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DATE: 2 Dec 70

9 Dec 70

MISSION NUMBER: A-3-066-2 Dec 70

AIRCRAFT DESIGNATION: KING 24

DISTRESS AIRCRAFT: STORMY 03

LOCATION: 220/34/103

SAVES: 2 Combat

(S) At 0955L on 2 Dec 70 King 24 picked up a faint "May Day" call on Guard, followed almost immediately by the call "I've got one good chute." King 24 came up Guard and requested call sign and position of aircraft witnessing the bailout. Mail 51 informed King 24 that Stormy 03 had ejected at position 220/34/103. Wolf 06 and Delta I-Ray (OU-10) were also in the immediate area and it was reported by DX that he had two good chutes in sight and reconfirmed the bailout area. K 24, proceeding to the scene, requested the Jolly Green's and Spad's be launched from 77. Delta I-Ray made good radio contact with both the Bravo & Alpha man, both appeared to be in good physical condition and in no immediate danger from hostile forces. They were in a wooded area and the weather was overcast and with a very low ceiling. DX was appointed on scene commander by King 24 at approximately 0945L. DX began attempting to get underneath the weather to locate the survivors while Mail 51 remained on top of the weather for communications relay from DX to King 24. Wolf 06 remained high incase we needed a fast PAC. King 24 requested King 27 be launched for a tanker, but were informed K 27 was on a search. King 21 was contacted and requested to reposition his orbit further SE incase he was needed as a tanker and K 23 was notified for a possible immediate launch. After discussion by K 24, DX, Mail 51, Wolf 06 and the Alpha & Bravo man; it was determined that there was no immediate requirement for strike aircraft. This decision was based on the location of the survivors and the realization that the weather was too bad to put in strikes. Wolf 06 was set up for tank with Cherry 61 and was requested to return to the scene incase he was needed after the weather cleared. Milk control was contacted to keep the area clear from artillery and air strikes. Fast movers Cobra Flight, Gunfighter Flight and Calcite Flight RTE'd at their respective King's Times. Army resources, Vanguard 19, Ghost Rider 19, Redskin 26 and Mustang 509, were in the area but unable to get under the weather. Spad 11 & 12 in the area at 1000L, DX & Mail 51 notified Spad 11 and he took over as CEC at 1100L. Jolly Green's 72 & 77 were holding 220/30/103 along with Spad 1 & 2. Jolly Green's 70 & 73 were holding

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GROUP-4

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feet wet off of 103. Mail 58 replaced Mail 51 at 1020L. The aircraft in the area continued to try and look for a break in the weather in order to get visual contact with the survivors. At 1100L a continuous tape recording began on 364.2, SAR primary, that effectively made the frequency useless. It appeared to be parts of a weather forecast, border violation, TPQ Alert and a missile launched. Whether it was jamming on the frequency or not is questionable, but it had the same result. The SAR Forces were requested to come up on 282.8 by King 24. At 1105L the tape was still being played on 364.2 and this was the last time King 24 checked the frequency. DF by King 24, which was at 275/24/103 gave a bearing to the source of 060. At 1130L Spad 11 recommended to King 24 that it would be best to wait for a break in the weather before attempting a pickup. The survivors location was narrowed down to a small area and would quickly be spotted once the weather broke. King 24 requested the Jolly's be topped off with fuel while everyone was waiting for a break in the weather in order that an A/R would not be necessary during or immediately after the pickup. Jolly's 72 & 77 both took 5000 lbs at 1145L at the 240/30/103 in toward station 103. At 1235L, the Bravo man heard Mail 58 overhead, further refining his position. At 1245L Sandy 1 & 2 arrived on scene and Spad 1 briefed Sandy 1 with Sandy 1 assuming OEC at 1300L. At 1305L Dustoff 509 & Redskin 26 working with Mail 58 chased on the Bravo man's chute while trying to get under the weather. The weather was 200 to 400 overcast with slight breaks. The Bravo man talked him in and was picked up at 1310L in good condition. But in shock. The Alpha man then spotted Redskin 26 and Dustoff 509, talked the Dustoff 509 in and was picked-up in good condition, but suffering from shock at 1315L. Dustoff 509 RTB'd to 103 with Stearny 03B & 03A at 1320L. King 24 RTB'd all SAR Forces at 1325L. King 26 arrived in the area at 1330L and assumed orbit and the monitoring of the RTB of the SAR Forces.

KING 24 Crewmembers

Forces Utilized

AC/AMC	Captain Parsons	Wolf 06	Redskin 26
CP	Captain Nash	Mail 51	Spad's 1, 2, 11, 12
FW	Major Martin	Mail 58	Sandy 1, 2, 3, 4
RO	Sgt Sender	Delta I-Ray	Jolly's 72, 77, 70, 73
FZ	TSGT Reed	Vanguard 19	King 24
FE	TSGT Bagshaw	Ghost Rider 19	King 26
LM	SSgt Barnett	Dustoff 509	

Melvin L. Parsons

MELVIN L. PARSONS, Captain, USAF
Aircraft Commander/Airborne Mission Commander

GROUP-4

Downgraded at 3 year intervals
Declassified at 12 years.