

1966



SIKORSKY NEWS

JANUARY, 1966

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION
STRATFORD, CONN.

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SIKORSKY NEWS

January, 1966

Aircraft, Too, Are Rescued in Viet Nam

AN KHE — Helicopters used for rescue work don't always bring back troops or villagers. Often they bring back other aircraft.

This kind of rescue, less dramatic than the saving of human lives, represents a saving of its own, however.

Pioneers in aircraft retrieval

al in Viet Nam were CH-37s used by Army recovery units. In one 11-month period, for instance, the big, piston-powered helicopters were credited with recovering 99 aircraft. Figured in prosaic dollars and cents, this meant a saving of \$20 million.

HH-3Cs and UH-34s, used as personnel rather than aircraft rescuers, also have been used to recover downed planes. One HH-3C (shown at left) carried an HH-43F 40 miles to its base. The HH-43F, weighing 5,200 pounds, rode in a new kind of swing sling.

Aircraft rescue work isn't the same as human rescue work, but the rescued aircraft, used again, can mean the difference between life and death for the ground troops of tomorrow.



HH-3C delivers HH-43F helicopter to base in southeast Asia after recovering downed aircraft at point 40 miles away.



SIKORSKY NEWS

Sikorsky Aircraft CORPORATION
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Air Force CH-3C prepares to move Marine Corps 105 mm gun to new position for artillery barrage against Viet Cong.

Charlies and Green Giants, Too

SAIGON — Some people call them Jolly Green Giants. Some call them Big Charlies. Some call them unbelievable.

Air Force CH-3Cs and Aerospace Rescue and Recovery Service HH-3Es are proving themselves in this helicopter war. They have flown deep into North Viet Nam to pick up downed pilots. They have supported Marines in the northern provinces, and Army troops in the delta region. HH-3Es of Detachment 5 of the 38th Aerospace Rescue and Recovery Squadron are

stationed in Thailand under Maj. Baylor Haynes. Since November when the first HH-3Es arrived, 22 pilots have been rescued, most in North Viet Nam, some in Laos, some in Thailand.

Mayday

When a Mayday is received, two HH-3Es head for the trouble spot, one flying high to direct the operation, the other low. Usually, A-1E Skyraiders fly cover. The helicopters home in on the beep from the radio that every pilot carries in his sur-

vival kit. When the HH-3Es get close, the low bird makes a quick pass, then gets in and out in a hurry. Vines and trees can make a horsecollar pickup tough, so a special jungle penetrator is used — a heavy, torpedo-shaped object with three arms that make a folding seat. Paramedics accompany the HH-3Es — and often are called to "invade" North Viet Nam. Recently, one spent 15 minutes on the ground, ranging through the brush until he

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Charlies and Giants

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EDITORIAL OFFICE

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FRANK McCLEUNG

EDITOR

DAN DeVITO

JOE SOMMERS

PHOTOGRAPHERS

F. J. DELEAR

PUBLIC RELATIONS MANAGER

Jolly Green Giants

Capt. James L. (Larry) Butera of the 38th says the camouflage painted HH-3Es are called Jolly Green Giants because of "the gusto with which we go about our work".

Butera took part in the rescue of four downed pilots in North Viet Nam. He calls the HH-3Es the real heroes of the missions. Last month, an HH-3E on a rescue flight was hit eight times by enemy gunfire during its approach, hover, and departure; one rotor blade took a direct hit, and other hits were dangerously close to the fuel lines. Two downed pilots were picked up at the same time on the same hoist in another mission.

CH-3Cs and HH-3Es in Viet Nam are acting out the words of one pilot who says: "The book on helicopter warfare is being written over here. We get a new chapter every day."



SIKORSKY NEWS

Sikorsky Aircraft
STRATFORD, CONN.

DIVISION OF UNITED AIRCRAFT CORPORATION

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APRIL 1966

Rescue in Viet Nam



Pictures here show actual rescue in North Vietnam. UH-3E (top), flanked by A-1Es, hovers for spot where F-4B was downed. F-4B crew is found, and UH-3E hovers while paramedic Dennis Craft (with basket) attaches hoist to Warrant Officer D.D. Redmond (second from top). Moments later, Maj. Eddie Paige, F-4B commander is lifted. Craft reports on condition of men (second from bottom) while Redmond, wounded, sprawls on UH-3E cabin floor. They relax a little (bottom) on way home.

Helicopters 'Credit to Industry'

Viet Nam: Trial by Fire

Helicopters in Viet Nam stand up well against Viet Cong gunfire — and against their traditional enemies: dirt, dust, and heat.

His report covered HH-3Es with the 38th Aerospace Rescue and Recovery Squadron, CH-54As with the Army's 1st Cavalry Division, CH-3Cs with the Air Force's 20th Helicopter Squadron, and UH-3As with Marine Corps and Vietnamese Air Force squadrons.

"The HH-3Es are the best new aircraft I've ever seen delivered from Sikorsky," Burgess said. "There were no discrepancies, and you men are to be commended for an excellent job."

He had high praise for the crews of the rescue helicopters. "These people are being exposed to more and more enemy gunfire, but the rescues go on as routine business. The esprit de corps of rescue men is outstanding."

On rescue flights, he said, two HH-3Es stand by until accompanying A-1Es spot the downed airman. The helicopters aren't committed, he said, until they get a signal

or direct voice communication from the downed pilot. A-1Es work over the area then an HH-3E goes in for the pickup. "On a number of missions," he said, "the HH-3E has to use all its rescue cable — 240 feet — because of the high jungle growth."

Availability High

HH-3Es have escaped serious damage, Burgess said, with no hits on fuel tanks, major structures, hydraulic or electrical lines. "The drop tanks are working well," he said, "and they have been jettisoned at all speeds. The rescue winch is working very well."

HH-3E availability is usually 97 or 98 per cent, he said. He called it "the best record in Southeast Asia." He gave credit to three things: the HH-3E is a new aircraft, the spares situation is good, and maintenance is outstanding. He called HH-3E maintenance men "specialists with a high level of skill".

HH-3E performances have been generally higher than the limits set in an HH-3E pilot's handbook, Burgess said. "We're getting much more than we expected from the General Electric T-58-5 engine," he noted. Maneuverability is "better by far" than pilots expected.

a number of jobs (for the Navy and Air Force as well as the Army).

Thomas Mountain

SARDON — A 28-year-old jet pilot, down in North Vietnam for more than 24 hours, stood beside the HH-3E helicopter that had rescued him and petted its nose.

"What a pretty sight this was," said Lt. Kenneth D. Thomas Jr. The HH-3E is one of six attached to the 38th Aerospace and Rescue Squadron's Detachment 5.

Thomas had just finished a strike against a truck convoy in Mu Gia Pass 75 miles north of the 17th parallel when his plane was hit. He parachuted into rugged terrain.

Capt. William E. Cowell was one of the first on the scene in his HH-3E. "He (Thomas) was at a thin ledge and the air was very turbulent," Cowell said. "I tried five times to get in, then ran out of fuel. A second HH-3E tried, then a third. When it couldn't reach it, fuel and provisions were dropped."

Night Under Lodge

Thomas saw darkness settle and the rescue task force — A-1Hs, HH-43Gs, and HH-3Es — fly back to its base to plan the next day's operations. The mountainside was too steep for climbing. The downed pilot crawled under the ledge and napped.

"At 8 in the morning I began hiking," he said. "I wore out the seat of my flight suit getting down that mountain." Search planes quickly located Thomas again. He climbed and crawled to a narrow box canyon where he found a clearing.

"He was in this small canyon," Cowell said. "He was in a 10-foot opening about 300 feet below tree level. We

dropped 200 feet of cable."

Within 15 minutes Thomas was in the HH-3E. "I can't describe what I felt," he said later. "They were pounding me on the back and I put a big bear hug on a sergeant (Sgt. Robert J. Watson, Cowell's crew chief)."

The name of the mountain where Thomas landed has been renamed. "We call it Thomas Mountain," Cowell said.

Dante Carbone, Sikorsky field representative with Detachment 5, met the HH-3E when it returned. "Just seeing the looks on the faces of rescued pilots and hearing the murmurs they make as they step out of the helicopters makes a man proud," Carbone said.

Cowell flew a CH-53 to Hawaii island and had five rescue to his credit there before his transfer to HH-3Es and the Southeast Asia war zone.



Service News

200th Rescue

Air Force Capt. Charles G. Boyd hit the parachute when his F-105 caught fire on a strafing run over North Vietnam. He spent 35 minutes on the ground before being picked up by an HH-3E helicopter — the 200th rescue by the Aerospace Rescue and Recovery Service in Viet Nam. . . . **Marine Capt. Peter J. Vogel** recently received the Silver Star in ceremonies at Quantico, Va., for bravery in Viet Nam. A UH-34 pilot, he put down his helicopter three times in a landing zone riddled by Viet Cong machine gun, mortar, and recoilless rifle fire. His aircraft was hit a number of times; he was wounded in the neck. When his wingman was hit, Captain Vogel slanted back through enemy fire to rescue two crewmen from the downed bird. He heliohoisted back to Da Nang. . . . **Capt. Ira H. McMullen**, commander of the Coast Guard Air Station at Floyd Bennett Field, New York, received the Coast Guard Commendation Medal last month for his part in directing the rescue of survivors from the Shalom-Shaft Dugali collision off New Jersey in 1964. Also cited were Lt. Comdr. Walter E. Mason and Richard W. Frisco, parachute rigger first class, for designing a new life raft for helicopters. The Coast Guard has adopted their design. . . .

An "instant landing field" for vertical takeoff and landing aircraft in combat areas has been tested at Wright-Patterson Air Force Base in Dayton, Ohio. An Air Force CH-53C dropped a 1,300-pound bag of resin from 30 feet. The bag split, spilling the resin; the helicopter's downwash helped spread it. The material provides a half-inch of hardened surface in 15 minutes. . . . **The first Coast Guard aviation cadet** assigned helicopter training at the

U.S. Navy's Edlyson Field is John W. Knack Jr., an enlisted man before being selected for flight school. . . . **Sp/5 Michael J. Adamski** was crew chief of a U.S. Army CH-54 helicopter which took part in massive rescue work at the Vajont Dam disaster in northern Italy nearly three years ago. He was due to receive the Sikorsky Winged S rescue award, along with other Army helicopter men who carried out evacuations and injured and ferried in medicine and supplies, but the award never caught up with him. He was sent another last month. Now serving with the 1st Cavalry Division in Viet Nam, Adamski works with an aircraft recovery team that uses CH-54As on occasion. "I have slung loads under this ship many times and have also had a chance to ride in it," he writes. "What the Crane can do is fabulous. I've seen it perform and am really amazed at just what it will do. It has come in on our call and slung out downed birds where no other chopper could have come near. I had a lot of faith in my 34 when I was crewing so I know that the Crane is an aircraft in the same tradition as the 34." . . . **HMX-1**, Marine helicopter squadron based at Quantico, has assumed an expanded role in providing helicopter transportation east of the Mississippi for President Lyndon B. Johnson and other Washington officials. This formerly was shared with the Army. Lt. Col. Walter Sanku commands the squadron. When the president is aboard a VH-3A, the helicopter's radio call sign is Marine One. . . . Two new HH-52As now are on duty at the Coast Guard Air Station at Kodiak, Alaska. In their first week of operation, they proved their worth, airlifting three injured people to medical aid and rushing a portable pump to a swamped fishing vessel. . . . **The Navy's HS-1** recorded its 20,000th accident-free hour last month in an SH-3A. Comdr. Floyd H. Brown, Lt. Ronald A. Evans, and crewman John C. Hovoy were aboard during a routine flight. . . . **Capt. Richard E. Glason**, Marine HMM-364 pilot in Viet Nam, recently logged his 6,000th flight hour while on a combat support mission in a UH-34 12 miles southwest of Chu Lai. He has flown transport, jet, and helicopter in eight years as a Marine pilot. He maintains an average of better than two flight hours a day, 365 days a year.

Mirror Flashes S-O-S

DA NANG, Viet Nam — A three-by-five-inch mirror helped save an F-4B airman downed recently in Viet Cong territory.

Capt. Frank A. Huey was the pilot and Lt. John L. Arendale the radar intercept officer of an F-4B that swept low in a night bombing mission 25 miles west of Dong Ha. Ground fire hit the plane. "I knew we were going to crash," Arendale said. "I could see the tree tops coming up fast." Flames engulfed the plane just as the two Marines ejected. Huey parachuted to the ground safely; Arendale landed in a tree and broke a foot. The men were separated.

Huey heard Viet Cong nearby. He destroyed his personal belongings and set up his radio. He found a clearing large enough for a helicopter pickup and sat down to wait. Arendale covered his gear with leaves and hid under a nearby tree.

HH-3E Lifts Huey

The two men were able to talk by radio to rescue aircraft at 6:30 a.m. An hour later, an Aerospace Rescue and Recovery Service HH-3E helicopter picked up Huey. Arendale guided the copter to his location, and a paramedic was lowered on a cable to help him. The HH-3E was 50 yards away when Viet Cong fire endangered the helicopter, the paramedic, and the lieutenant. The paramedic jumped to the ground. Arendale's tree was hit by bullets, and he moved to a thick growth of underbrush. In the air, the HH-3E's crew chief was hit. The paramedic, unable to find Arendale, moved away from the firing. He was picked up the following morning by another HH-3E 10 miles away from the spot that he hit the ground.

Arendale popped his last smoke flare, but the jungle growth was too thick for the

HH-3E crew to spot it. He fired his pencil flares, but they went unseen. He moved higher up the ridge. The only things he saw were jets still pounding away at the Viet Cong. "I must have looked funny sitting in a clearing waving a handkerchief at the end of a stick," he said. He propped himself on a rock and sat there for almost four hours signaling with the only thing he had left, a three-by-five-inch mirror.

Finally, at noon, one of the HH-3Es that had been overhead for hours came down and picked him up. "I was sure the Viet Cong had me in sight all the time," Arendale said later. "Actually, nobody saw me. The HH-3E that picked me up had just called off the search because of low fuel, and was returning to its base when one of the crew saw the flicker of my mirror."



Lt. John Arendale, rescued by HH-3E hours after F-4B was hit, gives Air Force nurse information before evacuation.



SIKORSKY NEWS

Sikorsky Aircraft
STRATFORD, CONN.

JUNE, 1966
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DIVISION OF UNITED AIRCRAFT CORPORATION

Mountain Mission

The place: Southeast Asia. A Mayday call sends a helicopter out on a hot mission. At the helicopter base, men listen to the static-punctuated account of the mission's progress.

Capt. William (Skip) Cowell was at the controls of an HH-3E sent to pick up a fixed-wing pilot shot down in a valley in the mountains. On his third pass over the area at very low altitude, Viet Cong gunfire exploded around Cowell's aircraft.

"We here at the Aerospace Rescue and Recovery Service detachment listen to missions going on over the radio, and it is very nerve-wracking," Dante Carboni, Sikorsky field representative, said later.

The flight mechanic and pararescue man in Cowell's HH-3E returned the fire with M-16 rifles on full automatic. In the fire fight, one engine quit. The helicopter received a dozen hits.

Cowell was advised to ditch his helicopter because of the hits, the loss of an engine, and the mountainous area. He was told a second helicopter would be sent to pick him up.

The pilot, however, elected to stick with his HH-3E as long as it would stay in the air. He dumped fuel out of his forward tank.

"We hear the location and identification of the downed pilot, the penetration of enemy territory by the Jolly Greens and their escorts, their arrival, reports of enemy troops in the area, the Jolly Green going in to pick up the pilot, the hover, lowering of the hoist, then ground fire and hits, the downed pilot on the hoist, hundreds of people like us listening on hundreds of radios — sweating him out."

Cowell used the emergency throttle on the good engine and got up to 4,000 feet, pushing the engine past its maximums. Taking advantage of up-drafts, he continued his climb — 150 to 200 feet a minute — until he reached cloud protection. The HH-3E was getting lighter and climbed more easily as the fuel tanks emptied.

"Jolly Greens return over enemy territory, nothing to worry about except MIG fighters and enemy aircraft batteries. They reach friendly territory and everyone is proud and elated. The Jolly Greens and their crews have done it again."

The captain flew in and out of the mountain valleys, many of them dotted with enemy gun emplacements. He nursed the HH-3E up to 7,500 feet and flew to the nearest friendly landing site. He and his crew were picked up by another HH-3E and flown to their base. Their own bullet scarred HH-3E followed three days later. One bullet had cut the engine control cables. Another ripped through a forward tank and struck the flak jacket the pararescue man was standing on. Two blades were hit. One bullet sprayed metal that pierced the main fuel line.

"Sikorsky can be proud of the job its helicopters are doing. It is the combined effort of all the people at Sikorsky that makes this life-saving operation over here possible. I would like them to know this and share the pride I feel."

Service News

They Teach 'Em

Brooklyn, N.Y. He will relieve Capt. Jon H. McHaffan, commander since July 1963. Wagner is the former executive officer. McHaffan will become operations officer, Eastern Coast Guard Area, Governor's Island, N.Y.

... An Air Force F-105 pilot, shot down by ground fire in a May 31 strike against Yen Bai in North Vietnam, was picked up 82 minutes later by an F-105 piloted by Maj. Taylor R. Haynes, commanding officer of the Aerospace Rescue and Recovery Service's Detachment 5. Three weeks earlier, another F-105 was hit pulling away from a strike at Yen Bai. Capt. Maurice H. Mahrt flew his Thunderchief out of the area and ejected 85 miles northwest of Hanoi. He was rescued by an F-105 piloted by Capt. Robert D. Farnum in the deepest rescue penetration of the war. During the pickup MIG-17 jets attacked the helicopter with Sidewinder-type missiles, but failed to hit either the F-105 or A-1Ea flying patrol. When Air Force F-4Cs approached, the MIGs

Service Notes

It Began With Balloons

The Japanese navy next year plans to experiment with the Canadian navy's winch-down system aboard small vessels . . .

The Coast Guard ice-breaker Westwind, fitted with helicopter hangar and HH-32As, left Brooklyn in June for a five-month tour of duty in northern waters; its prime responsibility: keep the ports in or near the Arctic open. Early targets are Itivilleq and Kulusuk in Greenland . . .

Pararescue medics Lavern Kellerman, 25, descended through dense jungle on a forest penetrator dropped by an Aerospace Rescue and Recovery Service HH-3E last month to rescue F-105 pilot Capt. James Hollis. The site was 25 miles south of Dong Hoi in North Vietnam. Hollis, his jet hit by ground fire, broke a leg parachuting into a mountain area. Others of the HH-3E rescue crew were Capt. Robert Wenck, Lt. Jason Bridge, and crewman Lyle Tadewald . . .

