

1 February 1966

A-1J 142038 VA-115, USN, USS *Kitty Hawk*
Lt(jg) B S Eakin (survived)

During an armed reconnaissance mission a flight of Skyraiders attacked an anti-aircraft gun site near Ban Senphan in southern Laos. On his second pass Lt Eakin's aircraft was hit in the fuselage and caught fire. He flew a short distance away before he abandoned the aircraft and was later rescued by a USAF helicopter.

A-1J 142031 VA-145, USN, USS *Ranger*
Lt(jg) Dieter Dengler (POW - escaped)

About an hour after Lt Eakin was shot down, another flight of four Skyraiders attacked a target deeper into Laos, near Ban Phathoung. Lt Dengler was the last to dive on the target when his aircraft was hit by ground fire. He crash-landed the aircraft a few miles from the target but both wings were ripped off when the aircraft struck some trees. Despite a SAR attempt in which a USAF helicopter crew spotted and photographed his wrecked aircraft, Dengler was nowhere to be seen. He had moved away from the wreck and evaded for several hours but was then captured by Pathet Lao troops. He escaped eight days after his capture but he was soon recaptured and tortured for his attempt. He was marched to a new camp at Houei Het and imprisoned with Eugene De Bruin and other members of an Air America C-46 crew who had been shot down on 5 September 1963. Also imprisoned with them was 1Lt Duane Martin who had been shot down in an HH-43 during a SAR mission on 20 September 1965. Fearing that they were about to be killed, the prisoners decided to make an all-out escape attempt. On 29 June Dengler and the others escaped from their hut and broke into the camp's armoury and a firefight broke out during which several guards were killed. Most of the prisoners escaped and Dengler and Martin stayed together as they travelled through the jungle. Eighteen days after the escape Martin was killed by a Laotian villager leaving Dieter Dengler to travel on alone. After an epic struggle for survival Dieter Dengler was eventually spotted and rescued by an HH-3E on 20 July, one of the few Americans ever to escape from Laos. He was on the verge of death from starvation and exhaustion when he was found and weighed just 98lbs compared to the 157lbs he had weighed before he was shot down. Dieter Dengler, who was a German who had emigrated to the USA in his teens, was awarded the Navy Cross for his actions during captivity. In 1979 he wrote a classic book, *Escape from Laos*, about his experiences and he has also been the subject of a television documentary.

DENGLER, DIETER

Name: Dieter Dengler
Rank/Branch: 02/US Navy
Unit: Attack Squadron 145, USS Ranger
Date of Birth: (born in Germany - US Citizen)
Home City of Record: Hillsborough CA
Date of Loss: 01 February 1966
Country of Loss: Laos
Loss Coordinates: 174200N 1051500E (WE270590)
Status (in 1973): Released POW
Category:
Aircraft/Vehicle/Ground: A1H

WRONG DATE DOWNED
ON 2 FEB 66

Other Personnel in Incident: (none missing)

Source: Compiled by Homecoming II Project 15 May 1990 from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews. Updated by the P.O.W. NETWORK 1998.

REMARKS: 660720 ESCAPED

SYNOPSIS: The USS RANGER was a seasoned combat veteran, having been deployed to Vietnam for Flaming Dart I operations. The carrier played a steady role for the remainder of American involvement in the war. The first fighter jets to bomb Haiphong in Operation Rolling Thunder came from her decks.

LT Dieter Dengler was a German-born American citizen who advanced from VT30 to Attack Squadron 122 in late 1964 and then to Attack Squadron 145 onboard the RANGER. Dengler was known to his shipmates as something of a renegade; the ops officer was always after him to get a haircut and Dengler was forever in trouble over his uniform or lack of military manner. In his German accent, he would protest, "I don't understand." But Dengler was a good pilot, although his flying career was brief.

On February 1, 1966, U.S. Navy Lt. Dieter Dengler launched from the aircraft carrier USS RANGER in an A1H Skyraider as part of a four-aircraft interdiction mission near the border of Laos. Dieter was the last man to roll in on a target when he was observed by the pilot of one of the other aircraft to start a normal recover. Due to limited visibility, the flight lost sight of him.

The other aircraft in the flight could not determine what had happened. They only knew Dengler disappeared. Dengler later stated that ground fire had severely damaged his aircraft, and he was forced to crash land in Laos. Search continued all that day and part of the night without success.

The following morning, squadron members again went to search the area where Dengler disappeared and located the aircraft wreckage. Helicopters were called in. From the air, it appeared that no one was in the cockpit of the aircraft. The helicopter crew photographed the area and noted his donut (a round seat cushion) on the ground by the wing. They hoped he was still alive in the jungle somewhere.

Dengler had successfully evaded capture through that night, and later said that he even saw the rescue aircraft as they searched for him. He had tried without success to raise them on his emergency radio. Dengler was finally captured by Pathet Lao troops, who tortured him as they force-marched him

through several villages. Eight days later, Dengler escaped, but was recaptured within a short time.

Ultimately, Dengler found himself in a camp in Laos held with other American POWs. One of them, 1Lt. Duane W. Martin, had been aboard an HH43B "Huskie" helicopter operating about 10 miles from the border of Laos in Ha Tinh Province, North Vietnam, when the HH43B went down near the city of Tan An, and all four personnel aboard the aircraft were captured. It is not clear if the four were captured by North Vietnamese or Pathet Lao troops or a combination of the two. Duane W. Martin was taken to a camp controlled by Pathet Lao. Thomas J. Curtis, William A. Robinson and Arthur N. Black were released in 1973 by the North Vietnamese, and were in the Hanoi prison system as early as 1967.

When Duane Martin arrived at the camp, he found himself held with other Americans. Some of them had been held for more than two years. (Note: This would indicate that there were Americans in this camp who had been captured in 1964. The only American officially listed as captured in Laos in 1964 is Navy Lt. Charles F. Klusmann, who was captured in June 1964 and escaped in August 1964. Source for the "two years" information is Mersky & Polmer's "The Naval Air War in Vietnam", and this source does not identify any Americans by name who had been held "for more than two years." Civilian Eugene DeBruin, an acknowledged Laos POW who has never been returned, had been captured in the fall of 1963. Dengler has stated that a red-bearded DeBruin was held in one of the camps in which he was held. All previous Laos loss incidents occurred in 1961 and 1962.)

Throughout the fall of 1965 and into spring and summer of 1966, the group of Americans suffered regular beatings, torture, harassment, hunger and illness in the hands of their captors. According to an "American Opinion" special report entitled "The Code" (June 1973), Dengler witnessed his captors behead an American Navy pilot and execute six wounded Marines. (Note: no other source information available at time of writing reveals the names of these seven Americans.)

On June 29, 1965, after hearing the prisoners were to be killed, Martin and Dengler and unnamed others (Eugene DeBruin was apparently part of this group, but was recaptured, and according to information received by his family, was alive at least until January 1968, when he was taken away with other prisoners by North Vietnamese regular army troops) decided to make their escape in a hail of gunfire in which six communist guards were killed. Dengler was seriously ill with jaundice, and Martin was sick with malaria. Dengler and Martin and the others made their way through the dense jungle surviving on fruits, berries, and some rice they had managed to save during their captivity.

They floated down river on a raft they had constructed, eventually coming to an abandoned village where the men found some corn. After a night's rest, Dengler and Martin made their way downstream to another village. This settlement was occupied, however, and the two Americans were suddenly attacked by a villager with a machete. Dengler managed to escape back into the jungle, but Martin was beheaded by the assailant. It had been 18 days since their escape.

Dengler made his way alone, and on the 22nd day, with his strength almost gone, he was able to form an SOS with some rocks, and waited, exhausted to be rescued or die. Luck was with him, for by late morning, an Air Force A1E spotted the signal and directed a helicopter to pick up Dengler. He weighed 98 pounds. When he had launched from his aircraft carrier 5 months earlier, he had weighed 157 pounds.

Dengler returned to California, and has written a book, "Escape From Laos" on his experiences while a POW.

Curtis, Robinson and Black were released from Hanoi on February 12, 1973, over seven years from the time of their capture. Lt. Duane Martin's fate remains uncertain. If, as reported, he was killed during the escape attempt, no effort has been made by the Lao to return his body.

Martin is one of nearly 600 Americans who remain prisoner, missing or otherwise unaccounted for in Laos. Although the U.S. maintained only a handful of these men in POW status, over 100 were known to have survived their loss incident. The Pathet Lao stated during the war that they held "tens of tens" of American prisoners, but they would be released only from Laos (meaning that the U.S. must negotiate directly with the Pathet Lao).

The Pathet Lao were not part of the agreements that ended American involvement in Southeast Asia, and no negotiations have been conducted with them since for the prisoners they held.

Reports continue to come in related to missing Americans in Southeast Asia. It does not seem likely that Martin is among the hundreds thought by many authorities to be still alive, but what would he think of the abandonment of his fellow Americans. Are we doing enough to bring these men home?

Dieter Dengler resides in California.

33rd ARRS, Jan - Mar 1966

CREW	RCC	Lt Col Robert E. Freshwater
	CP	Captain John H. Williams
	NAV	Captain Roger J. Coslett
	RO	SSgt George F. Goode
	FM	SSgt William K. Warren
	PJ	ALC Thomas F. Bradley

(3) Mission 1-3-7-3 February 1966. 1 sortie. HU-16. An attempt was made to rescue two downed Navy pilots. While on orbit over the Gulf of Tonkin the HU-16 crew was alerted that a battle damaged U.S. Navy jet aircraft crashed into the sea approximately one mile from the North Vietnam shore. The HU-16 was vectored to the distress area by the controlling Navy destroyer. Upon reaching the distress area a search was initiated under intense ground fire. The HU-16 proceeded further to the south to search another area. The ground fire became so intense that the HU-16 was forced to turn seaward. During the turn, green marker dye was spotted off the right wing. The HU-16 proceeded towards the dye and spotted four small fishing boats racing for shore. After making a pass over the vessels it was determined the downed pilots had been captured. The aircraft commander ordered approaching RESCAP fighters to strafe ahead of the boats and attempt to keep them from reaching the beach. The HU-16 and the fighter aircraft received such heavy ground fire that two nearby Navy destroyers shelled the shore in attempt to get the four vessels to turn back toward the sea. Both attempts failed. The search mission was terminated after two hours searching amidst continuous and intense hostile small arms, machine gun, and shore battery fire. After landing, the HU-16 crew found their aircraft (51-7144) had suffered battle damage from .30 and .50 calibre rounds.

