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NARRATIVE OF RESCUE MISSION

On 13 October 1965, a CH-3C helicopter departed a classified forward operating base in Laos for the purpose of locating and recovering a downed pilot whose jet was shot down while on a mission over North Vietnam. Enroute to the area, it was discovered that radio direction finding systems were inoperative which made it impossible to home in on radio signals transmitted by the downed pilot. While being directed by a rescue C-54 to the general vicinity of the downed pilot, the aircraft encountered anti-aircraft fire, but the pilot placed the aircraft behind a protective ridge. The pilot was forced to fly three low passed very slowly over the extremely dense and hazardous tangle of forest and brush in order to get a visual contact on the downed pilot. It was discovered that the hoist would not work and that a hovering pickup therefore would be impossible. Radio contact was made with the downed pilot and he was instructed to move into an open area so a landing could be made. The helicopter was fired upon by ground troops and fighter cover was called in and they provided suppressive fire actually keeping the hostile ground party pinned down while the helicopter maneuvered for a pickup. The downed pilot was spotted and the rescue pilot landed in a tangle of vines, crushing them down with the aircraft untill the downed pilot was within reach of the para rescue crewmember stationed at the door of the helicopter. The downed pilot was bodily pulled into the aircraft and the helicopter departed. The C-54 and fighter cover directed the helicopter back to its classified landing site. During the return trip th friendly territory, the helicopter was again subjected to anti-aircraft fire.

Crew Members:

RCC Capt Jerry W. Jennings
CP Capt James C. O'Dell
HM S/Sgt Harold R. Schrader
PJ T/Sgt William G. Daniels

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'Giants' Are Welcome Sight If You're Down in North

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SAIGON—"Ask any man in my outfit, and he'll tell you we have the best mission in the Air Force." Speaking a bit too loudly for the size of the room, Air Force Maj. Baylor R. Haynes, commander of an Air Force rescue helicopter unit, begins to talk about the men who are responsible for rescuing downed pilots in communist north Vietnam.

"Every last one of them, and I mean the support people — clerks, supply men, the lot—as well as the chopper crews will tell you their job is to recover downed aircrew members," he continues in a loud grating voice—a result of flying helicopters since the early 1950s.

In his fatigue uniform, the burly Texan looks like the character whose name his unit bears—the "Jolly Green Giant." A veteran of World War II and the Korean War, Haynes typifies the spirit and morale of his men. He is an experienced rescue pilot with over 70 missions in H-5 and H-19 helicopters during the Korean War.

"We are called the Jolly Green Giants," Haynes says, "because of the size and coloring of our helicopters and the giant-size job my people are doing."

The rescue crews fly camouflaged HH-3C rescue helicopters, a modified version of the large, powerful CH-3C transport chopper.

For rescue work, the helicopter is equipped with armor plating, extra fuel tanks and a powerful winch with a jungle-penetrating hook for pick-ups. On rescue missions, the huge green chopper carries a crew of four—two pilots, a flight engineer and a para-rescue man.

"We've got some of the most-experienced chopper men in the rescue business. They know their job and work as a team to get it done."

Over the jungles of communist north Vietnam, pilots are often forced to hover at tree-top level or even go into thick undergrowth to pick up a downed pilot. As the pilot lowers into the trees, the other crew members watch for limbs which can wreck the helicopter.

October 65
Last November, a crew on its first rescue mission over the communist north actually landed in thick elephant grass to pick up a downed pilot.

Thursday, Nov. 11, 1965
C. J. Haynes
was
the
first

for their 250-foot cable would not work. It had worked during pre-flight and in another test just before the helicopter reached the pilot.

The rescue crew made two passes over the pilot and picked up more ground fire each time. They called for more help from the A-1E pilots flying air cover.

After the Skyraider pilots again strafed the area, Jennings dropped the big rescue chopper into the brush next to the trapped pilot. The flight engineer and para-rescue man pulled the pilot to safety, and Jennings took off, clipping the deep brush with his rotor blades and barely missing a hill.

