

OPERATION OH JAC KYO I

Our website February timeline article discusses the ROK Marines (Blue Dragons) fighting in the Battle of Tra Binh Dong near Chu Lai. This area was referred to as "Marine Country" due to the ROK Blue Dragon Division connection to the south with the ROK Tiger Division at Qui Nhon and the embedded U.S. Marines assigned to the 1st Air Naval Gunfire Liaison Company (1st ANGLICO).

This month's 50th Vietnam War Commemoration timeline features the Korean Army Capital Division in the Phu Yen Province (Qui Nhon) and the 9th (White Horse) Division assigned in the Ninh Hoa Province. *OPERATION OH JAC KYO* was designed to link the 9th Division's 30th Regiment in Cam Ranh Bay, the 29th Regiment farther north at the Division Ninh Hoa base camp, and the 28th Regiment at Tuy Hoa with the northern Capital Division. The Capital Division had previously taken over responsibility for the northern area from the U.S. 101st Airborne in 1965, and already controlled the coastal highway region from their division headquarters at Qui Nhon all the way north to Phu Cat.

In October 1966, squeezed between the two Korean divisions, the U.S. 1st Brigade, 4th Division at Tuy Hoa, the 1st Brigade, 101st Airborne Division, and the 47th ARVN Regiment began *OPERATION ADAMS*. The *ADAMS* objective was to protect the rice harvest in an area that included the Phu Yen and Tuy An Districts. By early 1967, the U.S. forces were drawn down to a reinforced battalion (Task Force Ivy) that assumed control of the entire *ADAMS* area.



Chae Myung-shin

On 8 March five Capital Division battalions moved into ADAMS from the north and were joined one week later by three battalions of the 9th Division from the south to begin the long-awaited Korean operation, OH JAC KYO I.

Lt. Gen. Chae Myung Shin, commander of Korean forces in Vietnam, personally directed the linkup between the two units.

The success of the Operation *OH JAC KYO* extended ROK control of Route 1 from Phan Rang in the south to Qui Nhon in the north, with some control as far as the low-lying mountain areas in Binh Dinh Province.

The paragraph quoted above and the map to the right are excerpts from a detailed history report titled, *TAKING THE OFFENSIVE, OCTOBER 1966 TO OCTOBER 1967*, written by U.S. Army Lieutenant Colonel George L. MacGarrigle. [Click Here](#) for the complete online document. Pages 192-196 of the online report cover the action predominately involving the Korean Divisions.

USAF RC-47 airborne radio direction finding (ARDF) equipped aircraft were assigned to Nha Trang AB and the two aircrew squadrons were routinely tasked to provide close tactical support to on-going operations. The 361st Reconnaissance Squadron reported the following numbers of sorties on page 3 of their Jan-Mar 1967 unit history: *The breakdown of CTS sorties is as follows: SAM HOUSTON-75 sorties; DESOTO and DECKHOUSE IV-48 sorties; PERSHING-47 sorties; THAYER II-26 sorties; Paul Revere IV-21 sorties; PICKET-11 sorties; CHINOOK II, PLYMOUTH and RIO GRAND-7 sorties each; ADAMS-1 sortie; and 66 CTS sorties were flown in support of un-named operations.* While there is no mention of *ADAMS* in the 6994th Security Squadron Jan-Jun 1967 history, a short paragraph on page 16 does outline the results of their missions in support of the 101st Airborne Division: *From 26 January through 23 March 1967, CTS was provided for operations FARRAGUT and GATLING. Executed for the purpose of eliminating VC domination of National Route 1, the 101st Airborne relied heavily on ARDF to determine the areas of enemy activity; also, several B-52 strikes were executed against targets located by ARDF. More than 150 casualties were inflicted upon the enemy during the operations, and more than 135 suspects detained. FARRAGUT and GATLING were 101st Airborne Division search and destroy missions conducted near and south of Phan Rang.*

As a timeline reference, Operation *OH JAC KYO* was ongoing when the USAF *Phyllis Ann* RC-47 ARDF mission launched from Nha Trang during the afternoon of March 9, 1967. Their flight route was parallel with the Korean coastal operation, north past Tuy Hoa and Qui Nhon, and on into their mission area. This aircraft, callsign *TIDE 86*, was subsequently shot down with all crewmembers lost near the border of Binh Dinh and Quang Ngai Provinces. The *TIDE 86* timeline article is next in this series.



