

~~SECRET~~

DATE: 13 Mar 71

19 Mar 71

MISSION NUMBER: 1--009-13 Mar 71

AIRCRAFT TYPE: Battlecry 315

AIRCRAFT DESIGNATION: King 26

LOCATION: 225/50/103 UTM XC 6591

SAVES: None

(S) King 26 departed Channel 71 at 0432 and proceeded west of Channel 77 where mission, Battlecry 315 was in progress under the air-borne control of King 24. Arrived on scene at 0552 and initiated an orbit on the 270.20-60/77. We monitored SAR effort underway which involved a pickup attempt by Jolly Green's 64/73.

At 0602Z, received a Mayday call from Chance 19, an Army Helicopter, which was going down 2NM South of the Anvil, North of the Sanh. Contacted Passer 28 on Guard and designated the pilot CAC at 0607Z. At 0611Z, Passer 28 established communications with Lotus 20 and the latter aircraft effected the pickup of the 2 survivors at 0620Z. The survivors were airlifted to Khe Sanh. Loyal 12, 14 and 21 along with Passer 28 and his wingman maintained gunship cover of the area during the SAR.

Resumed orbit West of CH 77 at 0640Z and monitored the escort of JG 64 by JG 73 to CH 103. Assumed control of Battlecry mission 315 at 0715Z and received the following information from King 24:

- (a) FAC on scene was Nail 64
- (b) O.S.C. was Sandy 03
- (c) Position of survivors was 225/50/10, or UTM(XC 6591). He was located in a valley at the 1400 foot level just 10 feet south of his chute.
- (d) Condition of survivor included a broken arm and leg and he lay near unconsciousness (Moving very rarely).
- (e) Enemy disposition -- hostile gun fire encircled the survivors position with 23MMs, 37MMs and a suspected 57MM in the area.

~~SECRET~~
86

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

~~SECRET~~

(f) S.R. Resources on scene: Sandy's 03 and 04 on scene and Jolly Green's 60 and 62 holding 020/80/82.

(g) Last communication with survivor occurred at 0525Z.

(h) Weather: 40-60 broken vis 10NM altimeter 29.95. At 0715Z, Sandy 03, OSC, made 3 passes over the downed aircraft and no movement was observed on the part of the survivor. Jack advised at 0718Z that Sandys 05 and 06 were airborne from CH 89 and their ETA to the SAR scene was 0745Z. Also, Sandys 01 and 02 were off CH 89 at 0721Z estimating the area at 0800Z.

Since Jolly Green 64 had received intense ground fire on the initial pickup attempt, Sandy 03 and Nail 64 put in additional Fast Mover strikes to sanitize the area. The pilot of Jolly Green had indicated that most of the ground fire directed at his aircraft had come from the Northeast and Northwest quadrants relative to the survivors' position. Further, he stated that he took fire from as close as 100 feet; therefore, air strikes were concentrated North of the survivors' position.

Sandy's 05 and 06 arrived on scene at 0745Z and were directed to rendezvous with Jolly Green's 71 and 57 which had taken off from CH 77 and were estimating 270/40/77 at 0730Z. Smokes 41 and 42 arrived at 020/80/82 at 0730Z and at 0804Z Jack advised that Twiggy was being uploaded. King 23 refueled JC's 60/62 at 0830Z. Sandy 01 assumed OSC at 0832Z and at 0844Z, Jack relayed that Cobras 9 and 10 were en-route with Twiggy. Sandy's 03 and 04 RTB CH 93 ETA 0821Z.

After studying the situation on the ground, Sandy 01 elected to put in more hard ordnance strikes to further soften up the area; Cobras 9 and 10 with Twiggy were sent home because the environment was thought to be permissive.

