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29

MISSION NARRATIVE, 15 March 66

2-3-23

Jolly Greens 55 and 51 were scrambled from Nakhom Phanom at 0705, takeoff was at 0710 local. The coordinates of the downed pilots were given as 16° 32' North 106° 20' East. When Jolly Green 55 became airborne, Crown 57 was contacted and a briefing on the situation was given to the Jolly Greens. An aircraft had gone down the evening of the 14th and an electronic search since early morning of the 15th had produced beeper signals from the area of the downed aircraft. Jolly Green 55 advised Crown 57 that since the possibility of a trap existed it would be necessary to have voice contact or positive identification on the pilots before Jolly Greens would be committed. This information was passed to Compress by Crown 57.

Jolly Green 55 and 51 continued out the 130° radial of Channel 89, skirting known flak position enroute to the area of the downed aircraft. The weather enroute was scattered clouds with visibility approximately 2 miles in haze. As the Jolly Greens approached the area, Crown 57 had established voice contact with one pilot on the ground, and the pilots authentication was correct. Smoke flares were ignited by the survivors on the ground and there positions pinpointed by the Sandy aircraft. They were separated approximately 200 yards and were unaware of each others position, because one had voice contact.

Due to the bad visibility the Sandys were requested by the Jolly Greens to send one flight of Sandys to 8,000 feet above the scene to aid the Jolly Greens in finding the location. Jolly Green 55 and 51 made visual contact with the Sandies at 0825, a descent was started over the downed pilots position. One pilot set off another smoke flare at this time making his position readily known. The descent was continued and during the first fly by the pilot on the ground was contacted by voice and asked to let the Jolly Green know if there was any ground fire as Jolly Green flew over him. A high speed pass was made because of the close proximity of villages to the downed pilot. The tip tanks were dropped when the fuel load was at the proper load. Jolly Green 51 was advised of Jolly Green 55's fuel load as Jolly Green 55 came to a hover over the downed pilot who had voice contact with the Jolly Greens. The tree penetrator was lowered with the seats out, because the pilot had reported that he was injured and unable to use his hands very effectively. As the penetrator hit the ground the seats folded up. The pilot attempted to pull them out again, but he was unable to do so because of injuries. The penetrator was brought up and the pararescueman (A1C Kraft) was lowered to assist the injured pilot. Airman Kraft and the injured pilot were brought up on the penetrator at the same time. Meanwhile the other pilot had seen the helicopter come to a hover presumably to pick up his buddy and he hiked over to our position and was waiting to be picked up also. The penetrator was again lowered and the second pilot was

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brought on board. The pick up was completed at 0841, at 1000' terrain elevation, requiring approximately a five (5) minute hover. While in the hover one village could be seen with clarity some 150 yards at our 1 o'clock position. No ground fire was heard nor was any villagers seen. A climb back to 9000 feet was accomplished and the return trip was uneventful.

The survivors were: Major Eddie Paige Jr.
WO D.D. Redmond, USMC

Low Bird

RCC Captain Jerry W. Jennings
RCCP Captain William R. Uhl
HM SSgt Michael R. Holloway
PJ ALC Dennis J. Kraft

Jerry W. Jennings
JERRY W. JENNINGS
Captain, USAF
RCC Jolly Green 55

High Bird

RCC Major Ealum L. Stearman
RCCP 1st Lt Lawrence C. Rice
HM TSgt Spence C. Heywood
PJ A2C Robert Williamson

2

CLASSIFICATION CANCELLED
Or Changed to *Unclass*
By Authority of *GPJ*
By *[Signature]* (Date) *12 June 73*

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Hq ARRS SC No. 662661

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~~CONFIDENTIAL~~ 620

29

Det 5, 38th Aerospace Rescue and Recovery Sq
APO US Forces 96237

31 Mar 66

9/23

SUBJECT: Mission Recommendations

TO: Commander
38th Aerospace Rescue and Recovery Sq
APO US Forces 96307

9/24

In the attached mission narrative of 15 Mar 66, the second pilot had been lost and was pointed. In electing to leave his position he could have been lost for contact and as he had no radio, relocating him would have been time consuming at least. The man could have been fired upon by the helicopter crew or he could have run into hostile action in coming to the helicopter. I recommend that the 3rd ARRGp publish a pamphlet each month that is sent to all fighting units in SEA and that it include all helpful unclassified information (or we could classify the paper and maybe should). The use of the 150 foot of nylon cord by the F-105 pilot to lower himself down the cliff on our latest pickup is another worthy idea.