MAP 21

Taking the Offensive—October 1966 to October 1967

George L. MacGarrigle, Center of Military History
United States Army, Washington, D.C., 1998

The Loss of TIDE 86



Fifty years ago, on March 9, 1967, an RC-47 of the 361st Reconnaissance Squadron (Recon Sqdn) based at Nha Trang Airport, Republic of Vietnam, took off at 1:55 pm local time on a routine seven-hour airborne radio direction finding (ARDF) mission in Binh Dinh Province, about 125 air miles north of Nha Trang. Aboard the Gooney Bird, tactical callsign TIDE 86, were four 361st Recon Sqdn personnel and three backenders from Detachment 1, 6994th Security Squadron. When the aircraft failed to return to Nha Trang as scheduled around 9:00 pm, a “communications search” was initiated—the mission might have diverted to an alternate field without being able to notify Nha Trang. When this search proved negative, the aircraft and crew were declared missing about 11:30 pm.

Low ceilings and poor visibility in and near the mission area, a zone encompassing some 5,600 square miles, kept initial search efforts grounded. Two days later, at around 8:10 AM on March 11, an O-1 Bird Dog FAC spotted the wreckage. A USAF Air Force Accident & Security Team was airlifted to the crash site by UH-1F helicopter after the site was secured by an infantry company of the 1st Air Cavalry Division. The USAF recovery team consisted of the 361st Recon Sqdn Operations Officer, the 460th Tactical Reconnaissance Wing Flight Safety Officer and Flight Surgeon, and two NCOs from Det. 1, 6994th Security Squadron: TSgt Thomas Echols (Operations) and TSgt Donald A. “Bernie” Bernard (Maintenance).

The team remained on the ground for an hour and twenty minutes. The recovered remains of the crewmembers were taken to the 8th Field Hospital at Nha Trang. Also recovered were a portion of the navigator’s work chart and sections of printer tapes showing the position of the aircraft (as determined by the Doppler) and the relative bearings of targets being worked at the time. Fragments of target activity logs and ARDF operator notes were also salvaged. There are pages and pages of reports describing what happened—or what might have happened—after TIDE 86’s routine departure, but the most specific details are included in the classified operational reports generated by Detachment 12, 38th Aerospace Recovery and Rescue Squadron (ARRS) and the 361st Recon Sqdn after the aircraft was reported overdue. Detachment 1, 6994th Security Squadron personnel provided ARDF data recovered at the crash site which was used to expand upon the 361st Recon Sqdn summary report dated March 13, 1967. This and subsequent reports were manually typewritten, following a set format. These reports also include raw data provided in a free-flowing, somewhat non-standard format. Depending on the report, local or “Zulu” (GMT) time may appear. The remainder of this narrative has been pieced together from the data on those printer tapes and operator comments as noted in the reports described above. All times cited in the various reports have been converted to local (Nha Trang) time (GMT+8 hrs) in 12-hour clock format.

To follow the actual (and speculated) flight path of Tide 86 from beginning to end requires an understanding of geographical locations provided in (a) conventional latitude and longitude (Lat/Long) format, (b) the Universal Transverse Mercator (UTM) grid system, and (c) the military’s Tactical Air Navigation system (TACAN.)

At 2:16 pm, twenty-one minutes after take-off, Port Call Control & Reporting Center (CRC) radar at Nha Trang showed TIDE 86 headed northbound on a radial of 022° at 36 nautical miles (nm). The mission was handed off to Peacock CRC (Pleiku) which made the last contact with TIDE 86 at 2:25 pm. At that time, the aircraft was on the 130° radial for 102 nm off Pleiku TACAN channel 53, still headed north along the coastline. Both positions reported by the CRCs show the aircraft in a normal flight pattern north towards Qui Nhon and the assigned frag area, centered at UTM coordinates BR6085.

