March. Take-off was accomplished at 0828L. Weather for takeoff/enroute/GAR area and recovery was clear, 3-5 miles vis with smoke and haze to 9500' MSL. The initial point holding was an arc on the 060-070/55/89 at 10,000' MSL. After completion of air refueling (1030L) Jolly Green 76 and 80 returned to the IP; and departed there on a heading of 180° at 1155L. We were directed to intercept the C85/-/89 and proceed outbound with escort jinking (10,000' MSL) across the route structure approximately 5 NM south of San Phan Nop to the forward holding point of 085/65/70/89. Sandy 05 assumed On-Scene-Commander, and changed the order of battle. He briefed the revised tactics and directed additional SAR strike forces. The revised low holding area was approximately 3 NM southeast of the SAR area over a karst formation. A jinking, spiral letdown to 2000' MSL was completed and further holding until approximately 1235L; during this time Sandy 05 reviewed the route in (205°) and egress (125°), Willy Pete route markers, and Wolf 06A's exact location. As the final briefing took place, the entire SAR area was in view. Sandy 05 then requested the final smoke and CBU-19 flights, led us into the SAR area contour following approximately 50-100 AGL. The final approach was over relatively flat terrain to a 350' cliff orientated north-south. The survivor was at or near the base, in a cave, with a rust colored streak above him pointing at his location. The last half mile of the approach was under cover of smoke above the cliff. We received some ground fire during ingress while firing suppressive ordnance #3 gun malfunctioned. There was some difficulty locating Wolf 06A as our landmarks disappeared due to smoke and close proximity to the cliff. Wolf 06A assisted his recovery with the use of URC-64 and his remaining night flare. Most of the ground fire in the hover appeared to be below us from 8 o'clock and above us from 10 o'clock position. The hover heading was approximately 225°, 50' AGL with the hoist sheltered by the cliff and our main rotor clearance of about 3'. A PJ (Sgt Riddick) was lowered on the penetrator to assist Wolf 06A. Sgt Riddick was briefed not to release the penetrator while retrieving the survivor due to the extreme non-permissiveness of the area. He found the survivor dazed and they came up the penetrator together. We were in the hover for 3 minutes and the immediate area for a total of 5 minutes. Wolf 06A had second and third degree burns on his arms and neck, minor bleeding from his eyes, a possible crushed or pinched vertebra causing pain in both legs, foot and knee injuries and in shock. Egress was as briefed; however, we were receiving more ground fire. The two remaining mini-guns jammed during egress. Our left aux tank was hit and leaking, it was jettisoned during egress. At the same time (1245L) we received another hit that depleted the first-stage flight control hydraulics. Jolly Green 80 notified us that a mobile-ZPU was moved into the area just south of the karst as we climbed out. We may have received a hit from the ZPU on exit as on landing we uncovered a hole through

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the horizontal tail rotor drive shaft. At altitude (11,500 MSL) we re-crossed the route structure and proceeded to Channel 89, landing at 1330L. Ceramic vests were worn by both pilots and gas masks were used by the entire crew from IP departure until level off after the pick-up; no adverse effects were noted. In the hover we developed a severe vertical beat and lateral shuffle. Unknown to us, we had received glancing hits in the tail rotor blades and on top of the main rotor blade. However, I felt the shuffle and beat may have been caused by close proximity to the ground and near the vertical cliff. I personally feel the leadership displayed by Sandy 05 was outstanding. His decision to revise the ingress, egress routing was the element of surprise needed to effect the success of this SAR effort.

2. (U) Unknown

3. (U) N/A

4. (U) 2 (Jack & Queen) and the SAR forces.

5a. (C) Jolly Green 81. The Co-pilot, Capt John Lindgren, received a 30 cal bullet in the ceramic vest; the ricochet caused minor shrapnel wounds in his left arm. After egressing the SAR area a compress was placed over wound and further treatment accomplished at Channel 89 hospital.

5b. (C) Jolly Green 84. The PJ, TSgt William R. Lester initially received multiple shrapnel wounds to his lower legs. Although wounded, he continued on with the mission until he received a round in the small of his back which ricochet off his hip bone and out his buttocks. Shortly thereafter we abort the mission. MSgt Jenkins rendered first aid to TSgt Lester by stopping the bleeding, applying dressings on all the wounds and removed one piece of shrapnel from his leg. No medication was administered.