Two Japanese Maritime Self Defense Agency S-41As recently returned to Tokyo aboard the icebreaker Fuji after several months in the Antarctic. In one month's time, the two helicopters flew 267 hours, carrying 311 passengers and 600 tons of cargo. Mitsubishi, Sikorsky licensee in Japan, was commended for the helicopters' performance.



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Sikorsky Aircraft

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SIKORSKY NEWS

October, 1966

Jolly Greens

The real test of an aircraft comes after it leaves the manufacturer, when it's operational in the field.

For the CH-54A and the HH-3E, the field of operations is Vietnam, where the dripping jungle humidity and sandy terrain push men and machines to limits of endurance.

From this tough testing ground has come superlative praise for both the Skycrane and the Jolly Green Giants — direct from men who have flown the helicopters. U.S. Army Major T.J. Clark Jr., the first commanding officer

of the 478th Aviation Co., — the Flying Crane Company, recently attended a CH-54A flight manual review conference, here. Visiting the plant for the first time last month was Capt. David C. Henry, an HH-3E pilot with Detachment 5, 38th Aerospace Rescue and Recovery Squadron.

Meeting the Real Test

boyish-looking captain had this to say about the HH-3Es:

"It is specially designed for hostile area search and rescue and, as such, the HH-3E is the finest tool in the world for the job. On one occasion, both the engine and compass were shot out, but due to new engineering changes in the HH-3E, we were able to jettison the fuel and climb back out of a valley."

Capt. Henry, a veteran of 11 months and 170 missions in Southeast Asia, flew up from his home in Philadelphia last month to keep a year-old date with Malcolm E. Burgess, marketing. Burgess met Capt. Henry at Sted AF Base, Nev., last year and a possible tour of Sikorsky facilities was discussed. Several months later, while Burgess was touring Southeast Asia for the company, the two again met and plans for the visit to Stratford were finalized.

Awarded two Distinguished Service Crosses and the Air Medal (and submitted for another Air Medal and four additional DSCs), the crew-cut,



SIKORSKY NEWS

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SIKORSKY NEWS



Air Force crewman on HH-3E Jolly Green Giants, just returned from Vietnam, study animated panel in Sikorsky's service school, where they are completing training in HH-53B helicopter, Air Force version of the Marine Corps CH-53A. From the left, are S/Sgt. Robert J. Watson, T/Sgt. William J. Warren and S/Sgt. Frank I. Clubb.

Jolly Greens Here

Air Force men back from duty with Sikorsky HH-3E helicopters in Vietnam are getting acquainted with bigger, faster CH-53A helicopters.

HH-53Bs, Air Force versions of the CH-53A, will be delivered to the Air Force's Aerospace Rescue and Recovery Service in 1967.

The Air Force men in CH-53A training at Sikorsky are veterans of Detachment 5 of the 38th Squadron of the Aerospace Rescue and Recovery Service. This detachment's HH-3Es flew hundreds of missions into North Vietnam in the last year to pick up downed pilots.

A 100-mission veteran is S/Sgt. Robert J. Watson. He wears a green and white patch on his flight jacket, the central figure, a Jolly Green Giant, popular symbol of the HH-3E. "I flew 100 missions to be exact," he says, "and took part in seven saves. Some of the missions were rough, some were routine."

Watson flew with Capt. William (Skip) Cowell, HH-3E pilot who became almost a legend in Vietnam. Cowell is at Sikorsky, too, along with three other Detachment 5 pilots, to complete a 39-hour

flight course in CH-53As. Watson, with two other Detachment 5 crew chiefs, will complete a similar flight course before assignment to Eglin Air Force Base in Florida.

All of the original Detachment 5 men (approximately 130), except for three who were killed, are being returned gradually in the United States. Many will join the 48th Aerospace Rescue and Recovery Service at Eglin. The 48th, under Maj. Frank A. Schmidt commanding officer (another veteran of Vietnam who is taking CH-53A flight training at Sikorsky), will use two CH-53As borrowed from the Marines before delivery of their own HH-53Bs.

Watson was with Cowell in May when the captain flew his HH-3E into North Vietnam to pick up a downed pilot. Enemy gunfire exploded around the low-flying HH-3E. Watson and a parasecueman returned the fire, but the aircraft was hit a dozen times. One engine quit. Cowell was advised to ditch. He elected to stick with the HH-3E as long as it stayed in the air — and pushed the crippled aircraft along mountain valleys until he reached friendly territory.

In March, Cowell was the

pilot of an HH-3E that successfully dropped a hoist to jet pilot Lt. Kenneth Thomas after nearly 24 hours of frustrated rescue attempts. Thomas, downed on a mountain (later named Thomas Mountain) 75 miles north of the 17th parallel, was surrounded by enemy troops. He worked his way to a box canyon. Cowell's HH-3E let out nearly 240 feet of cable — through a 10-foot-wide opening in the trees below — to haul him to safety.

In July, Cowell's HH-3E picked up Lt. J.G. Dieter Dengler, U.S. Navy pilot who escaped from a North Vietnamese prison camp — the first American pilot to escape and make his way south to freedom.

With Watson at Sikorsky are S/Sgt. Frank I. Clubb and T/Sgt. William J. Warren. Watson, a 14-year Air Force veteran, is from Willoughby, Ohio. He is married ("My wife's name is Catalina — would you mention that, please?") and has four children. Clubb, from Liberty, Mo., went on 96 HH-3E missions with Detachment 5 and took part in one save. A seven-year Air Force man, he and his wife, Patricia, have one child. "I like the CH-53As," Clubb says, "because of their speed." He is quick to add: "The HH-3E, though, has been doing a great job in Vietnam."

Warren, who calls Fort Lauderdale his home, is a 16-year Air Force man (he celebrated his 16th anniversary Nov. 1 at Sikorsky). He flew 54 missions in Vietnam and took part in eight saves. He returned to the United States Sept. 1 with the other sergeants. "I was lucky (in Vietnam), I guess," he says. "My HH-3E was fired at — but never hit."

A fourth Detachment 5 sergeant who began the Sikorsky course with the others was S/Sgt. George W. Langley, a 14-year Air Force man who flew 55 missions (with three saves) in Vietnam. Langley was called back to his Crestview, Fla., home because of the illness of one of his three children.

"He'll be able to get his flight time in at Eglin," Watson says hopefully. The three remaining Detachment 5 sergeants are proud of Langley's poetry. "He had stuff printed in the Pacific Stars and Stripes," Clubb volunteers.

Before his departure, Langley left a sample of that poetry. The subject matter: the Jolly Green Giants he had known and flown. One verse reads:

"Our mission is to save man's life
And you'll find us on the scene

We fly giant helicopters,
and

We're known as Jolly Green."

1967

The Air Force's Aerospace Rescue and Recovery Service made more than 600 "saves" during 1966, it was reported at year's end. One multiple-rescue mission was reported last month. Two reconnaissance pilots were shot down in North Vietnam; two HH-3E helicopters quickly reached the scene. One of the downed men was hoisted aboard the first HH-3E. A paramedic dropped and helped the second reach the helicopter above. The second HH-3E moved in to pick up the paramedic, but he had trouble on the ground and a second paramedic was sent to help him. A third HH-3E hoisted both to safety...



Air Force photo.

S/Sgt. Aaron Farrior, 31, a parascueaman with HH-3E detachment in southeast Asia, checks jungle penetrator. Farrior, who completes his Asian tour this month, earned the Silver Star and Purple Heart for his role in rescue of F-4C pilot in North Vietnam.



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STRAFORD, CONN.

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HH-3E helicopter, down in Tonkin Gulf for 16 hours, is lifted by CH-54A Flying Crane and carried to repair base.

Report From Vietnam

HH-3E Down — But Not Out

Robert F. Hickox, editor of the Sikorsky News, and Michael F. Grasso, Sikorsky photographer, arrived in Vietnam last month. Their interest is helicopters. Their mission is news. The story that follows is their first from the land of "the world's first helicopter war".

DA NANG — A Sikorsky HH-3E helicopter, called Jolly Green Giant by the men of the Aerospace Rescue and Recovery Service, outlasted a Navy tug in a seaworthiness test on the choppy waters of Tonkin Gulf 10 miles north of this air base.

The HH-3E remained afloat for 16 hours until another Sikorsky helicopter, a CH-54A Flying Crane, serving in Vietnam with the U.S. Army, retrieved it.

The Navy tug sank. The two incidents occurred

less than three miles apart in mid-January. They served to increase the number of rescues by Detachment 7 of the 37th Aerospace Rescue and Recovery Squadron by 10 — the four-man crew of the downed HH-3E and six sailors from the tug. Not counted was a dog, also rescued from the tug.

Maj. William O. Mayfield and Maj. Adrian D. Youngblood, flying separate HH-3Es, were returning from combat support missions to the 37th's forward operating position

when Mayfield's helicopter developed transmission trouble. The time was 4:30 p.m., surface winds were gusting up to 35 miles an hour, and waves up to 12 feet high were sweeping across the gulf below.

"I got ready for a sea landing," Mayfield said. "Ten feet above the water I went into a hover to time my contact with the waves. A large wave was approaching from the front so I pancaked the aircraft onto its crest. From the time of contact, I concentrated on keeping the blades from hitting the water, letting the rotor coast to a stop."

He credits the auxiliary fuel tanks, which he did not jetti-

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HH-3E Stays Afloat 16 Hours

continued from Page 1
son, for keeping the HH-3E afloat for 16 hours. "Since the tip tanks were practically empty, I lowered the landing gear to further aid in stability and had the crew chief deploy the anchor."

Mayfield said the aircraft rolled considerably, "but generally stayed weather-vaned in the wind. On three occasions it seemed nearly



Ever present, ever curious are the children.

parallel to the waves, and rolled so it was impossible to maintain footing in the forward cabin." Waves broke over the aircraft. Youngblood, hovering above the scene, was in radio contact with Mayfield.

After trying to squeeze unsuccessfully through a cabin window, Mayfield led his crew through the side door and onto the top of the floating aircraft, where they were hoisted aboard Youngblood's helicopter. The crew of the downed HH-3E had stayed with their helicopter for 30 minutes. Aboard Youngblood's helicopter, Mayfield watched his HH-3E smash into rocks as the anchor line snapped.

Youngblood returned with Mayfield and his crew to Da Nang. "As soon as we touched down," Youngblood said, "a man came running out and told us to scramble." A Navy tug had run aground in the same area. Within 30 minutes, Youngblood — who holds the

Aerospace Rescue and Recovery Service record for rescues with 19 — picked up six sailors, the last one carrying a dog.

Mayfield, a sandy-haired, 17-year Air Force veteran, said of his rescue: "That makes an even dozen times I've gone down." He had made forced landings or had been shot down in a P-40, a P-51, RF-80, C-54, L-20, four times in an H-13, once in an H-19, and, the latest, in the HH-3E.

The Owensboro, Ky., native arrived in Da Nang last August, and flew 18 missions his first week. Now, with 20 pilots and only three HH-3Es here, each pilot flies only every four days.

Youngblood, a native of Hedley, Tex., has been in the Air Force 12 years. He was shot down last October while flying with the Aerospace Rescue and Recovery Service. At that time, he had hovered for anxious minutes over Viet Cong territory until a dazed

F-4B pilot, caught in high trees, finally grabbed the rescue hoist.

By then the HH-3E was badly damaged by ground fire. The F-4B pilot was hit in the leg as he was hoisted aboard. Youngblood quickly found a clearing and landed. Another HH-3E landed near him, and Youngblood's crew raced across an open field to get aboard. His pararescue-man and crew chief were both wounded in the open-field run — but everyone got out. Youngblood returned hours later in another HH-3E to rescue another F-4B pilot.

Relying on his Tonkin Gulf experience, Mayfield advises pilots to retain the HH-3E's auxiliary fuel tanks, especially if they are nearly empty, to aid in flotation. "We'd like to have a detonating devise for the tanks when we drop them prior to land pickups. We could dump them right on top of Charlie," he said.

— Robert F. Hickox



Robert Hickox



Michael Grasso



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Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION
STRATFORD, CONN.

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3rd Group Honored

President Salutes Rescue Men

WASHINGTON — It was a balmy day for March and the sun shone through the windows of the White House.

President Lyndon B. Johnson looked at the sun and said something about it being a beautiful day in Washington but rescue pilots and crewmen in Vietnam often had to fly in weather that wasn't so beautiful.

Standing tall above the men in uniform, the president said: "The contributions of the 3rd Aerospace Rescue and Recovery Group to the struggle for freedom are already legendary". He said: "By their very existence, they have provided our downed fliers with the knowledge that they are not forgotten — that help is on the way". He said: "To a man bobbing in an empty sea or crawling through a dense jungle, that knowledge is a blessing without price".

597 Combat Saves

The 3rd Aerospace Rescue and Recovery Group, credited with 597 combat saves in Southeast Asia, that day received the Presidential Unit Citation and "the right to be honored among America's heroes".

Listening to the president were men such as Lt. Col. Baylor Haynes, who led the HH-3E Jolly Green Giants of Detachment 5 of the 38th Aerospace Rescue and Recovery Squadron; Capt. William E. Cowell, Capt. John Guilmartin, and Capt. James Butera, much-decorated HH-3E pilots; M/Sgt. Charles Walther, pararescueman with Detachment 6 of the 38th, and Airman/2C Malcolm Hassler, who flew more than 150 combat missions as a pararescueman with the HH-3Es of Detachment 5.

Others who watched the ceremony included Air Force Secretary Harold Brown; Gen. John McConnell, Air Force chief of staff; Brig. Gen. George Boylan of the Military Airlift Command; Brig. Gen. Allison Brooks, commander of the Aerospace Rescue and Recovery Service, and Col. Arthur Beall, commanding officer of the 3rd Group during the period that led to the citation.

The citation was the sec-

ond and presented to the Air Force for rescue work in Southeast Asia. The 38th Squadron, now part of the 3rd Group, received the citation last year.

This month's citation covers the period Aug. 1, 1965, to June 30, 1966. During that period, the group rescued 339 men, 304 from almost certain capture.

Rescues ranged from open-water pickups by amphibians in the Gulf of Tonkin, under fire from shore batteries, to rescues by helicopter deep in North Vietnam.

The 3rd Group served with distinction in World War II and in the Korean War, with 15 campaign streamers and six unit citations to its credit. Now based at Tan Son Nhut in Vietnam, the group flies HC-130H and HU-16 fixed-wing planes, and HH-3E, HH-43B, and HH-43F helicopters. There are three squad-

rons in the group: the 37th, 38th, and 39th.

Personnel from the group have received more than 1,800 individual awards. These have included: three Air Force Crosses, 64 Silver Stars, three awards of the Legion of Merit, 251 Distinguished Flying Crosses, 18 Airman's Medals, 24 Bronze Stars, 1,330 Air Medals, 25 Purple Hearts, and 117 Air Force Commendation Medals.

Seven members of the group have been killed in action. Fourteen are listed as missing in action.

1958 Appointment

During the presentation, the president was reminded that Captain Guilmartin, credited with 118 missions and five men saved, in HH-3Es, was nominated to the Air Force Academy in 1958 by then-Senator Lyndon B. Johnson. Guilmartin is mar-

ried to Air Force Lt. Judith Ohr Guilmartin, an information officer at Eglin Air Force Base in Florida (where the captain is stationed) and an interested onlooker at the White House ceremony.

The citation, read by Secretary Brown, lauds the men of the 3rd Group for "exceptional gallantry in support of operations against an opposing armed force" and for "continually exposing themselves to hostile air and ground forces in accomplishing their mission".

President Johnson, in his statement, ended on this note: "We are proud to pay tribute . . . to the gallant men of the 3rd Aerospace Rescue and Recovery Group. Their courage and self-sacrifice have provided us with a glowing example of American manhood. They are a credit to a grateful nation. We salute them all."

Service Briefs

Thompson co-pilot; Airman 1/C John Whisehunt, flight mechanic, and Airman 2/C Franklin Stevenson, parares-

Less than two hours after his fighter-bomber was downed by groundfire north of the Mu Gia Pass, Air Force Capt. James Walbridge was rescued by an HH-3E helicopter. "It was a story-book rescue and a beautiful job", he said. He was hoisted from a tree where he had been hanging, suspended by his harness. The crew of the HH-3E included Capt. James Hartwig, pilot; Capt. Evan



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The Jolly Green Giants - - - Rescue

DA NANG, South Vietnam — "One of the most glorious rides in my life."

That's the way Air Force Capt. Robert C. Mays described his rescue ride in the sling of an HH-3E Jolly Green Giant helicopter.

Mays, a forward air controller had been shot down in the mountainous jungles just south of the DMZ. "I heard a peculiar noise, when I got hit and then my engine began cutting out," he said.

Mays headed his O-1E Bird Dog back toward Dong Ha (12 miles south of the DMZ), when he was forced to crash land on the side of a 2,500 foot mountain.

"My left leg was pinned and it took me a few minutes to get out of the aircraft," the pilot related. "As soon as I cleared myself from the aircraft I grabbed my rifle and other necessary equipment and started away from the wreckage. I didn't know where I was or where to go, so I climbed about 100 feet up in the surrounding hills and turned on my emergency radio. There was a heavy overcast and the clouds were both above and below me."

"I knew the weather was too bad for rescue aircraft to get to me, so I grabbed what gear I could carry and started back down the hill. I came across the tail section of my aircraft about 1,000 feet from the impact area."

"I moved on down the hill below the crash and made a shelter from bamboo leaves

and used my plastic map case for a sleeping bag. However, I couldn't sleep all night. It was raining and I started imagining things. The rain sounded like tigers sniffing around and Viet Cong talking. It was really a weird feeling."

The next morning Mays contacted the rescue control aircraft circling the area. "I asked about the weather and was informed that it didn't look good."

"I again started downhill to a creek I had heard. I began following it. I had contact with the rescue forces throughout the day, but my radio was getting weak and they informed me to use it sparingly."

"I traveled all the second day as I wanted to get into an area where I could be seen from the air."

"The terrain was very rough and there were a lot of water falls along the creek. By night I had traveled approximately one-and-a-half kilometers from the crashed aircraft. I made a shelter out of banana leaves and again used my plastic map case for a sleeping bag. I didn't have any trouble sleeping that night."

"Soon after the weather broke, I spotted a helicopter pass directly overhead and I immediately turned on my radio. The helicopter was unable to pick up my signal but a FAC in the area heard me and informed the rescue helicopter that he had just passed directly over my head."

"I circled back around," said Captain Robert E. Prince, pilot of the HH-3E from the 3rd Aerospace Rescue and Recovery Group detachment, "and my co-pilot, Captain Perry (Captain John W. Perry, Piedmont, Calif.) spotted the downed pilot."