CREW	RCC	Lt Col Anthony Saenz Jr.
	CP	Captain Daniel J. Bigelow
	NAV	1st Lt Richard E. Reno
	FM	TSgt Warren R. Prouty
	RO	ALC Anthony S. Yocabet
	PJ	SSgt Dudley R. Peckinpugh

(4) Mission 1-3-13-25 February 1966. At 1715 local time 25 February 1966 an HU-16 orbiting over the Gulf of Tonkin received a report that an ALE had picked up a beeper 140 miles south of the HU-16's position. The aircraft commander turned the HU-16 southward and because of sea conditions requested a helicopter be launched from one of the carriers in the area. At 1807 local the HU-16 crew spotted the ALE circling above one man in a life raft approximately 5 miles ahead. The HU-16 was flying at 200 feet, because of low cloud bases, when a flare passed in front of the aircraft. The HU-16 spotted survivor #2 in a

FROM: Det 6, 38th Aerospace Rescue & Recovery Sq, APO US FORCES 96227

SUBJECT: Mission Narrative Report of a Save

9 Feb 66

TO: 3rd Aerospace Rescue & Recovery Group (JSARC), APO US FORCES 96307

1. Mission Number: 6-22-7 Feb 66.
2. SAR Alerted by: 173rd Airborne Brigade.
3. SAR Aircraft Used: 2 HH-43F helicopters.

Crewmembers of Helicopter Making Recovery were:

RCC	Capt Charles P. Nadler
CP	Capt Ronald L. Bachman
HM	ALC Thomas C. Story
RS	ALC Henry J. O'Beirne

Crewmembers of Top Cover Helicopter were:

RCC	Capt Maurice G. Kessler
CP	Capt Raymond L. Murden
HM	ALC Alexander Montgomery
RS	SSgt George E. Schipper

4. Reaction time from initial notification to pickup: 1:02.
5. CAP Assistance: 2 UH-1B's, 1 O-1F.
6. Area and type of pickup: Small jungle burned out area, 1111 N, 10648 E.
7. Survivor located by yellow smoke grenades.
8. Survivors name: Private John A. Densley, 3411411, IRAR, Royal Australian Army (Home town: Hamilton, Victoria).
9. Summary of Events:

At 1213, 7 Feb 66, the 173rd Airborne Brigade notified Det 6, 38th ARRS of a severely wounded soldier located in War Zone D in the jungle 12 miles north of Bien Hoa AB, RVN, coordinates XT 983 358 (1111 N, 10649 E). We immediately topped off the helicopter fuel tanks, loaded aboard chain saws, stokes litters and other rescue equipment and, after verifying the exact location, heading

and distance, we scrambled both HH-43F helicopters at 1230. We were airborne within two minutes of receiving the exact location of the wounded soldier. We contacted Paris control on 249.5 mc to verify artillery firing areas and confirm our UH-1B armed escort helicopters. We contacted Sunray 4, the ground controller in the area and Falcon 4, the O-1F Forward Air Controller (FAC) on FM 44.3 mc. We arrived in the area at 1242 and circled until the ground party was ready for the wounded soldier to be picked up. Although we notified Sunray 4 that we had a hoist capability and could pick the patient up with the stokes litter through the trees, the ground party preferred to proceed to a small clearing since they were administering Dextran solution intravenously. They reached the clearing located at 1111 N, 10648 E about 1310 and we made our approach with the armed UH-1B escort who had arrived about 1305. Recovery was made by loading the patient on a litter and into the helicopter and flying him to the 3rd Mobile Army Surgical Hospital (MASH) at Bien Hoa AB, where we landed at 1325. No ground fire was encountered during the mission, weather was clear with 15 miles visibility, communications were excellent.

The patient, Private John A. Densley suffered abdominal and neck wounds and is expected to recover. Crew coordination was tops with each crew member anticipating his next move. UH-1B escort was with us all the way during the recovery and orbited us at tree top level while we were on the ground.

Charles P. Nadler

CHARLES P. NADLER, Captain, USAF
Rescue Crew Commander

62-4379 F-105D

During a mission over Route Pack 5 on the Khe Se Railroad Bridge, Captain Robert F. Loken's aircraft was hit by 37mm AA. Captain Loken was in a four-ship formation when he was hit. Cobalt Flight, led by Major Lloyd Thompson, lost two aircraft. Cobalt 2 was Major Robert E. Kline; Cobalt 3, Major Kenneth B. Whittemore; and Cobalt 4, Robert F. Loken. Cobalt 1 & 2 and Cobalt 3 & 4 each located a train and separated into two elements. Cobalt 3 and 4 made one pass on a train, Cobalt 3 expended 300 x 20mm and Cobalt 4's gun wouldn't fire. Cobalt 1 & 2 located a train and were starting to strafe when Cobalt 4 stated that he had a fire warning light. Cobalt 1 broke off his pass and headed for Cobalt 4. Cobalt 4 lost control and bailed out. Cobalt 2 was no where in sight. Major Kline was listed MIA and Captain Loken was picked up about 35 minutes later by a Jolly Green. 11/2/66.

#8 (10)

FROM: Det 6, 38th Aerospace Rescue & Recovery Sq, APO US FORCES 96227
 SUBJECT: Mission Narrative Report 6-23-12 February 1966 13 Feb 66
 TO: 3rd Aerospace Rescue & Recovery Group (JSARC), APO US FORCES 96307

1. Mission number: 6-23-12 Feb 66.
2. SAR Alerted by: 3rd ARRGp JSARCC.
3. Type SAR aircraft used: Two (2) HH-43F helicopters.

Primary Recovery Helicopter:

RCC	Capt Edwin A. Hemmingson	Det 6, 38th ARRS
CP	1st Lt Mark C. Schibler	Det 6, 38th ARRS
HM	TSgt Richard A. Cannon	Det 6, 38th ARRS
RS	SSgt David E. Milsten	Det 6, 38th ARRS

Secondary (Top Cover) Helicopter:

RCC	Capt Maurice G. Kessler	Det 6, 38th ARRS
CP	Capt Dale L. Potter	Det 6, 38th ARRS
HM	TSgt Kenneth L. Perkins	Det 6, 38th ARRS
RS	ALC William H. Pitsenbarger	Det 6, 38th ARRS

4. Reaction time from initial notification to pick up: Forty-five minutes.
5. CAP assistance: One (1) USAF O-1F FAC; Rescort: Four (4) Army UH-1B helicopters "gunships".
6. Area and type of pick up: Recovery made with rescue hoist and stokes litter from hostile area heavily wooded with trees 180 feet high.
7. Signalling equipment used to locate wounded evacuees: Smoke grenades.
8. Survivor's name and serial number: Last name and unit only information available - Hall, First US Army Infantry Division.
9. Summary of events:

At 1045 hours word was received that a critically wounded First Infantry Division casualty needed immediate pick up at coordinates 10° 42' N, 107° 08' E. We were advised that the survivor was located deep within heavily wooded terrain and that a hoisted stokes litter pick up would be required for the recovery. The area was reported as not secure at that time, and air strikes and artillery fire were being conducted in the immediate vicinity of the pick up scene. This area was located 128°

at approximately 27 miles from Bien Hoa Air Base, therefore it was necessary to top off the fuel load in both helicopters. POL response was excellent, and the first helicopter was launched at 1050 hours for a reaction time of only five minutes. The second (top cover) helicopter was scrambled and airborne approximately two minutes later. The recovery helicopters arrived in the general area of the pick up with little difficulty. However, slight to moderate difficulty was encountered in locating the exact area for the recovery since the ground was obscured by a thick canopy of jungle foliage approximately 180 feet above the ground. Although personnel on the ground at the scene had attempted to mark the area with at least two smoke grenades, due to the density of the forest coverage it took a considerable period of time before even a little of the smoke had penetrated the jungle cover; most of it had hung or dissipated in the trees. Meanwhile, the USAF Forward Air Controller (FAC) at the scene proceeded to brief the recovery helicopter crews and the armed UH-1B escort gunships on details of the situation on the ground: Though a secured perimeter had been established around the immediate pick up scene, wide spread and continuous contact with the Viet Cong were reported in all quadrants. Other helicopters operating in a nearby clearing were reporting continuous groundfire all around the area. The FAC recommended an approach and departure route to the site, and we proceeded with an approach to the area faintly marked with the smoke. Once over the smoke saturated jungle canopy we found that we were still not in visual contact with personnel on the ground. Finally the ground party was located, with assistance from a ground radio, by hovering back and forth over the 180 foot trees. It took a total of approximately twenty minutes hovering hoist work and a skillful bit of stokes litter maneuvering by the hoist operator before the casualty was secured on board the rescue helicopter. He had suffered a gaping wound in his upper chest which was bleeding profusely; it was not possible to stem the flow of blood with a tourniquet and we had been advised that immediate surgery would be required if he was to live. Just as the survivor had been secured in the cabin, the ground radio party requested one (1) deceased be recovered and evacuated also. Almost at the same instant the hoist operator advised the RCC that the hoist cable had sustained damage and was not serviceable. At that time the primary recovery helicopter requested the top cover helicopter come down and make the recovery. The second (top cover) helicopter also experienced some difficulty locating the exact pick-up site. However, once the site was located, the recovery of the deceased was completed without incident. As the primary recovery helicopter started a climb out on the pre-suggested course, the FAC directed a hard break into a 180 degree turn for climb out. Just then several rounds of artillery impacted directly on what would have been the climb-out course of the recovery ship. While the pick up was in progress, considerable sniper fire had been reported, and the armed "Heuey" gunships had made several firing passes to suppress this groundfire. The FAC led the first helicopter around the artillery barrage to the field hospital at X. Go Dau. The landing there was uneventful (though sniper

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fire had been reported in that area also) and the casualty was off loaded by hospital personnel. At that time, the FAC radioed that he had fighters "backed-up" for target strike and requested that the primary recovery ship return to the pick-up site to lead the second helicopter around the artillery barrage, so that he (the FAC) could be released. We complied with this request arriving back at the scene just as the second ship was on climb out from the pick-up. The flight back to the hospital was uneventful, and as soon as the deceased had been off-loaded, both recovery helicopters returned to Bien Hoa AB. The statistical summary for the mission reflects a total of 6 sorties for 3+10 hours, one combat save, and one deceased evacuated. Weather was not a factor at any time during the flight. The control and coordination provided by the FAC at the scene was outstanding; this minimized radio "chatter" - communications discipline was excellent. The protective coverage and fire support by the armed UH-1B gunships was extremely prompt, timely and effective. The overall support from all personnel involved in the effort was excellent. An EUR will be submitted on the sheared hoist cable; this is only one of 2 or 3 experienced by this crew alone. It is suggested that an information sheet describing the technique for getting signal smoke up through a thick, jungle canopy be mass printed and distributed to all units in South-east Asia. This procedure is as follows: A weight is attached to one end of long piece of shroud line or rope. The smoke grenade is attached to the other end. The weight is thrown up over a branch of the tree, and is used to hoist the then ignited smoke grenade up near the tops of the trees.


EDWIN A. HENNINGSON, Captain, USAF
Rescue Crew Commander

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FROM: Det 6, 38th Aerospace Rescue & Recovery Sq, APO US FORCES 96227
SUBJECT: Mission Narrative Report 6-25-12 February 1966 13 Feb 66
TO: 3rd Aerospace Rescue & Recovery Gp (JSARCC), APO US FORCES 96307

1. Mission Number: 6-25-12 Feb 66.
2. SAR Alerted by: 3rd AARGp JSARCC.
3. Type SAR aircraft used: Two (2) HH-43F helicopters.

Primary Recovery Helicopter Crew - Pedro 74 (6 combat saves):

RCC	Capt	Edwin A. Hemmingson	Det 6, 38th ARRS
CP	1st Lt	Mark C. Schibler	Det 6, 38th ARRS
HM	TSgt	Richard A. Connon	Det 6, 38th ARRS
RS	SSgt	Leon Fullwood	Det 6, 38th ARRS

Secondary Recovery Helicopter Crew - Pedro 97 (4 combat saves):

RCC	Capt	Maurice G. Kessler	Det 6, 38th ARRS
CP	Capt	Dale L. Potter	Det 6, 38th ARRS
HM	ALC	Gerald C. Hammond Jr.	Det 6, 38th ARRS
RS	ALC	William H. Pitsenbarger	Det 6, 38th ARRS

4. Reaction time from initial notification to pick-up: Thirty-seven minutes.
5. CAP assistance: One (1) USAF O-1F FAC; Rescort: Four (4) U.S. Army UH-1B helicopter gunships.
6. Area and type of pick ups: Day and night recoveries with rescue hoist and stokes litter from hostile area heavily wooded with trees 100 feet high.
7. Signalling equipment used to locate wounded evacuees: Smoke grenades and flashlights.
8. Survivor's names and serial numbers: Neither available nor possible to obtain.