MAT RANDALL F105

"Although it takes team work to do the job," says Haynes, "the individual heroism of my men never ceases to amaze me. I've got one man (SSgt Berkeley E. Naugle, 32, a flight engineer) flying over north Vietnam right now who spent seven hours up there scrambling through the bushes last November."

Naugle bailed out of a burning HH-3C when it was shot down about 40 miles southwest of Hanoi, Nov. 6. He suffered severe burns, but was rescued at night by another helicopter crew.

Flying over Naugle's position, the rescue helicopter pilot asked him if he had anything to pinpoint his location. Naugle had lost his survival gear during bail out, but he lit his cigaret lighter as a last hope.

The rescue crew spotted the dim, flickering light through the jungle canopy and made the rescue.

"The para-rescue boys are some of the damnedest characters you've ever met," Haynes says. "They'll go anywhere and do anything, and they act like they're spring loaded to go down the line (eager to descend on the hoist to aid a downed pilot)."

Recently, one of the para-rescue men did "go down the line" to find a Navy A-4 pilot.

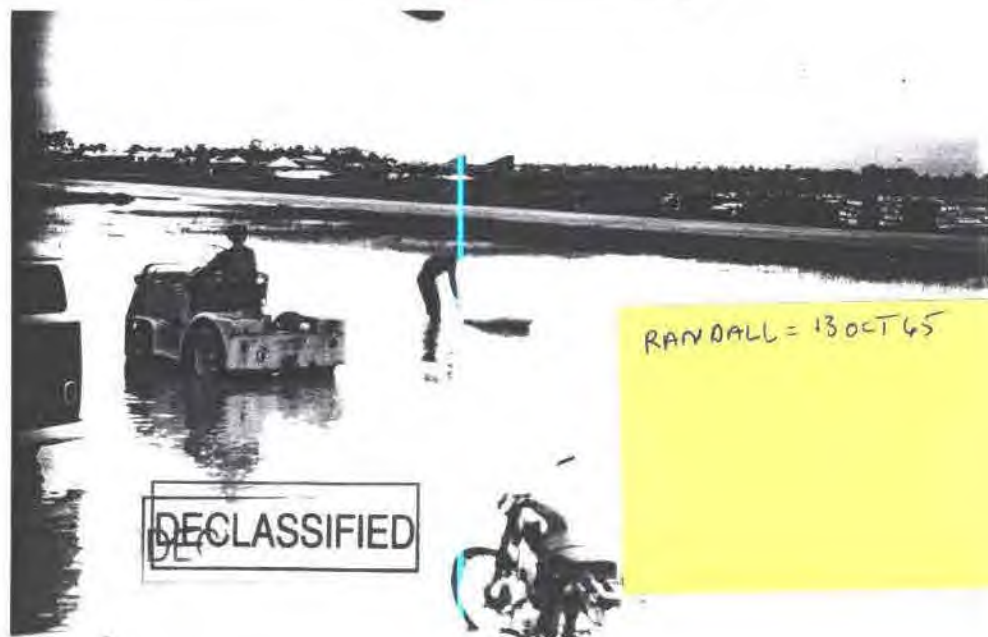
Hovering directly over the pilot's position, the rescue crew could hear his beeper and voice radio, but they could not locate him in the thick, jungle cover.

The para-rescue man rode the cable into the trees and walked around until he located the Navy airman. He then directed the HH-3C to their position and a safe rescue was made.

Like other rescue crew members, para-rescue medics are among the best trained men in the Air Force. Each is a qualified parachutist, SCUBA diver and medical corpsman.

All rescue crew members are trained in escape and evasion, jungle, desert and water survival, as well as rescue techniques. Most are trained at Stead Air Force Base, Nev.

Haynes' rescue crews were formed and trained at Stead and came to Southeast Asia to replace a temporary unit in October, 1965.



RANDALL = 13 OCT 65

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REPRINTED FROM THE STARS AND STRIPES NEWSPAPER, PACIFIC EDITION, 1965
SIAGON

"Ask any man in my outfit and he will tell you we have the best mission in the Air Force." Speaking a bit too loudly for the size of the room, Air Force Maj. Baylor Haynes, commander of an Air Force rescue helicopter unit, begins to talk about the men who are responsible for rescuing downed pilots in communist North Vietnam.