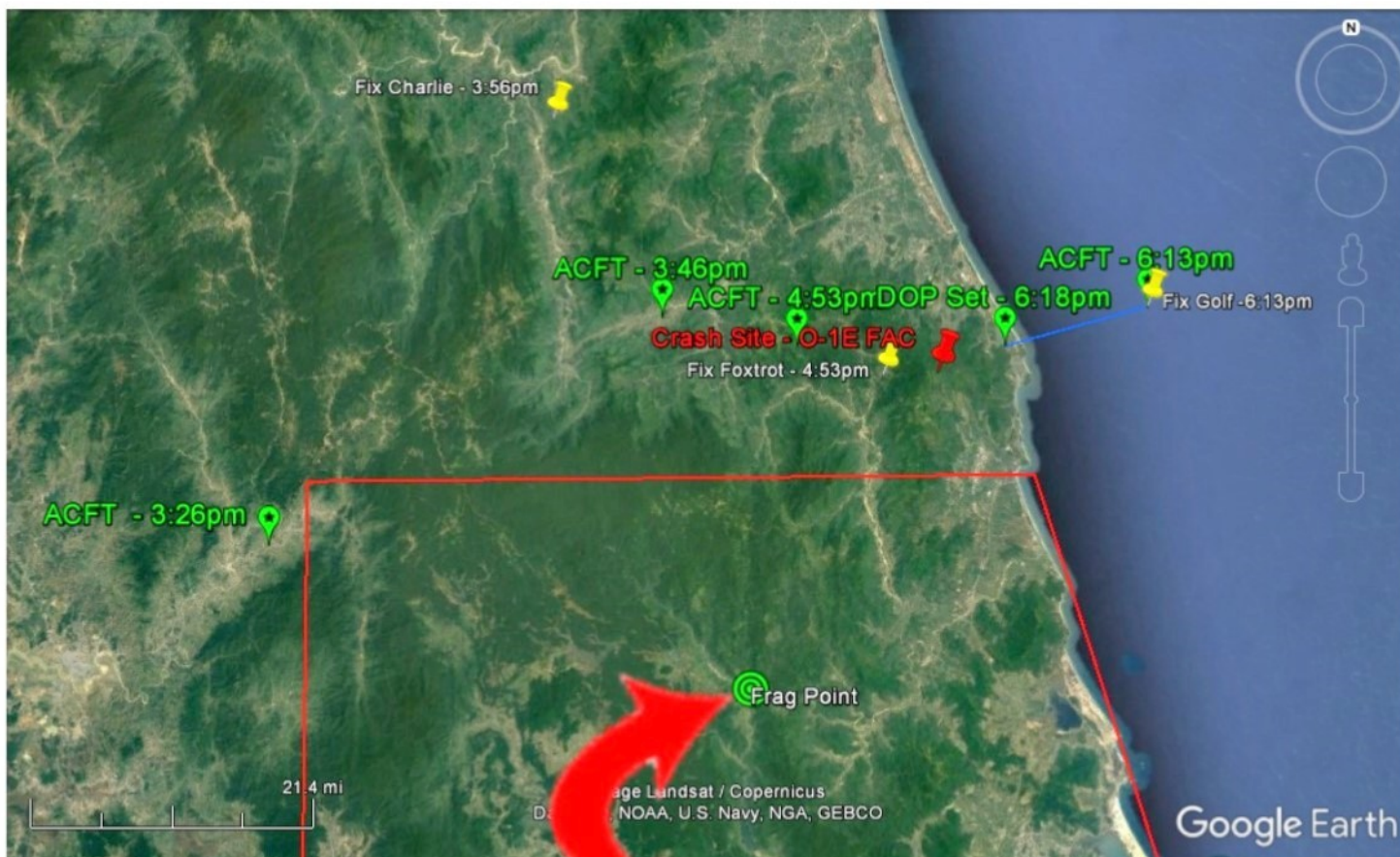
Approximately one hour into the flight (2:50 pm), the navigator probably completed a Doppler calibration set (“Dop set”) over the Qui Nhon TACAN, about 90 air miles due north of Nha Trang and still roughly 35 nm south of the frag point. Recovered printer tapes showed that the ARDF operator “locked on” target Alpha at 3:26 pm, followed by Bravo at 3:46 pm, but apparently neither target was fixed. Target Charlie was worked beginning at 3:48pm, resulting in a fix at 3:56 pm. The aircraft standoff range to Charlie was less than 15 nm. No printer tapes were recovered for targets Delta and Echo, but Foxtrot was fixed at 4.53 pm, with the aircraft standoff range about 6 nm. The last target, Golf, was initially locked on at 5:30 pm, with the last line of position (LOP) and subsequent fix being made about 30 minutes later. The fix point was over water, about 8 nm off shore. In accordance with Market Time operating procedures, the crew probably headed overwater to attempt a visual sighting of the transmitting vessel.

Based on printer tapes and recovered operator comments, the 1967 report writers concluded that the aircraft was in the vicinity of the target Golf fix point (G-5) at 6:13 pm. (This writer assumes that the G-5 identification means there were at least 5 LOPs used to triangulate the target Golf fix.) The validity of G-5 is critical because this fix location is used as a reference point (like a TACAN transmitter location) for determining subsequent aircraft positions during the seven minutes that elapsed between TIDE 86’s departure from the G-5 fix point vicinity (6:13 pm) and 6:20 pm, the time showing on an aircraft clock found in the wreckage.