0722

Payton R. Haynes
PAYTON R. HAYNES
Major, USAF
Commander

1 Atch
Mission Narrative, 15 Mar 66

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12 MAY 71

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By Authority of *GDJ*
By *[Signature]* (Date) *122m, 73*

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5800.10

ARODC # *662463*
Hq ARRS SC. No. *662661*

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66-AP-0529
~~66-AP-0529~~

WORLDWIDE AIR FORCE NEWS IN BRIEF

AIC Dennis Craft almost jumps right out of his skin when someone taps him on the shoulder.

Craft, pararescue medic aboard an HH-3C helicopter of the 38th Aerospace Rescue and Recovery Squadron in Vietnam, had descended by cable into the jungle in enemy territory to rescue two downed F-4B crewmen. WO D. D. Redmonds, injured when he and Maj. Eddie C. Paige ejected from their *Phantom*, was being strapped into the helicopter's hoist chair by Craft after spending the night in the jungle.

While he was strapping Mr. Redmonds in, Craft felt someone tap him on the shoulder. Not knowing that Major Paige was in the area too, the rescuer got quite a shock. Both fliers were evacuated safely by the HH-3C crewmen and the story had a happy ending.

Just don't tap Airman Craft on the shoulder, that's all!

A class of Air Training Command student pilots fill Arizona skies in their T-38 *Talons*, which have marked five years of use in supersonic pilot training. More than 3,700 fliers have trained in the 800-mile-per-hour *Talon*, which, during the past five years, has compiled the most outstanding safety record of any supersonic aircraft in the Air Force.

On Top & On Tap

- The aeromedical evacuation system in the Pacific is expanding from one aeromed evac squadron to an aeromed evac group and three squadrons.

- An Air Training Command plan would move Air Force's Chaplains School from Lackland AFB, Tex., to Maxwell AFB, Ala.

- A team of Air Force Medical Services officers at Lackland's Wilford Hall USAF Hospital has developed a new dental appliance that increases the effectiveness of radium therapy for oral cancer.

- The Air National Guard is airlifting some 10 percent of patients being moved through Air Force's aeromedical evacuation system.

- The late Gen. H. H. (Hap) Arnold, World War II leader of the Army Air Forces, will be the subject of a biography now being written. Publication by Random House is expected "sometime in 1967."

- Maj. Gen. Robert P. Taylor, Chief of USAF Chaplains, retires on September 1. His replacement will be Brig. Gen. Edwin R. Chess, who has been nominated by the President for promotion to two-star rank.

- Vietnam-bound officers and airmen curious about housing conditions there will find the answers in a special four-page report scheduled for the October issue of *THE AIRMAN*.

Our congratulations to TSgt. Loren Leonberger, editor, and his staff on the Bolling AFB *Beam*, base newspaper. The *Beam* topped all other Air Force base newspapers in the 1965 American Heritage Contest, judged by *Newsweek* Magazine editorial staffers. Earlier this year the *Beam* was cited by the Air Force for its "exceptional journalistic contribution to the US Air Force information program and the Air Force mission."

Vests designed for stock car drivers are being coupled with ice chests as a possible means of keeping aircrews cool in tropical heat and humidity. Test results of the device are under study by the Aerospace Medical Research Laboratories. Twenty-five pounds of ice will keep one man cool for four hours.

Air Training Command prevented what could easily have been a serious morale problem for over 3,000 recruits at Amarillo AFB, Tex.

When a limited outbreak of meningitis occurred at Lackland AFB in February, AIC sent the recruits to Amarillo for training. To meet the payroll requirements, an additional computer was leased and airlifted to Amarillo.

Because it acted quickly, AIC

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DET 2-3-23-14 Mar 1966

(U) USMC F-4B on tactical mission in Laos was reported to have crashed into a mountain with no possibility of survivors. Normal electronic search of the area next morning by HC-130 indicated possible survivors. HH-3C were dispatched and recovered the two crew members. The recovered pilots said they were not worried because they knew Rescue would be around with helicopters at the first light.