"He was standing in a clear area waving both arms," said Captain Perry. "We circled back and hovered over the area while our flight mechanic lowered the hoist to pick him up."

"It seemed like it took forever to get the sling down to him," T/Sgt. Maurice F. Tasker, said. "We had to let out about 200 feet of cable because of the high trees in the area."

"I guess I looked like a bird dog in a briar patch trying to catch the sling," said Captain Mays. "It was really a beautiful sight."

As soon as the captain was brought aboard he was checked for possible injury by Airman 2/C Duane D. Hackney, the pararescueman aboard.



During relaxed moment in their billet at Da Nang Air Base, four HH-3E Jolly Green pilots gag it up with their Jolly Green Giant "mascot". Numeral twenty-six represents the number of rescues the detachment of the 3rd Aerospace Rescue and Recovery Squadron had made. Photo was taken in February by Sikorsky Photographer Mike Grasso. From left, are Capt. Robert Prince, Maj. Adrian D. Younblood, Maj. William Mayfield and Capt. John Perry. Mayfield and Perry have both been awarded Silver Stars.

the Name of the Daring Game

DA NANG, South Vietnam —at 18, Duane Hackney is tall, broad-shouldered; a

hunky farm boy with a well-tanned face that seldom requires the touch of a razor.



Sloresky Photographer Mike Grasso snapped this photo immediately following a mission by an HH-3E from Quang Tri. Airman 2/C Duane Hackney removes his avian gear, as Capt. John W. Perry, Silver Star winner, jumps down from helicopter.

He looks like he should be attending the First, Michigan, high school, carrying textbooks and wearing a football letter sweater. You'd think the biggest worry would be passing an algebra test.

But for the past eight months, Hackney's biggest worry has been staying alive.

Airman 2/C Duane Hackney is a paratrooperman flying with HH-3E Jolly Green helicopters, out of Da Nang Air Base.

It is the job of a paratrooperman for "PJ," as he's called, to parachute from a helicopter, drive into high seas or be lowered into combat areas on a sling beneath the HH-3E, — to rescue others. The PJ is also a trained medic, administering to injured troops, often after he has risked his life in the rescue. Why did Hackney decide to become a PJ?

Heading toward a shower, outside his hut in the Air Force Compound with a towel slung over his shoulder, Hackney paused and thought. "Well, just before I finished basic, we were asked to make a choice. A sergeant asked me if I ever considered jumping out of an airplane.

"I told him 'only with a parachute.' He figured I was a wise guy and 'dropped me for 20' (20 jumps). That's how I got into paratrooper."

Then, turning serious, Hackney said, "I think it's the

best job in the world for me. I wouldn't trade it for anything."

Since his tour began in Vietnam, Hackney has been flown out of a helicopter by anti-aircraft fire, missed being fatally or seriously wounded twice by a fraction of an inch and almost lost his life in 12 foot waves in the recovery of a body floating in the South China Sea.

Hackney was in the doorway of an HH-3E during a recent mission when he was hit trying to pull a wounded Marine into the helicopter to administer first aid. "The bullet hit me right in the middle of my flight helmet," he said. "The round knocked me down, and as I fell, I pulled up both my legs for balance. About this time, another bullet went through the pocket on the right leg of my flight suit. It shattered my survival pads."

Then he added, "I only received a couple of scratches."

On another mission, the HH-3E was hit by anti-aircraft fire. Hackney, standing near the cabin door, was blown out of the helicopter. Although his parachute was only barely opening over his shoulder, he managed to pull the rip cord. The chute then opened just before he landed in some trees. He was picked up within minutes by a second HH-3E.

The South China Sea incident came during a scramble from Quang Tri, the forward

outpost (about 15 miles south of the DMZ) of the 7th Air Force. Rescue and Recovery Squadron A Navy patrol boat had sunk, most of the survivors had been picked up by other helicopters when the HH-3E arrived at the scene. Scouting the area, Hackney spotted a man in a May West floating in the sea.

The waves were too high to grab the helicopter on the water. Struggling against the wind-whipped waves, Hackney finally reached the man. With one arm around the man, Hackney managed to grab the rescue hoist and attach it to the "survivor."

Twice, the man slipped from the harness back into the sea. Realizing there was no other way out, Hackney berthed the man over his shoulder and grabbed the rescue hoist with both hands.

As the hoist was being raised with Hackney and the man hanging from the end, the helicopter rolled slightly and Hackney was washed into the side of the spotless, brilliant blue interior.

Once inside the helicopter, Hackney ripped off the man's clothing and began mouth-to-mouth resuscitation. After 20 minutes, exhausted, Hackney turned back. "He's gone."

Capt. John Perry, one of the Jolly Green pilots with whom Hackney has often flown (and a Silver Star winner), remarked recently, "That kid Hackney . . . he's really something."



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STRATFORD, CONN. **U
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Air Refueling Feats Logged

A U.S. Air Force-Sikorsky HH-53B long-range, rescue helicopter this month completed its first aerial refueling tests over the Atlantic Ocean east of Long Island Sound.

Refueling flights, over a three-day period, totaled 10 hours in the air. An Air Force HC-130P fixed-wing rescue plane from Goose Bay, Labrador, was the tanker. The test helicopter and another HH-53B were delivered to Eglin Air Force Base in Florida where they will be used to train Aerospace Rescue and Recovery Service crews.

The Air Force formally accepted the refueling equipment carried by the HH-53B after the tests. Maj. William D. Eastman, from the Air Force's aeronautical test section at Wright-Patterson Air Force Base in Ohio, and John Parker, Sikorsky test pilot, flew most of the refueling missions. Maj. William E. Cowell and Capt. James L. Butera, both of the 48th Aerospace Rescue and Recovery Squadron at Eglin, flew familiarization missions; they, in turn, will train pilots at Eglin in refueling techniques. Cowell and Butera are veterans of Aerospace Rescue and Recovery Service HH-3E missions in Vietnam.

Major Eastman called the refueling flights "highly successful". Both he and Parker earlier conducted extensive refueling tests with the Sikorsky-built HH-3E. Two HH-3Es in June made the first non-stop transatlantic helicopter flights in aviation history, refueling from HC-130Ps nine times enroute from the Naval Air Station in Brooklyn, N.Y., to Le Bourget Field in Paris.

In the HH-53B tests, 43,000 pounds of fuel were transferred from tanker to helicopter in 40 mid-air hookups. Thirty-one hookups were made by day, nine at night. Altitudes ranged from 5,000 to

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The U.S. Air Force earlier this month introduced air refueling to helicopter rescue techniques in Vietnam, orbiting an HH-3E helicopter for five hours, 45 minutes over the Gulf of Tonkin for the first time on an operational mission.

It was the same technique which recently enabled the Air Force to fly the HH-3E helicopters from New York to Paris.

The HH-3E used in the first mission of its type in Vietnam was refueled in flight twice by HC-130P tanker airplanes over the Gulf of Tonkin while awaiting distress calls which signal a pilot downed by the enemy north of the 17th Parallel (DMZ).

The HH-3E, which took off from Da Nang Air Base, was from the 37th Aerospace Rescue and Recovery Squadron. The HC-130P tankers were attached to the 39th ARRS, based at Tuy Hoa.

The air-to-air refueling capability highlighted by the transatlantic crossing, gives the rescue helicopters an almost unlimited range. With the new system, HH-3Es, called Jolly Green Giants because of their size and camouflage coloring, may now orbit the perimeter of air strikes — ready in seconds to rescue downed airmen. Until now, the HH-3Es waited on the ground at nearby landing areas for distress calls.

The refueling system will also permit the helicopters to fly in orbit for greatly extended periods over the South China Sea close to, or even north of the DMZ, ready to fly inland for rescue pickups.

All HH-3Es produced by Sikorsky now carry refueling probes that partially retract into the forward fuselage.

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Mid-Air Refueling HH-53B HH-3E

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14,000 feet. Refueling with one engine inoperative was accomplished at 7,000 feet.

Top air speed during the hookups was 156 miles an hour. In aerial refueling, the HH-53B approaches from the rear and above the tanker. Nearing hookup, the HH-53B drops slightly below and to the side of the tanker to engage the drogue. Two hoses and drogues lead from wing tanks on either side of the HC-130P.

The probe, on the right side of the HH-53B's nose, is extended; in normal flight, the probe, the same one used on the HH-3E, is partially retracted. When the probe fully enters the nozzle, fuel begins to flow. The longest hookup during the tests was 45 minutes. Normally, the hookup lasts five to 10 minutes.

The first helicopter refueling tests in 1965 were accomplished with a CH-3C (early version of the HH-3E) and a tanker plane. The technique was developed at Wright-Patterson. Aerial refueling gives the HH-53B and the HH-3E almost unlimited range.

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During the first combat rescue mission, the HH-3E was piloted by Col. Albert P. Lovelady, 46, of Alexandria, Va., commander of the 3rd Aerospace Rescue and Recovery Group. Col. Lovelady commented on the mission: "This new type of operation will greatly enhance our rescue capabilities. It will allow us to do a much better job and I'm proud to be sharing the honors of this first mission with the men of the 37th ARRS who made it work."

The in-flight refueling was the idea of one of the pilots who flew on the mission. Major John H. McLeash, 37, of Winter Park, Fla., now assigned to the 3rd ARRG, spent the past two and one-half years planning this type of operation while assigned to the ARRS headquarters at Orlando, Fla.

Other crew members aboard the HH-3E were: Major William O. Mayfield, 40, of

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Air Refueling

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Owensboro, Ky., aircraft commander and instructor pilot; Major Herbert D. Kalen, 39, Fort Walton Beach, Fla., pilot; T/Sgt. Maurice F. Tasker, 34, Belmont, N.H., flight engineer and Airman 2/C Walter White III, 20, of El Paso, Texas, pararescueman.

HH-3E Jolly Green Giant helicopters have been credited with the rescue of more than 225 men in Southeast Asia.

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Jolly Green Pilots

Behind a Banana Tree — The Air Force Cross

"One thing I remember very well — one lousy little banana tree. I saw it every time I went in."

Major Leland T. Kennedy, 33, ramrod straight, articulate, composed, allowed a thin smile to curl up and away from his lips. The irony of the banana tree was obvious. Behind it was the Air Force Cross.

Before him now were images, and he averted his eyes as he described them:



Maj. Leland T. Kennedy

An F-4C pilot on the ground along the Black River which runs through North Vietnam, the dull thump of small arms fire pounding into his HH-3E rescue helicopter, the Sandies (A-1E Skyraiders) roaring along the canyon ridge above him strafing enemy positions, the pungent smell of cordite all around him, the strange feeling that he was hovering in a 45-degree angle — and a piece of chewing gum.

"Funny, isn't it," he smiled, "right in the middle of the whole thing I wanted a piece of gum. My mouth felt like cotton. I asked my copilot if he had any, and the pilot on the ground heard me on the radio and shot back, 'boy, your mouth is dry.'"

Kennedy let the image sink in deeper and relaxed.

The veteran of 12 years in the Air Force looked around him at the comfortable surroundings of the Essex House at Scott AFB, Illinois. He was already anticipating the ceremony the following morning in which he and Captain Oliver E. O'Mara, the lead pilot on the mission, would receive the Air Force Cross, the nation's second highest military decoration.

Kennedy, a native of Louisville, Ky., and a graduate of the University of Kentucky, would also receive the oak leaf cluster to the Cross, the first man ever to be presented the second award of the medal.

The oak leaf cluster was awarded for his valor on another mission, 12 days after the Oct. 3, 1965 effort in which he and O'Mara, a silver-haired 45-year-old veteran of World War II and Korea, were cited for "extraordinary heroism, superb airmanship and aggressiveness in the face of the opposing force."

The formality of the citation, colorless and concise, couldn't hide the current of emotion, determination and courage of the two pilots and their crews of the HH-3E Jolly Green Giant rescue helicopters.

"Ollie was flying low bird on the mission," Kennedy said, "and I was above and some distance behind him as we approached the area in which the two-man crew of the F-4C Phantom was downed."

"The two Sandies went down and made a low pass over the area. Nothing happened — no gunfire or anything — and Ollie dropped into the box-like canyon and lowered his hoist to pick up the pilot."

"Then all hell broke loose. I'll never forget Ollie's roar, then as I listened on the radio. He was being fired on from the ridge line about 200 yards above the pilot on the ground. Ollie's chopper was taking him and he had to pull out of the area."

O'Mara, of Kenosha, Wis., a hard-jawed realist who has been where the action was ever since he flew fighter escort for bombers over Japan in World War II and later piloted rescue helicopters in Korea, called in the propeller-driven Sandies for another run at the ridge.

Again he dropped along the canyon walls, maneuvered into a hover — and had to back off as tracers tore into the Jolly Green.

"I didn't see anything right away," O'Mara said, "but I sure could feel the slugs hit into the chopper. One slug hit right behind my head. When you feel the hits, you've got to get out because you're a sitting duck in a hover."

"When we approached the area, the pilot on the ground said he had heard Oriental voices, so we were prepared for the worst."

The worst sounded like pop-corn on a griddle to O'Mara, and he knew he was on the hot spot. He pulled up and let the Sandies rake over the ridge.

On the third try, O'Mara again lowered the hoist, but enemy fire knocked it out of action. With the hoist out of commission and the helicopter badly damaged, O'Mara was forced to lift out of the canyon and head for the Jolly

Green base at Udorn, Thailand.

"It is usual procedure for the secondary chopper to fly back with the lead ship if it is heavily damaged," Kennedy said. "Then, in case the aircraft goes down, the second chopper can pick up the crew. But as I started out with Ollie I was called on the rescue network to return and try for the pickup."

Kennedy, a 6-foot, 120-pounder with penetrating, dark eyes, didn't try to hide his feelings. "It was my first actual combat rescue attempt," he said, "and I was excited. When you are flying high above the action, listening to the radio reports, you don't feel part of the thing. When I started down into the canyon, I felt we no longer had a rescue mission — we were in a real fight."

The major came in from the south, flew over the downed pilot, dropped his hoist and quickly became the halfway in a target. "I didn't know where all the noise was



Air Force Cross

coming from, but my parachute said he had been hit."

Kennedy made five attempts in more than an hour to pick up the pilot. The last try was successful.

"The Sandies were tremendous," he said. "I can't say enough about them. Even when they were out of ammunition, they continued to make low passes to draw the fire away from us."

"After the second pass, I asked the crew what they wanted to do. I figured we had some alternatives. We could go in and get the pilot; they could get us, or we could withdraw. The crew wanted to try again."

"I really didn't think we

would come out of the thing alive. But once you see the man on the ground, you want to get him. After the second pass, I felt a sense of detachment, as if I were watching the whole thing on a movie screen. You don't stop and think about it any more. You just do the things you're trained to do."

"And right in front of me on each of the five passes, there was that banana tree. Funny how something like that comes to mind."

As Kennedy made his third try, he was aware of a strong scent of cordite and thought the chopper was on fire. But he didn't know that his Jolly Green was badly damaged and streaming fuel. He was having trouble leveling his helicopter.

"The canyon wall stood at about a 45-degree angle," he explained, "and everytime I looked up I felt I was in a tank."

On the fifth pass, Kennedy's crew dropped the hoist "in the lap" of the pilot, and he was reeled aboard the helicopter as Kennedy climbed out of the canyon at 80 knots.

Kennedy didn't have much time to get over a normal case of after-mission jitters. Fifteen days later he was flying again in the secondary chopper when the Jolly Green two-man crew was called out to pick up another Phantom crew downed in a heavily defended area.

"After the second rough mission in a couple of weeks, nobody in the squadron wanted to fly low bird with me," Kennedy laughed.

Both the Phantom crewmen had parachuted and landed in trees. Major A.D. Youngblood, pilot of the primary chopper, hovered over the pilot and dropped his hoist, but the pilot had strapped himself to the tree to keep from falling out and was hanging halfway in the hoist when intense enemy fire broke out.

"A.D.'s chopper was hit real hard and he had to land it," Kennedy said. "He put it down in a field, and I landed about 30 yards from him. I started dumping fuel to get my chopper's weight down so I could carry more people, but I couldn't help noticing that A.D.'s copilot, Ed Burford, was casually walking around the helicopter assessing the damage while he was under fire."

Youngblood's rescuers got the pilot out of the tree, and the four chopper crewmen and the Phantom pilot started through the 14-foot-high grass toward Kennedy's aircraft.

"You should have seen them coming at us," Kennedy said. "With those bubble hats and visors, they looked like huge

insects coming through the grass. Two of the men were wounded in the legs."

With everybody loaded aboard, Kennedy took off while enemy gunfire crackled around the Jolly Green.

"We called the Sandies about the second man who had parachuted," he said, and an O-1E pilot had spotted him in a tree and dipped a wing to point him out. As we hovered to pick him up, three men came out in a clearing



Capt. Oliver E. O'Mara

and leveled guns at us and fired away. The Phantom copilot was shot in the foot as he came up the hoist."

With 10 men aboard, Kennedy pulled up and headed for home. As they started back, one of the Sandies reported power failure and Kennedy trailed the aircraft all the way back.

"I can't help but feel a little unworthy about the Cross," said O'Mara. "Considering that rescue is our profession, any one of our group could and would have done the same thing in the same situation."

Kennedy flew 198 combat missions with the 37th Aerospace Rescue and Recovery Squadron at Udorn. O'Mara has 197 to his credit. Both were enthusiastic about the satisfaction they gained.

O'Mara agrees and has a reason of his own.

"I know what it's like from the other end," he explained. "In World War II, I flew 32 missions over Japan as a fighter escort for bombers. I was shot down once and landed in the water five miles from the Japanese Coast. I was in the water two hours before one of our submarines picked me up."

"But it's a different situation now than it was then," he explained. "In Vietnam the enemy knows the fighter and bomber pilots will bail out. They spot them and use them as bait to get us."

South East Asia to South Ave.



Airman T/C Donald Dickson of Dayton, Ohio, left, and T/Sgt. Richard E. Murphey of Wichita Falls, Texas, of the Air Force's 20th Helicopter Squadron, point out damage areas on CH-3C. Two mortar and grenade attacks on Tan Son Nhut Air Base by Viet Cong finally put the bird out of commission.



Maj. William O. Mayfield of 37th AARS, stationed at Da Nang Air Base, indicates heavy damage to his HH-3E Jolly Green Giant caused by high seas and rocks, when the helicopter was forced down on the stormy Gulf of Tonkin. The HH-3E remained afloat—in 12 foot waves—for more than 16 hours, until it was retrieved by a CH-34A.

Two U.S. Air Force/Sikorsky helicopters, heavily damaged in Vietnam, are undergoing overhaul and repair work at the Bridgeport Plant which will send them back on active duty within months.