"Every last one of them, and I mean the support people, clerks, supply men, the lot -as well as the chopper crews will tell you their job is to recover downed aircrew members," he continues in a loud grating voice a result of flying helicopters since the early 1950's. In his fatigue uniform, the burly Texan looks like the character whose name his unit bears - The "Jolly Green Giant"

A veteran of World War II and the Korean War, Haynes typifies the spirit and morale of his men. He is an experienced rescue pilot with over 70 missions in H-5 and H-19 helicopters during the Korean War.

"We are called the Jolly Green Giants," Haynes says "because of the size and coloring of our helicopters and the giant-size job my people are doing."

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For rescue work, the helicopter is equipped with armor plating, extra fuel tanks and a powerful winch with a jungle penetrating hook for pick-ups. On rescue missions, the huge green chopper carries a crew of four - two pilots, a flight engineer and a pararescue man.

Haynes says we've got some of the most experienced chopper men in the rescue business. They know their job and work as a team to get it done."

Over the jungles of communist North Vietnam, pilots are often forced to hover at tree-top level or even go into thick undergrowth to pick up a downed pilot. As the pilot lowers into the trees, the other crew members watch for limbs which can wreck the helicopter.

Last November, a crew on its first rescue mission over the communist north actually landed in thick elephant grass to pick up a downed Air Force F-105 Thunderchief pilot

Capt Jerry W. Jennings, 35, was aircraft commander on the flight, and Capt James ("Digger") O'Dell, 31, was co-pilot. As the rescue crew neared the downed pilot, it received heavy flak. Jennings called for an Air Force A-1E Skyraider pilot to attack the enemy gun positions.

Firing over the heads of the downed pilot, the Skyraider pilot silenced the communist guns, but the rescue crew's problems weren't over.

When they went in to pick up the pilot, they discovered the hoist for their 380 foot cable would not work. It had worked during preflight and in another test just before the helicopter reached the pilot.

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They called for more help from the A-IE pilots flying air cover. After the Skyraider pilots again strafed the area, Jennings dropped the big rescue chopper into the brush next to the trapped pilot. The flight engineer and the pararescue man pulled the pilot to safety, and Jennings took off, clipping the deep brush with his rotor blades and barely missing a hill.

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Recently, one of the pararescue men did "go down the line" to find a Navy A-4 pilot. Hovering directly over the pilot's position, the rescue crew could hear his beeper and voice radio, but they could not locate him in the thick jungle cover.

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10. 38-1027-13 Oct 65 (S). Maj James Randell was making a second pass on the bridge he had just bombed in North Vietnam for assessment when he encountered an emergency and was forced to eject. His wingman notified the HC-34 pilot on precautionary orbit of the bailout. The HC-34 proceeded toward the bailout scene and requested that the CH-3C, and A1E's be scrambled. Maj Randell had landed in a valley near a village. He began climbing a nearby hill, and at this time saw two men with rifles coming toward his position. Upon reaching the top of the hill he made contact with his flight via radio. Upon being told that the helicopter would require one hour to arrive at his location he requested that the orbiting aircraft leave his immediate area so as not to compromise his position. The helicopter made one low pass upon arrival and drew ground fire. Maj Randell directed the A1E's to his position and they suppressed the ground fire for the CH-3C. Due to a hoist malfunction, the helicopter had to land to pick up the survivor. The high shrubbery resulted in damage to the rotor tips of the CH-3C; however, an uneventful return journey followed. The pilot of the CH-3C was Capt Jerry W. Jennings.