DET 2-3-24-15 Mar

(C) USAF O1 and USA Mohawk on tactical mission in Laos were reported downed by ground fire. Fighter aircraft in the area during recovery attempts were hit and ground fire was reported as intense. HH-3C went into the area and hovered over the wreckage to confirm that there was no pilot in the wreckage. Mission was suspended.

DET 2-3-25-16 Mar

(C) USAF F-105 on mission in Northern Laos was forced down by ground fire. No chute was observed prior to impact. SAR aircraft making low visual and high electronic search established negative contact with the pilot. Mission was suspended.

DET 2-3-26-18 Mar

(C) USMC EF-10B with a crew of two was reported missing. Mission was suspended due to no leads. No distress indications were received from the pilot who was flying in close proximity to numerous other aircraft. All indications lead to the aircraft being downed by enemy fire.

DET 2-3-29-23 Mar

(C) USAF F-100 aircraft went in with no chutes observed while on a strike mission in North Vietnam. Rescue forces were recalled shortly after being launched.

DET 2-3-30-23 Mar

(U) USAF F-105 declared an emergency while returning to his home base. He was forced to eject over Laos and HH-3C were diverted from another mission to make a successful recovery of the F-105 pilot.

DET 2-3-31-23 Mar

(U) USAF F-105 pilot ejected and landed on a steep rough ridge about 300 feet from the top. Attempts to recover the man before dark were unsuccessful. He was advised to try and reach the top of the ridge and helicopter would arrive at first light and attempt another pick-up. HH-3C in at first light recovered the pilot utilizing a hoist.

DET 6-38-6-9 Jan

(U) USAF F-100 burst into flames and the pilot ejected. Army helicopters in the area followed the chute down and were attempting pick-up when ARRS HH-43 arrived. The pilot landed in the trees but the Army helicopter could not make pick-up due to the lack of hoist capabilities. The pilot then moved to the bank. The pilot jumped or fell into the water and helicopter crew members tried to pull him aboard. When his belt broke he fell into the water and seemed to be sinking. Army crewmen jumped into the water and attempted

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SO G-512, 7AF, 28 Jun 66, Capt Jerry W. Jennings, Det 5, 38 ARRSq, DFC
(1st OLC) for extraordinary achievement while participating in aerial flight on
22 Feb 66.

SO G-512, 7AF, 28 Jun 66, Capt William R. Uhl, Det 5, 38 ARRSq, DFC
(1st OLC) for extraordinary achievement while participating in aerial flight on
22 Feb 66.

SO G-512, 7AF, 28 Jun 66, MSgt William G. Daniels, Det 5, 38 ARRSq,
DFC (1st OLC) for extraordinary achievement while participating in aerial flight
on 22 Feb 66.

SO G-512, 7AF, 28 Jun 66, SSgt Michael R. Holloway Det 5, 38 ARRSq,
DFC (1st OLC) for extraordinary achievement while participating in aerial flight
on 22 Feb 66.

SO G-512, 7AF, 28 Jun 66, Maj Frank A. Schmidt Det 5, 38 ARRSq, DFC
for extraordinary achievement while participating in aerial flight on 2 Mar 66.

SO G-512, 7AF, 28 Jun 66, Capt Francis E. Hendrickson, Det 7, 38 ARRSq,
DFC for extraordinary achievement while participating in aerial flight on 7 Mar 66.

SO G-512, 7AF, 28 Jun 66, Capt Jerry W. Jennings, Det 5, 38 ARRSq, DFC
(2d OLC) for extraordinary achievement while participating in aerial flight on
15 Mar 66.

SO G-512, 7AF, 28 Jun 66, Capt William R. Uhl, Det 5, 38 ARRSq, DFC
(2d OLC) for extraordinary achievement while participating in aerial flight on
15 Mar 66.

SO G-512, 7AF, 28 Jun 66, 1st Lt Thomas E. Kenny, Det 7, 38 ARRSq, DFC
for extraordinary achievement while participating in aerial flight on 7 Mar 66.

SO G-512, 7AF, 28 Jun 66, 1st Lt Robert W. Letton, Det 5, 38 ARRSq,
DFC for extraordinary achievement while participating in aerial flight on 2 Mar 66.