At 0925Z, Jolly Greens 71 and 57 supported by Sandys 01, 02, 05 and 06, and Smokes 41 and 42 made a second rescue attempt. Again, the primary aircraft, this time, Jolly 71, received intense ground fire and had to withdraw with battle damage to CH 103. The copilot and a P.J. were wounded while hovering over the survivor site. The pilot indicated that he let down on the survivor facing to the South with his guns pointing to the North — the previous area of fire. Subsequently, ground fire erupted from the East and South as close as 200 feet. The fire appeared to be small arms and it originated from above the ridge lines to the East and South. The pilot concluded

~~SECRET~~

that from the I.P. in, his aircraft had taken only 1 round.

Jolly Green 71 was escorted to CH 103 by JG 67 and Sandys 05 and 06. ETA 1010Z. Smokes 41 and 42 RTB CH 89 ETA 0947Z.

After the second unsuccessful attempt, Sandy 01 and Mail 12, put in further air strikes to sanitize the area to the South and East. At 0937Z, Jack advised that Twiggy would be available again in 40 minutes. Launch occurred at 1018Z aboard Cobra 11 Flight.

Sandy's 09 and 10 and Smokes 43 and 44 arrived in the area at 1023Z; Sandy 09 assumed OSC and 01 and 02 RTB CH 89 ETA 1113Z. Jack advised at 1037Z that additional Sandy resources were not available. Sandys 05 and 06 arrived back on scene at 1050Z and were directed to hold hands with Jollys 60 and 62 holding 020/80/82. Requested additional slow mover aircraft from Hillsboro, but ABCCC could not produce needed resources. At 1055Z, Twiggy was over the scene aboard Cobra 11 but was held since softening action was still in progress.

At 1058Z, JG 62 had #1 fire warning light illuminate and #1 engine was shut down. Both 60 and 62 RTB CH 89 ETA 1235Z. At 1100Z, Cobra 11 Flight was refueled. Smokes 43 and 44 expended Chop in the survivors area at 1114Z and Sandy's 05 and 06 RTB CH 89 ETA 1150Z. At 1135Z, the scene was prepared for the final last light attempt. Cobra 11 Flight was just returning from the tanker and time was not available to use them before the last light effort. The thrust was spearheaded by Sandys 09 and 10 and Smokes 43 and 44 in support of JG's 73 and 70. Jolly 73 while approaching a hover over the survivor's position was driven off by fierce fire and the aircraft withdrew to CH 103 with #1 engine shot out. The pilot and a P.J. were injured in the attempt. The crew did not see the survivor nor his chute and indicated that the ground fire erupted from beneath the helicopter as it hovered approximately 60 feet from the survivors' position. Sandy's 09 and 10 escorted the stricken 73 and sister ship, 70, to 103; King 26 monitored the escort closely until landing was effected at 1220Z. Then, Sandy's 9 and 10 RTB CH 89 at 1215Z ETA 1245Z. Mail 12 RTB CH 89 at 1149Z ETA 1220Z. King 26 headed for CH 71 arriving at 1345Z.

As a final note, with the last light effort a failure, Sandy 9 and King 26 terminated the SAR for the day. King 26 requested Comm Gap during the night to maintain electronic surveillance.

~~SECRET~~

~~SECRET~~

King 26 Crewmembers

SAR Forces Utilized

AC/AMC Lt Col Spilseth
CP 1 Lt Lorens
R Major McDonald
RC MSgt Koehler
FE MSgt Keel
FE TSgt Fielder
LM MSgt Patterson

Jolly Greens 60, 62, 71, 57, 73, 70
Sandy's 1, 2, 3, 4, 5, 6, 9, 10
Smokes 41, 42, 43, 44
King 23
King 26
FAC Utilized: Mail 64, 12

Strike Forces

Gunfighter 03
Falcon 81
Ringneck 95, 96
Canasta 411
Garfish 501
Falcon 57

Wolfpack 26, 27
Wolfpack 38, 39
Gunfighter 60
Cobra 03
Chippy 412, 413

Sidney M. Spilseth
SIDNEY M. SPILSETH, Lt Colonel, USAF
Aircraft Commander/Airborne Mission Commander

~~SECRET~~