5c. (C) Jolly Green 76. There were three PJ's on board. Previous information on the condition of Wolf 06A required a PJ be lowered on the penetrator. Sgt Riddick was lowered on the penetrator and recovered the survivor. After egress the survivor was put on a litter in the shock position. He was given 1 1/2 quarts of water during the 45 minute return trip. His head and neck were wrapped loosely with dry gauze. His flying suit sleeves were cut away and his arms, mostly second degree burns, were wrapped from about 3 inches above the elbow to his hands. The PJ's then placed wet hot compresses over his face and bandaged areas.

6. The crewmembers were:

Jolly Green 83

AC Capt Baskett, Richard M.,
 CP Capt Sichterman, Edward J.,
 PE SSgt Hartman, Jack L.,
 PJ SSgt Eldridge, John H.,
 PJ Sgt Howard, Michael J.,

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Jolly Green 81

AC Capt Alronzer, Donald H.,
 CP Capt Mindron, John O. Jr.,
 FE SSgt Blakeney, Thomas D.,
 PF SSgt Booker, Lehman E.,
 PJ SSgt Hunt, James A.,

Jolly Green 84

AC Lt Col Campbell, Charles R.,
 CP Capt Blewitt, James R.,
 FE SSgt Hendrix, Travis R.,
 PJ Sgt Hooks, Douglas L.,
 PJ TSgt Lester, William E.,
 PJ MSgt Jenkins, Paul L.,

Jolly Green 76

AC Maj Hegewald, Richard F.,
 CP Maj Bleier, Robert W.,
 FE Sgt Richardson, Haven V.,
 PJ Sgt McDonald, Gregory J.,
 PJ Sgt Colbert, Charles L.,
 PJ Sgt Riddick, Johnny L.,

7. (U) The survivor was:

Wolf 06A: Capt Rash, Richard A.,

435 TFG, APO 96304.

SIGNED

RICHARD F. HEGEWALD, Major, USAF
 Aircraft Commander, Jolly Green 76

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FEB

1	(U)	56th Combat Support Group CBPO became servicing CBPO for 1987th Communications Squadron.
3	(S)	CH-3 lost to ground fire on exfiltration mission - crew recovered.
6-7	(S)	Search and Rescue effort for Milestone 516 was successful.
11	(S)	Lt. Col. William L. Kieffer Jr, 1st Special Operations Squadron, declared MIA.
16	(C)	Detachment 9, 38th Air Rescue Squadron (PEDRO) arrived from Pleiku.
18	(U)	Search and Rescue for Banyan 038 was successful.
18	(U)	New officer modular barracks opened for occupancy.
21	(C)	Kieng Khoung field captured by enemy forces.
28	(U)	Civic Action Center inactivated.
-	(C)	Flight restrictions placed on A-1 and C-123 aircraft for operations in Tin Gia and Ban Hani.
Mar		
1	(S)	Search and Rescue effort for Charger 411 was successful.
5	(U)	Search and Rescue effort for Firefly 32 was successful.
10	(S)	Search and Rescue effort for Firefly 23.4/3 was successful.
14	(S)	Maj. Donald B. Fincher, 602nd Special Operations Squadron, declared MIA.
15	(S)	Search and Rescue effort for Garfish 501 was successful.
16	(S)	Search and Rescue effort for Nail 53 was successful.
20-21	(U)	Search and Rescue effort for Wolf 06 Alpha was successful - effort for Wolf 06 Bravo was unsuccessful.

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Alpha said the top of the bluff and the same chopper then touched down briefly on the top of the bluff and in less than ten seconds was off again with Alpha aboard.^{83/}

(S) A successful rescue was conducted on 16 March for NAIL 53, an OV-10, who went down after apparently receiving an anti-aircraft hit from an AAA position located close to the DMZ.^{84/}

(S) The rescue was effected with very little difficulty except for weather. The enemy gun positions did not pose any major threat.^{85/}

(U) An unsuccessful rescue for Wolf 06 Bravo and an successful rescue was effected for Wolf 06A on 20-21 March. The aircraft, an F-4, went down on 19 March after being hit just south of Delta 30. The aircraft went directly in and both pilots ejected safely.^{86/}

(U) Bravo was physically all right while Alpha was initially reported to be seriously burned and to have one or two broken legs. (After the pickup it was determined that he was burned somewhat but was suffering from no other injury other than shock.)^{87/}

(U) The survivors were located in a karst valley of the main transportation route of the Ho Chi Minh Trail. This is regarded as one of the most heavily defended segments of the entire system. Bravo was located just a few yards east of the river, out in the valley, while Alpha had sought cover in one of the caves of a karst also east of river.^{88/}

(U) While looking for Alpha, both Sandy 01 and 02 received 23/37mm hits. After locating Alpha, they proceeded to find Bravo

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though the same painstaking and dangerous process. With both located, the process of definitely locating the active guns was begun.^{89/}

(U) After the guns were located, the NALLs were directed to FAC the fast movers on them. The Sandys then began looking for the best ingress and egress routes for the helicopters.^{90/}

(U) By this time it was getting late and there was a question whether there would be enough time for the rescue. Bravo made the decision to come out on the sandbar near his area to be more easily seen. The attempt was executed but it was unsuccessful.^{91/} because of the smoke and misunderstood directions.