The helicopters, a CH-3C and an HH-3E, were the victims of a mortar-grenade attack by Viet Cong and a perilous water landing, respectively. Both were totally disabled.

The CH-3C — "OL" 579 as the maintenance men of the 20th Helicopter Squadron at Tan Son Nhut Air Base called her — appeared to be tagged with hard luck almost from the start. With 627 flight hours on her log book, the aircraft was parked on the runway April 16, 1966, when Viet Cong managed to slip within mortar-firing range, outside the Tan Son Nhut perimeter. More than 300 hits were reported in the fuselage, belly and starboard side.

Gradually 579 was patched up — despite periodic "rehabilitating" for spare parts to outfit other CH-3Cs. She was almost ready to fly again, when, during the early morning hours of Dec. 4, Viet Cong "suicide squads" broke through the base perimeter. One of the VC got close enough to 579 to lay a grenade on the doorstep. It blew out part of the starboard side again and 579 was permanently placed on the disabled list.

The HH-3E was the victim of the elements, rather than the enemy. On a return mission to its Da Nang base with Major William O. Mayfield of the 37th Aerospace Rescue and Recovery Squadron at the controls, the Jolly Green Giant developed transmission trouble.

Mayfield was still 30 miles from Da Nang over the choppy waters of the Gulf of Tonkin. Ten feet above the water, he went into a hover to time his landing with the waves. Mayfield panicked the HH-3E on the crest of a 12-foot wave. Within minutes, a second HH-3E flying alongside had rescued Mayfield and his crew.

For 16 hours the HH-3E was slammed by the waves and finally pushed into a rocky shoal. The violent storm reportedly capsized a Navy tug boat less than three miles away. A U.S. Army Sikorsky CH-54A flying crane was dispatched from An Khe and made the tricky retrieval of the HH-3E the following morning. The hull and sides of the Jolly Green were battered out of shape.

But — back at Bridgeport, Sikorsky crews are refurbishing both birds. From South East Asia to South Avenue — a 12,000 mile roundtrip to insure that the helicopters will fly again.



HH-3E Crewman Awarded Air Force Cross

(The following is an Air Force interview with Airman 1/C Duane D. Hackney. Hackney visited Sikorsky Aircraft on Sept. 25 and toured the Stratford Plant. — Ed. Note)

Duane Hackney heard he was dead.

Stretched out in the dispensary at Nakhon Phanom Royal Thai Air Base, Thailand, Airman First Class Duane D. Hackney heard a medical corpsman yell to a doctor:

"Come quick, sir, I think this man is dead!"

Hackney, exhausted, managed to blink a few times at the hovering medical men. "My blood pressure was 210 over 180 — pretty high," he said. "I guess I was a little scared."

The 20-year-old pararescueman from Flint, Mich., became the first living enlisted man to receive the Air Force Cross, the nation's second highest military award.

General Howell M. Estes, Jr., commander of the Military Airlift Command, pinned the Air Force Cross on Hackney and also awarded him the Purple Heart.

Hackney, son of Mr. and Mrs. Glendon D. Hackney, of Flint, Mich., received the Air Force Cross for extraordinary heroism on a mission to rescue a downed fighter pilot last Feb. 6 in North Vietnam.

The 6-foot, 180-pounder flew about 200 combat missions on his year's tour of duty in Southeast Asia but was "too busy" to count the number of actual rescues he took part in.

He can't forget the mission on Feb. 6 though.

"We scrambled out in the morning," Hackney, a heavy chested, easy talking, young man said. "We knew that a pilot was down in the jungles. There was voice contact with him but nobody had actually seen him."

"He was down at the bottom of a pass, covered by three canopies of overgrowth. Clouds were low, making it difficult to see very much of anything."

The HH-3E Jolly Green Giant helicopter crew of the 37th Aerospace Rescue and Recovery Squadron, based at Da Nang Air Base, circled over the area. "I saw something shining down there," Hackney said, "and I asked if I could go down and look. There was flak around us, but it was falling short. I felt the pilot would go to a low spot, find a clearing and sit it out."

The airman rode the jungle penetrator, attached to the end of a cable extending from the helicopter, to the ground and picked his way through the dark jungle.

Stumbling over rocks and

through the tall, heavy growth Hackney finally located footprints made by U.S. combat boots. "I wanted to call out, but was afraid I'd get Uncle Ho's boys on me," he laughed.

He followed the footprints and found a piece of tinail before he was contacted to return to the Jolly Green.

In the afternoon, Hackney and crew were called out again. Other pilots had spotted the downed flyer.

"This time we saw him," Hackney said. "I went down to help him get attached to the cable. He made it into the chopper okay and I was beeping over him treating his abrasions when the flak hit."

There was smoke and fire everywhere. The pilot reached out an arm and I put the parachute on him as fast as I could. I finally found one for myself and just got it on when the second round of flak hit.

"The pressure pushed me back, I felt a sharp pain in my left arm and I went out the rear door of the helicopter."

Hackney managed to pull the rip cord on his parachute as he was blown out of the chopper just 200 feet above ground. He landed in a tree, freed himself and crashed the ground.

"My left arm and back were bleeding," he said, "and my right arm was raw. I had

my medical pouch with me, some smoke flares and a pistol with six rounds of ammunition."

"I heard something in the jungle, but I couldn't see anything. I knew I had to pull myself together."

In the tension-filled minutes that followed, Hackney couldn't get Valentine's Day out of his mind. "I had spent a dollar on a Valentine's card for my girl," he said, "and I was worried about not being able to send it."

A few minutes later he heard aircraft engines overhead and saw an Air Force plane fly over him. "I got the red smoke flare out, opened it and found a pretty good open spot to wait it out."

Hackney had been on the ground about a half hour before the rescue chopper came in to pick him up. "As I rode up into the helicopter, I could see a glow about 60 yards away — my helicopter had crashed."

Hackney, a 1965 graduate of Beecher High School in Flint where he lettered in football, baseball and swimming, entered the Air Force in June 1965. "I wanted to start my college work in architectural engineering," he said, "but I was interested in government and civics in school. I followed the Vietnam war situation closely and felt I should go into service."

In basic training at Lack



Hackney, crew member of HH-3E Jolly Green Giant helicopter in Vietnam, readies jungle penetrator rescue hoist. A member of the elite "maroon bear" pararescuemen, the 20-year-old airman has volunteered for a second tour in Vietnam.



Airman 1/C Duane Hackney, first living enlisted man to receive the Air Force Cross, the nation's second highest military honor, explains Sikorsky Aircraft diorama to mini-skirted guide during recent Air Force Association Convention in Washington, D. C.

land AFB, Texas, Hackney found the shortest line for career counseling. "I just didn't want to stand in the long lines, so I found one with nobody in it, I didn't know what pararescue was."

One year later, after attending six specialized schools and becoming a precision parachutist, SCUBA diver, trained medical technician and survival expert, Hackney was a member of the elite pararescuemen, entitled to wear the distinctive maroon beret.

The Aerospace Rescue and Recovery Service, with headquarters at Orlando AFB, Fla., has global responsibility to search for and rescue downed airmen, both military and civilians. The service is called into action when people are trapped in disasters and also to participate in space-shot recovery operations.

ARRS personnel recently recorded their 1,000th combat save in Vietnam.

Hackney already wears one decoration with pride, a red and black braided belt received from a mountain tribe family for rescuing two sons from a burning hut. "They adopted me as a son," he said, "and at a celebration I ate with them. I thought it was roast beef and rice. Turned out it was dog . . ."

The airman, who will be assigned to the 1st Aerospace Rescue and Recovery Squadron at Hamilton AFB, Calif., doesn't have second thoughts about returning to Southeast Asia. "I've already put in my papers, requesting another tour in Vietnam," he said. "I definitely feel our country should be there. Our people are doing an excellent job, one that's personally satisfying."

"Nobody is real happy, but they all smile easy — if you understand what I mean. Our job is 99 per cent waiting and 1 per cent sheer terror."

Hackney did smile easily, and quite understandably, over a letter he received from his father, a World II soldier who was awarded the Silver Star and Purple Heart for kicking a Japanese grenade out of a fox hole in the South Pacific and falling over three men to protect them from the blast. He still carries the scars.

"My dad told me to keep my head down," Hackney explained. "When they got the wire from the government telling them I had been wounded in the back, he wrote again and said:

"I told you to keep your head down. I also meant your rump . . ."

The men of the 3rd aerospace Rescue and Recovery Group (which operates HH-3E helicopters) based at Tan Son Nhut Air Base, Saigon, are spending their off-duty hours helping a Vietnamese orphanage in the Cholon section of Saigon. The orphanage, called the Co-Nhi-Vien Viet Hoa Orphanage, was founded in 1869 by French Nuns, but it is now run entirely by Vietnamese nuns of the Catholic Congregation of St. Paul de Chartres. Desperately needed at the orphanage are sheets, diapers, light clothing for infants and youngsters, drugs and funds. Contributions may be sent to the 3rd Air Rescue/Recovery Group, Civic Action Officer, APO San Francisco 96307.



Jolly Green Pilot Wings AF Cross

Air Force Capt. Gregory A.M. Etzel, a co-pilot of one of two HH-3E helicopters to make the first nonstop transatlantic crossing in aviation history, has been awarded the Air Force Cross, the nation's second highest military honor.

Capt. Etzel, a pilot of HH-3E Jolly Green Giants assigned to Det. 1, 37th Aerospace Rescue and Recovery Service in Southeast Asia, received the award for his heroism during a rescue mission over North Vietnam.

The rescue occurred on July 2, within two weeks of his arrival in SEA and almost a month to the day after he and nine other Air Force officers and enlisted men completed the historic nonstop transatlantic flight.

The ocean-hopping HH-3Es set world helicopter speed records from New York to Paris of 30 hours, 46 minutes and New York to London, 29 hours, 13 minutes. Etzel and Capt. Charles P. Dunn, a co-pilot on the other transatlantic helicopter, remained with the HH-3Es through their deployment to SEA.

Etzel received the Air Force Cross recently from General John P. McConnell, Air Force chief of staff.

On July 2, Etzel was standing alert duty, when the rescue call sounded. Within minutes two HH-3Es were airborne, heading for North Vietnam. As they approached the rescue scene, the helicopters

were joined by several A-1E "Sandy" aircraft.

The other HH-3E developed transmission trouble and the pilot elected to return to home base. Etzel and his crew continued their flight. The Sandies were making a search of the area, trying to pinpoint the survivor's position.

Within minutes the Sandies made radio contact with the downed F-105 Thunderchief pilot. Spotting what appeared to be parachute panels, the Sandies directed Etzel and his crew into the area. Light ground fire from enemy positions convinced the rescue crew they were close.

Etzel's ship was driven back repeatedly by automatic weapons fire. At one point, he barely had time to retrace his path as six automatic weapons opened up on the Jolly Green.

As the ground fire increased, Etzel's crew members — Sgt. John L. Pikhini, engineer and Sgt. Robert C. Cotter, pararescueman, opened up with return fire. Etzel recalled seeing full clips of tracers coming from his helicopter and "... then noticed many ground positions stopped shooting after return fire from the Jolly Green crew."

During that night the heavy ground fire increased and the possibility of a successful rescue decreased. Deciding to return to home base for the night, Etzel advised the F-105 pilot to hide as best he could until rescue

attempts could be resumed the following morning.

Inspection of the HH-3E back at the base revealed the helicopter had been riddled. Both Jolly Greens were repaired that night and were ready for early morning take-off.

When the Jolly Greens reached the rescue site the next morning, the Sandies had the downed pilot pinpointed. Etzel recalled "We stayed in orbit and watched a very interesting air show." He referred to 16 high performance aircraft that were trying to eliminate as much of the opposition as they could, before the actual rescue attempt was made.

After the "air show" had cleared most of the ground fire, Sandies came in and laid down a smoke screen providing cover for the Jolly Green and the downed pilot. Etzel went in and down through the smoke, spotting the survivor, who was wearing a big grin and waving.

The pilot had strapped himself in a forest penetrator and was ready to be lifted up into the helicopter, when Cotter spotted enemy troops coming at them through the smoke screen.

With the pilot dangling on the forest penetrator, Etzel maneuvered his HH-3E out of the danger zone and the pilot was pulled safely into the helicopter. Sandies provided close support, suppressing the remaining ground fire.



Capt. Gregory A.M. Etzel, receives the Air Force Cross from Gen. John P. McConnell, Air Force chief of staff, during recent ceremonies in Southeast Asia. The Air Force Cross is the nation's second highest military award.

1968



SIKORSKY NEWS

JANUARY, 1968

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION
STRATFORD, CONN.

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3rd ARRG Laurels

The U.S. Air Force's 3rd Aerospace Rescue and Recovery Group has been cited for 1967 Aerospace Laurels by Aviation Week Magazine. In an editorial in the Dec. 25 issue, Editor-in-Chief Robert B. Hotz praised the "U.S. airmen and their supporting ground crews who are fighting the bloody and bitter air war over Southeast Asia . . . It is over North Vietnam that the air battle is hottest, the losses heaviest and the restrictions most frustrating."

Hotz singled out the 3rd ARRG "that flies Sikorsky HH-3E and HH-53B 'Jolly Green Giant' helicopters on deep penetrations of hostile territory to rescue downed airmen. This unit has made over 900 combat rescues from enemy territory and its helicopters seldom return from missions over North Vietnam without battle damage."

In a message to all Sikorsky Aircraft employees, Lee S. Johnson, division president, said:

"I know you reflect with me a particular pride in our association with the courageous achievements of the 3rd Aerospace Rescue and Recovery Group and echo this latest public commendation by Aviation Week Magazine. No single group of men could have been more deserving of tribute in 1967. The term 'Jolly Green Giant' has already become a legend in our time."

January, 1968

SIKORSKY NEWS

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Winged 'S'

A total of 1,771 pilots and crew members of Sikorsky Aircraft helicopters throughout the world received Sikorsky Winged "S" Awards in 1967 for their participation in life-saving rescues, Lee S. Johnson, Sikorsky division president, announced.

The 1967 figures bring the accumulated total of rescue awards presented by the helicopter manufacturer to 11,544 since the awards were initiated in 1950.

The awards are retroactive to the first life-saving mission by a Sikorsky helicopter when a Coast Guard R-4 helicopter was flown through a heavy snowstorm to carry blood plasma to 70 victims of a destroyer explosion off Sandy Hook, N.J., in 1944.

In the 23-year history of the awards, rescues have been cited in virtually all parts of the world.

The majority of the 1967 awards — 892 to pilots and copilots and 879 to crew members — were presented for combat rescues in Southeast Asia.

The award, signed by Igor I. Sikorsky and Mr. Johnson, consists of a commemorative certificate and a silver Winged "S" pin, with the word "Rescue" inscribed in gold on a field of blue.

A Fighter Pilot Looks at the Jolly Greens

Singular praise for Air Force helicopter rescue crews and their Sikorsky aircraft this month came from two sources:

A much decorated fighter pilot, recently returned from Vietnam and the division's Air Force program manager, also recently returned from Southeast Asia where he served on an industrial/military assistance team.

Major Ron Catton, an F-4 fighter pilot, who flew as a "Wolfpack" strike force leader under flying ace Brig. Gen. (then Col.) Robin Olds, briefed Sikorsky management on the impact of the HH-3 and HH-53B helicopters on the fighter pilot's combat role.

George N. Gartu, toured USAF bases in Thailand and Vietnam where HH-3 and HH-53B were stationed. Gartu brought back reports from the men who fly the aircraft, citing ruggedness and endurance of the products. Gartu's principle stopovers were Na-

kon Phanom and Udorn in Thailand and Da Nang and Tan Son Nhut Air Base in South Vietnam.

Catton, who has been decorated with the Silver Star for gallantry in action, the Distinguished Flying Cross with two oak leaf clusters and 11 air medals and has been recommended for an additional Silver Star and DPC, emphasized the defensive network dotting the Hanoi and Haiphong areas and noted that without the Jolly Greens the loss of U.S. airmen would undoubtedly have been greater; the overall impact would be difficult to estimate.

(Major Catton's remarks, obviously, dealt with missions over North Vietnam which were flown months before the recent announcement by the President of a curtailment of the bombing.)

Surface-to-Air Missiles (SAMs), anti-aircraft guns, Mig fighters and ground fire ("when they can force us below 4,500 feet") were ready

for us" on every mission, Catton said.

Catton, who was hit twice, but never downed, recalled that one SAM came so close to his F-4 that "I could tell that the parts were not machined." Pilots who received hits, he said, tried to maneuver their aircraft back to the west across the Red River.

"You still had 120 miles of hostile territory between you and home," Catton said, but the chances of rescue by Jolly Greens were greatly increased. "It really means something just to know they're on the way," he said.

If a pilot is fortunate to make it back over the Red River before ejecting, his problems are still far from resolved. "For one thing, once he's on the ground, he's probably the only person within 100 miles wearing shoes — and therefore, he is easy to track. For another, they can smell us — with our Western practice of hygiene... daily showers... we smell

bad to them."

Catton cited the "coolness" of the Jolly Green pilots. "They're something else," he said. He recalled several instances where Jolly Greens had remained in a hover over a downed airman, while ground fire ripped into the helicopters from all sides.

(Since Maj. Catton's tour in SEA, the HH-3s and HH-53Bs are now flying rescue orbits, greatly extending their range and bringing them closer to downed pilots.)

"With the SAMs and anti-aircraft, the Migs and the ground fire — plus that 120 miles of hostile jungle — all working against the fighter pilot," Catton stressed, "believe me... the Jolly Greens are a real comfort."

Gartu said, "The men I talked with, the men who fly and maintain the HH-3s and the HH-53s, are really high on the Sikorsky products. I think everyone at Sikorsky can be really proud of their efforts."

The 29th Helicopter Squadron, Gartu noted, "had one CH-53 which had flown 129 hours in a single month. They believe it's an endurance record."

"There were also words of praise for the job our Sikorsky people did on the refueling modifications on the H-3s in Thailand," he said, referring to a special project last year headed by Dante J. Carboni.

The instant fuel dump system, Gartu said, is another area in which Sikorsky personnel can take pride. "I received a call at home on a Saturday regarding the urgent need for the fuel dump equipment. Within days, the equipment was en route to Southeast Asia; within a week after it was installed on the 352, an incident occurred in which a 3E pilot could not have brought the ship back, if it had not been for the fuel dumping capabilities."

The Jolly Greens — the men and their machine — are constantly rewriting the drama of saving human lives.