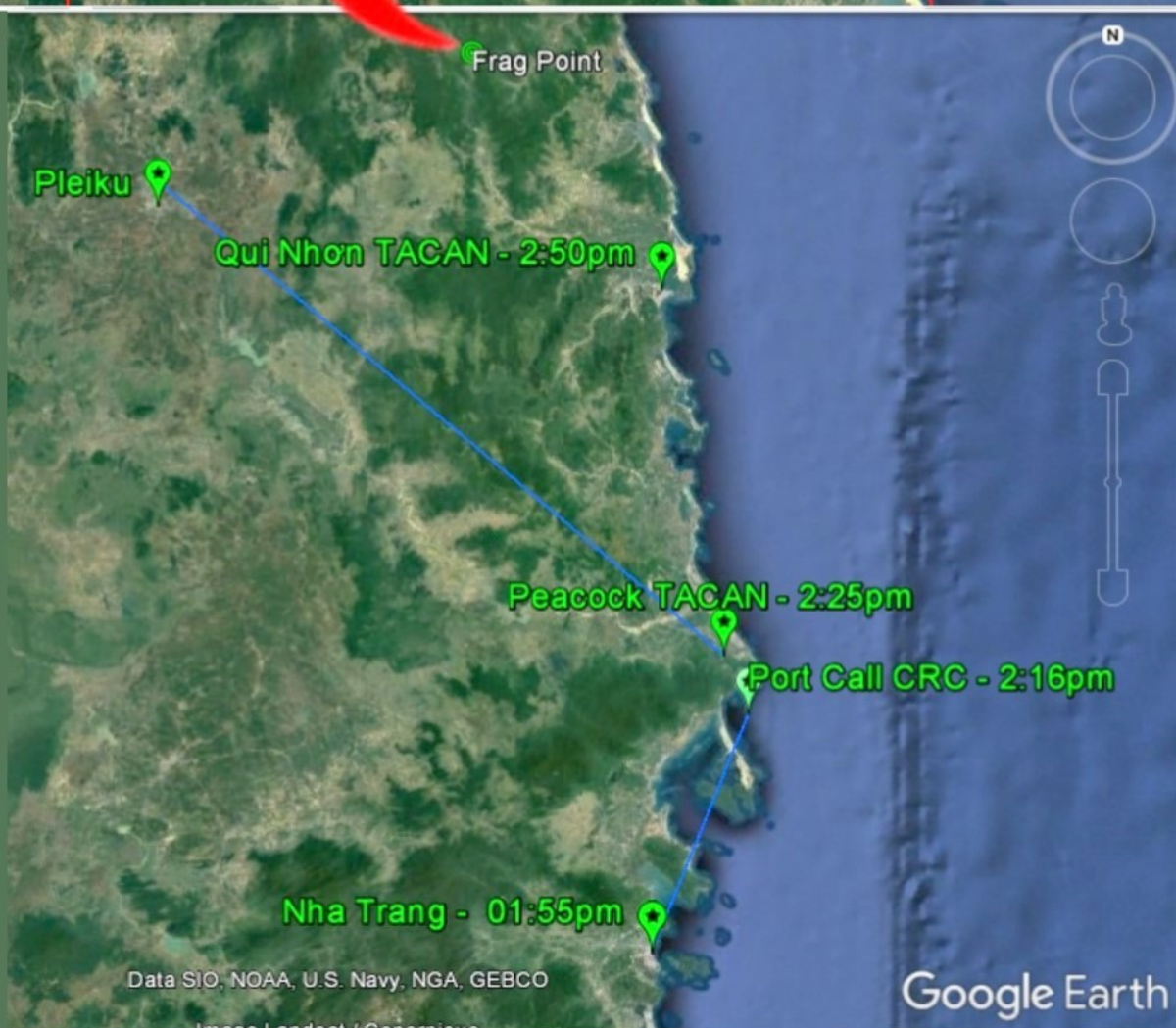
The 361st Recon Sqdn summary report offers this supposition: After fixing target Golf and performing, or attempting to perform, visual reconnaissance of the target vessel until around 6:13pm, TIDE 86 turned directly to shore to “shoot” a Dop set on a prominent area landmark. This Dop set point was projected to be 250° at 10 nm from G-5. (Google Maps places that marker almost exactly in the middle of a road/railroad intersection.) This presumed Dop set point was then used as a reference point for locating the crash site, but the radial and distance measurements as reported more closely match the fix point for target Foxtrot than the actual crash site. Finally, the reports list four separate crash site coordinates. The Det 12, 38th ARRS report citing the Lat/Long location reported by the O-1 FAC exactly matches the UTM coordinates in the 361st Recon Sqdn report. The UTM coordinates reported in the Jan-Jun 1967 Detachment 1, 6994th Security Squadron history plot on the map about 300 meters from the FAC-reported location. The 6994th Security Squadron history for Jan-Jun 1967 references UTM coordinates that plot about 10 nm due north of the other reported coordinates. (Click [HERE](#) for the 361st Recon Sqdn and other referenced reports.)