(U) The Jolly Greens pulled out and soon thereafter, Bravo was picked up by the enemy as far as could be determined by the Sandys on the scene.^{92/}

(U) During this attempt, Lieutenant Townsend was hit by a 37mm and was just able to guide his stricken aircraft over a high plateau to the north before he extracted. He was unhurt and was quickly picked up by the Jollys.^{93/}

(U) The following morning, Sandy 01 directed the destruction of guns that had been located on the last light effort of the previous day. After the gun positions were neutralized an attempt was organized using smoke CBU-30 and CBU-14 to support the Sandys and Jolly Greens.^{94/}

(U) Again the Jolly Green failed to respond to the directions

of Sandy 01 and the survivor, this resulted in the Jolly Green passing within 15-20 meters of the survivor's smoke and diving beyond the screening smoke/CBU-30. In this environment, the Jolly Green exposed himself to a 12.7mm position and took several hits. The hits, coupled with a wounded crewmember, forced the Jolly Green to withdraw.^{95/}

(U) Sandy 05 then took over on-scene command. He chose to use a different ingress heading in an attempt to preclude the Jolly Green from getting confused or lost again. He selected a straight run-in, 90 degrees to Alpha's karst, all the while laying smoke, CBU-30 and napalm along the route. Although the heavy ground fire might have precluded such a method previously, it was now under control enough that the cover provided on the run allowed the Jolly Green to make the ingress, pickup and egress the same route. A PJ was lowered to help Alpha who then negotiated the penetrator with little difficulty.^{96/}

(U) Two other successful SAR efforts were conducted during March of this quarter. The first was for Misty 50A/B on 19 March and the other was for Nail 37 on 21 March. Rescue narratives were not available on these SAR efforts at the end of the quarter. They therefore will be covered in the next quarter's history.

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Hudgens

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER			
SECURITY CLASSIFICATION [REDACTED]				SD 43			
TYPE MSG	BOOK	MULTI	SINGLE	Reproduced (copy) of 4 Reproduced By WHD 1970			
PRECEDENCE				DTG 230640Z			
ACTION PRIORITY				[REDACTED]			
INFO				SPECIAL INSTRUCTIONS			
FROM: 56 SPECIAL OPERATIONS WG/MAKHON PHANOM THAI				[REDACTED]			
TO: 13AF/DSA/DO/IM/CLARK AB PI				[REDACTED]			
7/13AF/DSA/DO/IM/UDORN RTAFB THAI				[REDACTED]			
7AF/DOC/TAN SON NHUT AB RVN				[REDACTED]			
[REDACTED] 56 SA				[REDACTED]			
FOR OFFICIAL USE ONLY [REDACTED]				[REDACTED]			
Subject: Commander's 48 Hour Mishap Analysis Report.							
Sandy 06, A-1J, SN52-142065, flown by Major Edward H. Hudgens, 448-30-2968FV, of the 22nd Sp Op Sq, crashed at 17-31N 105-42E on 21 Mar 1970 at 1255 (G). Sandy 06 was number two in a flight of two Sandy A-1 aircraft. Sandy 05 was on-scene commander during the successful pickup of Wolfe 06 Alpha at 1252 (G). The pickup was performed at 17-31N 105-45E. Several Sandy A-1's and strike A-1's were engaged in low level neutralization of gun positions to cover the ingress, pickup, and egress being performed by Jolly Green 76. Anti aircraft fire in this heavily defended area was intense throughout the two day SAR effort. [REDACTED] FOUR THIRTEEN [REDACTED] Green HR-53 aircraft received battle damage. Two A-1's were shot							
				DATE	TIME		
				23			
				MONTH	YEAR		
				Mar	70		
				PAGE NO.	NO. OF PAGES		
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	[REDACTED]			[REDACTED]	[REDACTED]		
				TYPED (or stamped) NAME AND TITLE			
				REUBEN M. WARE, Lt Col, USAF			
				Chief of Safety			
SECURITY CLASSIFICATION				REGRADING INSTRUCTIONS			
[REDACTED]				Downgraded at 3 year Internally after 12 years			

DD FORM 173 NOV 63

REPLACES EDITION OF 1 MAY 58 WHICH MAY BE USED.