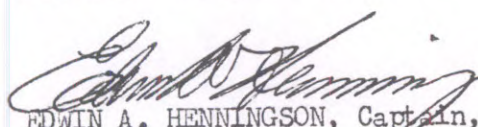
9. Summary of events:

At 1803 hours word was received that "First Infantry Division was in trouble again" and had one litter casualty and three walking wounded which required rescue hoist recovery from a heavily wooded jungle area (coordinates 10° 42' N, 107° 06' E). This area was very near the same spot where we had recovered one litter casualty and one deceased earlier in the day (coordinates 10° 42' N, 107° 08' E). The area was described as not secure, and the battle conditions were considered worse than those which had existed during the previous mission that day (Mission number 6-23-12 Feb 66). Wide spread and continuous contact with the Viet Cong were reported in all quadrants. A USAF Forward Air Controller (FAC) was "capping" the pick-up site, and U.S. Army UH-1B gunship helicopters were already orbiting the scene. The recovery area was 133 degrees at 24 miles from Bien Hoa AB, so it was necessary to top-off the helicopter fuel loads prior to launch. Response from POL was excellent and the primary recovery helicopter (Pedro 74) was scrambled and airborne at 1810 hours for a reaction time of seven minutes. The secondary recovery helicopter (Pedro 97) was launched just a few minutes later. Although weather was not a factor at any time during the mission, less than an hour of daylight remained before nightfall. During the flight enroute to the pick up scene, the FAC briefed the ground battle situation, recommended approach/departure routes, and advised that there was continuous ground fire in the recovery area; this ground fire was later reported to have continued throughout the recovery effort, although our crewmembers reported hearing only three rounds near Pedro 74. A perimeter had been established around the pick up site, but was described as not fully secure. The FAC also advised us that there were now five casualties to be evacuated, all litter cases. As we arrived over the pick up site, the ground party ignited two smoke flares in a small hole which had been cleared in the dense jungle canopy. Although these trees were approximately 100 feet high, no difficulty was encountered in locating the recovery site until the last series of pick-ups; the approach for these final recoveries was conducted in total darkness as was the remainder of the mission. Although it made the helicopter a vulnerable target for Viet Cong ground fire, it was necessary to use the helicopter landing and flood lights during the remainder of the flight. The aircraft lighting and assistance from ground party and FAC radio vectors helped Pedro 74 in locating the darkened hole in the trees for the final three pick-ups. During the course of the recovery effort, ground casualties apparently continued to mount, and before the operation had been completed the number of wounded had risen to ten, all stokes litter recovery cases. Pedro 74 and Pedro 97 alternated sorties in and out of the pick-up site. While one recovery helicopter was conducting hoist operations over the hole in the trees, the other was air evac'ing it's load of wounded to the U.S. Army hospital near X. Go Dau approximately six miles away.

At times, moderate difficulty was experienced hovering the helicopter during the hoist operations due to the wind gusts and turbulence in the area. At a point about midway through the final series of hoist recoveries, a USAF C-47 flare ship arrived on scene, and dropped two flares. The first of these fell behind the hovering Pedro 74, and was of little actual benefit or hinderance. However, the second flare descended in front of the helicopter and caused a pronounced glare and blinding effect until it had burned out. This glare was considered hazardous to crewmembers conducting hoisting operations under such conditions; it destroys night vision, and actually limits the effectiveness of the installed helicopter lighting. After the last of the evacuees were on board the helicopter, Pedro 74 climbed out from the darkened jungle, rendezvoused with Pedro 97, and both helicopters recovered at the hospital near X. Go Dau to offload the wounded and refuel. On the return flight to Bien Hoa it was necessary to obtain a GCI controlled recovery in order to avoid the artillery barrage in our flight quadrant. The statistical summary for the mission reflects a total of 13 sorties for five hours, and ten combat saves. The control and coordination provided by the FAC at the scene was outstanding. The efforts of ground radio personnel at the pick-up site were also very helpful. Together these two parties were largely responsible for the smooth running manner which characterized the whole operation; radio "chatter" was minimized, and communications discipline was excellent. The protective coverage and fire support by the armed UH-1B gunships was extremely prompt, timely and effective, especially so considering the dangers inherent in low altitude sweep operations at night. The overall support from all personnel involved in the effort, such as medical personnel at the hospital helipad, etc., was superb. The natural hazards and calculated risks associated with recovery operations such as the one described in this narrative are well known; they require the optimum in crew performance, coordination, and aggressiveness. The crews of both recovery helicopters responded beautifully to the urgency of the situation. Their performance was a model of dedicated professionalism. One suggestion seems appropriate relative to the operation: When it is necessary to use parachute flares to illuminate an area, the following factors appear to merit consideration:

a. The light from the flares seems to be of greatest benefit for the approach, landing and take off phases of the mission. Their effectiveness to a helicopter hovering in the trees is limited. The second recovery helicopter (Pedro 97) in a high orbit around the pick-up scene reported excellent visibility from their light.

b. Whenever possible, the flares should be dropped behind the hovering helicopter or its approach/departure route, in order to minimize the glare effect.


EDWIN A. HENNINGSON, Captain, USAF
Rescue Crew Commander

Concur


Probes our funds during ACR for reason for special mission. Flares released by the rear left of helicopter. ops. E

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 roared south of the chute, per-

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 2D 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)



~~CONFIDENTIAL~~

P-F 110
Narrative

DOWNGRADED MISSION NARRATIVE
1F2-273-2
19 FEB 66

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Jolly Green 29 and 32 were scrambled from Nakhom Phanom AB on notification of a downed pilot at 0303Z. Both helicopters were airborne at 0309Z and were followed by two Sandy's at 0312Z. Jolly Green 29, low bird, had no operative navigation equipment. The TACAN, ADF, UHF/DF homer, and the Doppler were all inoperative. We proceeded to an orbit point approximately 15 miles north of the downed pilot on a time distance and heading. Both helicopters entered the clouds at approximately 4000 feet. Jolly Green 29 leveled at 9800 feet and 32 climbed to 10,300 feet to maintain altitude separation in the weather.

The two Sandy aircraft proceeded directly to the downed pilots position at low level. At this point information was recieved that the downed pilot, Healey Lead, had a good chute. His wingman, an F-105, Healey Two, reported his exact location as coordinates, 17°34'N 105°41'E, in Migia Pass. Crown 13 established voice contact with the downed pilot at 0330Z and determined that he was in good condition. The Sandy flight was in the area at approximately 0346Z and established voice contact with the downed pilot and established his exact position. Sandy Lead asked for the Jolly Green and advised that there was heavy ground fire south of the pilot's position, but a pickup appeared possible if we stayed north of a main road running through the area. The pilot was 100 yards north of the road.

Jolly Green 29 and 32 started their instrument letdowns through the weather. This was a precarious operation as our exact location was unknown. Terrain in the immediate area was as high as 6300 feet with lower elevations to the west. We descended rapidly until reaching 7000 feet and then slowed our descent to 500 feet per minute on a westerly heading while mointoring the radar altimeter. We broke out VFR at 4800 feet with restricted visibility of approximately 5 miles in haze. Our position was approximate and as our UHF/DF was inoperative we asked Sandy 21 for a steer to his position. After three steers from Sandy aircraft we arrived at a position immediately north of the east-west portion of Migia Pass and immediately north of the downed pilot's position. We were now joined by the second Sandy flight from Udorn.

Sandy Lead was attempting to get an F-105 strike on known ground fire. F-105's were in the area, however, weather conditions prohibited their strike. Jolly Green 29 joined in loose formation with the four ALE's and descended into the pass from the North. Sandy lead asked the downed pilot to mark his position with smoke if he had it. The smoke was observed immediately after entering the pass. I advised the Sandy's that we would be making a high speed low altitude pass over the pilot and requested one Sandy on each wing. We crossed over the pilot at 140 knots and both the Pararescueman and the Helicopter Mechanic saw the pilot. One of the Sandy's observed that we were drawing heavy ground fire from our 6 o'clock position. To establish a firing position to surpress this fire he turned head on into us with approximately 50 feet separation.

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(Date) 12 MAY 1970
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DOWNGRADE AT 3 YEAR INTERVALS
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After our initial high speed pass I pulled up sharply to kill off my airspeed and turned 180°, dropped our auxillary fuel tanks, and began our approach to the downed pilot. I informed the Sandy's we were starting our approach and to begin surpressing ground fire. We received ground fire during our approach. The mission was made possible from this point on only by the fantastic firepower of the Sandy aircraft. During our approach to the downed pilot and while stationary in a hover, the Alb's maintained a surpressive CAP over us working inside a 3/4 mile radius, continuously directing 20MM and rocket fire into known and suspected enemy position.

We made a fast, steep approach slipping side to side as we descended attempting to relocate the pilot's position in the trees. Lt Guilmartin, my co-pilot, sighted the red smoke which was still floating in the area and began guiding me in on it. Almost simultaneously, SSgt Youngblood sighted the pilot's ejection seat and the pilot himself. From this point, SSgt Youngblood, with the tree penetrator already started down, directed me over the pilot during the last few feet of the approach. We hovered as close to the tree tops as possible, both to avoid the ground fire which was now hitting the aircraft and to reduce the time required to retrieve the pilot. The helicopter was rocked several times from the concussion of rockets fired by the Sandy's. The sound of gunfire was all around us and all crew members felt the helicopter shudder from several hits as we were hovering. Airman Kelsay requested permission to open fire at this point. Upon receiving my permission, he directed short well controlled bursts with his M-16 against three enemy troops he had sighted less than 45 yards from the aircraft. Airman Kelsay emptied two M-16's and was halfway through his third 20 round clip when we pulled off target.

SSgt Youngblood was working extremely fast with the hoist. As soon as SSgt Youngblood advised me that the pilot was on the tree penetrator and coming up we began lifting straight up to minimize time required to clear the pilot of the trees. I asked SSgt Youngblood to advise me when the pilot was clear of the trees. When he did so we immediately started our climb out with the pilot hanging 100 feet below us on the hoist. Ground fire was intense during the take-off. One of the Sandy aircraft made a gunnery pass just under the pilot on the hoist and drew a large number of airbursts from an area 100 meters to the west of the downed pilots position. During the climb out I felt another hit and the Sandy's called heavy anti-aircraft fire behind us. They later stated that the airbursts looked like a cotton field. SSgt Youngblood pulled the pilot in the door and the pickup was complete by 0425Z. The pilot was in good condition with only a small burn on his neck. I continued to climb into the overcast for protection and leveled off at 8000 feet.

Jolly Green 32, who had been orbiting 15 miles to the North gave us an approximate heading back to Nakhom Phanom and climbed to 10,000 feet. Invert Radar gave us radar guidance back to Nakhom Phanom and we landed at 0500Z.

Crown 13 had landed at Nakhom Phanom and we transfered the recovered pilot to the C-130 for return to Udorn AB.

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12 MAY 1970

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The helicopter received five separate hits. One bullet struck a main rotor blade on the leading edge, penetrating the blade spar. One entered the left side of the cabin behind the pararescueman and departed through the right side on a nearly horizontal path. Another bullet entered the aft cabin on a rising path from the left. A large caliber projectile, possibly a 50 caliber, tore a large hole near the tail rotor drive shaft aft of the main transmission. One additional bullet passed vertically through the right sponson.

I cannot adequately express my thanks for the fire power the Sandy aircraft gave on this mission. Sandy 21's direction of the search and subsequent fire suppression activity was accomplished in a highly professional manner.

The downed pilot enhanced his recovery chances by the cool manner in which he conducted himself, by his effective use of his radio and by his timely use of smoke.

My crew knew and performed their jobs to perfection. This mission was an excellent example of a team effort and knowledge of rescue techniques and equipment.

Low Bird

Capt Norman B. Kamhoot, RCC
1/Lt John F. Guilmartin Jr, RCCP
SSgt Theodore M. Youngblood, HM
ALC Leroy W. Kelsay Jr, PJ

High Bird

Capt James C. O'Dell, RCC
Capt Erling R. Drangstveit, RCCP
SSgt William C. Gladish, HM
ALC George E. Hunt, PJ

Pilot Recovered: Robert G. Green, FR28918

Norman B. Kamhoot

NORMAN B. KAMHOOT
Captain, USAF
RESCUE CREW COMMANDER

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(Date)

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STAFF AGENCY	ACT	INFO
ARCCO		X
ARODC	✓	
ARPOG		X
ARBDC		X
ARMDC		X
ARQAS		
ARXDC		✓
ARCOI		✓
ARHIG		X
ARAMS		X

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WHEN LUCK IS WITH YOU

Everybody Feels Fine After Rescue

SAIGON (OI)—"We have just saved a life and I have a great feeling!"

The words were those of A1C LeBoy W. Kelsay Jr., a former school teacher from Summit, N.J., now an Air Force pararescue specialist in Vietnam.

He and three other crew members of the 38th Aerospace Rescue and Recovery Sq. had just completed a daring rescue of a downed pilot inside territory heavily-infested by the Viet Cong.