Rescue Was Result of Magnificent Teamwork

This is a transcription of a tape recording by Captain Robert Cooley, F-105 pilot, whose aircraft was crippled during an airstrike over North Vietnam, forcing him to eject. It is a dramatic account of his evasion and rescue. The tape was obtained by Lawrence A. Baroff, Marketing, from the office of the Secretary of the Air Force. — Ed.

After I got out of the airplane I tumbled violently, but the chute opened as advertised. I didn't have my zero delay lanyard hooked up. The ejection seemed to be normal in all respects. I kept my helmet — I had the visor down, the mask tight and the chin strap tightly fastened. A lot of GI I hit just about where I wanted to and came down into about 100-125 foot trees. The landing was very gentle, very easy. I was hung up about 75 feet and I could look down and see the ground. I was on the side of a very steep slope. I'd say about 45 degrees.

I got my tree penetrator and clipped it onto the chute after jumping a couple of times to make sure the chute was snagged firm. I ran it up through my loop by the chest strap and then unhooked from the chute and with finger pressure just boop, boop, boop right on down to the ground.

I got my MD-1 kit; there is a radio in there which I took out. I decided to head for the top of the hill, as I could hear quite a bit of rifle fire in the valley. I headed up the hill for about 100 to 150 yards. This took me almost 15 minutes as there was very heavy under-

brush, a lot of vines, snagging me. I had hurt myself but at the time I really wasn't thinking much about that.

After I got to the top of the hill, I drank some personal water I carry, spread out my survival gear and sat down and tried to collect myself. I didn't think I was hurt very badly but I was bleeding in a couple of places from scratches and bruises. Then I heard a reciprocating engine and I knew this would be the Sandies (A-1s).

I pulled out my radio and said, "This is Fostick 3 calling Sandie; how do you read?" He came right back with, "Five by, how are you buddy?" I said, "Fine." He said, "Can you see or hear me?" I said, "I can hear you. Keep coming. It sounds like you are south, turn north." He said, "O.K. Tell me when you can see me."

Then I did see him through the top of the trees, and I said, "You are over me right now." He said, "Rog, I've got your hill," and then, "I'm going to see if I can come right over the top of you."

I could see him going by one hole and then I'd pick him up through another hole in the canopy and I just vectored him in. I told him when he went right over the top of me. I asked him if he wanted a flare. He said, "Negative flare, don't fire anything 'til

we tell you." Later on I found out why he said that.

Then as the Sandie came around and called up, he said, "Can you hear any rifle fire?" I told him, yes, but I couldn't see anybody.

There were four Sandie type aircraft in all. He told me, "We are going to start strafing around you now." I asked, "Do you see anybody?" He said, "Yeah." And I said, "Uh-ho. When is the chopper going to get here?" and he said, "About 40 minutes." I recall I told him at that time, "Don't bother, man, they'll be here by then." He said, "Don't worry, buddy, we'll stick with you." He was quite reassuring.

Then around me for the next 30-35 minutes was the most magnificent air show I've ever seen. The Sandies were delivering rockets, all types of ordnance, strafing, bombing all around the area. At one time the Sandie called up and said, "Fostick 3, I'm going to lay a load of rockets in on the ledge below, but I know right where you are so don't sweat it." It really hit the ledge below red hard. All the birds left and the dust and everything. I asked him if they were that close and he told me there were a couple but "don't sweat them."

A year later, it seemed to me, the chopper finally said he was five out and the Sandie called and said, "O.K. I need your position exactly; fire a penguin flare." I said, "Rog," and I did, up through the canopy. It functioned perfectly. He said, "Rog, we have

you exactly." Now I see why he didn't say to mark my position before, because the shooting really started. Bullets began hitting the tops of the trees that I was under.

Then the chopper came in. The Sandie was very explicit all the time, telling me what to do. "Take out two orange flares, orange day smoke for the chopper, and light them when the chopper tells you to." When the chopper told me to light up my orange day smoke, I did, but it took a few seconds for it to get up through the tree canopy. Finally the chopper guy said, "Rog, we have it; we are moving in."

Looking directly up I could see a little bit of sky and the chopper moving over. He said, "We have you in sight." At this time I threw down that flare and lit up the other one to give them a fresh position. Looking down through the trees they saw me. This is what I thought was above and beyond the call because by now there was all kind of shooting.

By this time two F-105s had also shown up and they were strafing with the Gatling gun, along with the four Sandies who were delivering ordnance all around the place, along with another chopper who stayed high while the low Jolly Green came in to get me. There was all kind of shooting and all kind of noise and this fellow came over my position and just stopped.

He stayed still for two or three minutes while his hoist master worked the tree penetrator down through the trees.

He missed me with the tree penetrator — he got it six inches from me. I thought that was amazing. I could have had two broken legs and still got hold of it.

I had been through survival school and knew just what they looked like. I had been hoisted on one before and knew how it felt, so I unzipped it, put the cord around me, got in the seat and gave him the up signal that means you are ready to go. Believe me, we went. He started heading for Channel 31 right then. As I got up to the top of the trees we were moving off. They just towed me up and put me on the floor of the chopper. They had their weapons out and we started to clear the area.

As we came up through the trees I saw the spot I had been in. There was shooting all around the place. They were picking up automatic fire off the ridge by this time and getting all kinds of rifle and small automatic weapons fire from down in the valley. We came out and there was just no problem. The people in the chopper took beautiful care of me. They gave me a "prescription" bottle of stuff for my recent harrowing experience, a cigarette, wrapped me up in a blanket and laid me down on a stretcher. I can just say they were magnificent.

These guys are just something else again. Anybody who will drive an airplane in over a position and hold it still for two or three minutes — why they weren't shot down I just can't understand!



SIKORSKY NEWS

Sikorsky Aircraft

STRATFORD, CONN.

SEPTEMBER, 1968

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DIVISION OF UNITED AIRCRAFT CORPORATION

More Power for Air Force

1st HH-53C Delivered

Sikorsky Aircraft recently delivered its first HH-53C helicopter to the U.S. Air Force.

On hand to accept the helicopter were Lieutenant Colonel Baylor Haynes, Captain Donald Linenberger, and Technical Sergeant William Warren, all representing the Aerospace Rescue and Recovery Service.

Colonel Haynes, a much-decorated helicopter pilot in his own right, led the Jolly Green Giants (HH-3E helicopters) of Detachment 5 of the 38th ARRS during that detachment's early and colorful rescue achievements in Vietnam.

The HH-53C is a new version of the HH-53B, long-range, twin-turbine helicopter currently used in Vietnam — along with the smaller HH-3Es — as a rescue helicopter.

The HH-53C has more power (twin T64-GE-7 engines of 3,435 horsepower each compared with the earlier T64-GE-3s, 3,080 horsepower each) and comes with auxiliary, jettisonable fuel tanks on new cantilevered mounts. An

aerial refueling probe and rescue hoist with 250 feet of cable are standard equipment.

An external cargo hook of 20,000-pound capacity allows the HH-53C to pick up and

carry the National Aeronautics and Space Administration's Apollo spacecraft.

Delivery of HH-53Cs to the Air Force is scheduled to continue through 1970.



Discussing new U.S. Air Force HH-53C helicopters (in the background) are, from the left: George N. Gartsu, Sikorsky program manager; Lt. Col. Baylor Haynes, Aerospace Rescue and Recovery Service; John A. McKenna, Sikorsky vice president—air transportation systems and Cmdr. William G. Forster, Navy office at Sikorsky. The new helicopter has more power than the earlier HH-53B helicopter, used by the Air Force as a rescue vehicle in Vietnam.



SIKORSKY NEWS

Sikorsky Aircraft

STRATFORD, CONN.

OCTOBER, 1968

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October, 1968

SIKORSKY NEWS

Military Briefs —

Only 21 years old, Sgt. Steve Northern is one of the most decorated parascuemen in U.S. Air Force history. He helped save 42 American pilots during two years in Vietnam. Assigned to the 37th Aerospace Rescue and Recovery Squadron at Da Nang, he has been awarded two Silver Stars, three Distinguished Flying Crosses, 15 Air Medals, and the Purple Heart. His vehicle: an HH-3E helicopter.

A ship's bell was presented to chaplain Maj. Glenn Jude, 43, as a memorial to Lt. Jack Rittichier, U.S. Coast Guard pilot killed in Vietnam. Rittichier was flying with the 37th Aerospace Rescue and Recovery Squadron on a pilot exchange program with the U.S. Air Force. It was the first Coast Guard death due to hostile action in Vietnam. The ceremony took place in front of the new base chapel at Da Nang.



HH-3E crewmen carry Dlimi Saad-Abismes from aircraft to ambulance in Libya. Worker was injured in land mine blast.

An HH-3E helicopter from the 38th Aerospace Rescue and Recovery Squadron flew into the Sahara Desert recently to carry three injured oil workers to the hospital in Tripoli. Three HH-3Es have been assigned to Wheelus Air Base in Libya for rescue duty in north Africa. A buried landmine, a relic of desert warfare, exploded to cause the injuries. All three men were in good condition after treatment.



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Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION
STRATFORD, CONN.

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NOVEMBER, 1968

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SIKORSKY NEWS

HH-3E Rescues Pilot

Da Nang, Vietnam — An HH-3E and a ground crew rescued recently in the U.S. Air Force version of a U.S. Army O-1 pilot.

The O-1, a light reconnaissance plane, was shot down in a jungle swamp 35 miles southwest of Da Nang. Specialist 1-C Hobbs L. Hargis, 21, of Seattle, Wash., was unhurt, but the pilot, 1st Lt. H. 1/4th F. Boudart, 28, of Bunker, Ohio, was pinned in the wreckage.

Two HH-3E Jolly Green Glades from the 77th Aerospace Rescue and Recovery Squadron at Da Nang reached the scene, but were unable to free Boudart, trapped by a twisted steel bar across his leg. Da Nang was contacted by radio.

1st Lt. James H. Grady, 40, rescue operations officer from Stratford, Conn., picked a special crew. Staff Sgt. Glen A. Thompson, 35, of Knoxville, Fla., member of the 300th Tactical Fighter Wing's fire department, was a volunteer. He carried a helicopter gasoline saw and cut-off wheel.

The pilot of the third HH-3E was 1st Lt. Loren A. Ragan, 26, of Oak Brook, Ill., a U.S. Coast Guard man serving with the 77th under an exchange agreement.

Heavy groundfire was encountered, but Ragan landed at the wreckage scene. The O-1 was in chest-deep swamp water. Thompson took power saw to one end and M-1 to the other.

"We chopped away some wreckage with a chain saw, then cut away parts of the frame with the saw," he said later. "I had to cut within two inches of Boudart's pinned leg, and we had to cover his back with logs to prevent him from being pulled down. When we had him free, we hoisted him across the swamp and loaded him into the Jolly Green Glade."

Twenty minutes later, Boudart was safe in the hospital at Da Nang.

"Taking along that groundfire was the best shot I've ever had," Grady said. Thompson, in turn, grabbed the saws with him. For Thompson, the rescue was his first. For Ragan, the rescue was his ninth since arriving in Vietnam eight months ago. For Sgt. Steve M. Hartsch, 22, of Riverside, Calif., pararescueman who has rescued two Special Forces and the Purple Heart, it was his 47th rescue. For Airman 1-C Dennis C. Palmer, of O'Fallon, Ill., another pararescueman, it was a day of special significance: his first rescue and 25th birthday.



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DECEMBER, 1968

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Colonel Lauds HH-53s in SE Asia

"You can be justly proud of your machine," Lt. Col. James Dixon, commanding officer of the first HH-53B detachment in Southeast Asia, told Sikorsky officials during a visit this month to the Stratford plant.

The colonel, who returned recently to the United States after a year of combat duty, described some of the early trials and triumphs of the Super Green Giant.

Vote on Name

"That nickname," he explained, "was selected by democratic process. I counted the votes myself — and Super Green Giant won over Buff (short for 'big ugly friendly fletcher') by two votes. The Super Greens also are called Big Jollys."

Dixon was told to organize the detachment in 1968. "What's an HH-53B?" was his first question. "Well, it hasn't been built yet," was the answer. The first HH-53B pilots and crewmen trained in CH-53As borrowed from the Marines. In 1967, when the first HH-53Bs were delivered to the Air Force's Aerospace Rescue and Recovery Service, a plan was devised to deliver the helicopters to Asia by flying the Pacific, refueling from HC-130P tanker planes. The route would have taken the HH-53Bs over Alaska and the Aleutians, Midway, the Philippines, and, finally to Da Nang.

Loaded on Carrier

However, limited service experience with the new aircraft led to a decision to scrap the transoceanic flight. The first two HH-53Bs were loaded aboard the Navy carrier Card in California.

A nucleus of officers and men flew to the combat zone and established the first headquarters of Detachment 2, 7th Aerospace Rescue and Recovery Squadron. Ramp space was secured, the pilots flew with HH-3E crews on rescue missions, and support was established with the Marine CH-53A squadron at Da Nang. The two HH-53Bs arrived at Vung Tau September 18, and were flown from the carrier to their new base, with stops at Saigon, Da Nang, Dong Ha, and Khe Sanh. Flight, aerial refueling,



IN FRONT OF HH-53 — Standing in front of Air Force HH-53 helicopter at Stratford plant during Lt. Col. James Dixon's visit are from left, Roderick Smith, Sikorsky, HH-53 assistant senior project engineer; David Ward, Air Force, HH-3E and CH-3E program manager; Robert Kelly, Sikorsky, HH-3E and CH-3E assistant program manager; Lt. Col. Dixon, Air Force, chief of helicopter division and commanding officer of first HH-53 detachment in Southeast Asia; George Gartsu, Sikorsky, Air Force program manager; Richard Cochrane, Air Force, HH-53 program manager; and Philip Hahn, HH-53 assistant program manager.

gunnery, and maintenance training began immediately. The four remaining HH-53Bs assigned to Detachment 2 arrived that fall and winter.

"The first rescue occurred before the detachment was operational," Dixon said. Two planes collided; one pilot, badly hurt, survived. HH-3Es were dispatched to the scene.

"They (the HH-3Es) were airborne 20 minutes when we got permission to go. Despite the late start, we arrived at the site 15 minutes ahead of the other helicopters. We were a little apprehensive at first of the effect of the larger bird's downwash on the rescue operation, but we found it was an advantage. The downwash parted the trees below, improving visibility and clearing the way for the rescue basket. We got the pilot up and flew him to a hospital. That first rescue was good for our morale."

Routine Procedures

Operational procedures became routine with practice. HH-53Bs, flying out of forward bases, orbited near strike zones, relying on Crown (HC-130P) aircraft for directions and fuel and on Sandys (A-1Es) for fire support.

"The normal flying time for a day's work was 10 hours," the colonel said. Despite dirt and sand at the forward bases, despite flying altitudes of 8,000 to 10,000 feet, despite the weather (usually wet), and despite heavy loads of fuel, crew, and equipment, the HH-53Bs "held up well."

The unit was declared fully operational on January 1, 1968.

Both Engines Quit

As problems were met and solved, HH-53B operational readiness rates climbed. In January, with the weather bad, a B-66 bomber was downed by enemy gunfire. Rain and fog stalled rescue attempts. On the third day, rescue helicopters converged on the scene. One, an HH-3E, plowed into the side of a mountain, and its crew (two with broken legs) huddled in a shallow depression on the mountainside. HH-53Bs rescued not only the three-man crew of the B-66, but also the five men from the HH-3E — including Capt. Gregory Erkel, one of the men involved in the New York to Paris flight of two HH-3Es the year before. The bomber men were picked up in three separate lifts. As the third was hoisted to safety, the HH-53B began to climb out of the valley. Both engines quit, and the pilot initiated autorotation procedures. One engine caught, and the helicopter climbed to 8,000 feet before leveling off for a one-engine flight to a friendly base. "There was much celebration and joy that night," Dixon said.

Two days later, an HH-53B attempting another rescue was raked by concentrated ground fire. Thirty-five holes were counted in the fuselage. The auxiliary fuel tanks were hit, but the helicopter, with help from a tanker, returned to home base. "That was the first real test of the helicop-

ter's ability to take punishment," Dixon said.

In March, during a bombing pause, the HH-53Bs probed the western sector, south of the demilitarized zone. "You'd think the crews would be happy to sit on the ground, but they weren't," Dixon said. "They wanted action." An HH-53B was diverted from a cargo run to pick up a fighter pilot near the Ho Chi Minh Trail.

Never Lost Aircraft

Later, three HH-53Bs were sent to rescue a force of rear-company strength from the flat top of a mountain overrun in a surprise enemy attack. The first HH-53B at the scene landed under intense gunfire, took aboard 34 people — many of them wounded, made a turn in hover, and "jumped over the edge" of the mountain at an altitude of 5,500 feet to fly its heavy load to safety. The other two HH-53Bs picked up 32.

"Our group matured quickly," Dixon said. "We never lost an aircraft to accident or otherwise."

The present bombing halt is turning the detachment's efforts to other than rescue missions, he noted. The six HH-53Bs flew 420 hours in October and 212 hours in the first 12 days of November. Heavy-lift missions have been added to the HH-53B schedule. Rescue, however, remains the primary mission. An HH-53B recently picked up a nine-man infantry squad from its roadblock position just minutes before the arrival of an enemy force of better than battalion strength.

Da Nang Writer™ Descibes HH-3E Rescues

By Ernie Zasara



RESCUE SPECIALIST — Sgt. Ernest Casbeer is an HH-3E crewman, a rescue specialist.

DA NANG, VIETNAM — One of the things you notice particularly is the way fighting men respect each other.

"Grunts", or foot soldiers, say of the pilots and rescue men who take out the wounded under fire: "Those guys have guts. I wouldn't want their job for anything." The pilots, on the other hand, say: "You should see the way those grunts live and what they have to go through. It makes you feel happy when you can help them."

One of the Crown (HC-130H) pilots, who directs rescue operations, told me: "We're high above the range of most enemy guns. The Jolly Green Giant pilots are the ones who go in for the pickup. Our courage is to their heroism what virtue is to saintliness."

A Jolly Green pilot said: "We pilots are encased in steel. For real courage, see the flight engineers and the rescue specialists who run the guns and go down the hoists to find and pick up downed pilots."

The Jolly Green Giants are the Sikorsky HH-3E helicopters of the 37th Aerospace Rescue and Recovery Squadron. The new commanding officer is Lt. Col. John Devlin Jr.

Lt. Col. Charles Klinkert, a Californian who was commanding officer when I visited the squadron, let me talk with the pilots about some of their rescues.

"3 Little Guys"

Capt. Don Weigard, who hails from Washington, keeps a diary. Under the heading "Three Little Bitty Guys", he describes the rescue of three grunts, the kind of rescue that makes a pilot happy.