SA-70-S-016

Classification canceled (changed to UNCLASSIFIED)
 by authority of SPIA LTR, Dec 1977
 by: AUBREY L. DAQUILANTE, GS-1 USAF
 NCOIC, Mission Persons

MIA 21 MAR 70
 Comdus RPT 23 MAR 70
 B.I.

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION	
PRECEDENCE	RELEASED BY	DRAFTED BY		PHONE	
ACTION PRIORITY				2348	
INFO					
<p>down (including Sandy 06). Immediately after the pickup of Wolfe 06 Alpha was made Sandy 06 was observed by Smoke 27 to be streaming what appeared to be fuel as he came out of the pickup area. Sandy 06 was heading west toward a pre-briefed safe E & E area. Within moments Sandy 06 exploded in flight. The empennage left the fuselage and the aircraft entered an inverted spin and crashed. Smoke 27 had called Sandy 06 to "Get Out" prior to the explosion but received no answer nor did Smoke 27 observe any chute. ^{RECONNAISSANCE} RECCO of the crash site failed to reveal any sign of life and no contact, voice or beeper, was made on the survival radio. Electronic search continues. Major Budgens had been in SEA seven months and was on his 113th mission, his total flying time was 4374 hours with 398 total A-1 hours. Crew rest was not a factor in this mishap. The previous maintenance history was not significant and not a factor in this loss. This mishap is a combat loss resulting from intense and accurate enemy fire.</p>					
<p>GROUP 4 Downgraded at 3 year intervals; declassified after 12 years</p>					
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SECURITY CLASSIFICATION				REGRADING INSTRUCTIONS	

DD FORM 173-1
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REPLACES EDITION OF 1 MAY 66 WHICH MAY BE USED.

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S T A T E M E N T

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I was Wolf 03A on 20 March 1970 and was holding high over the position of two downed pilots to serve as a jet FAC if any assistance was needed by the rescue forces. At 1800L, the last attempt for the day failed and this information was relayed by myself to both crewmembers. Wolf 06B stated that enemy troops were all around him, within 10 meters of his position. He feared that he had been spotted and requested that any Apeman aircraft with ordnance left, place it on his position. Shortly after this it appeared that 06B depressed his transmitter button for I heard excited Oriental voices yelling on guard channel. Then there was silence and I called 06A and told him it sounded like 06B had been captured. He answered that it sounded the same way to him. I called Sandy lead and requested him to put any Apeman they had left on 06B's position and to put the remainder of their ordnance as close to his position as possible. They proceeded to do exactly that despite everything from Small Arms fire to 85mm from North Vietnam. One Sandy was hit in the canopy by ZPU and finally everyone withdrew at last light. There was never any contact with 06B after his request for ordnance on his position.

William F. Wall
 WILLIAM F. WALL, Capt, USAF
 427-88-4758FR, Wolf 03A

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Classification canceled (changed to _____)
 by authority of 5200.1-R, 1-401
 by James Beckner 19 DEC 74

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When attachments are withdrawn or not attached, the classification of this correspondence will be cancelled.

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HISTORICAL DATA RECORD

(RCS: AU-D5)

REPORTING PERIOD

FROM: 1 Mar 70

TO: 31 Mar 70

FROM: 22nd Special Operations Squadron

TO: 56 DXI

1. MISSION SUMMARY:

a. The primary mission of the 22nd Special Operations Squadron is to provide interdiction of enemy supply routes in the Steel Tiger and Barrel Roll areas and to give close air support to friendly ground forces.

b. Additionally, the 22nd Special Operations Squadron has provided Prairie Fire helicopter escort and night gunship escort in Steel Tiger. Also, the squadron continues to provide support for friendly forces in the Barrel Roll area with strike, interdiction, close air support, armed reconnaissance, and Forward Air Control sorties, when requested by the Royal Laotian Government through the American Ambassador.

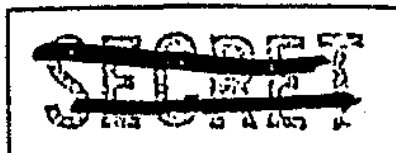
c. As a special mission, squadron pilots are being utilized by the 56th Special Operations Wing for Search and Rescue (SAR) operations.