It was rescue mission No. 70 for Kelsay and it was marked with exceptional danger from the enemy.

klaxon sounded.

"We knew the pilot was in a valley near a highway and that there were many gun emplacements in the area. Frankly, we felt there was little chance to make the pickup. Nevertheless, we were determined to make the rescue if at all possible," recalls Kelsay.

The rescue crew's chances diminished even further as the flight progressed. A heavy overcast cut their visibility. Their navigational equipment went out a few minutes later.

The radio calls of their fighter pilot escorts gave them moment-

ary reassurance, but then new reports told of heavy ground fire in the pickup area.

When the rescue crew commander thought his destination was near, he brought his huge HH-3C chopper below the cloud layer. To his great relief, the road appeared almost directly below them.

SSgt. Theodore M. Youngblood of Valdosta, Ga., the flight engineer, was first to spot the downed Air Force pilot, about 50 yards from the highway. The pilot was standing at the edge of a narrow stretch of woods beyond which

spread the ever-present rice paddies.

While the helicopter made a turn toward the man on the ground, Youngblood readied the chopper's cable hoist and Kelsay prepared to lower himself to the ground in case the pilot needed help.

Kelsay's first aid equipment was ready.

As the chopper approached the downed flier, the first of many enemy bullets ripped through its cabin. The enemy firing became more intense and the bullets found their target with increasing frequency.

Each time the rescuemen heard the sound of clashing metal, their hearts skipped a beat, but the downed pilot was in sight. They knew that for them the die was cast. They would pick him up or die trying.

Escort fighters made continuing strafing passes over the woods.

Suddenly Kelsay spotted three figures running through the rice paddies toward the woods and the pilot. He reached for an M-16 automatic rifle and fired towards the enemy as they reached the edge of the trees.

While the exchange of fire filled the air, Youngblood raised the hoist with the unharmed pilot dangling at its end.

The moment he climbed aboard, the rescued airman attempted to throw his arms around his saviors. They shared his feelings but there was no time to display them.

Instead, they strapped a parachute on him. The chopper picked up altitude while below the fighter pilots continued to rake the enemy with rockets and cannon fire.

Within a short time the bullet-riddled helicopter landed safely at home base. Another mission was successfully completed—another life saved.

"My job is to save a life—to assist the downed pilot in getting aboard the helicopter and to give him medical aid if he needs it. However, in a situation like this I will do just about anything to save his life—and that includes using a gun," says Kelsay.

1966?

19 FEB 66



THE CREW S/Sgt. Theodore M. Youngblood, First Lt. John F. Guilmartin Jr. and Capt. Norman B. Kamhoot

Air Force Chopper Crew Reels In Downed Pilot Despite Enemy Fire

19 FEB 66

Saigon—An Air Force rescue helicopter crew supported by four A-IE Skyraiders has combined skill and daring to recover an F-105 Thunderchief pilot from enemy territory. CAPT GREEN

The HH-3C helicopter, piloted by Capt. Norman B. Kamhoot of Forsyth, Mont., took five hits during the rescue.

The entire operation came as a surprise to the chopper crew. Their helicopter's navigational gear had failed during an early morning mission and they were heading home for repairs, when told to make the pickup of the downed F-105 pilot.

The F-105 pilot was down in Viet Cong territory, his plane having been hit by groundfire. On being advised of the downed pilot's position, 1st Lt. John F. Guilmartin Jr., of San Antonio, Texas, Kamhoot's co-pilot, quickly checked his maps.

"It's going to be tough. He's down in a pass," Guilmartin told Kamhoot. The pass Guilmartin referred to was defended from ridge to floor by automatic weapons and small arms of VC troops.

Overcast weather and a heavy ground haze shielded the pilot's ground position, and enemy troops were combing the area—getting closer to him by the moment.

Kamhoot didn't want to venture into the heavily-defended pass unless he could be certain

the pilot was alive and uncaptured.

Suddenly, Air Force A-IE Skyraider pilots spotted the pilot and established voice contact with him on his survival radio.

The Skyraider pilots were on hand to protect the rescue chopper, as much as possible.

As Kamhoot flew steadily toward rendezvous with the A-IE pilots, Guilmartin determined their position by glimpses of landmarks through openings in the clouds and fog.

S.Stg. Theodore M. Youngblood, Omaha, Neb., I.A.S. mechanic, and A.I.C. LeRoy Kelsay of Summit, N.J., para-rescue man, prepared equipment in the rear of the chopper for the pickup.

Kamhoot descended to 4,000 feet, getting beneath the clouds. The Skyraiders, nicknamed "Sandies," were ready and waiting when the HH-3C came out of the base of the clouds.

The Sandies swept down through the pass to check intensity of ground fire while Kamhoot orbited several miles north of the pass. Minutes later the Sandies returned to the rendezvous point.

"Approach from the northeast and go to the pickup area as fast as possible," radioed one of the A-IE pilots.

The HH-3C swung over the lip of the ridge and proceeded (Continued on page 5)



Help Arrives Quickly

At this moment, the C-54, the "crown ship," has a priority call on whatever other aircraft happens to be in the area—Army helicopters, Air Force fighters, perhaps even a Vietnamese air force fighter-escort. Given the tremendous number of aircraft in the republic (the army has more than 1,500 helicopters alone), there's a good chance the crippled pilot has friends in his neighborhood.

"Actually," says Col. Arthur W. Beall of Orlando, Fla., the commander of the 3rd Aerospace Rescue and Recovery Group at Saigon's Tan Son Nhut Air Base, "a man can hardly bail out anywhere in South Vietnam without a chopper following him down, especially if he can broadcast any kind of warning at all. When a pilot warns us, we'll follow him in."

The Air Force quickly finds and notifies Army or Marine or Vietnamese army units on the ground to watch for and protect the pilot; then the 3rd Aerospace rescue men call in fighters or Army helicopter gunships to stand by in the area.

When, finally, the pilot is down and located, the fighters, usually the propeller-driven A-1 Skyraiders or F-105 jet fighters, are ordered in to clear a rescue area near the pilot; the rescue men euphemistically call this "sanitizing" the area. Usually when they finish, it is, indeed, sanitized.

By this time, the rescue helicopter is standing by to make the pick-up. It then becomes clear why the pick-up area has to be sanitary: The rescue chopper rarely lands for the pick-up, relying instead on an electric winch-operated 250-foot nylon rescue rope.

A Ride Through the Trees

Rescue choppers use a large leather horse-collar for pick-ups at sea; this is similar to the horse-collar device used to pluck astronauts from their ocean landings. But this wouldn't work in the jungle because it gets tangled up in vines or the limbs of trees.

Instead, the pilot gets the big bird as close to the ground as he can, the co-pilot and the para-rescue man lower a long, bullet-shaped cylinder nose first through the trees. When the downed pilot gets his hands on it, he unfolds a seat from the cylinder, climbs on, and rides up through the trees.

A more exotic piece of rescue equipment may be introduced in Vietnam this summer. The Navy is experimenting with a "skyhook retriever system," a flying body-snatcher that would pluck up pilots at lift-off speeds of 450 miles an hour. It's strikingly similar to the device that rescues James Bond in the final scene of his new movie, *Thunderball*.

If it works, a rescue plane would drop a kit to a downed pilot; the kit includes a 25-foot plastic balloon, bottles of helium, special harnesses, and a coil of elastic nylon rope. The pilot gets into the harness, attaches the elastic nylon rope to harness and balloon, inflates the balloon with the helium, and waits.

Tests Are Encouraging

Along comes the rescue plane—probably it will be a C-130 with a special V-shaped hook on its nose—and catches the nylon rope just under the balloon. Up comes harness, rope, man, and all. "The tests so far show that the man goes up 200 feet," says the 3rd



15 April 1966
Pictures here show actual rescue in North Vietnam. HH-3E (top), flanked by A-1Es, heads for spot where F-4B was downed. F-4B crew is found, and HH-3E hovers while paramedic Dennis Craft (with helmet) 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 HH-3E cab-



THE CREW S/Sgt. Theodore M. Youngblood, First John F. Guilmartin Jr. and Capt. Norman B. Kamhoo

Air Force Chopper Crew Reels Downed Pilot Despite Enemy F

19 FEB 66

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"It's going to be tough. He's down in a pass," Guilmartin told Kamhoo. The pass Guilmartin referred to was defended from ridge to floor by automatic weapons and small arms of VC troops.

Overcast weather and a heavy ground haze shielded the pilot's ground position, and enemy troops were combing the area—getting closer to him by the moment.

Kamhoo didn't want to venture into the heavily-defended pass unless he could be certain

the pilot was alive and captured.

Suddenly, Air Force A-IE raider pilots spotted the and established voice contact with him on his survival.

The Skyraider pilots were hand to protect the chopper, as much as possible.

As Kamhoo flew steadily toward rendezvous with the pilots, Guilmartin determined their position by glimpsing landmarks through openings in the clouds and fog.

S.Sgt. Theodore M. Youngblood, Omaha, Neb., mechanic, and A.I.C. LeRoy say of Summit, N.J., paracue man, prepared equipment in the rear of the chopper for the pickup.

Kamhoo descended to 100 feet, getting beneath the clouds. The Skyraiders, nicknamed "Sandies," were ready and waiting when the HH-3C came out of the base of the clouds.

The Sandies swept through the pass to check for any ground fire while Kamhoo orbited several miles above the pass. Minutes later the Sandies returned to the rendezvous point.

"Approach from the north and go to the pickup area as fast as possible," radioed the A-IE pilots.

The HH-3C swung over the top of the ridge and proceeded to the pickup point. (Continued on page 5)



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DET 2-3-13-19 Feb

(U) USAF F-105 pilot on strike mission in Laos was forced to bail out. A good chute was observed by wingman. Heavy ground fire was reported in the area and weather prevented fighter aircraft from striking at the ground positions. HH-3C used forest penetrator to lift pilot out of the area while the HH-3C crew members returned enemy fire using personal M-16's. The helicopter took several hits during the rescue operation and escort aircraft reported that anti-aircraft bursts made the helicopter look as if it was in a cotton field.

DET 2-3-14-20 Feb

(U) USAF F-4C was hit by ground fire while on a gunnery pass in Laos. Wingman saw two good chutes but visual contact on the ground was lost due to darkness. A first light hoist pick-up was made by HH-3C. The men were on the side of a steep slope, so steep that the rotor blade clearance was only two to three feet.

DET 2-3-16-24 Feb

(U) USMC F-4B crew ejected over Laos. SAR aircraft arrived on the scene but could not establish contact with either crew member. After searching for about an hour one crew member was located and recovered. A short time later the second chute was spotted but no pilot. The paramedic was lowered to the ground and located the injured crew member who was lifted with the aid of a stokes litter.

DET 2-3-17-26 Feb

(U) USAF F-105 on a strike mission in Laos was forced down by ground fire. Voice contact was established and HH-3C made a hoist pick-up.

DET 2-3-18-27 Feb

(C) USAF F-105 pilot returning from a bombing mission in North Vietnam was forced to eject from his aircraft near the Thailand border. An HH-3C was dispatched, landed and picked up the uninjured pilot.

DET 2-3-20-1 Mar

(U) False Mission.

DET 2-3-20-1 Mar

(C) USAF F-105 on strike mission in Laos burst into flames. The pilot was recovered by HH-3C helicopter. Later investigation indicated a mid-air collision between the F-105 and a FAC aircraft. No wreckage was ever located and the pilot of the FAC aircraft is reported as missing.

DET 2-3-21-7 Mar

(U) USAF F-105 on strike pass in Laos was forced down. The pilot was recovered by HH-3C and reported in good condition. Rescue aircraft received several hits from ground fire during the operation.

DET 2-3-22-7 Mar

(C) Two USAF RF-101's were forced down in North Vietnam. Aircraft were reported to have exploded in the air and search aircraft were unable to make any visual or electronic contact with the pilots. No chutes were observed and the mission was suspended.

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When the helicopter is positioned, the forest penetrator is lowered to the survivor. If he is injured or in a state of shock, which is often the case, the paramedic is lowered to assist him. The penetrator is designed so that both men can be retrieved simultaneously.