SO G-512, 7AF, 28 Jun 66, SSgt Leo M. Chapman, Det 5, 38 ARRSq, DFC
for extraordinary achievement while participating in aerial flight on 2 Mar 66.

SO G-512, 7AF, 28 Jun 66, SSgt Arron D. Forrior, Det 5, 38 ARRSq, DFC
for extraordinary achievement while participating in aerial flight on 7 Mar 66.

SO G-512, 7AF, 28 Jun 66, SSgt Michael R. Holloway, Det 5, 38 ARRSq,
DFC (2d OLC) for extraordinary achievement while participating in aerial flight 15 Mar 66

SO G-512, 7AF, 28 Jun 66, SSgt Harold R. Schrader, Det 5, 38 ARRSq, DFC
(1st OLC) for extraordinary achievement while participating in aerial flight on 7 Mar 66

SO G-512, 7AF, 28 Jun 66, ALC Dennis J. Kraft, Det 5, 38 ARRSq, DFC for
extraordinary achievement while participating in aerial flight on 15 Mar 66.

SO G-512, 7AF, 28 Jun 66, ALC Laverne W. Kellerman Jr, Det 5, 38 ARRSq, DFC
(1st OLC) for extraordinary achievement while participating in aerial flight on 2 Mar 66

SO 516, 7AF, 29 Jun 66, ALC Edgar W. Forrester Jr, Det 7, 38 ARRSq, Air Meda
(1st OLC) for meritorious achievement while participating in aerial flight on 10 Jan 66.

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15 Mar 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 cabin floor. They relax a little (bottom) on way home.



AF Museum Photo

15Mar66.jpg

into the water or tie down on a hoist cable to aid an injured man.

On a recent mission, A1C Dennis J. Craft of Yakima, Wash., a pararescue-med'c from the 38th Aerospace Rescue and Recovery Squadron, descended into a thick jungle to pick up two airmen.

The pilot, Maj. Eddie C. Paige, and radar observer, Warrant Officer D. D. Redmonds, ejected from their F-4B Phantom after it was hit by north Vietnamese gunners, south of Vinh. They were on a night mission and parachuted into the jungle without being seen by other pilots in their flight.

Separated after ejection, Paige and Redmond spent the night in the jungle. Some time during the night, the two airmen got together and waited for help to come.

Shortly after dawn, an Air Force search pilot heard a radio signal from the downed airmen and guided an HH-3C "Jolly Green Giant" helicopter to the area.

Spotting a smoke flare, the rescue crew hovered over the trees until they saw the radar observer, Redmond, who had been injured when he ejected. Pararescue-med'c Craft then went down on the hoist cable to help Redmond.

While strapping Redmond into the chairlift, Craft felt someone tap him on the shoulder. "I almost jumped out of my skin," Craft confessed later. "I didn't know the pilot was right there with us."

The two airmen were quickly hoisted into the helicopter. With an Air Force A-1E escort, they returned to safety with the rescue men dedicated to a simple motto — "That Others May Live."

Other members of the rescue crew were: Capt. Jerry W. Jennings of El Paso, Tex., and William R. Uhl of Ft. McCoy, Fla., and SSgt. Michael R. Holloway of San Francisco, Calif.



Relaxing . . . Air Force pararescue-med'c A1C Dennis J. Craft of Yakima, Wash., watches over Warrant Officer D.D. Redmond, an F-4B Phantom pilot, as the pilot sprawls on the floor of the Air Force HH-3C rescue helicopter. Craft descended into the jungle on a hoist cable to rescue Redmond and his aircraft commander who were shot down by North Vietnamese gunners (USAF Photo)



Rescued Pilots . . . Two tired F-4B Phantom pilots ride the chopper to safety. A1C Dennis J. Craft (at left), a pararescue-med'c, descended into the enemy-held jungle to help the pilots onto the rescue hoist, which lifted them to the HH-3C helicopter. (USAF Photo)

QUIZ

(AFPS Feature)

1. How many one-hit games did Bob Feller pitch during his major league career?
2. Who was the National League "Rookie of the Year" in 1964?
3. Who holds the lifetime free throw percentage mark for the National Basketball Association?
4. In what tourney did Jack Nicklaus make his professional golf debut?
5. How many years did baseball great Connie Mack manage the Philadelphia Athletics before retiring, Oct. 13, 1950?