The jungle fort of Khesanh was overrun and evacuated May 12. The sounds of battle died and the jungle sounds returned: the screech of parrots, chatter of apes, and the singing of thousands of insects. There also was the sound of Jolly Green Giants searching for survivors.

when he saw the rescue aircraft, but dropped from exhaustion before he reached it. Another chopper picked him up.

"Satisfied Customer"

Under the date for July 26, Capt. Weigard describes a rescue which he titles "The Satisfied Customer." A jet pilot was shot down and landed in the Dau River in North Vietnam. His besper was heard, and he was told to dig in for the night. For the next 20 hours, he stayed in the reeds and water. The North Vietnamese hunted him with dogs and sampans. Once they were only five feet away.

North Vietnamese troops set up gun positions for the battle that took place the next day. One gun was in the village across the river, and had to be knocked out. More than a dozen planes were in the air. U.S. bombers flew more than 100 missions. Helicopter gunships strafed the area.

Ready for the rescue attempt, Maj. Charles Wickor said: "When I make the turn on the river, I want you guys to start shooting — and don't stop. You Spads (A-1Es), too. I'm going to land in the water."

They did. He did. The rescue took 10 seconds.

Rescued from Tree

A March 6 rescue was called "The Man in the Tree." An AF-105 pilot bailed out and was caught near the top of a 200-foot tree northwest of Ashau Valley. The area was covered by 87 mm. guns.

"They walked the shells around me to the front. I broke right. They walked the shells on the other side. I broke left," says Maj. Wingfield, pilot of the rescue helicopter.

Wingfield had to hover for 20 minutes while the F-105 pilot cut himself loose from risers, shroudlines, and branches. He avoided ground fire to make the pickup.

A Busy Day

June 9 could be called a busy day. Five men were rescued in three different places. In action northwest of Ashau, Capt. Jerry Griggs lost an engine to ground fire. For half an hour, he flew up and down the valley, only 60 feet from the ground, trying to get altitude to negotiate the pass into Khesanh. His escorts carried on a running battle with the enemy. Finally, Griggs made it.

Complicated Rescue

In a complicated rescue action March 14, involving four Jolly Green Giants southwest of Hue, HH-3E Number 22, flown by Maj. Stuart Hoag,

Continued on Page 11

On May 16, Capt. Harry Hagen saw an S.O.S. made of paper and a very blond soldier waving his shirt. He was so close to the fort that when Maj. Billy Wingfield, a Texan, flew in for the pickup, Hagen could clearly see the North Vietnamese soldiers in the buildings. The HH-3E picked up two skinny kids (soldiers), 18 and 19 years old, with wounds in the head, stomach, and leg, ragged, dirty, and foul-smelling. They had been living on water for four days.

They didn't want to leave, however, until their buddy was safe. He had gone to the river for water, and he ran



WITH CHAMPAGNE! — After a rescue, the rescued and rescuers used to toast each other with champagne. Practice has been discontinued as "too expensive."



340 RESCUED — Capt. Don Wiegand, HH-3E pilot, shows Jolly Green Giant doll with number of satisfied customers — 340 rescued.



IN READY ROOM — Maj. Dwayne Westler, a Texan, waits in HH-3E ready room at Da Nang.

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towered 10 feet above a red panel while his crew engaged in a gun fight with enemy troops only 25 feet away. Hoag ducked flying debris in his cabin as he kicked left rudder to get out. His flight engineer, Sgt. Dennis Richardson, was wounded in the arm, but he knocked out an enemy gun directly beneath the chopper.

Four survivors of a downed Marine helicopter were on the ground. Maj. Joe Green picked them up. They came aboard with their weapons, kicked out the windows, and began firing. Col. Klinkert, who was copilot, fired his M16 out the front window.

A Matter of Morale

Some of these isolated jungle battles take a heavy toll of lives. Such a battle

took place March 6. Seven Marine helicopters were shot down trying to rescue the crew of another helicopter near Hue. Then, the Jolly Greens were called. They picked up 14 survivors, three critically wounded. Maj. Green had two of the survivors half-way up his hoist when the enemy opened fire. The two were pulled through the door during a "steep departure."

Sometimes you wonder why such efforts are made to rescue one pilot. Sometimes more pilots are lost in the rescue attempt than are rescued. The Jolly Green pilots tell me it's a matter of morale. When the jet and fighter pilots know every effort will be made to save them, they're more daring and more efficient. All told, the Jolly Greens have rescued 340 men.

1969



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HH-3Es, HH-53Bs of 3rd ARR Group account for many combat saves

by Major Carroll Shershan
3rd Aerospace Rescue and Recovery Group

Tan Son Nhut, Vietnam — patriotic men come from

TAN SON NHUT, Vietnam — Rescue crews of the 3rd Aerospace Rescue and Recovery Group made 915 saves in 1968. Of these, 571 were combat saves.

Since air rescue operations began in Southeast Asia, 2,282 persons have been rescued. Of these, 1,500 have been combat saves. The rescued include 472 Army, 448 Air Force, and 274 Navy and Marine Corps personnel. The others have been Vietnamese, Thai, Korean and Australian.

Variety of aircraft

Involved in 3rd Group rescue missions have been HH-3E and HH-53B helicopters produced by Sikorsky Aircraft and HH-43 helicopters built by Kaman. In 1968, HH-3E Jolly Green Giant crews made 300 combat saves to bring their total to 428. HH-53Bs in 1968 made 99 combat saves. HH-43 Pedros made 173 combat saves.

Search and rescue helicopters are accompanied by A-1E Sentry fighter planes and HC-130P Queen command aircraft. Army gunships and Navy Sikorsky SH-1A D helicopters also take part in rescue missions.

The 7th Air Force Joint Search and Rescue Center, manned by 3rd Group personnel and located at Tan Son Nhut Air Base, coordinates all rescue missions in Southeast Asia.

Herndon demonstrated

The heroism of the men of the 3rd Group, including Coast Guard, Navy, and Army personnel serving as exchange of liaison officers, has been demonstrated again and again. On one occasion, Coast Guard Lieut. Lance Egan, 28, of Saybrook, Conn., held his HH-3E in a hover for 21

minutes (taking more than 40 direct hits) to rescue a downed F-105 pilot over North Vietnam. Another HH-3E, piloted by Maj. Charles Wicker, 34, of Baltimore, landed on a river just south of Dong Ha in North Vietnam to rescue a Marine pilot who had been down 21 hours. Sgt. Steve Northern, 22, of Riverside, Calif., Wicker's pararescueman on this mission, went on to establish a rescue record: He completed his tour in November with 51 saves.

L300th combat save

On February 28, 1969, the 1,000th combat save was recorded by a Jolly Green Giant crew. The 1,300th combat save took place December 31 when Lieut. Egan picked up an F-105 hijacker pilot.

The most intensive rescue effort of 1968 was made over the Memorial Day weekend when Navy and Air Force planes flew 189 sorties to aid in the rescue of a single Navy pilot. HH-3Es flew more than 62 hours and HC-130Ps were in the air constantly during

the three-day effort. The Navy pilot, Lieut. Kenneth Fields, 27, of Jacksonville, Fla., was picked up by an HH-3E.

An Air Force chaplain, Capt. Albert J. Ryan, 27, of Boston, has flown on so many rescue missions with HH-3Es that he has been awarded a distinctive patch to wear on his fatigues. A new airman sported the patch and made inquiries.

"The patch's our acronym to the 'Flying Nun,'" he was told.

The greatest number of rescues recorded on one HH-3E mission took place May 12 when 29 survivors of a downed Army CH-46 were saved. The longest rescue effort was the Memorial Day weekend (May 31-June 1) mission to pick up Lieut. Fields. The shortest took place July 8 when an HH-3E crew from Da Nang took just six minutes to rescue an F-4 pilot. One of the longest rescue flights involved two HH-3Es from Da Nang who covered more than 800 miles in eight and one-half hours to fly two ailing sailors from a German tanker in the Air Force hospital at Cam Ranh Bay.

More than 100 members of the 3rd Group have been killed, wounded, or declared missing in action since rescue efforts began. For each one lost, however, at least 40 men have been saved.

Awards listed

As of November 30, 1968, men of the 3rd Aerospace Rescue and Recovery Group have been awarded: one Congressional Medal of Honor, 14 Air Force Crosses, 20 Silver Stars, four Legions of Merit, 1,041 Distinguished Flying Crosses, 56 Airman's Medals, 388 Bronze Stars, 4,193 Air Medals, 841 Air Force Commendation Medals, and 71 Purple Hearts. The 3rd Group has been awarded the Presidential Unit Citation twice and the Air Force Outstanding Unit Award.

The spirit of the group is reflected in a statement by Maj. Joe Green, HH-3E pilot and now a member of head quarters staff.

"It's the best job in the Air Force," the Eden, Texas, native says. "Our crew spirit is tremendous. There's no way to describe how you feel when you know that a man's life depends on your actions."



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Courageous Tom Pope, uncommon PJ

By Maj. Carroll Shershin

3d Aerospace Rescue and Recovery Group

SOUTHEAST ASIA—Tom Pope is a most uncommon man among uncommon men. Sergeant Thomas R. Pope is only 22 years old.

He was one of only 68 men in Southeast Asia authorized to wear the distinctive maroon beret of the Aerospace Rescue and Recovery Service's select corps of parajumpers.

Until recently he served with the 40th ARRS, home of rescue helicopters, at Udon Royal Thai Air Base.

When he left for his new assignment at Wilford Hall Hospital, Lackland Air Force Base, San Antonio, Texas, he vowed to return to Southeast Asia within two years.

His vow isn't uncommon among men of air rescue. Many of the 68 PJ's parajumpers in the war zone are on their second and third tours of duty here.

But even among the men of air rescue, the sergeant from Midland City, Okla., is uncommon.

Additional ribbons

In fact, not only was he one of 68 to wear the maroon beret, but he is one of only 34 men of the 3d Aerospace Rescue and Recovery Group, the most decorated unit in the annals of aviation history, to be awarded the Purple Heart.

He also wears the Distinguished Flying Cross, the Bronze Star and the Air Medal.

He is personally responsible for having saved the lives of four persons during his combat tour in Southeast Asia.

Sergeant Pope came to the war zone with the first of the HH-53B rescue helicopters (called BUFFs for "big, ugly, fat fellows") in late 1967. He flew his first mission three days before Christmas. When his tour was due to end last December, he enlisted for another tour.

During his 13 months in SEA, Tom Pope flew a total of 142 combat missions and completed more than 124 hours of combat flying in the fastest, biggest, highest-flying helicopter in the Air Force inventory.

His last mission

In January, 1968 Tom Pope flew his last mission.

It was a hot, dusty day—like most any other January day. It was 99 in the shade and "hotter in hell" for the downed pilot on the ground, even though the day's first light barely shone. He had been on the ground overnight, surrounded by enemy troops, and had taken refuge some two-thirds of the way up a 100-foot tree.

While airbushers from 37th and 40th ARRS framed him, the HH-53B—circled by



A CHEERY GOOD-BYE—Sgt. Thomas R. Pope cheers his fellow parajumpers as he is about to leave Vietnam on a medical evacuation flight to the United States following amputation of his leg.

a protective "daisy chain" of A-1 "Sandy" fighters of World War II vintage—came onto the scene, hovered, and made the pickup in less than five minutes' time. Tracer fire from the left was drawing closer. Less than a mile from the recovery site, however, the enemy scored a direct hit on the BUFF.

The events which followed, like many in rescue operations, read like an adventure story.

Miscellaneous, only one person was injured. It was Sergeant Pope. He had taken a direct hit in his left leg, lost considerable blood and was in serious condition when hospitalized. Only the rapid action of his fellow crew members and of the survivor himself prevented the PJ from becoming a grim statistic.

His leg had to be amputated.

One last flight

Several weeks later, before leaving on a Military Airlift Command C-141 "Starlifter" medical evacuation flight, Sergeant Pope made one last flight on his favorite "bird"—the BUFF.

While his fellow crew members stood solemnly by, fighting back the tears which welled up in their eyes, Sergeant Pope smiled, joked and did what he had done with other survivors in the past

—cheered them up in a moment of concern.

"He was the most courageous man I ever met," said Colonel Hudson H. Bridges, commander of the 3d Aerospace Rescue and Recovery Group.

"I'll never forget the sight of Tom Pope as he stood there on the ramp, impeccably dressed in his combat fatigues, cheering us up. And we were the ones who had come to cheer him on. I have never attended a more inspiring occasion.

"Before taking his leave, Sergeant Pope turned, and with his left elbow resting on the crutch arm he raised his right hand high in the V-sign, made famous by the late Winston Churchill."

"I'll be back," he vowed. "I'll be back in two years," which is what the two V-shaped fingers raised high stood for.

For the others there, they stood for Victory. The most important victory of Sergeant Tom Pope's young life.

Legacy of Sgt. Tom Pope

During the long days and nights following the amputation of his left leg, Tom Pope was an inspiration to fellow patients at the Udon RTAB Hospital and to the men of air rescue, who have themselves—each and every one—vowed to "place their" duties before personal desires and comforts.

THAT OTHERS MAY LIVE!"

In addition to his smiles and encouragement at others, Tom Pope left another legacy.

These are the words by which those of us who were privileged to know Sergeant Tom Pope, 22, USAF, shall always remember him:

"I lie and wonder not why I am here, but where I shall go from here."

"Perhaps my dreams for the beautiful things in life are there. I feel them envelop me in peaceful serenity."

"And I know I shall be brave, not from past achievements but in my pursuit with determination for my future life of happiness and accomplishment."

"I pray I shall always have strength not to wallow in self-pity, but to lend a helping hand along my way in life."

"Far in all of us there is strength where courage adds tender to the heart, and in me may my strength turn aside weakness in quest of courage in others."

"If I could only march again not in military cadence but as a leader of a proud people."

"Then part of my dreams for the beautiful things in life would be there."

"I dream of leading myself



COLONEL GREET'S POPE—Lt. Col. Chester Rotcliffe, 40th Aerospace Rescue and Recovery Service, greets Sgt. Tom Pope and Sgt. Donald Johnson as they alight from Sgt. Pope's last flight on his favorite "bird," the HH-53B rescue helicopter.

with the ideals of others in a parade exalting the reasons why I was there."

"And perhaps I shall turn and look behind to discover I march not alone but am followed by a multitude who seek the dreams of beautiful things to come."

"Because after searching their hearts and past heritage they will have joined my parade with pride and the discovery of why I marched before."

"Then another part of my dreams for the beautiful things in life would be there."

"Even though part of me

is gone I would march with pride towards that peaceful serenity, but not against the ideals for which I marched before."

"Yes deep within me I know my personal loss is far less than the needless loss of souls others have negligently allowed to be taken from them."

"So I lie there, without the limb that was lost doing what I believed in with knowledge and pride; for the dreams I know will come true, I would march again."

"If I COULD ONLY MARCH AGAIN!"



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SIKORSKY NEWS

May, 1969

'Jolly Green' PJ cited by Avco

Steve M. Northern, 22, of Hermosa Beach, Calif., former sergeant and "Jolly Green Giant" pararescuer in the U.S. Air Force, is the 1969 winner of the Avco-Aviation, Space Writers Association (AWA) Helicopter Heroism Award.

Northern, who served in Vietnam for 29 continuous months, and to whom 51 men owe their lives, was honored at a special ceremony May 13 at the AWA annual meeting and news conference in Dayton, Ohio. He received a sculptured bronze trophy emblematic of "an extraordinary and sustained record of heroism."

AS A PARARESCUEMAN (a rated parachutist trained in scuba diving and first aid), Northern flew more than 240 combat missions aboard Sikorsky HH-3 "Jolly Green Giant" and HH-43 "Pedro" helicopters, deep into enemy territory and as far north as the Haiphong area of North Vietnam. On many occasions he left the safety of his aircraft to go into a hazardous area to recover downed air crewmen or other allied personnel in danger of death or capture.

On his first mission in Southeast Asia, Northern was wounded and subsequently awarded the Purple Heart. He later won two Silver Stars for gallantry in action, three Distinguished Flying Crosses and 15 Air Medals. In winning his second Silver Star,

Northern volunteered to be lowered from his HH-3 helicopter to aid a survivor located in a position completely surrounded by hostile troops. The citation read in part: "Airman Northern carried the survivor to the hoist and shielded him with his own body as they were brought into the helicopter."

NORTHERN is the third recipient of the Avco-AWA Award. Last year's winner, Marine Major Stephen W. Pless, was subsequently

awarded the Medal of Honor for the action.

During his off-duty days in Vietnam, Northern volunteered to fly rescue missions with another unit at his base in Da Nang. At other times, he participated in medical and civic action patrol flights, offering medical aid to Vietnam villagers.

Born in Indianapolis, Northern, since his discharge from the service, has been working for Delta Air Lines at Los Angeles International Airport.



RESCUES IN VIETNAM — Allen C. Miller, 2nd, second from left, assistant to the division vice president for air transportation systems, presented Sikorsky Aircraft Winged-S rescue awards and certificates to members of the 37th Aerospace Rescue and Recovery Service at Da Nang Air Base, Vietnam, while on a recent visit there. From left, with Miller, are Staff Sgt. James F. Spears, Staff Sgt. James L. Miller and Sgt. Earnest D. Casbeer, displaying certificates, as Lt. Col. John J. Devlin Jr., commander of the 37th, looks on.



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Newman cited as hero

Thomas A. Newman, 22, of Milwaukee, former sergeant and HH-3E helicopter pararescueman with Detachment 1, 40th Aerospace Rescue and Recovery Squadron, has been named winner of the Cheney Award for heroism in Southeast Asia.

The Cheney Award annually recognizes an "act of valor, extreme fortitude, or self-sacrifice in a humanitarian interest performed in connection with aircraft." It was established in 1928 in memory of First Lieut. William H. Cheney, killed in an air collision during World War I.

Newman voluntarily descended from the HH-3E "Jolly Green Giant" into an enemy-infested jungle near Tan Son Nhut Air Base in Vietnam on May 30, 1968, to make the rescue. Then, disregarding his safety, hampered by darkness and con-

centrated automatic weapons fire, Newman directed the helicopter away from the area for its own protection and to avoid revealing his position to enemy ground forces.

After locating the injured O-2 pilot, Col. Norman P. Phillips, Newman was severely injured in the initial hoist attempt. But he later succeeded in securing the pilot and himself to the forest penetrator, and protecting the colonel with his body from the ground fire. Newman was hoisted into the HH-3E with the injured man.



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What goes on *there*?