The general assumption is that if a route proved to be safe on approach, it will also be safe for departure. This, however, is not always true. On 19 February 1966, an F-105 pilot was downed in the heavily defended Mu Gia Pass area. The Sandies and the Jolly Green, with the paramedic and flight mechanic firing M-16's from the doorway, had to fight their way in and out of the pass. The RCC had to lift off ^{122/} while the survivor was suspended 100 feet below the aircraft.

If a second survivor is involved in the operation, the low Jolly Green will usually make the pick-up. However, if it is low on fuel because of the high power requirements in the hover, the high helicopter descends for the recovery. The high helicopter also provides an immediate recovery capability if the low helicopter is shot down.

Enroute to the recovery base the survivor is given necessary first aid.

Previous USAF combat SAR operations were conducted in the Korean War. According to Major Baylor Haynes the nature of that war and the equipment then available dictated the tactics significantly different from those used today in Southeast Asia. Because the threat

UNCLASSIFIED

SO G-337, 7AF, 28 Apr 66, Capt John B. Riederich FR0916, Det 8, 38 ARRSq, Air Medal for meritorious achievement while participating in aerial flight on 18 Nov 65.

SO G-141, PACAF, 5 May 66, Capt Norman B. Kamhoot, Det 5, 38 ARRSq, Silver Star for gallantry while serving with friendly foreign forces engaged in an armed conflict against an opposing armed force on 19 Feb 66.

SO G-141, PACAF, 5 May 66, Capt John F. Guilmartin, Jr, Det 5, 38 ARRSq, Silver Star for gallantry while serving with friendly foreign forces engaged in an armed conflict against an opposing armed force on 19 Feb 66.

SO G-141, PACAF, 5 May 66, SSgt Theodore M. Youngblood, Det 5, 38 ARRSq, Silver Star for gallantry while serving with friendly foreign forces engaged in armed conflict against an opposing armed force on 19 Feb 66.

SO G-141, PACAF, 5 May 66, A2C Leroy W. Kelsay Jr, Det 5, 38 ARRSq, Silver Star for gallantry while serving with friendly foreign forces engaged in an armed conflict against an opposing armed force on 19 Feb 66.

SO G-436, 7AF, 31 May 66, A1C Thomas C. Story, Det 6, 38 ARRSq, Air Medal for meritorious achievement while participating in aerial flight from 28 Jan 66 to 26 Feb 66.

SO G-443, 7AF, 2 Jun 66, TSgt Richard A. Connon, Det 6, 38 ARRSq, Purple Heart for wounds incurred on 13 May 66 as a result of action by a hostile foreign force.

SO G-450, 7AF, 6 Jun 66, Capt Carlton P. Vermeys, Det 9, 38 ARRSq, Air Medal for meritorious achievement while participating in aerial flight from 19 Mar 66 to 26 Apr 66.

SO G-453, 7AF, 7 Jun 66, Capt John B. Riederich, Det 8, 38 ARRSq, Air Medal for meritorious achievement while participating in aerial flight from 22 Oct 65 to 17 Mar 66.

SO G-470, 7AF, 13 Jun 66, Capt William E. Cowell, Det 7, 38 ARRSq, DFC for heroism while participating in aerial flight from 23 Mar 66 to 24 Mar 66.

SO G-470, 7AF, 13 Jun 66, Capt David C. Henry, Det 7, 38 ARRSq, DFC (1st OLC) for heroism while participating in aerial flight from 23 Mar 66 to 24 Mar 66.

SO G-470, 7AF, 13 Jun 66, SSgt Robert J. Watson, Det 5, 38 ARRSq, DFC for heroism while participating in aerial flight from 23 Mar 66 to 24 Mar 66.

SO G-470, 7AF, 13 Jun 66, A1C Laverne W. Kellerman, Jr, Det 5, 38 ARRSq, DFC for heroism while participating in aerial flight from 23 Mar 66 to 24 Mar 66.

SO G-475, 7AF, 15 Jun 66, TSgt John H. Doering Jr, Det 2, 38 ARRSq, Air Medal for meritorious achievement while participating in aerial flight from 7 Oct 65 to 19 Mar 66.

SO G-476, 7AF, 15 Jun 66, Capt John M. High III, 3ARRGp, Air Medal for meritorious achievement while participating in aerial flight from 8 Oct 65 to 25 May 66.

UNCLASSIFIED

N. Viet Downs Three U.S. Jets

Downed Pilot

(Continued from Page 1)

down the pass with two Sandies up front and two in the rear. Kamhoot accelerated to better than 160 m.p.h., heading in the direction the Sandies had advised.

The Sandies radioed the downed pilot to fire a red flare. Seconds later Youngblood calmly told his helicopter pilot. "I see the flare and I see him". "I did enemy gunners who opened fire on the descending helicopter.

Youngblood radioed directions to his pilot. "Forward, forward, steady, okay."

Ground fire swelled. The Sandies made pass after pass, trying to silence the enemy guns with their own 20mm cannon.

"Their cover was so close", relates Guilmartin, "we worried that shell casings from their guns would hit our rotor blades."

The HH-3C lowered its tree penetrator, a heavy, bullet-nosed projectile attached to 200 feet of cable. When it hit the ground, it unfolded and became a seat. Kamhoot was hovering almost motionless when armor-piercing shells began to rip through his ship's hull.

"We caught one in our blade and one big hit that almost knocked out our drive shaft," he recalls.

The F-105 pilot scrambled out of the woods and jumped onto the projectile seat. Youngblood, the hoist operator, was watching from above.

"He didn't secure himself with the harness belt. He just bear-hugged that cable."

Three black-pajama-clad men emerged from the woods. They ran toward the hovering ship.

Para-rescueman Kelsey thrust two M-16 rifles out the door, over the hoistman's head and fired off three clips. The three men ran back into the trees.

Ground fire was taking its toll on the hovering chopper. "Let's get out of here," Youngblood advised Kamhoot.

The ship rose quickly with the F-105 pilot still grasping the cable 200 feet below. Kamhoot headed straight up the pass while Youngblood reeled in the F-105 pilot.

More fire from the rear was encountered and a Sandy came winging down the pass, flew under the dangling F-105 pilot and silenced the guns.

Youngblood had "fished" his pilot into the chopper now, and more enemy guns opened up as the five U. S. aircraft sped out of the pass.

Capt. Kamhoot is the son of Mr. and Mrs. A. W. Kamhoot of Forsyth. His wife, the former Joanne Bean, and their two children, a boy 5, and a girl 3, make their home in Montana. The Captain expects to be in Vietnam until October.

All Five Crewmen Rescued

Other Bomb Raid 'Closest' to Hanoi Hits Missile Sites

BULLETIN

SAIGON, Monday, April 18 (AP)—U.S. Air Force planes attacked two missile sites only a few miles from Hanoi in two raids Sunday afternoon, a U.S. military spokesman said. It was the closest raid yet to the North Vietnamese capital.

Pilots reported they saw rockets on the launching pads just before they attacked.

No missiles were fired at the U.S. planes, the pilots said.

By THOMAS A. REEDY
Associated Press Staff Writer

SAIGON, April 17 (AP)

—North Vietnamese gunners brought down three U.S. jet attackers today during heavy air strikes around Communist supply centers at Dong Hai and Vinh. All five crewmen aboard the planes were rescued by helicopters.

B-52 saturation bombers from Guam struck below the border, hitting 15 miles from the Buddhist center of Hue. A U. S. spokesman in Saigon said the strike was aimed at a North Vietnamese regiment which is believed to have filtered down recently from North Viet Nam.

WHEN LUCK IS WITH YOU

Capt Kamboot
Lt Gilmartin picked up Capt Green
19 Feb 66

Everybody Feels Fine After Rescue

SAIGON (OI)—“We have just saved a life and I have a great feeling!”

The words were those of A1C LeBoy W. Kelsay Jr., a former school teacher from Summit, N.J., now an Air Force pararescue specialist in Vietnam.

He and three other crew members of the 38th Aerospace Rescue and Recovery Sq. had just completed a daring rescue of a downed pilot inside territory heavily-infested by the Viet Cong.

It was rescue mission No. 70 for Kelsay and it was marked with exceptional danger from the moment the rescue “scramble”

klaxon sounded.

“We knew the pilot was in a valley near a highway and that there were many gun emplacements in the area. Frankly, we felt there was little chance to make the pickup. Nevertheless, we were determined to make the rescue if at all possible,” recalls Kelsay.

The rescue crew's chances diminished even further as the flight progressed. A heavy overcast cut their visibility. Their navigational equipment went out a few minutes later.

The radio calls of their fighter pilot escorts gave them moment-

ary reassurance, but then new reports told of heavy ground fire in the pickup area.

When the rescue crew commander thought his destination was near, he brought his huge HH-3C chopper below the cloud layer. To his great relief, the road appeared almost directly below them.

SSgt. Theodore M. Youngblood of Valdosta, Ga., the flight engineer, was first to spot the downed Air Force pilot, about 50 yards from the highway. The pilot was standing at the edge of a narrow stretch of woods beyond which

spread the ever-present rice paddies.

While the helicopter made a turn toward the man on the ground, Youngblood readied the chopper's cable hoist and Kelsay prepared to lower himself to the ground in case the pilot needed help.

Kelsay's first aid equipment was ready.

As the chopper approached the downed flier, the first of many enemy bullets ripped through its cabin. The enemy firing became more intense and the bullets found their target with increasing frequency.

Each time the rescuemen heard the sound of clashing metal, their hearts skipped a beat, but the downed pilot was in sight. They knew that for them the die was cast. They would pick him up or die trying.

Escort fighters made continuing strafing passes over the woods.

Suddenly Kelsay spotted three figures running through the rice paddies toward the woods and the pilot. He reached for an M-16 automatic rifle and fired towards the enemy as they reached the edge of the trees.

While the exchange of fire filled the air, Youngblood raised the hoist with the unharmed pilot dangling at its end.

The moment he climbed aboard, the rescued airman attempted to throw his arms around his saviors. They shared his feelings but there was no time to display them.

Instead, they strapped a parachute on him. The chopper picked up altitude while below the fighter pilots continued to rake the enemy with rockets and cannon fire.

Within a short time the bullet-riddled helicopter landed safely at home base. Another mission was successfully completed—another life saved.

“My job is to save a life—to assist the downed pilot in getting aboard the helicopter and to give him medical aid if he needs it. However, in a situation like this I will do just about anything to save his life—and that includes using a gun,” says Kelsay.

HH-3E in Battle Dress



... look at HH-3E ...

~~CONFIDENTIAL~~

MISSION NARRATIVE 22 FEB 66

cut 3/18

12

At 0636, 22 February 1966, Jolly Green 30 was notified to scramble from site 20 by Jolly Green 31. Jolly Green 30 became airborne at 0635 and proceeded to the rendezvous point at site 11. At this time we were notified that an F-4C was shot down the evening of the 21st February and SAR mission was in progress. The coordinates of the down pilots were given as 19° 34'N, 103° 25'E. Jolly Green 30 proceeded to a point 13NM NW of site 11 and waited for the arrival of Jolly Green 31. At this time radio contact was made with the survivors and they were sighted. Jolly Green 30 and 31 headed north using 31's UHF-DF for steers to Crown 61 who was orbiting over the scene. Crown 61 was soon sighted. We were told to turn west and our target was approximately five miles ahead. Jolly Green 30 began descending at this time. As we approached the area, the Sandies were spotted and radio contact was established with the survivors, who ignited a red smoke flare, making their positions readily known. Having sighted the survivors position we continued to descend to their altitude. A high speed pass was made and on downwind the tip tanks were dropped. As we came to a hover over the survivors, loud explosions were heard to the North of us and we moved off, fearing that we were being fired on. After moving off we were informed the Sandies were doing the firing. We again came to a hover over the survivors. It was decided at this time to pick up both survivors at once and the flight mechanic, SSgt Holloway, was informed. 90 to 95% power was required to hover, the altitude was approximately 4000 feet and the slope of the hill was so steep that rotor blade clearance was 2 to 3 feet. The survivors were quickly pulled on board by MSgt Daniels, pararescueman and SSgt Holloway. The pickup was made at 0736 hours. Departure from the scene was made to the east and the return to site 20 was uneventful. A landing was made at site 20 for the purpose of off loading the HF radio and to refuel Jolly Green 30 for the return trip to Udorn. Both pilots appeared to be in good condition however, both complained of sore backs. Weather enroute and at the pickup point was generally clear. Haze at low level restricted visibility to 2 to 3 miles.