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Tom Echols participated in a USAFSS headquarters debriefing soon after returning from the crash site, but has remained silent about that episode since. As part of this 50th Anniversary tribute to TIDE 86 and those crewmembers lost, Chief Master Sergeant (retired) Echols has written a new personal accounting of the Accident & Security Team experiences. His story will be the feature article in the next EC-47 History Site Newsletter, slated for release in mid-March 2017. We are indebted to Chief Echols and hope his thoughts and recollections will help all of us better remember the 361st Recon Sqdn and Det 1, 6994th Security Squadron crewmembers that “gave their all” 50 years ago this month.



TIDE 86 took off from Nha Trang at 1:55pm. They seemed to have a quiet mission (the ARDF operators worked 6 targets) until locking on to Target Golf. This was an overwater (Maritime Target) and they probably went to try and get a visual according to normal procedures. Follow their flight in the neon green markers until they probably shoot down at 6:20pm. This was the time displayed on a wreckage clock.



In Memoriam

Ivel Doan Freeman Major 361st TEWS

Leroy Preston Bohrer Major 361st TEWS

Roger Paul Richardson Captain 361st TEWS

Prentice Fay Brenton SSgt. 361st TEWS

Raymond F. Leftwich TSgt. Det.1 6994th SS

Charles D. Land A1c Det.1 6994th SS

Daniel C. Reese A1c Det.1 6994th SS

MAJOR IVEL DOAN FREEMAN: 361st Reconnaissance Squadron. Wife: Mrs. Bettie R. Freeman, Lincoln, Nebraska. Children: Leonard K. Freeman, 17; Andrea L. Freeman, 5. Awards: Air Force Commendation Medal, 1 Oak Leaf Cluster; Air Force Outstanding Unit Award; Good Conduct Medal; National Defense Service Medal, 1 Bronze Service Star; Air Force Longevity Service Award, 3 Bronze Oak Leaf Clusters; Vietnam Service Medal; Air Medal, 3 Oak Leaf Clusters.

MAJOR LEROY PRESTON BOHRER: 361st Reconnaissance Squadron. Wife: Mrs. Ruth D. Bohrer, Sunset, Utah. Children: Carson F. Bohrer, 13; Lorraine Bohrer, 12; Jacqueline Bohrer, 11; Susan Bohrer, 8; and Betty Bohrer, 5. Mother: Mrs. Ethel L. Bohrer, Arlington, Virginia. Awards: Air Force Outstanding Unit Award, 1 Oak Leaf Cluster; World War II Victory Medal; National Defense Service Medal, 1 Bronze Service Star; Air Force Longevity Service Medal, 2 Bronze Oak Leaf Clusters; Small Arms Expert Marksmanship Ribbon; Armed Forces Expeditionary Medal; Vietnam Service Medal; Air Medal, 3 Oak Leaf Clusters.

CAPTAIN ROGER PAUL RICHARDSON: 361st Reconnaissance Squadron. Wife: Mrs. Barbara E. Richardson, Denver, Colorado. Children: Russell P. Richardson, 8; Elizabeth G. Richardson, 6; and Charles N. Richardson, 1 1/2. Parents: Mr. and Mrs. Russell B. Richardson, Great Falls, Montana. Awards: Good Conduct Medal; Air Force Longevity Service Award, 1 Oak Leaf Cluster; National Defense Service Medal; Vietnam Service Medal; and Air Medal, 3 Oak Leaf Clusters.

