

**RAW ALLEYCAT AUDIO TAPES 1968 - 1969**

Loss of Watts (LS-36) 1 Mar 69	0:00:00	0:45:00	45 minutes
Red Hat Firefight 12 Nov 68	0:45:30	1:57:00	1 hour 12 minutes
Strobe 01 Crash (Gen. Worley KIA)	1:57:00	2:11:52	15 minutes
Tet 1968 Tan San Nhut	2:12:30	2:19:45	7 minutes
Alleycat in North Viet Nam Jul 68	2:19:50	2:34:30	15 minutes
B-57 Gets Trucks Jul 68	2:34:35	2:41:20	7 minutes
B-57 Combat SkySpot Jul 68	2:41:40	2:52:30	11 minutes
Radio Peking about Burma 21 Mar 69	2:52:30	end	?
Spooky 01 - 1 <sup>st</sup> AC-47 to Barrel 13 Mar 69	0:00:31	0:35:50	35 minutes
Ringo SAR	0:35:50	1:11:40	1 hour 16 minutes
Prairie Fire Emergency	1:11:55	1:51:00	39 minutes
Heavy Artillery Warning	1:51:52	1:52:30	40 seconds
Acft Noises Udorn	1:52:30	2:05:50	13 minutes
Spooky 03 in Trouble 18 Mar 69	2:05:50	2:38:30	33 minutes
Radio Hanoi	2:38:30	end	?

Cut List for Alleycat Ops Tape

(Cuts from Alleycat in **bold**; other cuts in normal face)

Side # 1

1 Mar 1969	<b>Loss of Watts Station</b>	0000-0262	(L-107 – Wat Phu?)
12 Nov 1968	<b>Red Hat Firefight</b>	0265-0773	
unk. 1968	Loss of Strobe 01	0774-0901	Death of Gen. Worley in I Corps
Tet 1968	Tan Son Nhut AB	0904-0974	Attack siren
Jul 1968	<b>Alleycat in NVN</b>	0975-1118	
Jul 1968	B-57 gets trucks	1120-1192	
Jul 1968	B-57 on Combat Sky Spot	1194-1330	
21 Mar 1969	Radio Peking on Burma	1330-1560	

Side # 2

13 Mar 1969	<b>Spooky 01 – first mission</b>	0000-0205	First time AC-47 in Barrell Roll
unknown	Ringo SAR – successful	0207-0435	
unknown	Prairie Fire – successful	0435-0732	
23 Mar 1969	Acft noises – Udorn RTAFB	0732-0840	
18 Mar 1969	<b>Spooky 03 in trouble</b>	0840-1145	
unknown	Radio Hanoi	1145-1480	

## Synopses of 7<sup>th</sup> ACCS Audio Segments

NOTE: The audio segments were taped in 1968 and 1969 off the slow-speed recorders in the ABCCC capsules. Some of the segments are very difficult to understand due to the quality and slow speed of the original recordings and deterioration of magnetic media over the years. The segments have been edited to remove nulls, periods of no action or unintelligible noise, and also to improve the audio quality to the extent possible. The following synopses are meant only to provide a brief overview of the segments.

### Loss of LS-36 1 Mar 1969

Lima Site 36 (Na Khang) was located northeast of the Plan of Jars (PDJ) at UTM coordinates UH4110. The site had been under mounting pressure for weeks. Also known as Watts Station, at least three Forward Air Guides (FAGs) were there at the time: Watts, Blue Boy and Hunter. On the night of 1 March 1969, the enemy, mostly North Vietnamese forces, overran LS-36. Alleycat Intel was assigned the duty of trying to contact the friendlies on the ground, while the controllers requested aerial support from 7<sup>th</sup> Air Force (Blue Chip) in Saigon. The first on the scene was Blind Bat, a C-130 FAC/flare ship, soon to be followed by Spectre, an AC-130 gunship. On board was "Bags", an American familiar with the site and the people stationed there. Contact with Blue Boy was never made, and all communications went through Hunter. Hunter confirmed that the site was abandoned and the Spectre opened fire. At one point, Spectre can be heard saying "There goes the ammo" when the ammo dump started to explode. At another point, Hunter reports that he and about seven of his men are standing in a river. [The next day, strikes were put in to destroy all buildings, supplies and the runway.]