11. 38-1055-22 Oct 65 (U). Capt Melvin C. Elliot was on a strafing mission against VC forces attacking the Plei Me Camp in South Vietnam when he was forced to bailout. His bailout took place at approximately 0100H, and he landed 200 meters from the perimeter of the camp. A large VC force that had the camp surrounded, were located between Capt Elliot and the camp perimeter. Capt Elliot made radio contact with both his wingman and the camp. A patrol that was sent out to locate him ran into heavy opposition and was forced to return. After daylight additional patrols were dispatched, but all failed to make contact with the survivor. That evening an Army Helicopter attempted to make the pickup but was driven off by heavy automatic weapons fire. Two HH-43's were sent from Bien Hoa to be in place at Pleiku for a first light attempt the following morning. The plan was for two fighter aircraft to make strikes in the vicinity, followed immediately by two more fighters laying smoke and the two HH-43's coming in to make the pickup. However, during the night it became necessary for Capt Elliot to change his hiding place due to increased VC activity in his immediate area. Later that morning Capt Elliot transmitted his new location, and the HH-43's along with armed UH-1B's proceeded to the area and made the pickup. The pilot of the HH-43 making the pickup, Capt Dale Potter, flew the survivor to Pleiku.

12. 38-1073-28 Oct 65 (S). A USN F-4B crewed by Lt Cdr A. M. Lindsey and Lt Robert W. Cooper encountered difficulty while on a mission over Laos and ejected. His wingman notified the prepositioned HU-16, that in turn notified the ECC at Udorn AB, Thailand. Two A1E's and one HC-34 were scrambled from Udorn AB, and two HH-43's took off from Nakhon Phanom. While SAR Force was enroute, a Navy A1H that had been diverted into the area picked up an emergency beacon, and shortly thereafter sighted two chutes. Each of the two HH-43's picked up one crewmember, as the two had landed about one mile apart. The pilots of the two HH-43's, Capt Burgeaux and Capt McMillian, flew the survivors to Nakhon Phanom, Thailand. 17

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MISSIONS

RESCUERS

LOCATIONS

SURVIVORS

Name

Aircraft

Name

Service

Aircraft

38-959-22 Sep
38-968-24 Sep

Capt Richardson
Maj Hollfelder

HU-16B
HU-16B

1700N - 10715E
1708N - 10758E

Capt Tuong
Capt Graves
Lt Nolan
VNAF
USAF
A1H
F4C

6-38-820-24 Sep
6-38-898-5 Oct

Capt Layman
Capt Murden
Capt Nadler

HH-43F
HH-43F

5 NM E. Bein Hoa
8 NM E. Bien Hoa

Maj Barbena
2 Soldiers
5 Soldiers
USAF
USA
F-100

6-38-929-9 Oct

Capt Cook
Capt Potter

HH-43F

10 NM W. Bien Hoa

2 Soldiers
1 Soldier
USA
USA

38-1027-13 Oct

Capt Jennings

HH-3

2132N - 10317E

Maj Randall
USAF
F-105

38-1055-22 Oct

Capt Porter

HH-43F

37 NM SSW Pleiku

Maj Elliot
USAF
A1E

7-38-642-23 Oct

Capt Cunningham

HH-43F

12 NM W. DaNang

2 Marines
USMC

38-1073-28 Oct

Capt Burdeaux
Capt McMillan

HH-43F
HH-43F

1635N - 10624E
1635N - 10624E

LCDR Lindsey
LT Cooper
USN
USN
F-4B
F-4B

38-1084-1 Nov

Capt Westenbarger

HU-16B

2051N - 10729E

Capt Huggins
USAF
RF-101

38-1088-1 Nov

HH-3

1803N - 10540E

LCDR Wheat
USN
A4C

38-1110-6 Nov

HH-3

2029N - 10527E

2 Navy
USN
SH3

6-38-1047-6 Nov

Capt Murden

HH-43F

1104N - 10703E

1 Australian
Aust

38-1111-7 Nov

Lt Kirby

HU-16B

1953N - 10614E

LCDR Wask
USN
A4C

38-1114-8 Nov*

Capt Henningson
Capt Nadler

HH-43B

1108N - 10657E

20 Soldiers
USA

38-1138-17 Nov

Capt Richardson

HU-16B

1913N - 10748E

CDR Chew
USN
F8E

38-1141-18 Nov

Capt Reiderick

HH-43B

1814N - 10532E

Capt Mahaffey
USAF
F-105

38-1150-20 Nov

Capt Keesler

HH-43B

1113N - 10643E

2 Soldiers
USA

7-38-671-21 Nov

Capt Graham

HH-43F

1 NM S. DaNang

Lt Rucker
A1C Kelly
USAF
C-123

* Recovered on 9 November

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