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DATE: 4 Feb 71

10 Feb 71

MISSION NUMBER: B-3-004-3 Feb 71

AIRCRAFT DESIGNATION: King 21

DISTRESSED AIRCRAFT: Bigot 02 Brave

LOCATION: 17-18-30N 106-09-30E

SAVES: None

(S) 4 Feb 71, King 21 airborne from CH 70 at 3/1930Z. Enroute to CH 89 for a 3/2100Z briefing with the Sandies and Jolly Greens. Landed at CH 89 at 3/2015Z.

Departed CH 89 at 3/2215Z on scene at 3/2225Z King 21 orbit 180/16-40/89. At 3/2240Z I contacted Candlestick 23 who was orbiting over the survivor, but had not had voice contact with Bigot 02 Brave during his orbit period. I asked him to give me a weather report for the area. He reported that the cloud cover over the survivor was overcast with a higher broken layer of clouds the tops of the overcast was at 4500-5000 ft MSL and the higher layer base was at 8000 MSL with the tops running from 9500 ft MSL to 11500 ft MSL. At 3/2250Z Candlestick 23 made radio contact with Bigot 02 Brave. The survivor reported that he was in good condition. At 3/2300Z Mail 45 arrived on scene and at 3/2300Z Sandy 1 and 2 arrived on scene. They received a briefing by Candlestick 23 and King 21. Candlestick 23 was RTB'd at 3/2335Z. Sandy 01 was appointed on scene commander at 3/2320Z with the understanding that if the weather conditions lifted permitting Strike aircraft to operate in the area the on scene command responsibility would revert to the Mail aircraft. This was highly acceptable to Sandy 01.

The remainder of the days activities were spent in trying to pinpoint the survivors position. The closest position arrived at was the same as that given in the briefing, which was 091/86 1/2/89. The ceilings over the survivor never got higher than 300-400 AGL. Only a few openings in the weather occurred during the entire day which only permitted using two Strike flights. The Sandies were able to get below the ceiling and operate in the survivors area. The area was extremely hostile and the Sandies received ground fire from small arms, GPU, and 120MM. At 4/0900Z Sandy 09, who was then the on scene commander, thought that he might be able to get one Jolly into the survivor and attempt the pickup. This action was decided to be too risky when Sandy 10 received extensive battle damage from ground fire while surveying the proposed run in route for the Jolly. The days activities were terminated at

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GROUP-4

Downgraded at 2 year intervals.
Declassified after 12 years.

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4/1050Z. Mail 52 remained on scene to maintain contact with Bigot 02 Bravo. Explicit instructions were given to conserve his survival radio battery. Check in times were established for on the hour.

The only problem area, aside from weather conditions, during the days activities was concern over the Mig Cap that was to be provided the SAR Forces. The Navy Mig Cap did not check in with King 21 and it was impossible to determine if in fact there was a Mig Cap until late into the days activities when we were advised that the Navy was providing Mig Cap holding feet wet under Red Crowns control. It is my recommendation that these resources must check in with the King Aircraft giving their position, time on station and Rings Time. Also, if they are to be maintaining a communications with another agency the King aircraft must have this information. During the days activities King 21 received 7 Mig and 8 SAM calls.

KING 21 Crewmembers

AC/AMC Major DeLorenzo
P Major Benson
CP Col Pinyerd
N Major McGill
RO Sgt Schuets
FE TSgt Wigginton
LM MSgt Patterson

KING 23 Crewmembers(Tanker)

AC Capt Nash
CP Capt Fletcher
N Major Mats
RO Sgt Souder
FE MSgt Yagodinski
LM SSgt Hoover

On Scene Commanders

Sandy 01 2320-0215Z
Sandy 05 0215-0600Z
Sandy 11 0600-0830Z
Sandy 09 0830-0955Z
Sandy 15 0955-1045Z
Mail 52 1045Z Until relieved

SAR Resources

King 21, 23
Jolly Green 54, 55, 56, 57, 60,
61, 62
Sandy 01, 02, 03, 04, 05, 06, 07,
08, 09, 10, 11, 12, 13, 14, 15,
16 (A-1)
Smoke 41, 42, 43, 44 (A-1)

FAC Aircraft

Mail 45, 41, 51, 52, 99 (OV-10)
Wolf 02, 06, 04, 03 (RF-4)

IRON HAND

Bison
Hotbox Brava 01 Flight (F-105)
Mallard 21, Flight
Ashean 01 Flight
Alamo 01 Flight

ECOM

Mercu Flight

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INTERVIEWS

MIG CAP

Garfish 501, Flight (Navy)
Battlecry 310, Flight (F-4)
Pageboy Flight (Navy)
Gunfighter 51 (F-4)

Sundown 101, Flight (Navy)
Eagle 313, Flight
Papa Flight (F-4)

STRIKE AIRCRAFT

Pealer 49, Flight (Expend)

Wolfpack 31, Flight(Expend) (F-4)

The following aircraft did not expend.

Battlecry 304, Flight (F-4)
Bennett Flight (F-4)
Gunfighter 40 Flight (F-4)
Gunfighter 42 Flight (F-4)
Maynard 469 Flight (F-4)
Electron 500 Flight (A-6)
Battlecry 311 Flight (F-4)
Cobra 05 Flight (F-4)

City Desk 205, Flight (F-4)
Eagle Flight (F-4)
Wolfpack 21 Flight (F-4)
Battlecry 300 Flight (F-4)
Canasta 405 Flight (A-7)
Banyan 01 Flight (F-4)
Peller 32 Flight
Miller 02 Flight (F-4)

Robert A. DeLorenzo

ROBERT A. DELORENZO, Major, USAF
Aircraft Commander/Airborne Mission Commander

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Intervals,

12 hours.