The survivors were Captain Moore and 1st Lt Peters.

Low Bird Jolly Green 30

Capt Jennings, JW, RCC

Capt Uhl, WR, RCCP

MSgt Daniels, WG, PJ

SSgt Holloway, MR, HM

High Bird Jolly Green 31

Capt Butera, JL, RCC

Maj Vavra, DA, RCCP

TSgt Heywood, S, HM

A2C Poole, J, PJ

JERRY W. JENNINGS

Captain, USAF

Barbara C. New C

Rescue Crew Commander

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of GDS

By DL (Date) 12/2

STAFF AGENCY	ACT	INFO
ARCCO		X
ARODG	✓	
ARPDG		X
ARBDC		X
ARMDC		X
ARDAS		
ARXDC		✓
ARCOI		✓
ARIIG		X
ARA		X

DOWNGRADE AT 3 YEAR INTERVALS
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10

ARODC

661030

~~CONFIDENTIAL~~

RC - 66-0014

665-0136

~~CONFIDENTIAL~~

12-F 1
DOWNGRADED
1/1/ AFR-20512/5

MISSION NARRATIVE 24 FEB 66

12 MAY 1970

Notified to scramble at 0322Z. Airborne at 0326Z. Arrived in area, coordinates 106° 20', 1641 at 0420Z. Four Sandies already there, orbiting the area. Prior to our arrival, the wing man for the F4B that was shot down had stated that he had visually followed one of the pilots to the ground and that after landing, the survivor had waved at him from a clearing. No beeper was heard except for the first 30 seconds. When Jolly Greens arrived, we were informed that there was no beeper, no voice contact, and no visual sighting. One of the chutes, (all white), was in a large cleared area near a prominent road. The other chute, (also all white), was any one of approximately 15 white chutes scattered all through the area. There had been no indication from the second survivor, either voice or visual.

Both Jolly Greens had figured an original Bingo at 0530Z that was based on a return to Nakhom Phanom. Due to negative contact with survivors, both Jolly Greens remained at altitude, Low Bird orbited at 7000', High Bird at 9000'. Crown 06 asked the Sandy flight if they had flares aboard, thinking that perhaps, by dropping a flare in the clearance, the crewman would show himself again. Sandy answered negative flares. Jolly Green 31 was asked and answered affirmative flares. We were then asked to make a low pass and drop one. After a few moments, 31 made a high speed pass at 1000 feet above the area and dropped a smoke bomb. One of the Sandy's fired a rocket into the clearing, and Jolly Green 31 climbed back up to 7000 feet. It was at this time that the co-pilot and Flight Engineer on Jolly Green 31 spotted about 2 or 3 trucks moving along the road. The trucks had pulled off onto a secondary trail and disappeared under a clump of thick trees. Sandy's were informed and directed to the area, about one mile from the clearing with the possible survivor. No contact was made on the trucks.

At approximately 0445Z, Jolly Green 33 called 31 and informed that his Bingo time was now changed to 0510Z. This change was due to the fact that 33's right tip tank had failed to feed. This new Bingo time was still figured for a return trip to Nakhom Phanom. At 0450Z, Hillsboro control called the JG's and informed them that there was a forward operating site available for recovery if necessary. This site was given as Khe Sauh, 098° from our position, 34 miles distant. After orbiting for 40 minutes, JG 31 decided to take one last look, at altitude. An approach was flown at tree top level and high speed. A very faint beeper was heard intermittently as we passed over the chute, but ADF homing proved impossible, with the needle swinging erratically. Still at low altitude, 31 circled the area, avoiding the road and the area where the trucks had been spotted. Incidentally, there had been no ground fire reported for the immediate area. Still receiving the weak beeper, but no visual on the pilot. Suddenly, one of the Sandys reported that there was a man in the clearing, waving a red flag. The time was 0510Z, and both JG's were initiating a departure due to Bingo fuel. At this point, 31 returned in a tight circle and spotted the survivor waving a large panel of red cloth. He would not wave out into the clearing, so we had to move into a hover over the trees at the edge of the clearing.

ARODC # 660962
~~CONFIDENTIAL~~

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

661005

RGRC-66-0015

665-0130

Changed to
by Authority of
(Date) 12 MAY 1970
12 MAY 1970
IAW AFR 205-2
(Date)

A hovering pick up was completed at 0520Z. While 31 was making the pick up, JG 33 was informed by Crown 61 that Compress did not want us to recover at Khe Sauh and that a recovery at Savauakhet was desired. JG 33 recomputed Bingo time to Savauakhet as 0535Z. After getting the first survivor aboard, we asked him if he knew and whether he could direct us to where his crew mate was. He directed us to the general vicinity, about 400 yards SW of the clearing. We flew very slowly at tree top level, inspecting all the white chutes. SSgt Barnes, the crew chief, spotted one chute that seemed larger than the others, also all white, and we moved into a hover over it. By moving back and forth and blowing the canopy aside, we were able to determine that this was definitely a personnel chute. The harness was empty and from our hover we were unable to see any sign of a survivor on the ground. At 0530Z I informed 33 that I thought that there was a strong possibility that the man had fallen to the ground and might be injured. I also informed 33 to relay to Crown 61 and Hillsboro that I was going to lower the paramedic to investigate. This was done in full awareness that we'd fly past our Bingo to Savauakhet, but I decided to recover at Khe Sauh, only 34 miles away. The PJ was lowered and almost immediately reported that he had found the pilot and that the situation was critical due to several possible bone fractures. We decided to lower the stokes litter. While this was being done, I asked Hillsboro to determine the availability of JP 4 at Khe Sauh and to get medical assistance started on the way immediately, to meet us at Khe Sauh. The PJ got the man in the litter and he was brought aboard. At 0550Z we had the PJ, back aboard and make an immediate departure. Crown 61 and Hobo aircraft escorted us to Khe Sauh. We arrived there at 0635Z. After determining that a Doctor would not arrive for 1½ hours, 31 asked Crown 61 to see if there was any station nearby that had a doctor.

Crown checked it out and said that Quang Tri had one and it was only 28 miles away. We decided to go there as I thought it imperative to get medical attention for the injured man. Our PJ had determined that the man had a possible fracture of the pelvis or the femur. We flew to Quang Tri and made an instrument let down through a 5500' layer of cloud, breaking out at 500'. Both JG's landed at 0730Z with minimum fuel. The survivors were treated and air evacuated. One drum of fuel for each JG was flown to us by a Pedro from Dong Ha, 6 miles distant. We "refueled" and took off for Dong Ha at 0900Z, arrived Dong Ha 0910Z. We completed refueling there at 0925Z, and had to wait till 0955Z so we could pick up a Sandy escort to go home. Arrived at Nakhom Phanom at 1125Z.

Low Bird, JG 31
Capt Weekley, RA
Lt Sans, RJ
SSgt Barnes, J Sr
A2C Kellerman, LW Jr

High Bird, JG 33
Capt Matthews, RH
Lt Rice, LC
SSgt Loughry, BD
A1C Hunt, G.E.

Pilots recovered: Lt John Pierce and Lt Billy Ellis, VMFA 314, A/C F4B

Total time flown: JG 31 5:30 JG 33 5:40, 4 sorties each.

Comments:

1. It is imperative that aircrews be informed on helicopter rescue techniques. Twice in the space of one month we have had a case of a downed crewman not wanting to show himself to the helicopter.

CLASSIFICATION CANCELLED
Or Changed to UNCLASSIFIED
By Authority of 105
(Date) 12 May 1970
Downgraded to CONFIDENTIAL
12 MAY 1970
INW AFR 205-2

~~CONFIDENTIAL~~

15

This almost resulted in a sad situation, ie, having to leave the area due to low fuel.

2. The Navy chutes are all white. We spent valuable time looking at flare chutes on this mission, when we could have better spent the time making an early recovery of a severely injured man.

3. m364.2 was used extensively throughout this mission and it was at times completely jammed.

James C. O'Dell Capt Adm Off
ROBERT A. WEEKLEY
Captain, USAF
Rescue Crew Commander

STAFF AGENCY	ACT	WFO
ARCCO		X
ARCCO	✓	
ARPDG		X
ARBDC		X
ARMDC		X
ARGAS		
ARXDC		✓
EPDCI		✓
AMIG		X
ARAMS		X

*All Centigs and
Ag's Except in PACAF*

CLASSIFICATION CANCELLED
Or Changed to *UNCLASS*
By Authority of *REF CDS*
By *REF CDS* (Date) *12 Mar 75*

~~CONFIDENTIAL~~

33rd ARRS, Jan - Mar 1966

CREW	RCC	Lt Col Robert E. Freshwater
	CP	Captain John H. Williams
	NAV	Captain Roger J. Coslett
	RO	SSgt George F. Goode
	FM	SSgt William K. Warren
	PJ	ALC Thomas F. Bradley

(3) Mission 1-3-7-3 February 1966. 1 sortie. HU-16. An attempt was made to rescue two downed Navy pilots. While on orbit over the Gulf of Tonkin the HU-16 crew was alerted that a battle damaged U.S. Navy jet aircraft crashed into the sea approximately one mile from the North Vietnam shore. The HU-16 was vectored to the distress area by the controlling Navy destroyer. Upon reaching the distress area a search was initiated under intense ground fire. The HU-16 proceeded further to the south to search another area. The ground fire became so intense that the HU-16 was forced to turn seaward. During the turn, green marker dye was spotted off the right wing. The HU-16 proceeded towards the dye and spotted four small fishing boats racing for shore. After making a pass over the vessels it was determined the downed pilots had been captured. The aircraft commander ordered approaching RESCAP fighters to strafe ahead of the boats and attempt to keep them from reaching the beach. The HU-16 and the fighter aircraft received such heavy ground fire that two nearby Navy destroyers shelled the shore in attempt to get the four vessels to turn back toward the sea. Both attempts failed. The search mission was terminated after two hours searching amidst continuous and intense hostile small arms, machine gun, and shore battery fire. After landing, the HU-16 crew found their aircraft (51-7144) had suffered battle damage from .30 and .50 calibre rounds.

CREW	RCC	Lt Col Anthony Saenz Jr.
	CP	Captain Daniel J. Bigelow
	NAV	1st Lt Richard E. Reno
	FM	TSgt Warren R. Prouty
	RO	ALC Anthony S. Yocabet
	PJ	SSgt Dudley R. Peckinpugh

(4) Mission 1-3-13-25 February 1966. At 1715 local time 25 February 1966 an HU-16 orbiting over the Gulf of Tonkin received a report that an ALE had picked up a beeper 140 miles south of the HU-16's position. The aircraft commander turned the HU-16 southward and because of sea conditions requested a helicopter be launched from one of the carriers in the area. At 1807 local the HU-16 crew spotted the ALE circling above one man in a life raft approximately 5 miles ahead. The HU-16 was flying at 200 feet, because of low cloud bases, when a flare passed in front of the aircraft. The HU-16 spotted survivor #2 in a

33rd ARRS, Jan - Mar 1966

life raft and dropped smoke. A second smoke was dropped to mark the exact spot. At this time a C-3A chopper was arriving on the scene. The chopper recovered #1 and #2 survivors. The HU-16 crew continued the search because they were advised it was a B-66 with six people aboard that had gone down. The navigator eventually picked up beeper to the left, turned 90 degrees left and survivor #3 was spotted in an LPU. A smoke bomb was dropped to mark location of #3 survivor. As the chopper was rescuing #3 survivor a Navy P-3A pilot advised he had seen a raft but lost it. The HU-16 made an electronics run and survivor #4 was spotted on the first pass. Smoke was dropped and the chopper moved in position to make its 4th pick-up. Survivor #5 was spotted by the ALE but visual contact was lost. The HU-16 made another electronics run, #5 survivor was spotted in an LPU. Smoke was dropped again to mark location. Survivor #5 was picked up at 1850 local. Search was continued for survivor #6 until 2010 local before the HU-16 had to return to "home base". The missing man was the last one to leave the aircraft (maybe he didn't). The HU-16 received no damage.

