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SO G-315, 7AF, 23 Apr 66, Capt Jerry W. Jennings, Det 5, 38 ARRSq,
DFC for heroism while participating in aerial flight 15 Feb 66.

S G-315, 7AF, 23 Apr 66, Capt William R. Uhl, Det 5, 38 ARRSq,
DFC for heroism while participating in aerial flight 15 Feb 66.

SO G-315, 7AF, 23 Apr 66, SSgt Michael R. Holloway, Det 5, 38 ARRSq,
D. for heroism while participating in aerial flight 15 Feb 66.

SO G-315, 7AF, 23 Apr 66, A2C James E. Poole, Det 5, 38 ARRSq, DFC
(1st OLC) for heroism while participating in aerial flight 15 Feb 66.

SO G-324, 7AF, 26 Apr 66, Capt Edwin J. Christy, Det 2, 38 ARRSq,
Air Medal for meritorious achievement while participating in aerial flight
from 22 Oct 65 to 25 Nov 65.

SO G-324, 7AF, 26 Apr 66, Capt David J. Given, Det 5, 38 ARRSq,
Air Medal for meritorious achievement while participating in aerial flight
from 22 Oct 65 to 24 Nov 65.

SO G-324, 7AF, 26 Apr 66, Capt David B. Hightower, Det 2, 38 ARRSq,
Air Medal for meritorious achievement while participating in aerial flight
from 19 Oct 65 to 2 Dec 65.

SO G-324, 7AF, 26 Apr 66, Capt Duane L. Smith, Det 2, 38 ARRSq,
Air Medal for meritorious achievement while participating in aerial flight
from 21 Oct 65 to 27 Nov 65.

SO G-324, 7AF, 26 Apr 66, 1st Lt Kenneth T. Fujishige, Det 2, 38 ARRSq,
Air Medal (3rd OLC) for meritorious achievement while participating in aerial
flight from 28 Oct 65 to 28 Nov 65.

SO G-324, 7AF, 26 Apr 66, 1st Lt George L. Nowell Jr., Det 2, 38 ARRSq,
Air Medal for meritorious achievement while participating in aerial flight from
21 Oct 65 to 19 Nov 65.

SO G-333, 7AF, 28 Apr 66, SSgt Bernard D. Loughry, Det 5, 38 ARRSq,
Purple Heart as a result of action by a hostile foreign force 22 Apr 66.

SO G-337, 7AF, 28 Apr 66, 1st Lt Frederick T. Dykes, Det 5, 38 ARRSq,
Air Medal for meritorious achievement while participating in aerial flight
18 Nov 65.

SO G-337, 7AF, 28 Apr 66, 1st Lt Kenneth G. Griffis, Det 5, 38 ARRSq,
Air Medal for meritorious achievement while participating in aerial flight
18 Nov 65.

SO G-337, 7AF, 28 Apr 66, 1st Lt Charles R. Sweet, 38 ARRSq, Air
Medal for meritorious achievement while participating in aerial flight 18
Nov 65.

SO G-337, 7AF, 28 Apr 66, A2C Phillip D. Carlson, 38 ARRSq, Air
Medal for meritorious achievement while participating in aerial flight 18
Nov 66.

SO G-337, 7AF, 28 Apr 66, A2C Charles E. Veasey, Det 5, 38 ARRSq,
Air Medal for meritorious achievement while participating in aerial flight
18 Nov 65.

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15 FEB 66 A-1

Heavy Ground Fire Prevents Rescue Of Pilot in North

SAIGON — Thirty-two bullet holes in Capt. Jerry Jennings' HH-3C testify to a valiant but unsuccessful rescue effort flown in North Vietnam recently. The ordeal began when an A-1E pilot was hit while flying a support mission.

The A-1E pilot bailed out. His chute was seen to open and drift into a group of small trees. The downed pilot's wingman, Maj. James Wheeler, was orbiting the area when Jennings and a rescue protective force of three A-1Es and two F-105s arrived.

The canopy of the downed pilot's parachute was visible a few yards from a river, but nearby trees shielded the chute harness from view. The smoldering wreckage of his A-1E lay 200 yards north of the chute.

WHEELER WAS trying to establish radio contact with the downed pilot.

"C'mon, lad—speak to me," the wingman called.

Wheeler was receiving a clicking sound over his radio, as though someone was trying to transmit.

"If that's you, give me two clicks," he pleaded.

The sound continued without pattern. There was no sign of the missing pilot.

Jennings and his helicopter crew prepared to go down for a closer look.

"There isn't too much ground fire from right around the chute, but don't pass too far east," Wheeler advised.

Jennings' HH-3C descended rapidly, flew 50 feet above the chute and headed north. He executed a 180-degree turn and headed for the chute again.