ANSWERS

1. Twelve.
2. Third-baseman Richie Allen of the Philadelphia Phillies.
3. Bill Sharman, former all-pro guard with the Boston Celtics, with a record of .883.
4. In the 1962 Los Angeles Open.
5. For fifty-years.



Flight To Safety . . . Escorted by two Air Force A-1E Skyraiders, an Air Force HH-3C rescue helicopter takes two F-4B pilots to safety. The pilots, Maj. Eddie C. Paige and Warrant Officer D.D. Redmond, were picked up in enemy territory after being shot down by North Vietnamese gunners recently. (USAF Photo)

Dramatic Rescue

Aircrews Risk Lives To Save Others

SAIGON — Risking their lives to save U.S. pilots downed in enemy territory, Air Force crews from the 3rd Aerospace Rescue and Recovery Group give real meaning to the Air Force rescue motto — "That Others May Live."

Usually under enemy fire, Air Force rescue crews in helicopters or HU-16 amphibians hover low over enemy territory or land to pick up downed pilots. In just a little over a year the rescue crews have recovered more than 200 aircrew members downed in north or south Vietnam.

One of the key men in a rescue crew is the pararescue medic. Trained in parachuting, skin-diving and emergency first aid, he is prepared to do whatever is necessary to make a rescue. Often, the para-rescueman must jump into the water or ride down on a hoist cable to aid an injured man.

On a recent mission, A1C Dennis J. Craft of Yakima, Wash., a pararescue medic from the 38th Aerospace Rescue and Recovery Squadron, descended into a thick jungle to pick up two airmen.

The pilot, Maj. Eddie C. Paige, and radar observer, Warrant Officer D. D. Redmonds, ejected from their F-4B Phantom after it was hit by north Vietnamese gunners, south of Vinh. They were on a night mission and parachuted into the jungle without being seen by other pilots in their flight.

Separated after ejection, Paige and Redmond spent the night in the jungle. Some time during the night, the two airmen got together and waited for help to come.





15 Mar 1966

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AF Museum Photo

15Mar66.jpg

Pararescue Medic Saves Two Airmen

Special to The Times

SAlGON, April 2.—Among the more than 120,000 Americans in South Viet-Nam, Air Force Major Frank W. McCusker, 35, of Atlanta, is territory. Air Force crews in helicopters hover low over enemy territory.

More than 200 aircrew members have been rescued.

One of the key men in a rescue team is the pararescue medic. Trained in parachuting, skin-diving and emergency first aid, he is prepared to do whatever is necessary to make a rescue. Often the pararescueman must jump into the water or ride down on a hoist cable to aid an injured man.

ON A recent mission, Airman 1st Class Dennis J. Craft of Yakima, Wash., a pararescue medic from the 33d Aerospace Rescue and Recovery Squadron, descended into a thick jungle to pick up two airmen.

The pilot, Maj. Eddie C. Paige, and his radar observer, Warrant Officer D. D. Redmond, bailed from their F-4B Phantom after it was hit by North Viet-Namese fire south of Vinh. They were on a night mission and parachuted into the jungle without being seen by other pilots in their flight.

Separated after ejection, Paige and Redmond spent the night in the jungle. Some time during the night, the two airmen got together and waited for help to come.

Shortly after dawn, an Air Force search pilot heard a radio signal from the distressed aircrew and picked up HH-60 "Holly Green" helicopter in the air

round, who had been injured when he ejected. Craft then went down on the hoist cable to help Redmond.

While strapping Redmond into the chairlift, Craft felt someone tap him on the shoulder. "I almost jumped out of my skin," Craft confessed later. "I didn't know the pilot was right there with us."

The two airmen were quickly hoisted into the helicopter. With an Air Force A-1E escort, they returned to safety with the rescue men dedicated to a simple motto — "That Others May Live."

Other members of the rescue crew were: Capt. Jerry W. Jennings of El Paso, Tex., and William R. Uhl of Ft. McCoy, Fla., and S. Sgt. Michael R. Holloway of San Francisco, Calif.

CLASS DENNIS J. CRAFT