

28 Dec 1972

STATEMENT OF TALE NAVIGATOR (SPECTRE 07) ON LOSS OF

SPECTRE 17, ON 21 DEC 72.

UNCLASSIFIED

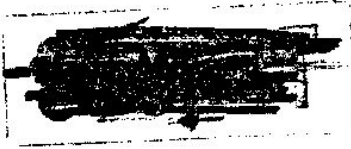
I contacted Moonbeam at approximately 1900 and requested traffic in Steel Tiger West. Moonbeam advised me, the only traffic in the area was Spectre 17 who was RTB to Charnel 93. He suggested we coordinate separation between the two aircraft and gave me Spectre 17's position. I contacted Spectre 17 and advised him that no conflict existed in position since we were headed south of their track and were already some 50 miles south of their route of flight. Spectre 17 acknowledged. Spectre 17 then advised Moonbeam that they had taken a hit and had declared an emergency. They stated they had been hit in #2 main fuel tank and were losing fuel and that fuel was also coming into the cabin of the aircraft. They followed this by passing the number of people on board, fuel status, remaining armament, and requested a straight-in approach to Ubon.

At 1908, I contacted Moonbeam reporting we had crossed the fence. Moonbeam acknowledged and advised us that Blue Chip had diverted us to escort Spectre 17 back to Ubon. I advised Spectre 17 of this and he acknowledged. Moonbeam suggested we obtain intercept vectors from Lion to Spectre 17's position. Spectre 12 had just taken off from Ubon and was also proceeding towards Spectre 17's position.

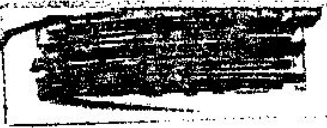
When we were approximately 20 miles from Spectre 17's position, Lion advised that he had lost both radio and radar contact with Spectre 17 and vectored us to the last contact position. When we were approximately 10 miles out, Moonbeam said they had a positive identification on the crash site and for us to proceed to the site. They also advised us we would be the temporary on-scene commander.

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Classification canceled (changed to UNCLASSIFIED)
 by authority of 3200.1-A 1-801
 by James H. Baker 31 Dec 74



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STATEMENT OF TABLE NAVIGATOR (SPECTRE 07) ON LOSS OF SPECTRE
 17, ON 21 DEC 72. (PAGE 2) **UNCLASSIFIED**

We located the main crash site at XC24370422 with the on-board sensors and orbited the site. We made voice contact with Spectre 17 India and then Spectre 17 Juliett. Spectre 12 then arrived at the crash site and after approximately 10 minutes, was advised to proceed on through to his frogged area. Moonbeam advised us that King 22 had ground aborted and we were to continue as on-scene commander.

Jolly Green 32 called and advised us that he was inbound for the pickup. We asked if we could have the survivors on the ground turn on their IR strobes so we could determine their exact position. We then located Juliett with the on-board sensors and watched the pickup by Jolly Green 32 at approximately 2105, we then assisted the Jolly Green by providing vectors to India's position with on-board sensors. India was picked up at approximately 2120. We then continued to attempt radio contact with any other survivors. Nail 80 also aided us in searching the area for possible survivors.

We were then contacted by King 22 who was inbound at that time and also Spectre 16 who had been designated to replace us. We briefed Spectre 16 on the situation and at that time, King 22 assigned Spectre 16 to be the on-scene commander. At 2315, we proceeded to Ubon due to remaining fuel.

Roy L. Tingle

ROY L. TINGLE
 MAJOR, USAF
 16 SOS
 SPECTRE 07 (TN)

CLASSIFIED BY **16 SOS OPS OFF**
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS
 DECLASSIFIED ON 31 DECEMBER, 1980

UNCLASSIFIED



DOWNGRADE TO:
 SECRET ON
 NON-IDENTICAL ON 31 Dec 74
 DECLASSIFY ON 31 Dec 80
 CLASSIFIED BY 16 SOS OPS OFF