SUDDENLY, the HH-3C was raked by ground fire. Co-pilot Capt. Bill Uhl says the helicopter sounded like the inside of a popcorn machine.

"You could hear the sound of the guns and the bullets smacking against the helicopter," he recalls.

The chopper's right fuel tip tank was punctured and losing pressure.

"Get the F-105s down there and suppress the ground fire," called Jennings after making a sharp pull up.

The downed pilot's wingman directed the jets into the area. The Thunderchief pilots strafed the far side of the river and road south of the chute, pep-

pering the area with 20mm cannon fire.

Again the HH-3C sped down toward the chute. Jennings made one pass and turned again for a closer look. This time the intensity of the ground fire increased.

Puffs of smoke from grenade launchers had the rescue crew inhaling the odor of burnt powder.

The left tip tank was now hit and leaking. Jennings jettisoned the useless tanks.

THE INTENSE ground fire had come from points as close as 50 yards from the collapsed parachute. None of the orbiting aircraft had seen anything of the downed pilot.

Badly battered and low on fuel, the rescue force had no choice but to withdraw.

The Air Force's 3d Aerospace Rescue and Recovery Group has picked up more than 200 U.S. and Allied servicemen in Vietnam — but this was one time when the odds against it were too great.



'Green Giants' Recover Downed Aircrew Members

HQ 1st AIR DIV, Saigon — "Ask any man in my outfit and he'll tell you we have the best mission in the Air Force." Speaking a bit too loudly for the size of the room, Air Force Maj. Baylor R. Haynes, commander of an Air Force rescue helicopter unit, begins to talk about the men who are responsible for rescuing downed pilots in Communist North Vietnam.

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

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

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

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

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

Over the jungles of Communist North Vietnam, HH-3C pilots are often forced to hover at treetop level or even go into thick undergrowth to pick up a downed pilot. As the pilot lowers into the trees, the other crew members watch for limbs which can wreck the helicopter.

Last November, an HH-3C crew on its first rescue mission over the Communist North actually landed in thick elephant grass to pick up a downed Air Force F-105 Thunderchief pilot.

Capt. Jerry W. Jennings, of El Paso, Tex., was aircraft commander on the flight, and Capt. James (Digger) O'Dell, of Charleston, S.C., was copilot.

When they went in to pick up the pilot, they discovered the hoist for their 250-foot cable would not work. It had worked during preflight and in another test just before the helicopter reached the pilot.

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

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

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DET 2-3-4-16 Jan

(C) USAF F-105 reported missing in Laos. Aircraft searched area of last known position. The wreckage was located the next day. No signal received from the ground but heavy ground fire was experienced by search aircraft. No evidence that pilot had ejected prior to impact. Mission was suspended under the direction of 2nd Air Division.

DET 2-3-5-20 Jan

(C) USAF F-105 pilot ejected in Laos. HH-3C made hoist pick-up after visual contact was established. Recovery was completed 18 minutes after initial notification of downed aircraft. The pilot was reported to be in excellent condition.

DET 2-3-6-26 Jan

(C) USAF RF-101 on a photo mission in North Vietnam was hit and the pilot reported he was bailing out. Aircraft made visual and electronic search of the area but negative results. Mission was suspended after the next days search.

DET 2-3-7-1 Feb

(U) USN A1H pilot bailed out over Laos. Electrical contact was established with him as the HH-3C arrived on the scene visual contact was established. Hoist pick-up was made while fighter aircraft provided cover against ground fire.

DET 2-3-8-1 Feb

(U) USN A1H last seen on dive bomb run. Wingman never saw the aircraft again. No voice contact was established after pilot initiated bomb run. Extensive search uncovered no wreckage and the terrain was covered with large trees and heavy foliage. Mission was suspended.

DET 2-3-9-5 Feb

(U) T-28 pilot on strike mission in Laos was forced down. Pilot was recovered by helicopter of unknown registry and returned to friendly forces. Pilot reported in good condition.

DET 2-3-10-9 Feb

(C) B-57 on a night mission over Laos was reported missing. SAR forces conducted a first light visual and electronic search but obtained no leads. Mission was suspended.

DET 2-3-11- 10 Feb

(U) USN A1H on an armed RECCE mission in North Vietnam was reported down. Wingman reported he did not think the pilot got out. Search aircraft located the wreckage and reported no possibility that he could have survived and had to leave the area due to heavy ground fire.

DET 2-3-12-15 Feb

(C) USAF A1E pilot bailed out in Laos. Wingman reported good chute but lost contact, both visual and electronic, after pilot hit the ground. SAR HH-3C twice attempted to penetrate area of the chute but had to withdraw due to extremely heavy ground fire. Low visual search had to be discontinued but higher electronic search continued. Mission was suspended three days later.

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