Maj. John G. Kakacek, 39, of Tucson, Ariz., was flying his Air Force/Sikorsky HH-3 "Jolly Green Giant" helicopter over international waters north of the demilitarized zone in Vietnam when he and his crew spotted trouble below. Five North Vietnamese, waving flags and bailing water, were in a sampan full of fish and water and about to break up. After twice trying to lower rafts to the fishermen, but finding that the rafts blew away, the crew dropped a heavy jungle penetrator attached to a cable and pulled the raft close enough for the Vietnamese to board it. Then the USS Renshaw moved into the area, took the fishermen aboard, and the next day to Da Nang for medical observation and then the return to their homes.

The recent rescue of two Marine F-4 Phantom pilots from the South China Sea after they had to abandon their battle-damaged aircraft marked the 29th and 30th combat saves of the year for the HH-3 Jolly Green Giant rescue crews of the 37th Aerospace Rescue and Recovery Squadron at Da Nang Air Base, Vietnam. It also brought the 37th to a total of 479 downed crewmembers rescued since the squadron went to Vietnam in May, 1966. The 29th pickup was made by **Maj. Bruce E. Prouse**, pilot; **Capt. Charles P. Lowry**, co-pilot; **Airman L/C Robert Fields**, pararescueman, and **Staff Sgt. James M. Jeneraux**, flight engineer. **Maj. John G. Kakacek** commanded the crew of the second HH-3, which included **Lieut. (j.g.) Robert Ritchie**, USCG, co-pilot; **Staff Sgts. Billy R. Bloomer**, flight engineer, and **Eugene L. Nardi**, pararescueman.

1970

First CH-53C goes to U.S. Air Force



AF ACCEPTS FIRST CH-53C - Lt. Col. Wilbur Huff, second from right, accepts first CH-53C helicopter delivered to U.S. Air Force by Sikorsky Aircraft. Others in ceremony at Sikorsky's Stratford plant are, from left, Capt. William R. Stuyvesant, U.S. Navy plant representative at Sikorsky; Wesley A. Kuhr, Sikorsky president, and George N. Gartsu, Air Force program manager at Sikorsky. Col. Huff is stationed at Shaw Air Force Base, S.C., training center for CH-53C pilots and crewmen.

U.S. Air Force pilots and crewmen are undergoing training in the Sikorsky-built CH-53C helicopter at Shaw Air Force Base, S.C., where the first model of this type was delivered to the Air Force last month.

Eleven more CH-53Cs are scheduled for production this year and eight have been ordered for 1971.

TAC to use CH-53C

The CH-53C is a twin-turbine cargo-personnel transport helicopter. It will be used by the Tactical Air Command of the Air Force. The first CH-53C was flown from Sikorsky's Stratford plant to Langley Air Force Base, Va., Tactical Air Command headquarters. Gen. William W. Momyer, commander of the Tactical Air Command, and his staff were briefed on the CH-53C's capabilities. Then, Air Force pilot Kenneth Murphy put the big camouflage-painted aircraft through an aerial demonstration before continuing to Shaw. Present at the Langley demonstration were Wesley A. Kuhr, Sikorsky president, and George N. Gartsu, Air Force program manager at Sikorsky.

CH-53Cs are similar to HH-53C helicopters flown by the Air Force's Aerospace Rescue and Recovery Service. Production CH-53Cs, however, are not equipped with the in-flight refueling probe and armament carried by the HH-53C - although a kit including probe and armament will be delivered with each two CH-53Cs so that a CH-53C can be quickly readied

for long range combat missions when necessary.

Sikorsky production of HH-53C helicopters for the Aerospace Rescue and Recovery Service will continue this year and next. Eight HH-53Bs, first versions of the rescue helicopter, and 21 HH-53Cs have been accepted by the Air Force since 1967. HH-53C deliveries began in 1968.

Combat rescues

In Vietnam, HH-53Bs and HH-53Cs are credited with more than 325 combat rescues. Aided by in-flight refueling and auxiliary fuel tanks, they have remained on station for hours near aerial strike zones, ready to recover downed fixed wing crews. They have flown with one engine dead, and have returned to home base with as many as 40 or 50 hits from enemy groundfire. One HH-53B rescued 34 members of an infantry platoon, surrounded on high ground by North Vietnamese forces.

The HH-53R/C program was initiated in 1966 by Sikorsky Aircraft. The Marine Corps CH-53A heavy transport helicopter was re-designed to fit Air Force needs. Sikorsky also produces medium-size HH-3E and CH-3E helicopters for the Air Force. HH-3Es, called Jolly Green Giants, are credited with more than 700 combat rescues in Vietnam.

Special Operations Forces pilots and crewmen, flying CH-3Es in Vietnam, also receive their training at Shaw Air Force Base.



August, 1970

SIKORSKY NEWS

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Brig. Gen. Everest visits Dunn; discusses copters

Brig. Gen. Frank K. (Pete) Everest Jr., dark and wiry, has a look of controlled power—much like the X-1 and X-2 rocket planes he flew in the 1950s.

Named head of the U.S. Air Force's Aerospace Rescue and Recovery Service in April, he has had to adapt his thinking to helicopters instead of fighter planes and experimental aircraft.

"At first," he said, "my heart stayed with the fighter groups. But I've begun to change. The things that the rescue birds and men have done and are doing are—in one word—fantastic."

Visits plant

Everest visited Sikorsky Aircraft's Stratford plant in June and saw the camouflage-colored HH-3E and HH-53C helicopters that have contributed greatly to Aerospace Rescue and Recovery Service accomplishments. He also saw an old friend, factory manager James W. Dunn, who was flight engineer in charge of research planes—such as the X-1 and X-2—for Bell Aircraft from 1960 to 1966.

There is a deep bond between the two men, a bond anchored in mutual respect. Dunn lived through the tense—and sometimes tragic—trials, with the rocket planes, riding the bombers that carried them aloft, taking active part in the success or failure of each mission. He, in turn, has a great admiration for Everest's cool ability to handle almost anything that flies.

World War II

A P-40 pilot in World War II, Everest flew 94 missions in North Africa and 67 missions in the Pacific before he was shot down by enemy ground fire in 1945. Released as a prisoner of war after the armistice with Japan, he was assigned to the Air Force flight test division at Wright Field in Ohio and Edwards Air Force Base in

California. He was one of the first men to pilot the F-100, F-101, F-104, F-105, B-52, B-57, and B-66 planes, as well as the X-1 and X-2.

'Fastest man alive'

His goal in the X-1 was altitude—and he reached 73,000 feet. He flew the X-2 for speed—and streaked above the California deserts in 1956 at Mach 2.97 (1,987 miles an hour), an accomplishment that earned him the title of "the fastest man alive." He labeled the X-2 "a basically sound, good plane" despite its appearance of restrained violence. The X-2 had swept-back wings, a needle nose, and a volatile mixture of liquid oxygen and alcohol that burned for 140 seconds to drive the 13-ton aircraft forward at nearly three times the speed of sound. Long, powerless glides, following these explosive thrusts, ended in skid landings on a dry lake bed.

"There were growing pains (in development of the X-2)," Everest said, "but it was an honest airplane and it liked to fly."

Everest has flown 163 different kinds of aircraft in his 29 years with the Air Force. His helicopter time is limited, but he has piloted most Air Force rotary-wing aircraft at one time or another—from the H-5 (Sikorsky S-51) to the HH-53C (Sikorsky S-65). During a recent stay at Eglin Air Force Base in Florida, he flew both the HH-3E and HH-53C on search and rescue training missions, even refueling at night from HC-130P tanker planes.

"It isn't too difficult to switch from fixed-wing to helicopter controls," he said, "except that you might call helicopters less forgiving of your sins." He called the HH-53C a "quantum jump" in helicopter progress, with its sophisticated equipment.

Air Force career

He assumed command of the Aerospace Rescue and Recovery Service, with headquarters at Scott Air Force Base in Illinois, after 15 months as an assistant director of operational test and evaluation at the Pentagon. Before that, he had been a director of aerospace safety under the Air Force inspector general. He has commanded Tactical Air Command units at MacDill Air Force Base in Florida, Davis-Monthan Air Force Base in Arizona, and Nellis Air Force Base in Nevada. His test flights earned him the Harmon Aviation Trophy and Octave Chanute Trophy. Among his other awards are two Legions of Merit, three Distinguished Flying Crosses, and eight Air Medals.

Born and raised in West Virginia, he is married and has three children. A son, interested in civilian flying, has four years of college ahead of him before an Air Force career can be considered, according to the general.

Everest has an unlimited enthusiasm for aviation and he speaks the sometimes rarefied language of professional airmen everywhere. He spent some time at Sikorsky explaining the "Lufbery circle" familiar to P-40 pilots—"not really a circle at all," but an elliptical turn, half vertical and half horizontal, devised as both an offensive and defensive maneuver in World War I by Raoul Lufbery, American ace who grew up in Wallingford, Conn.

He called the Sikorsky helicopters "easy to fly" and termed the Aerospace Rescue and Recovery Service "one of the most underrated outfits in the world." He noted that the 3rd Aerospace Reserve and Recovery Group is the most highly decorated in the Air Force, and ticked off some of the



VIEWING S-65 PRODUCTION LINE -- Brig. Gen. Frank K. Everest Jr., at right, new head of U.S. Air Force's Aerospace Rescue and Recovery Service, discusses S-65 helicopter production at Sikorsky's Stratford plant with James W. Dunn, factory manager, during recent visit. Aerospace Rescue and Recovery Service uses HH-53B and HH-53C version of S-65 as well as HH-3E (S-61R) helicopters, built by Sikorsky Aircraft, in Vietnam, where they are credited with more than 1,000 combat saves.

awards earned by its rescue pilots and crewmen—including a Medal of Honor and 21 Air Force Crosses.

Everest's goal

His primary goal, at present, is refinement of the all-weather concept for rescue aircraft—"not just the night recovery system, but an all-weather system." He also would like to see mid-air refueling become "a way of life for rescue helicopters—not just a show." Delivery of

helicopters by flying them to Southeast Asia with tanker escorts would save a month's time or more, he said.

His interest in flying, he said, stems from watching barnstorming pilots above the airport near Fairmont, W. Va., when he was a boy. "I paid 50 cents for a ride in a Ford Trimotor," he said, "and I spent another 50 cents for a second ride. From then on, I was hooked."

SEPTEMBER, 1970

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September, 1970

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Pilots praise HH-53Cs in Pacific run

Scott Air Force Base, Ill. — Three men who led two U.S. Air Force helicopter crews on a historic flight across the Pacific have returned home from Vietnam with glowing reports of the mission.

The men are Maj. James L. (Larry) Butera, mission commander and one of the helicopter pilots; Maj. Gordon K. Lochridge, flight surgeon and Capt. Robert J. Meyer, mission navigator.

The helicopters were two HH-53Cs built by Sikorsky Aircraft for the Aerospace Rescue and Recovery Service, headquartered here.

Nine-day journey

The two helicopters arrived in Da Nang, Vietnam, at 2 a.m. Monday, Aug. 24, after a nine-day journey which began in the eerie darkness before dawn on Saturday, Aug. 15 at Eglin Air Force Base, Fla.

"The entire mission went much better than we anticipated," said Butera.

"When you do anything for the first time you usually have to make allowances for problems. But this first flight of an HH-53 across the Pacific was a near flawless mission."

Aircraft and men flew approximately 9,000 miles, crossing the United States from southwest to northeast, crossing the Pacific from the Aleutians to Japan, then proceeding on to their Vietnamese base at Da Nang.

The helicopters were in the air 60 hours and 45 minutes. The longest leg of the flight, the trans-Pacific hop, took 12 hours and 15 minutes in the air.

HC-130N "tanker" planes accompanied the helicopters, allowing mid-air refueling. The helicopters were manned by crews from the Aerospace Rescue and Recovery Service Training Center at Eglin and AFHQ headquarters here. Many are helicopter veterans of the Vietnamese war.

Two tough days

Butera said, "We put two tough days back to back. The Elmendorf to Shemya leg was 19½ hours, followed by the 12½-hour Pacific crossing the next

day. We were being careful of the typhoon blowing up over there and so we departed Shemya with only the minimum crew rest. In spite of these long days we arrived at Misawa with the whole crew feeling real good."

Pilots in the first HH-53C included Maj. William F. Williams, Maj. Owen A. Hester, and Maj. William E. (Skip) Cowell. Flight engineers were Staff Sgt. Donald LaBarre and Tech Sgt. Charles Tilley.

Vietnam vets

Butera, who flew Sikorsky-built HH-53E helicopters for the 20th Aerospace Rescue and Recovery Squadron in Vietnam back in 1966, once explained that HH-53Es were called Jolly Green Giants because of "the gusto with which we go about our work."

Butera took part in some of the first rescues of downed American pilots in the hostile jungles of North Vietnam.

Cowell in 1966 took part in an HH-53E rescue—the pickup of Lt. (jg.) Dieter Dengler, Navy pilot who escaped a North Vietnamese prison camp—the first American to do so, and walked 25 days through enemy territory before he was saved.

Brig. Gen. Frank K. Everest, now commanding officer of the Aerospace Rescue and Recovery Service, flew an HC-130N on one of the legs of the Pacific flight.

Everest, who has flown 162 different kinds of aircraft in 20 years with the Air Force, has flown both the HH-53C and HH-53E.

In a recent visit to Sikorsky's Stratford plant, he said he would like to see mid-air refueling



HOP, SKIP AND THEN SOME — Three members of Aerospace Rescue and Recovery Service Headquarters, Scott Air Force Base, Ill., check over map previous to trans-Pacific helicopter flight Aug. 15-24. From left, they are Maj. James L. (Larry) Butera, Capt. Robert J. Meyer, and Dr. (Maj.) Gordon K. Lochridge.

become "a way of life for rescue helicopters." Delivery of helicopters by flying them to Southeast Asia will save nearly a month's time, he said.

The first inflight refueling experiments with helicopters began in 1965. In 1967, two HH-53E helicopters crossed the Atlantic non-stop, refueling in mid-air from New York to Paris. Inflight refueling has been used for three years in Vietnam, allowing rescue helicopters to remain on guard near the areas of land wing strikes.

HH-53C helicopters are larger versions of the HH-53E Jolly Green Giants. Both are

camouflage-colored and equipped with refueling probes.

Earlier models of the HH-53C were HH-53B, which first flew in Southeast Asia in 1967. HH-53Bs and HH-53Cs have rescued nearly 400 men. In all, Aerospace Rescue and Recovery Service crews have saved more than 1,500.

HH-53Cs can carry 700 gallons of fuel internally. In addition, they are fitted with two external droppable tanks which hold 600 gallons. They can fly for 300 gallons a minute from the tanker planes.

In the flight to Da Nang, the HH-53Cs started from Eglin and

stopped at Minot Air Base in North Dakota before proceeding to Elmendorf Air Base in Alaska.

The trans-Pacific flight began at Shemya Air Station near the westernmost tip of the Aleutian chain and ended at Misawa Air Base on the northeast coast of Japan's main island, Honshu. The helicopters stopped at Kadena Air Base in Okinawa and Clark Air Base in the Philippines before reaching Da Nang.

Weather delayed the crossing two days in Alaska, but the pioneering HH-53Cs met only clear and sunny skies in the long hop from Shemya to Misawa.



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SAFE AT LAST - Go Noi Island residents arrive at Hill 37, 13 miles southwest of Danang, in CH-53D helicopter flown by U.S. Marine Corps HMH-463. CH-53Ds evacuated island during flood emergency.

CH-53Ds fly flood missions

Danang, Vietnam - CH-53D helicopters of U.S. Marine Corps HMH-463, based at Danang, helped evacuate 8,000 persons from the flood-swept lowlands south of here late in October.

Captain Arthur J. Picone, CH-53D pilot, flew four separate missions to Go Noi Island, lifting some 300 Vietnamese to safety.

Sergeant Dave Wilson, his crew chief, herded the threatened people aboard. Corporal Larry Gammons and Lance Corporal Jim Meisler, aerial gunners, helped in the evacuation. First Lieutenant Mark Springler, co-pilot, spent much of the time the CH-53D

was airborne searching for other Vietnamese in need of help.

The flood, termed the worst since 1964, was touched off when Typhoon Kate slammed into the coastal area October 25. Monsoon rains followed to overflow rivers and streams. One hundred and forty-four square miles were inundated.

Initial Marine rescue operations began October 20 when MAG-16 was notified to commence evacuations in the Go Noi Island area. Approximately 800 were lifted to safety the first day.

As the rain continued, rescue efforts increased. Homeless

Vietnamese were temporarily relocated to points outside the flooded area.

Tons of emergency food were carried by CH-53Ds to refugee centers like Que Son, 40 miles south of Danang. Much of the food was donated by the Vietnamese Social Welfare Service at Hoi An.

In the week ending October 24, the CH-53Ds of HMH-463 carried a total of 6,870 passengers and more than 302 tons of cargo. Most of the passengers represented flood victims. Much of the cargo was food for the refugees.

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What goes on there?

Technical Sergeant Donald G. Smith was awarded the Air Force Cross last month, the second highest award for gallantry in action. Smith, an HH-3E crewman, went down the hoist to help an F-100 pilot in Vietnam in 1969. While he and the pilot were being lifted, enemy gunfire snapped the cable. Another helicopter rescued both. Smith, 35, is the 15th enlisted man to receive the Air Force Cross. He has received the Airman's Medal and the Air Medal with five oak leaf clusters.

Lieutenant Colonel Royal A. Brown Jr., an HH-3E pilot with the 37th Aerospace Rescue and Recovery Squadron at Danang, Vietnam, is credited with 16 saves in his second tour of Southeast Asia. This equals his first tour total and runs his 16-month string to 32. The colonel rescued the last downed flyer from North Vietnam, an Air Force Pilot, eight days before the bombing halt.

Marine Heavy Helicopter Squadron 463 recently received its second meritorious unit commendation in ceremonies at Danang. The commendation came for the CH-53D squadron's part in support of ground forces during Operation Dewey Canyon from February 24 to March 20, 1969. HMH-463's "Heavy Haulers" flew 282 hours on 700 sorties and carried 2,200 troops and 785 tons of food, ammunition, and medical supplies.



MISSION COMPLETE - HH-53C lands at Cam Ranh Bay, Vietnam, with severely burned sailor hoisted from Norwegian vessel at sea. This was one of three maritime evacuations carried out last month by HH-53Cs with 37th Aerospace Rescue and Recovery Squadron at Danang.

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Danang — An HH-53C helicopter of the 37th Aerospace Rescue and Recovery Squadron last month picked up a Vietnamese Air Force UH-1E crew of five 12 miles southeast of Hue. It was the first time Vietnamese Air Force personnel had been rescued by the 37th. **Major Ryland R. Dreibelvis** was the HH-53C pilot, **Captain Darlton Bakke** was co-pilot. The Huey went down in an abandoned rice paddy.