SSGT PRENTICE FAY BRENTON: 361st Reconnaissance Squadron. Wife: Mrs. Helen J. Brenton, North Hampton, New Hampshire. Mother: Mrs. Lucy V. Thornton, Evansville, Indiana. Awards: American Campaign Medal; World War II Victory Medal; National Defense Service Medal, 1 Bronze Star; Asiatic Pacific Campaign Medal, 1 Bronze Star; Presidential Unit Citation, 1 Bronze Star; Navy Unit Citation; Air Force Longevity Service Award, 2 Bronze Oak Leaf Clusters; Good Conduct Medal; Air Force Good Conduct Medal; Vietnam Service Medal; Vietnam Campaign Medal; and Air Medal, 3 Oak Leaf Clusters.

TSGT RAYMOND FRANCIS LEFTWICH: Det. 1, 6994th Security Squadron. Wife: Mrs. Betty Carolyn Leftwich, San Angelo, Texas. Mother: Mrs. Francis Veratta Duvall, Grand Junction Colorado. Awards: American Campaign Medal; Asiatic Pacific Campaign Medal; Philippine Liberation Ribbon, 2 Bronze Service Stars; World War II Victory Medal; Army of Occupation Medal, Germany; National Defense Service Medal, 1 Bronze Service Star; Air Force Outstanding Unit Award; Good Conduct Medal, 3 Bronze Loops; Air Force Good Conduct Medal; Air Force Longevity Award, 4 Bronze Loops; Small Arms Expert Marksmanship Ribbon; Vietnam Service Medal and Air Medal.

A1C CHARLES DWAYNE LAND: Det. 1 6994th Security Squadron. Wife: Mrs. Donna Marie Land, Denver, Colorado. Parents: Mr. & Mrs. David Samuel Land, Dayton, Ohio. Awards: Air Force Outstanding Unit Award; Small Arms Expert Marksmanship Ribbon; Air Force Good Conduct Medal; Vietnam Service Medal; and Air Medal, 2 Oak Leaf Clusters.

A1C DANIEL CURTIS REESE: Det. 1 6994th Security Squadron. Wife: Mrs. Sondra Carole Reese, Seat Pleasant, Maryland. Father: Mr. Daniel Russell Reese, Seat Pleasant, Maryland. Grandmother: Mrs. Daisy Reese, Bluefield, Virginia. Awards: National Defense Service Medal; Small Arms Expert Marksmanship Ribbon; Vietnam Service Medal; and Air Medal.

Joe Martin, May 1, 1998

[ec47 archives](#)



Land Ski Lodge on Misawa Air Base
named in honor of Charles D. Land KIA on TIDE 86



Leftwich Dormitory - Kelly AFB, TX



Dedication Plaque of Reese Road by Bus Stop
Misawa AB, Japan - Dedicated 24 Feb 1977



Reese Road Dedication Plaque
Misawa AB, Japan - 24 Feb 1977

MORE PHYLLIS ANN AIRCRAFT ARRIVE

The Flight Across the Pond

By the end of 1966, nearly 20 RC-47 *PHYLLIS ANN* airborne radio direction finding (ARDF) equipped aircraft had made the long flight from Grenier Field in New Hampshire to three air bases in South Vietnam. The EC-47 History Site (ec47.com) provided extensive coverage last year in our 50th Anniversary articles celebrating the 1966 activation of the supporting units at Tan Son Nhut, Nha Trang and Pleiku. J.C. Wheeler, the Flight Engineer who started the original ec47.com website, was a member of the crew that delivered one of the first 5 aircraft, tail number 43-48933, to Tan Son Nhut AB on September 10, 1966. After their inbrief, Wheeler and most of the ferry crew continued on to assignments at Nha Trang. Although there were some delays in the deployment schedule of these *million dollar* aircraft, by early 1967 there were more than 30 aircraft flying ARDF missions...with nearly 20 more in the extensive stateside modification process. On March 12, 1967,



pilot Captain Charles L. (Chuck) Miller and his crew delivered the 37th ARDF aircraft directly to Nha Trang. The trip across the Pacific Ocean was exciting and not without considerable mechanical and adverse weather considerations. As we continue our 50th Anniversary celebrations with these timeline entries, let's all pay tribute to those crews who flew, navigated, and maintained these aircraft on that long flight across the pond. Click on either of the two personal photos below to read the very exciting, adventurous stories submitted by two outstanding RC-47 *PHYLLIS ANN* aviators, J.C. Wheeler and Chuck Miller.



J.C. Wheeler



"Phyllis Ann" Aircraft # 37; Tail number 42-100665
Photo courtesy Charles L Miller. Pilot, 361st Tactical
Electronic Warfare Squadron, Nha Trang RVN, 1967



Chuck Miller