### Red Hat Firefight

Red Hat was another FAG who was well-known to us. On the night of 12 Nov 1968, he contacted Alleycat and reported he was heavily invested by the enemy and in danger of losing his site. Note that the location of Red Hat has been redacted from the tape, though at one point it is said that he is "358/74" from an unstated Tacan. Assuming the Tacan was Channel 70, Udom, he was located up on or near the PDJ. Again, a Blind Bat was put over the action and some A1 aircraft were sent in to help beat back the enemy.

### Alleycat in North Viet Nam

This segment was taped in July, 1968, before the bombing halt. 7<sup>th</sup> ACCS was the controlling agency for Route Pack 1. One can hear TSgt Mike Kirkland working the various aircraft and radar sites. The callsign "Neckware" was naval gunfire support, i.e., a ship in the Gulf. Neckware reports destroying a boat off Dong Hoi. Neckware was probably a destroyer, though the New Jersey had been off shore the previous weeks, as was the HMAS Canberra, an Australian cruiser. One target number is given as 1Romeo269. I believe this target was a road or bridge on a river in the southern part of Route Pack 1, and may have been the pontoon bridge at the disappearing river (where the river came out of a cave). This segment is particularly clear and an enjoyable listen.

### B-57 Gets Trucks

This segment is also from July, 1968. A FAC is working aircraft against trucks. A B-57 Canberra, callsign Yellowbird, is put on target, and then given his BDA (bomb damage assessment). This is another very clear segment.

### B-57 on Combat Sky Spot

This very clear segment follows a B-57 Yellowbird pilot with a German accent as he tries to do a Combat Sky Spot, whereby a ground site, Teepee, gives him radar vectors and tells him when to drop his ordnance. The first attempt fails, the second attempt is successful.

### **Spooky 01 – First AC-47 in Barrel Roll**

This segment is badly over-modulated and very difficult to follow. The FAG Blue Cap (?) is located near LS-01, Muong Ngai, at UTM coordinates VG0212. Alleycat Intel is working the site and is given the location as coordinates UG027065. The coordinates are read back and verified by the FAG. Later, the FAG calls to say the coordinates are actually VG027065, a significant difference. Fortunately, the correction was made in time to get the air support to the correct location.

### **Ringo SAR**

Ringo was a flight of four aircraft. Ringo 4, the trailing aircraft, was shot at and hit and lost control. The back seater ejected safely. After the back seater ejected, the pilot regained control of the aircraft and landed safely at Udorn. The first aircraft heard is Firefly 24, an A1. Later, Sandy 3 and 4, A1 rescue support aircraft, show up and begin directing the rescue. It appears that the action is somewhere near Khang Khai, LS-08, at UTM coordinates UG1758, on the northeast part of the PDJ. The pilot was successfully rescued by a Jolly helicopter. Crown 4, the HC-130 rescue control airplane can also be heard. For those familiar with the area, this action took place near the Roadrunner.

### **Prairie Fire Emergency**

A Prairie Fire team was basically a roadwatch team inserted along the Ho Chi Minh Trail to disrupt traffic and infrastructure by reporting targets for air strike. In this case, the team was discovered and under fire. This is the effort to extract the team. The segment is difficult to follow. It sounds like the ground team is calling "Jelly Roll". As the segment ends, it sounds like the choppers are going in to pick up the team, but it is not certain whether or not this effort was successful.

### **Heavy Artillery Warning**

This was a broadcast on guard channel (UHF 243.0) to warn aircraft away from the area of a B-52 strike. A B-52 strike box was typically a quarter-mile wide and a mile-and-a-half long. Each Buff could carry 117 bombs in internal and external racks, mixed 500 and 750 pound bombs. The warning area was given as a radial and distance off a known Tacan.

### **Bandit Call**

This was a warning about MiGs in the air. It was broadcast on guard channel and typically reported MiGs in a direction from the Bullseye (Hanoi), the direction and distance from the Bullseye, and the direction they were flying.

### **Spooky 03 in Trouble – 18 Mar 1969**

This AC-47 had to shut down his left engine, and because of his weight, was not sure he could clear the mountains on the way back to Thailand. Spooky 02 is vectored in to accompany his squadron mate and provide support. Alleycat controller can be heard assisting, as well as Ethan 04, the EC-121 radar picket plane, and then Brigham, the radar site at Udorn. After a hair-raising period of time, Spooky 03 crosses the Fence (Mekong River) into Thailand, and is able to get his engine restarted. Both planes recover to Udorn. A very clear segment demonstrating how the various agencies respond to an aircraft in trouble.