CREW	RCC	Captain Gary L. Nelson
	CP	Captain Frank J. Linseisen
	NAV	1st Lt Lynn E. Martinson
	RO	A1C James C. Davis
	FM	TSgt Lyle E. Martinie
	PJ	A2C Jerry L. Coy

(5) Mission #1-3-18-14 March 1966. 1 sortie. An HU-16 on orbit over the Gulf of Tonkin was notified that an F-4C crew had been downed by hostile gunfire. There were two survivors in the water and the HU-16 crew proceeded to and landed for a water pick-up. The HU-16 was drawing heavy fire from shore batteries as the first F-4C pilot was being pulled aboard. The Albatross was hit by artillery fire and immediately burst into flame. The crew abandoned the HU-16 and the two survivors were picked up by U.S. Navy helicopters. Two HU-16 crewmen were killed by the artillery burst and/or resulting explosion. The F-4C pilots, Captain Bryant and Major Peerson, received back injuries. The pilot and copilot of the HU-16 escaped unhurt. The navigator and Flight Mechanic sustained serious injuries and were evacuated to U.S. Naval vessels for medical treatment.

CREW	RCC	Captain David P. Westenbarger
	CP	1st Lt Walter E. Hall
	NAV	Captain Donald S. Price(Wounded in Action)
	RO	A1C Robert L. Hilton (Killed in Action)
	FM	SSgt Clyde W. Jackson III(Wounded in Action)
	PJ	A1C James E. Fleiman (Killed in Action)

~~CONFIDENTIAL~~

MISSION NARRATIVE 26 FEB 66

cub/18

13

At approximately 0355Z, 26 February 1966, GOMBEY 17 and 18, USAF O-1's, advised DULLNESS, their controlling agency, that CACTUS LEAD, a USAF F-105 had just exploded and the pilot had ejected successfully. The position given was 40NM on the 079° radial of TACAN channel 65.

At 0359Z SANDYS 21, 22, 23 and 24 were scrambled and Jolly Green 31 and 33 were put on immediate alert. At 0403Z the Jolly Greens were told to scramble and proceed to the area. At 0406Z all the Sandys were airborne and the Jolly Greens were off at 0407Z.

Gombeys 17 and 18 guided the Sandys to the area and advised that the pilot had a good chute and they had talked to him on his survival radio. The Sandys reported that there was no groundfire and Jolly Green 31 proceeded down while Jolly Green 33 remained at altitude for top cover. We were guided over the pilot by GOMBEY 17 and one of the Sandys. The actual position was 17 29N, 105 21E. The downed pilot advised us on his survival radio when we were directly over him, we made a 180 degree turn dropping the tip tanks and returned over him for the pickup. A hovering, hoist pickup was made through trees approximately 75 to 80 feet tall. The pickup was complete at 0435Z. The pilot was in excellent condition and we then joined up with Jolly Green 33 and proceeded back to NKP, escorted by the Sandys. We landed at 0504Z.

6/21

This pickup was straight out of the book. Instant reaction time due to the Gombeys being on the scene when the pilot ejected, the pilot's survival radio and beeper worked perfect, 4 Sandys for cover and an excellent job done by all my crewmembers. I hope all future pickups go this well.

Low Bird, Jolly Green 31
1st Lt Kimsey, RCC
Capt Rush, RCCP
SSgt Chance, HM
A1C Kraft, PJ

High Bird, Jolly Green 33
Capt Weekley, RCC
1st Lt Sans, RCCP
SSgt Barnes, HM
A2C Kellerman, PJ

Forest M. Kimsey
FOREST M. KIMSEY, 1st Lt, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL

12 MAY 1970

14W APR 205-2

CLASSIFICATION CANCELLED

Or Changed to UNCLASS

By Authority of

By

(Date) 12/22/75

DOWNGRADE AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

STAFF	ACT	INFO
AGENCY		
ARCCO		X
ARODC	✓	
ARPDG		X
ARBDC		X
ARMDC		X
ARDAS		
ARXDC	✓	
ARCOI		X
ARIIG		X
ARAMS		X

ARODC #

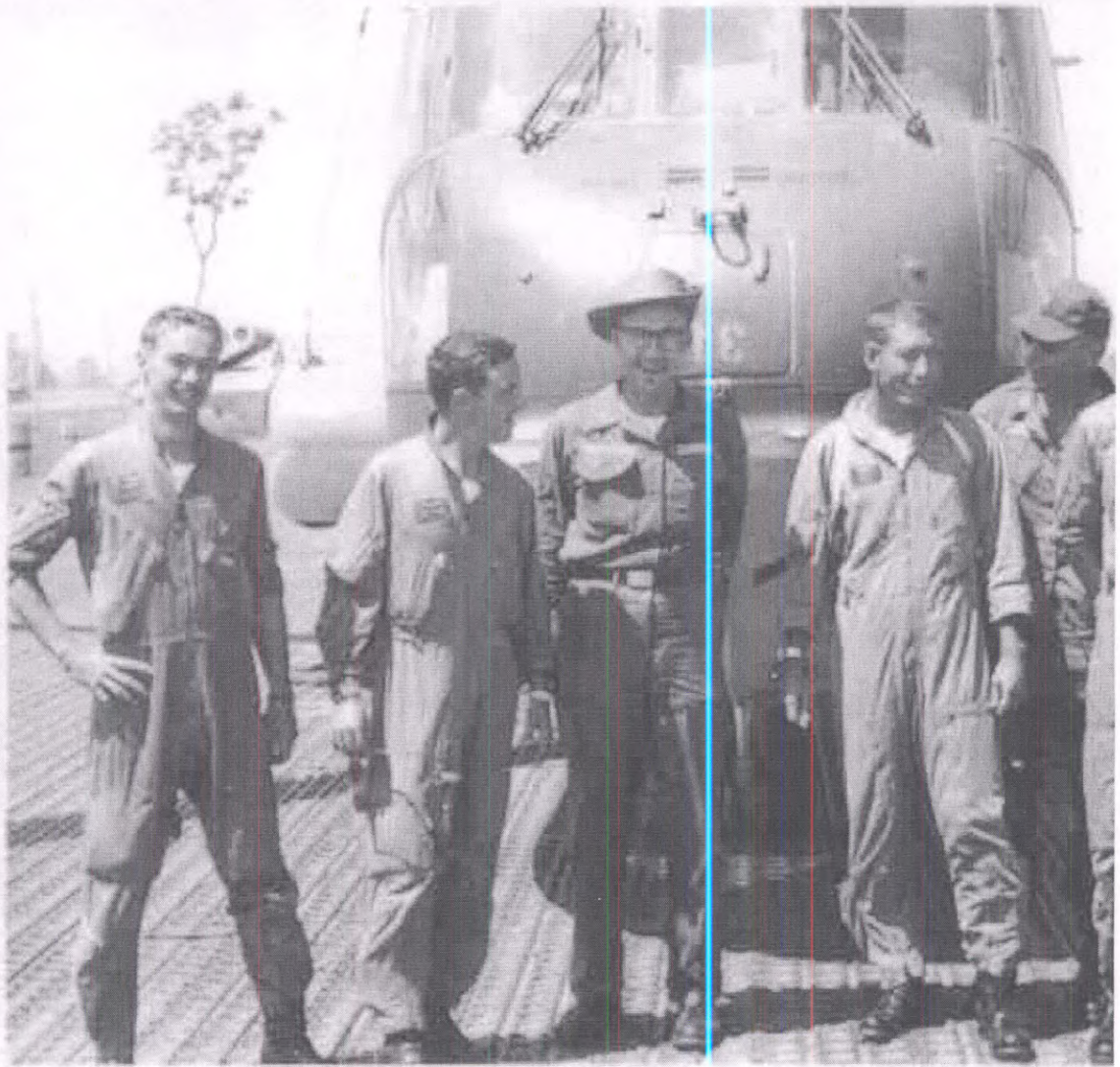
661032

SC No. 661095

~~CONFIDENTIAL~~

RG-RC-66-0020

665-0138



CAPT CHARLES "PAT" RUSH RCL
LT J.M. "WOODY" KIMSEY PILOT
SGT DONALD CHANCE FE
CAPT CHARLES BOYD "THUD" F105
CAPT KIMMIN EAU FAC PILOT
AIC DENNIS KRAFT RES. SPEC.

61-0215 F-105D

During a mission over Laos, Captain Charles Graham Boyd's aircraft was hit by AA. Fire was observed coming from his aircraft. Upon ejecting he was rescued by a USAF helo. He had minor injuries. 2/26/66. Call sign-Cactus.



SCUE GROUP MAKES
TH VIETNAM SAVE

Release No. 14-D4-264

26 Feb 66

HQ. MAC, (MNS) -- Pick up of F-105 pilot Capt. Charles G. Boyd marked 200th man to be rescued in Vietnam by crews of MAC's 3rd Aerospace Rescue Recovery Group.

Captain Boyd was snatched out of enemy territory only 35 minutes after he ed out of his crippled fighter-bomber which caught fire on a strafing mission.

The 3rd Group, formerly 38th Air Rescue Squadron with headquarters at Son Nhut AB near Saigon, has many detachments scattered throughout Southeast

a. The unit is commanded by Col. Arthur Beall.

Helicopter crew on the milestone mission were Capt. Charles P. Rush, 1st Forest M. Kimsey, SSgt. Donald L. Chance and AlC Dennis J. Kraft.

ROUTINE

ARRS OAFB FLA

ALL ARS UNITS (SEE ATTACHED LIST)

ARS RES SQS

INFO: CONAC ROBINS AFB GA

INFO: AF 5555

UNCLAS ARCCO 01621 28 FEB 66.

SUBJECT: DISTINCTIVE HEADGEAR FOR PARARESCUE

PERSONNEL. THIS MESSAGE IN FIVE PARTS. PART I.

THE CHIEF OF STAFF, AIR FORCE, HAS GRANTED AUTHORI-

ZATION THROUGH THE COMMANDER, MAC FOR ALL

QUALIFIED PARARESCUEMEN IN ARRS TO WEAR A MAROON

BERET AND BLOUSED TROUSERS IN COMBAT BOOTS, WITH

ALL UNIFORMS, EFFECTIVE 28 FEB 66. PART II. THE

Action is being taken to include the
INITIAL BERET WILL BE PURCHASED FOR EACH QUALIFIED

Beret in Part A TP-016
ARRS ASSIGNED PARARESCUEMAN, BY ARRS, AS SOON AS

THE NECESSARY ARRANGEMENTS HAVE BEEN MADE.