Lieutenant Colonel Thomas S. Reap has been named commanding officer of HMH-463, CH-53D squadron in Vietnam. The squadron, called the Heavy Haulers, broke a troop-carrying record last July with 43,599 passengers in 1,572 hours in the air. HMH-463 is based in Danang.



July 1971

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HH-3E pilot wins 1970 Cheney Award

Major Travis Wofford, U.S. Air Force HH-3E pilot, has been named winner of the 1970 Cheney Award.

Established in 1927, the award is presented annually to a member of the Air Force for "an act of valor, extreme fortitude, or self-sacrifice in a humanitarian interest performed in connection with aircraft."

The award includes a certificate, a bronze medallion, and \$500. Formal presentation will be made to Wofford by Air Force Chief of Staff General John D. Ryan at the Pentagon in Washington.

Wofford's act of valor occurred during assignment to Danang, Vietnam. He is the fourth successive Cheney Award recipient to be involved with helicopters in Southeast Asia.

A 14-year Air Force veteran, he was cited for "extreme fortitude and valor" while attempting a rescue near Dak Nay Puey on April 15, 1970. Intense enemy groundfire drove rescue forces away twice, with Wofford sustaining face injuries from flying glass.

Rescue attempts continued until the HH-3E, in which he was co-pilot, was shot down. Disregarding his own safety, he tried to free the mortally wounded pilot, then put out the flames on other crew members and dragged them free of the wreckage to a position from which they could be rescued.

Wofford returned to the United States in July 1970 for assignment as instructor pilot to Sheppard Air Force Base in Texas. He currently is stationed at Hill Air

Force Base in Utah. He is a resident of Los Angeles.

Sergeant Duane Hackney and Sergeant Thomas Newman, both HH-3E pararescuemen, won the Cheney Award in 1967 and 1968. Hackney was with the 37th Aerospace Rescue and Recovery Squadron, Newman with the 40th Aerospace Rescue and Recovery Squadron, both in Vietnam. Both were awarded Air Force Crosses.

The Air Force has flown HH-3E helicopters in southeast Asia for more than five years. Called Jolly Green Giants, they have been responsible for the rescue of more than 1,000 persons.

Two Air Force HH-3Es made history in 1967 when they flew across the Atlantic from New York to London and Paris, refueling from tanker planes.

Copters make rescue news

Sikorsky helicopters again made rescue news during the spring and summer of 1971.

The scenes varied—from Vietnam to Alaska to Greenland. The results were the same—lives were saved.

In Alaska, the alert crew of an HH-3E helicopter of the 5040th Helicopter Squadron at Elmendorf Air Force Base saved the lives of 19 in August from a flood-ravaged highway between Anchorage and Fairbanks.

Fourteen of those saved were truck drivers stranded atop their vehicles when bridges washed out in front and behind them. The son of one driver and four residents of the area also were rescued.

Captain Paul Thoreson, pilot of the helicopter, landed near the highway and the 19 fought their way to the safety of the cabin. "I think they were pretty glad to see us," Thoreson said. Others of the crew were Major Bill Dodd, co-pilot; Staff Sergeants Donald Mulhall and Robert E. Jackson, paramedics; Technical Sergeant Vince Magala, flight engineer, and Major Ken Lynch, flight surgeon.

Nelson Smith, whose home was engulfed by the floods, said: "We never thought we were going to get out of there. I never thought I'd live to drink another cup of coffee."

In Greenland, a Greenlandair S-61N helicopter stationed in

Narsarsuaq rescued two fliers whose Bellanca Viking ran out of fuel over ice-filled coastal waters. The two men saved, W.F. Snyder and P.R. Gilmore, ditched their aircraft 25 miles from the southern shore in Julianah Bay and boarded a dinghy. The Bellanca was one of a number of planes in the July London-to-Victoria Air Race.

Captain Lail G. Frederiksson was pilot of the S-61N, with John Melstrup co-pilot, Stile Skarred head brood tender, and John Jensen observer. Fog covered the bay where the plane ditched. Visibility was limited.

On its fourth try, the S-61N—aided by a Danish Air Force C-94 and a U.S. Navy Constellation—made a spiral descent through the haze, using a small iceberg as visual reference.

The boat operator sighted the dinghy and the S-61N hovered over it as the lifts were made. The pickup took only seven minutes. The entire mission took two hours and 25 minutes.

SH-3G helicopters of the Navy's HC-2, aboard the carrier independence, made a number of saves on Atlantic duty.

An SH-3G, piloted by Lieutenant Commander Paul Kayle and Lieutenant (j.g.) Jim Casey rescued two F-4J crews ejected in succession near the ship. SH-3G crewmen were AEG Gary Payne and AMEM Richard Jevans.

HC-2 SH-3Gs also were used from their Lakehurst, New Jersey, base to fly a man with bleeding ulcer from a ship at sea to an island hospital and to carry a woman laborer with a broken leg from Manasquan Inlet to Point Pleasant Hospital.

A U.S. Coast Guard HH-3F helicopter from the Brooklyn air station was used to evacuate a crewman from the Finnish tanker Tornado 130 miles east of Cape Hatteras and 200 miles south of New York.

The crewman had taken an overdose of sleeping pills and had been in a coma for 54 hours. The HH-3F, flown by Lieutenant Commander William Workman, braved 30-knot winds to hover over the ship, hoist the patient, and fly him to a hospital in Norfolk, Virginia.

In July, the Navy's HC-2, which has both SH-3A and HH-3C helicopters, received a Presidential Unit Citation for its rescue efforts in Vietnam.

Operating from ships in the Gulf of Tonkin, HC-2 helicopters were credited with rescuing 74 drowned American pilots. During the early stages of the war, the squadron made several over-land rescues in North Vietnam under heavy enemy fire.

The citation, signed by President Richard M. Nixon, was presented to Commander G.L. Glade, HC-2 commanding officer, by Vice Admiral Thomas J. Walker, Navy air commander in the Pacific, in ceremonies at Imperial Beach, California.



October, 1971

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What Goes On There?

Lieutenant Colonel William E. Moore, 41, West Point, Georgia, recently assumed command of the U.S. Air Force's 37th Aerospace Rescue and Recovery Squadron at Danang, Vietnam. He succeeds Lieutenant Colonel Royal A. Brown Jr. Moore has logged more than 3,500 hours in the air. He recently completed training in the HH-53C Super Jolly Green Giants which he will fly at Danang. Of the HH-53C pilots under him, Moore said: "These men are professionals and I believe our (rescue) mission the finest and most challenging in Southeast Asia."

Lieutenant Colonel Herbert R. Zehnder, one of the two HH-3E commanders in the historic transatlantic flight in 1967, has been named commander of the U.S. Air Force's 57th Aerospace Rescue and Recovery Squadron, replacing Lieutenant Colonel Carl W. Rottman Jr. Zehnder previously served at Eglin Air Force Base in Florida and last November took part in the prisoner-of-war camp raid at Son Tay, North Vietnam.



October, 1971

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Lieutenant Colonel Herbert R. Zehnder, one of the two HH-3E commanders in the historic transatlantic flight in 1967, has been named commander of the U.S. Air Force's 57th Aerospace Rescue and Recovery Squadron, replacing Lieutenant Colonel Carl W. Rottman Jr. Zehnder previously served at Eglin Air Force Base in Florida and last November took part in the prisoner-of-war camp raid at Son Tay, North Vietnam.

1972



SIKORSKY[®] NEWS

May, 1972

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION
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Air Force HH-53s carry out largest evacuation of the war

TAN SON NHUT AB, Republic of Vietnam (7AF) — Five U.S. Air Force HH-53 Super Jolly Green Giant helicopters performed the largest evacuation of the Southeast Asian conflict on Monday evening May 1, when they airlifted 132 Americans and Vietnamese out of Quang Tri.

Three of the HH-53s, of the 37th Aerospace Rescue and Recovery Squadron at Da Nang Airfield, were responsible for carrying out the evacuees. A fourth helicopter landed to make sure all persons were evacuated and a fifth stood by in case it was needed.

The 132 evacuees were taken to Da Nang.

U.S. Air Force and Navy air strikes paved the way for the helicopters, which still had to weave through a corridor of ground fire from North Vietnamese tanks and anti-aircraft guns on their way into and out of the provincial capital.

Miraculously, no one was injured aboard the helicopters during the rescue operation.

While supporting the effort, an Air Force 0-2 Forward Air Control (FAC) aircraft and A-1 Sandy rescue support fighter were shot down. The FAC pilot bailed out and was rescued by friendly ground forces. The fighter pilot ditched his A-1 in the ocean and was picked up by an Army helicopter.

The first Super Jolly Green

Giant to land received sniper fire from two enemy soldiers. Pararescue specialist (PJ) Sgt. Robert L. LaPointe, of Lynn, Mass., silenced them with bursts from his mini-gun in the rear of the helicopter.

After his helicopter landed, LaPointe jumped out and organized the persons on the

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HH-53s Largest evacuation

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ground so the operation would go smoothly. He remained on the ground and boarded the second helicopter to land.

The first helicopter picked up 37 evacuees, the second, 45. And the third, 50.

The fourth Super Jolly Green Giant helicopter landed to make sure that all the persons had been picked up. When it was on the ground it received AK-47 automatic weapon and sniper fire from the North Vietnamese in the landing area. PJ Sgt. William J. Thompson, of San Jose, Calif., knocked out the AK-47 with bursts of his mini-gun and the sniper fire was suppressed by PJ Sgt. Daniel G. Manion of Richfield Springs, N.Y.

All the HH-53s returned safely to Da Nang.

Besides LaPointe, the crew on the first Jolly Green Giant to land included Maj. Jackson R. Scott Jr., aircraft commander from Summerville, S.C.; Capt. David E. Mullenix, co-pilot from Barkdale, Ark.; Sgt. Ronald W.

Blackwell, flight engineer from Titusville, Fla.; and Sgt. David Young, a PJ from Clinto, Iowa.

The second helicopter crew consisted of Capt. Rodney S. Griffith, aircraft commander from Choctaw, Okla.; Maj. Anthony A. Gates, co-pilot from Crossett, Ark.; SSgt. David Garcia, flight engineer from Santa Ana, Calif.; and PJs SSgt. Cole E. Panning, LaPorte, Tex., and Sgt. Charles B. McQuoid II, OF, Chicago.

The third HH-53 was crewed by Capt. John R. Welmer, aircraft commander from Akron, Ohio; Capt. Gary A. Dake, co-pilot from Kenfield, N.Y.; SSgt. William A. Simm, flight engineer from Pittsburgh; and PJs Sgt. Michael A. Aillet, Houston, and Sgt. Richard L. Steed, Santa Ana.

Besides Manion and Thompson on the fourth helicopter, were Capt. Donald A. Sutton, aircraft commander from Ridley, Md.; Maj. Jerry J. Gilbert, co-pilot from Lafayette, La.; and SSgt. Jimmie D. Minshew, flight engineer from Gadsden, Ala.

1973



SIKORSKY[®] NEWS

April, 1973

Sikorsky Aircraft

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Freed by North Viets; POW Visits Sikorsky

Air Force Master Sergeant Arthur Cormier, 38, of Bayshore, N.Y., a pararescueman who spent seven years in a North Vietnamese prison camp, made a brief stop at Sikorsky Aircraft March 9 for a tour of the company's Stratford plant.

Shot Down in 1965

Cormier, a 19-year Air Force veteran, was captured in November, 1965, after his Sikorsky H-3 "Jolly Green Giant" helicopter was shot down near Hoa Binh in North Vietnam.

Cormier and the crew of the aircraft were on a flight from Thailand to rescue a downed A-1E pilot when their helicopter was hit. All but one of the four men aboard was captured. Cormier after successfully evading the enemy for eight days.

One of the first POWs to be repatriated by Hanoi, the soft-spoken Cormier telephoned Sikorsky from Westover Air Force Base in Massachusetts requesting a tour of the plant before leaving with his wife, Eileen, and their four children on a short vacation.

Welcomed to Sikorsky

Accompanied by his family, as well as a number of relatives, Cormier was greeted by John A. McKenna, executive vice president, who told the POW, "We're glad you're home and proud to have you here."

"I can't tell you how proud we are," McKenna said, "and how much we appreciate all that you've done."

McKenna presented Cormier with a model of an H-3 as well as a framed painting of the aircraft to commemorate the visit. Following a tour of the plant conducted by Richard G. Doran, manager, Air Force marketing, and George N. Gartsu, S-41 program manager, Cormier met briefly with Sergei Sikorsky, eldest son of the late Igor I. Sikorsky, the aviation pioneer who founded the company.

Appearing healthy but a little haggard, Cormier said it was "just great to be back and have my wife waiting for me."

He expressed sympathy for the servicemen who were not as lucky as he was, but declined to discuss the cease-fire or any details of his captivity. He did add, however, that he believed "everyone is happy" that the hostilities in Southeast Asia are coming to an end.

Crewmates Repatriated

He also said he was pleased that his crewmates on the helicopter were successfully repatriated at the same time he was.

A member of the 3rd Aerospace Rescue and Recovery Group, Cormier was on his second tour of duty in Vietnam when he was captured.

His wife, a school librarian who has been active in the League of Families, said her husband has done a remarkable job of adjusting since his return. But she said the years of his captivity will

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Returned POW

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remain a void that can never be fully filled.

Cormier said he has not had time to give much thought to the

future but that he planned to remain in the Air Force and would spend the next two years in school.



Air Force Master Sergeant Arthur Cormier of Bayshore, N.Y., a recently freed POW, receives a model of a Sikorsky H-3 helicopter from executive vice president John A. McKenna during a recent visit to Sikorsky's Stratford plant. Looking on is Cormier's wife, Eileen.



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Air Force pararescueman Sgt. Charles D. McGrath (with helicopter model) was the 1973 recipient of the Air Force Sergeants Association's top award, the Pitsenbarger Award for heroism. With McGrath are (l. to r.) AFSA's president Jose L. Rodriguez, Assistant Secretary of Defense William P. Clements and Air Force Chief of Staff Gen. George S. Brown. McGrath was honored for his daring rescue of an injured pilot downed deep in North Vietnam.

Pararescueman Receives 1973 Pitsenbarger Award

Air Force pararescueman Charles D. McGrath, who flew missions in Southeast Asia in Sikorsky-built HH-33 "Jolly Green" helicopters, was the 1973 recipient of the Air Force Sergeants Association's top award, the Pitsenbarger Award for heroism.

The Pitsenbarger Award, named in honor of an Air Force enlisted man who was posthumously awarded the Medal of Honor, was presented to McGrath at the closing banquet of the Air Force Sergeants Association's (AFSA) annual convention in Washington, D.C., in late August. More than 350 AFSA members and guests, representing the active and retired forces, the Air National Guard and Air Force Reserves, including new USAF Chief of Staff General George S. Brown, attended the black tie affair. Assistant Secretary of Defense William P. Clements was banquet speaker.

McGrath, a staff sergeant now stationed in Hawaii, was honored by AFSA for his daring rescue of a downed pilot deep in North Vietnam. During the operation, he was lowered into deep vegetation while under enemy fire to find the seriously injured man who was unable to move.

After finding the injured man and moving him to the edge of an open area, McGrath deliberately drew enemy fire to himself by going out into the clearing to signal a "Jolly Green" rescue ship, and then shielded the man with his own body while they were being hoisted aboard. For his actions he was awarded the Air Force Cross, second only to the Medal of Honor.

At a VIP reception preceding the dinner, an HH-33 model was presented to McGrath on behalf of Sikorsky employees everywhere. In an accompanying letter, Sikorsky Division President W. A. Kuhrt wrote:

"On behalf of all the employees of Sikorsky Aircraft, I add my congratulations to those you are accorded today for your well-deserved selection as the 1973 Pitsenbarger Award winner.

During his lifetime, Igor I. Sikorsky, when asked about his many contributions to new aircraft designs, would quietly point to the rescue role of the helicopter as the single greatest achievement of his life.

At Sikorsky Aircraft, we share a continuing gratification that the aircraft we produce are capable of saving lives in circumstances in which no other vehicle can be effective.

We are inspired in our work by the example of the skilled and disciplined men who man our machines and who unselfishly risk their lives so that others might live.

Your performance exemplifies the highest personal standards of the men who make up the Aerospace Rescue and Recovery Service."

McGrath, visibly pleased with the surprise presentation of the "Jolly Green" model, said he had been looking for one "for a long time but I just hadn't been able to find one anywhere." He hacked this up a few minutes later when, despite protests from AFSA staff members that they would safeguard the model for him, he asked his wife to take it to their hotel room "and lock it up."

1975

SIKORSKY NEWS

editorial

May 1975

It's only fitting that the final chapter to the Vietnam Conflict — the world's first helicopter war — was dramatically written by squadrons of U.S. helicopters, most of them, Sikorsky H-53s.

The 53s, operated by courageous Marine Corps and Air Force crews, helped to evacuate more than 7,000 Americans and Vietnamese, many of whom had been marked for death, from the besieged city of Saigon during a chaotic 18 hour period in the closing days of April.

The evacuation, dubbed "Operation Frequent Wind," was the biggest helicopter airlift in history. The U.S. turned to the helicopters after Tan Son Nhut Airport became unusable because of enemy bomb and rocket attacks.

The 53s, often braving intense ground fire, rescued hundreds of evacuees from a hastily prepared landing site within the walls of the U.S. Embassy compound in downtown Saigon, and from the U.S. Defense Attache compound at Tan Son Nhut on the outskirts of the city.

Flying non-stop between the beleaguered city and waiting U.S. warships in the South China Sea, the 53s were often forced to exceed recommended load limits in the desperate effort to save as many lives as possible before the encircling Communists tightened their noose around the former French colonial capital.

Despite the demands made upon them and the hazards of anti-aircraft fire and surface-to-air missiles, the helicopters and their crews performed flawlessly and heroically.

Less than three hours after completion of the American evacuation on April 30, the Saigon government surrendered and victorious Communist troops marched into the city behind Russian-made tanks and captured American jeeps.

Nearly three weeks earlier over 30 Marine Corps and Air Force H-53s were used for "Operation Eagle Pull," which involved airlifting close to 300 persons, including the U.S. Ambassador, from the doomed Cambodian capital of Phnom Penh before it fell to triumphant Khmer Rouge troops.

The evacuation of the last Americans from Saigon ended 25 years of U.S. involvement in South Vietnam. The first American military advisors were sent to the country in 1950, but American combat troops did not arrive until May of 1965.

U.S. troop strength eventually reached a peak of 543,000 before the last troops were pulled out in March of 1973.

The ubiquitous helicopter played a key role throughout this period of U.S. involvement, successfully meeting every challenge and demonstrating, above all else, that its unique capabilities as a lifesaving and rescue vehicle are unmatched.