

DATE: 30 Nov 70 - 1 Dec 70

8 Dec 70

MISSION NUMBER: B-3-045-30 Nov 70

AIRCRAFT DESIGNATION: KING 27

DISTRESSED VESSEL: MV LANGIR

LOCATION: 1010N 10110E

SAVES: 12 Non-Combat

(U) On 30 Nov 70 at 0545L King 27 departed CH 71 for 1010N 10110E to aid in a search for an Indonesian vessel, the Langir. In the area at the time of the arrival of King 27 were the USNS Kimbro (050), the USNS Muskingum and the USNS Miller, and two ships of foreign registry, the Ruknir of German registry and the Tun Meng of Nationalist Chinese registry. At approximately 0720L King 27 made HF contact with USNS Kimbro and received a weather forecast and an area to be searched. By 0715L King 27 was in the assigned area and began searching at 500AOL. At 0900 King 27 located what appeared to be a life jacket in the water, the position was marked with a smoke float and a sea dye marker. This was passed to the Kimbro who in turn notified the Tun Meng, the vessel closest to the sighting. This first sighting was later confirmed by the Kimbro as being one of the crewmen from the Langir and he was recovered by the Tun Meng. The search was continued and at 0920L King 27 sighted a life boat with nine persons aboard. This position was marked with smoke floats and sea dye markers. The Kimbro was advised of the sighting and position of the survivors. King 27 then deployed an M1 kit which was immediately recovered by the nine survivors in the life boat. After making certain the crewmen in the life boat were reasonably secure King 27 proceeded back to the vicinity of the Kimbro and the Ruknir. Vectors were passed to the Kimbro who in turn notified the Ruknir, the ship closest to the second sighting. By 1010L the Ruknir had recovered the nine survivors and the M1 kit. Radio communications with the Ruknir via the survival radio from the M1 kit revealed that the Captain of the Langir was on board the Ruknir and that 10 additional crewmen had abandoned the Langir with only life jackets for survival equipment. King 27 continued the search and at 1040L two more survivors were spotted standing on a small wooden raft. This position was marked and the information passed to the Kimbro who in turn notified King 27 that the USNS Muskingum was the vessel closest to the third sighting. The Muskingum was vectored toward the two survivors on the raft.

and had them in sight by 1050L. At 1113L the Muskingum had put a small boat over the side and was in the process of recovering the two crewmen and the raft. At 1123L King 27 passed a request to Joker for another aircraft to assist in the search. By 1158L King 27 had received confirmation that an additional aircraft would be enroute IC 347 a Navy P3V would proceed to the area. The search continued with negative results until about 1540L when King 27 spotted an area of extensive debris and possibly a body in a life jacket at 1000N 10043E. The Kimbro, the Muskingum and the Rickmer were notified of this fourth sighting and were vectored into the area by King 27. Some of the debris and the life jacket had been marked with sea dye and smoke floats. King 27 continued to search the area of the fourth sighting and requested IC 347 to proceed to that area to aid in the search. By 1640L the endurance of King 27 was down to approximately 3+00 and the decision was made to RTB to CH 71. IC 347 was notified and agreed to remain in the area to work with the Kimbro. At 1645L the Kimbro was notified of King 27's intentions and at that time King 27 departed the area. The Kimbro confirmed that 12 survivors had been located by King 27 and all 12 had been recovered by the surface vessel in the area. Flying time 12.6 hrs.

KING 27 Crewmembers

Resources Utilized

AC/ANC	Captain	Parmenter
CP	Major	Sorensen
RN	Captain	Lynch
FE	SSgt	Hudson
RO	MSgt	Zochler
LM	MSgt	Durbin

USNS KIMBRO
USNS MUSKINGUM
RICKMER
TUM KONG
IC 347

John L. Parmenter
 JOHN L. PARMENTER, Captain, USAF
 Aircraft Commander/Airborne Mission Commander