THEY WILL BE MAROON BERETS PURCHASED FROM THE

DORTHEA KNITTING MILLS LTD., 20 RESEARCH ROAD

28 1400

FEB 66

1 2

544

CAPT. BIRDQUEST

ACTION AGENCY

PHONE NUMBER

TYPED INITIALS

DATE

COL. AC BIRDQUEST, COMMR

UNCLAS

COORDINATION SHEET

ROUTINE

COL AC BROOKS

CAPT RUNDQUIST

544

TORONTO 17, CANADA. PARARESCUEMEN MAY PURCHASE DIRECTLY FROM THE COMPANY AT THEIR OWN EXPENSE. ONCE THE BERET IS DELIVERED TO THE FIELD, IT WILL BECOME MANDATORY WEAR WITH ALL UNIFORMS. ~~REPLACEMENT OF THE INITIAL ISSUE WILL BE WITH THE CLOTHING ALLOWANCE. THE BERET WILL BE PROCURABLE THROUGH THE CLOTHING SALES STORES IN THE FUTURE.~~ PART III. THE STANDARD SIZE PARACHUTIST BADGE WILL BE WORN ON THE BERET UNTIL A NEW SILVER EMBLEM IS APPROVED AND MADE AVAILABLE THROUGH THE EXCHANGE SYSTEM. THE BERET WILL BE WORN WITH THE EMBLEM TO THE LEFT FRONT. PART IV. ONLY FULLY QUALIFIED PARARESCUE PERSONNEL, ASSIGNED TO ARRS AND AF RESCUE RESERVE SQUADRONS ARE AUTHORIZED TO WEAR THE BERET. STUDENTS OF THE PARARESCUE TECHNICIAN TRAINING SCHOOL WILL BE AWARDED THEIR BERET UPON SUCCESSFUL COMPLETION OF THE SCHOOL. A PARARESCUEMAN WHO LOSES HIS QUALIFICATION WILL NO LONGER BE AUTHORIZED TO WEAR THE BERET. PART V. THIS ITEM OF UNIFORM CLOTHING IS CLEAR EVIDENCE OF THE RECOGNITION OF THE DISTINCTIVE ACHIEVEMENTS AND UNIQUE CAPABILITIES OF PARARESCUEMEN. IT SHOULD BE WORN PROUDLY,

UNCLAS

ROUTINE

COL AC BROOKS

CAPT RUNQUIST

544

IN KEEPING WITH THE HIGH TRADITIONS OF THE AEROSPACE RESCUE
RECOVERY SERVICE AND THE UNITED STATES AIR FORCE.

Maroon Berets ON For Pararescuemen

By Ron Mingus

WASHINGTON — Military Airlift Command's pararescuemen will soon be sporting distinctive maroon berets, both on and off base. Air Force C/S Gen. John McConnell recently approved the berets and, in another uniform development, made wearing a tie a must when the new, lightweight blue shirt-trouser uniform is worn off base.

The lightweight, long-sleeve shirt, a newcomer to AF's wardrobe, is made of wool/polyester material, as are the trousers with which it will be worn.

Pararescuemen will wear their maroon berets with black boots with bloused trousers. Silver parachute wings will be worn on the berets until a silver replica (already approved) of the Aerospace Rescue and Recovery Service emblem can be manufactured.

It marks the first time AF has authorized off-base wear of berets and bloused trousers for any of its "elite" groups. Four other AF specialty outfits wear distinctive headgear, but only on base.

Security control forces in Strategic Air Command and Pacific Air Forces, and members of Tactical Air Commands combat control teams now wear light blue berets. Air Commandos have adopted the Australian bush hat.

The new maroon beret will go to a relatively small segment of AF's population as there are currently less than 300 pararescuemen.

Pararescuemen must be qualified parachutists, medical men, SCUBA divers, mountain climbers, survival experts and firefighters. Approximately seven months schooling is required to qualify a pararescueman.

THE NEW, lightweight blue shirt-trouser uniform, approved for year around wear, is expected to make its appearance on the scene this summer when the shirts become available in exchange stores and commercial outlets.

While a tie will be required with the new uniform off base, commanders will retain the authority to okay on-base wear of the combination without tie.

The shirt will initially be available only in the current uniform blue 1084 shade, but is expected to be converted to the new darker blue uniform shade approved last December, AF says.

Although the shirt won't be available through AF clothing stores in the near future, AF officials here said they may be included in store stocks later if they win the approval of commanders and AFmen in general.

change of permanent station.

The bill would let him collect the dislocation pay, and it would be retroactive to April 1, 1955, when the dislocation pay was first authorized.

5. Replace the present enlisted deposits program with a new savings plan for servicemen stationed overseas, including officers. The object is to save U.S. gold.

Servicemen could deposit up to

cause of "error, miscalculation, misinformation, or administrative determination" — unless there is fraud. But the number of years of service could be adjusted. The proposal is not retroactive.

8. Open up more service academy appointments to sons of career servicemen, including servicemen who are retired, or who died while on active duty, or who are 100 percent disabled.

Stripe Splurge Feared

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Tight Promotion Policy

(Continued from Page 1)

quotas or skill controls for October. Officially, Defense has not announced AF's end FY-1966 strengths, much less those for FY-1967. It is known, however, that Air Force has asked for another substantial increase in NCO strength over the next year and expects to get it. If it does, the '67 quotas should be only slightly smaller than the 264,000 total for FY-1966.

The question of more direct concern to airmen not promoted this month is what the prospects will be in their skills in the fall. This one depends not only on the strength and quota figures but on the manning outlook in the specific

skills AF will not know this until it knows (1) where the new strength is going in terms of the skills and 2) where commands have used their big June quotas.

The skill controls on the June cycle kept commands from promoting more than certain numbers of men in each field, but these were the maximum numbers permissible. Headquarters will not know until it gets July strength reports how far they used the hike power within each.

WHEN IT has a better reading on the strength vs. slots by grade, Headquarters will again set promotion limitation by career field ladder for October. Current plans are to use the same formula adopted during the past year, forbidding promotion of more than a fixed percentage of the airmen assigned in the next lower grade. This is the point over which AF can expect some command argument as quotas increase.

Until last fall, the limitations were less binding. In the better manned skills, commands could promote only a percentage of the assigned (5, 10, 15, 20 or 25 percent). In many, however, they were allowed "unlimited" promotion power. Quotas were too small to promote all of the assigned in all of the unlimited skills, but the field had much more leeway to promote heavily where it wanted to.

Likely with the larger quotas is pressure from commands for a return to the less stringent restrictions. USAF is not expected to give on this point for fear of the field's flooding some skill fields with enough stripes to put them seriously overstrength again. A splurge of promotions now would have to be met with even tighter limitations later.

Overshadowing the normal concern over surpluses, is the fact that much of AF's current strength is "temporary." How much and how fast the force would be cut if the Vietnam war ended abruptly is unknown, but high government officials have

said the trimming would be swift.

This puts the Air Force in the position of wanting to use the new strength to promote heavily while it can but being wary of going to the point where a major cutback like that following the Korean war would leave it in a bind. A particular worry are those skills in demand for the Viet war which could become surplus when it ends.

If AF is not apt to let down the bars on its skill controls this year, it is likely to focus on some new problems. One is that of airmen who carry two or more skills and have been competing for stripes in all of them. The promotion regulation makes men eligible for hikes in either primary or control skills. For the June quota, however, AF

Vietnam Co

SAIGON — During the week pilots destroyed or damaged more the Yen Bay storage complex, 80 Red River.

Flying in good weather, F-105s and F-4Cs flew 18 missions and were credited with destroying 72 warehouses, damaging 44 others and silencing about 25 anti-aircraft sites defending the target area.

A secondary explosion was reported and strike pilots reported the area was engulfed in flames. One downed F-105 pilot was rescued 20 minutes after he ejected by an HH-3C crew. During the rescue, MIG-17s attacked the rescue aircraft without damage. Later, an F-4C downed a MIG-17 with a Sidewinder.

Strike aircraft used 750-, 2000- and 3000-pound bombs and 20mm cannon fire. Two surface-to-air (SAM) missiles missed Air Force aircraft.

Elsewhere in the north, F-105s cut Route 15, north of the Mu Gi Pass, at three points. Also 4 barges were hit by F-105 north west of Dong Hoi in one day.

Strike aircraft in the north also reported cutting bridges, hitting

Munitions Men Demand Rises

(Continued from Page 1)

ics course and eased the critical shortage of weapons instructors. At the same time, ATC says the graduates are adapting more quickly to the specific missions of their new commands.

Evidence of the new importance of the munitions skills is that, while only a few have been on past proficiency pay lists, all are now listed as eligible for the variable reenlistment bonus.

Weapons demands of the Vietnam war have had impact on other skills, too. Last January, ATC's Sheppard AFB, Tex., updated its course in "transportation of dangerous cargo." Designed mainly for Military Airlift Command air and ground crews, it gives special training in weapons for pilots, loadmasters and terminal personnel. The three-week course covers loading, handling, transporting, marking, documenting and storing dangerous cargo.

Since January, Sheppard has given the special training to about 50 key officers, civilians and NCOs to meet the greatly expanded traffic in dangerous cargo to Tan San Nhut AB and elsewhere in Vietnam.

Vins Trophy Protection

— First place in the Air Force Fire Protection Vins Trophy was won by Maj. Gen. R. H. Curtin, director of the Air Force Fire Protection School at AFB, Miss. Maj. Gen. R. H. Curtin, director of the school, is scheduled to present the trophy to Lt. Gen. Sam Maddux.

essay contest, with prizes for the first three places. In addition to department tours, lectures, movies were planned. An award was to close the week with a fire evacuation of flight-line BC fire stations.

AFB, N.C.—Many activities were scheduled here for Fire on Week. They included inspections, talks, and a fire evacuation of flight-line.

For the youngsters over-30, the base fire department members scheduled safety talks, and a lack of Sparky home fire on kits to pass out.

FOLK COUNTY AFB, The base fire station, tops in ADC Fire Prevention competition, had a busy week during Fire Prevention.

man," the base crusader, gave base tours to talk with officers on safety measures. His tour, designed by A2C Carl Smith, included bright leotards.

station, with other fire departments, was also to participate in turning of 18 obsolete buildings. Montauk Radar Station, as a group training exercise, was to the week was the approval of Lt. Gen. Arthur C. Air Defense Command commander.

MINOT AFB, N.D.—A junior fire marshal program, parades, contests, demonstrations, inspections and drills were activities planned here.

ADC Safety Drive Pays Off

HQ. ADC, ENT AFB, Colo. — "Supervisory vigilance" was the term used by officials at Air Defense Command to explain the success of ADC's "101 critical days" safety campaign. The period May 30-September 4 showed one-third fewer fatalities throughout the command this year than last.

Although deaths from drownings increased from three to seven, private motor vehicle fatalities dropped from 35 to four.

According to Lt. Col. Robert F. Proctor, chief of the command ground safety division, the favorable trend resulted from aggressive action in two problem areas: education of the youngest age groups by various media, and increased installation and use of seat belts.

PLATTSBURGH AFB, N.Y.—Operation Edith is under way here. Edith (Exit Drill in the Home) is a program designed to alert families to the danger of fires at home. Each family will get a chance to rehearse escape routes and procedures, Col. E. D. Gunn Jr., base fire marshal, said.

For the Maroon Berets

NEW EMBLEM to be worn on their maroon berets is exclusively for pararescue men of the Aerospace Rescue and Recovery Service. The emblems will be available soon in BXs and can be obtained through regular AF supply channels in about a year. Capt. Peter A. Rundquist, Hq. ARRS, Orlando AFB, Fla., designed the emblem.



BUNKER HILL AFB, Ind.—For almost 33 months—from Dec. 25, 1964, to Sept. 19, 1967—Bunker Hill's 1915th Communications Sq. has had no reportable accident.

A cake honoring the occasion was served, bearing the inscription: "AFCS, 1000 Accident-Free Days." Col. Frank L. Voightmann, 305th Bomb Wg. commander, did the honors at the cake-cutting.

VANDENBERG AFB, Calif.—In the past 11 months, the 147 vehicles of the Civil Engineering Sq. have traveled 1,633,500 miles without an accident.

PEASE AFB, N.H.—A dual control safety training automobile, recently provided by Edson S. Laraway, of Portsmouth, N.H., will benefit the base's driver safety training program. The week-long

course is mandatory for all airmen under 26.

McGUIRE AFB, N.J.—Col. Gilbert G. Smith Jr., 438th Military Airlift Wg. commander, has upped the ante to \$20 for anyone finding him in his staff car or private vehicle with seat belt unfastened. "McGuide people may stop either car at any time, safety permitting," he said.

TOPSHAM AFS, Maine—Each week, a \$10 check is awarded to the first car stopped at this base with all passengers using seat belts.

HICKAM AFB, Hawaii—A patch signifying 5000 safe flying hours has been presented to MSgt Alfred L. Boyd, 10th Aeromedical Evacuation Gp.

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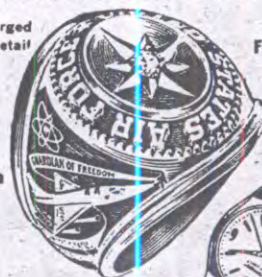
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