2. PERSONNEL STATUS:

a.	OFFICERS	AIRMEN	TOTAL
Assigned	32	83	111
Authorized	42	87	129
Attached	5	0	5
MIA	0	0	0
KIA	1	0	1

b. Section	AUTHORIZED		ASSIGNED	
	OFFICERS	AIRMEN	OFFICERS	AIRMEN
Ops/Admin	40	6	31	5
Maintenance	1	77	1	78
Survival Equip	0	3	0	0
Intelligence	1	1	0	0

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good E2E area. Sandy 1 and 2 brotled the area at low altitudes with negative results from enemy ground fire. No expenditures were made by the Sandys at this time. The area was very permissive in the survivor's immediate vicinity. The weather began to break at approximately 0830L and a definite fix was made on the survivor's location by Nail 22. Spad 01 and 02 had to RTB due to low level fuel so Sandy 02 escorted the helicopters to the area of Nail 53. Sandy 01 briefed Sandy 2, 3, 4 and Jolly Green 36, who was to make the pickup. Sandy 3 and 4 delivered their ordnance along the ground track the Jolly Green would take to the survivor's position to suppress possible enemy reaction. The Jolly was escorted to the position by Sandy 01 and made the pickup after some delay due to the survivor being located some 200' under heavy jungle growth. Jolly 35 and 36 were escorted back to NKP by Sandy 5 and 6 who had arrived on the scene. The only real difficulties observed were weather. The enemy gun positions were not very effective due to the type terrain and, therefore, were not a real problem.

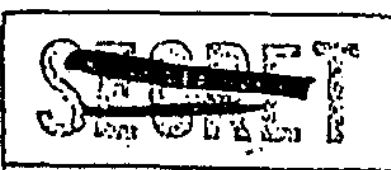
On 20 and 21 March 1970, a SAR was flown during which the Zorros launched 24 sorties over the two-day period. Wolf 06, and F-4, was downed by enemy gunfire in Steel Tiger. Wolf 06A was eventually recovered successfully but contact was lost with 06B, and he is assumed captured or killed. Zorros

- participating in the SAR were:
- Sandy 05 Maj Edward M. Hudgens
 - Sandy 06 Maj Jerome A. Frisch
 - Sandy 11 Capt John M. Dyer
 - Sandy 12 Capt Terry F. Bolstad
 - Apeman 42 Maj Tommy L. Manley
 - Apeman 43 Maj Earle W. Deneau
 - Apeman 44 Lt Col George D. Miller
 - Apeman 45 1st Lt John S. Howard
 - Apeman 47 1st Lt James L. Driscoll
 - Smoke 26 1st Lt George A. Driscoll
 - Smoke 27 1st Lt Donald M. Travis
 - Strike 60 Capt Charles A. Kennedy
 - Strike 61 1st Lt Craig V. Curran

20 MARCH 1970

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- Sandy 06 Maj Edward M. Hutchins
- Sandy 09 Capt John H. Dyer
- Sandy 10 Capt Terry F. Bolstad
- Smoke 23 Maj Jerome A. Fritsch
- Strike 63/71 Maj Tommy L. Hanley
- Strike 62/72 Maj Roy E. Palmer, Jr.
- Strike 65/73 Capt Robert W. Crowder
- Strike 66/74 Maj Joseph Aimo
- Arabic 47 1st Lt John S. Howard
- Arabic 48 1st Lt Michael T. Maloney

An unsuccessful rescue was conducted on 20 March 1970 for Wolf 06B. The aircraft, an F-4, went down at 081/62/89 on the evening of 19 March 1970. Wolf 6 apparently received an anti-aircraft hit from an AAA located close to the route structure south of Hu Gia Pass. A first light effort was briefed; however, Sandy 11 and 12 (Capt Dyer and Capt Bolstad) did not launch until 1500L. King was informed that we would arrive in the area at approximately 1530L. Sandy 11 took over as On-Scene Commander. The remaining SAR forces were holding west of the survivor's location in a safe area and included the rescue helicopters, smoke aircraft, apeman aircraft, and standard strike aircraft. There were also many fast movers working with the On-Scene FAC against known gun and troop positions. The terrain was approximately 1,000' MSL and located in a valley of karst formations. The defenses included 57mm, 37mm, 23mm, 14.5mm, 12.7mm, automatic weapons, and small arms. Weather was no problem except for haze which reduced visibility somewhat. Sandy 11 located Wolf 6B's position and the approximate position of Wolf 6A. The plan was to pick up 6B first since he was located in a more obvious place and was being pressed by enemy troops. Following the jet strikes Sandy 11 directed the slow mover strike aircraft to work over the area while he briefed the forces concerned with the pickup. At approximately 1745L the conditions seemed right for a pickup attempt. The smoke and apeman aircraft were directed to put down their ordnance as briefed and the Jolly Green helicopter was

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