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FROM: Detachment 9, 38th Aerospace Rescue and Recovery Squadron
APO US Forces - 96295

REPLY TO ATTEN OF: 38-9 (Captain Cardwell/4184)

SUBJECT: Mission Narrative - Army Casualty Evacuation 4 Apr 66

TO: 38th ARRSq (OPS)

1. Reference paragraph 134.5.1.2 and paragraph 134.5.1.3, ARRSM 55-1. The following is submitted as a narrative description of the rescue mission on the night of 4 April 1966 involving 5 saves.

2. 1923L - JSARC notified Detachment 9 that 5 U. S. Army men were critically wounded and in need of immediate air evacuation from a position plotted as YA812038. Secondary crewmembers were alerted immediately and both aircraft were fully fueled in the main tanks and configured for an ACR. At 1940 Pedro 42 (RCC Captain Richard L. Cardwell, CP Captain Frederick M. Bergold, HM SSgt Bertrum Brundridge, RS A2C Roy E. Kelsey) departed Pleiku AB. Approximately 5 minutes later the secondary crew (RCC Lawrence F. Marcum, CP 1stLt Gordon O. Tooley, HM TSgt James E. Johnson, RS SSgt George E. Schipper) was airborne.

3. Enroute weather was reportedly deteriorating to a low overcast, VIZ $1\frac{1}{2}$ miles with thunderstorms in the II Corps area. Winds forecast 099° 20 G35. In reality the winds were much calmer but a thick haze layer made transition to instruments necessary. Thunderstorms were prevalent approximately 10 miles south of our route.

4. After flying on a heading of 223° for approximately 20 minutes I was contacted on UHF by Ragged-Scooper 91 (Army Ground Control at Duc Co) and asked to divert to Duc Co so that I could be vectored from their position to a remote camp where a doctor was to be picked up. By the use of UHF-DP and flares Duc Co and the camp were located and both Pedro 42 and 56 landed. Pedro 42 on-loaded the doctor, a radio man, and 5 "Jerry-cans" of water. Pedro 56 picked up 5 water cans. After becoming airborne I was contacted by Ragged-Scooper 93 at the pickup site and vectored to his position. A power differential check revealed that maximum power would be required to land but that it could be accomplished. The landing area was reported as being 40' x 60' and surrounded by a 100' canopy of trees. I had alerted the para-rescue technician that if that size was accurate he would be required to go down the hoist and either clear the LZ further or load the injured parties by hoist. During the approach

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2 SAVES PEDRO 42
3 SAVES PEDRO 56

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both Captain Bergold and myself agreed that a landing could be accomplished. At about 50' from touching down it was noted that torque pressure was above red line and I instructed the crewmembers to throw the water cans overboard. When off-loaded torque pressure was reduced to 37.5PSI and a landing made. Elephant grass surrounding the LZ was cut-down by the blades but no damage resulted. Crew coordination was outstanding during this critical period. Using the litters aboard the aircraft the para-rescue technician and crew chief picked up the two most critically injured and loaded them aboard. Ground time was approximately 20 minutes as the doctor administered injections and I.V. inside the helicopter. One evacuee experienced heart seizure but was revived and responded well during first aid treatment. Once cleared for take-off by the doctor I turned the helicopter around and made a max power take-off over the lowest obstacles in sight. Pedro 56 made a similar approach to the site after orbiting the area until cleared. Being lower on gross weight he did not have to jettison cargo but did strike the elephant grass with his rotors. No damage resulted. The secondary crewmembers assisted in loading the three remaining evacuees aboard and a max power take-off accomplished. Both Pedro aircraft were instructed to fly to Duc Co where an Army hospital crew would off-load the patients. Using UHF-DF again the return to Duc Co was accomplished in 15 minutes time. Just prior to landing at Duc Co my master caution light showed transmission oil low. After off-loading the patients oil was added and the light could not be duplicated. Once more under instrument conditions both Pedro aircraft returned to Pleiku.

Amazing
as usual

5. Rescort/Rescap was flown by Pleiku based A-1H's and was considered outstanding. During the entire mission they kept me advised of their location in relation to the Papa-Kilo Beacon at Holloway Field. This advisory made navigation to the various points much easier. The on-the-scene coordinator was invaluable in providing UHF-DF and flare assistance. Some difficulty was experienced in keeping the army men away from the rotor blades. Ragged-Scooper was asked to tell his men to enter from the front only but upon landing at both isolated sites at least a dozen men approached the helicopter on all sides before the crewmembers in the rear could wave them off. The dust and debris in the LZ's made it impractical to remain hovering during the stops.

6. Radio discipline presented no problems during the mission.

Richard L. Cardwell

RICHARD L. CARDWELL, Captain, USAF
RCC Pedro 42

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Rescue Unit Helps Save Seven Lives In Seven Days

PLEIKU — Detachment 9 of the 38th Aerospace Rescue and Recovery Squadron, located at the Pleiku AB, recently saved seven lives in seven days.

The first emergency took place when the detachment was notified at 5:50 a.m. that a C-130 had crashed on a landing approach one mile east of the Pleiku runway.

The alert crew was airborne in five minutes and proceeded to the crash scene. Because of early morning ground fog, the wreckage could not be seen until their H-43 helicopter was within 200 yards.

The rescue commander, Capt. Lawrence F. Marcum, landed as near the flaming cockpit as possible. Co-pilot 1st Lt. Gordon O. Tooley, fire-fighter A1C Lester Long and pararescue man A2C Roy E. Kelsey started toward the aircraft, finding two survivors groping their way out of the wreckage.

The survivors were taken to the helicopter while others continued to search for survivors, aided by a second rescue helicopter crew of Capt. Dale R. Tyree, 1st Lt. David Stevenson, SSgt. James Johnson and A2C Allen Stanek. Exploding detonator caps in the vicinity did not deter them from the search.

No other survivors were located, and Captain Marcum and crew returned the two injured persons to the Pleiku AB dispensary. They received emergency treatment there and were then air evacuated to a hospital. Both have since recovered.

The second mission took place six days later just after sundown, when an emergency call to Detachment 9 informed its members that five American soldiers were suffering from heat prostration and needed immediate evacuation from the Chu Pong mountain area. One in fact was so near death that he was receiving artificial respiration.

These soldiers had been clearing a landing strip in enemy territory and their water supply had run out. The clearing was not yet large enough for

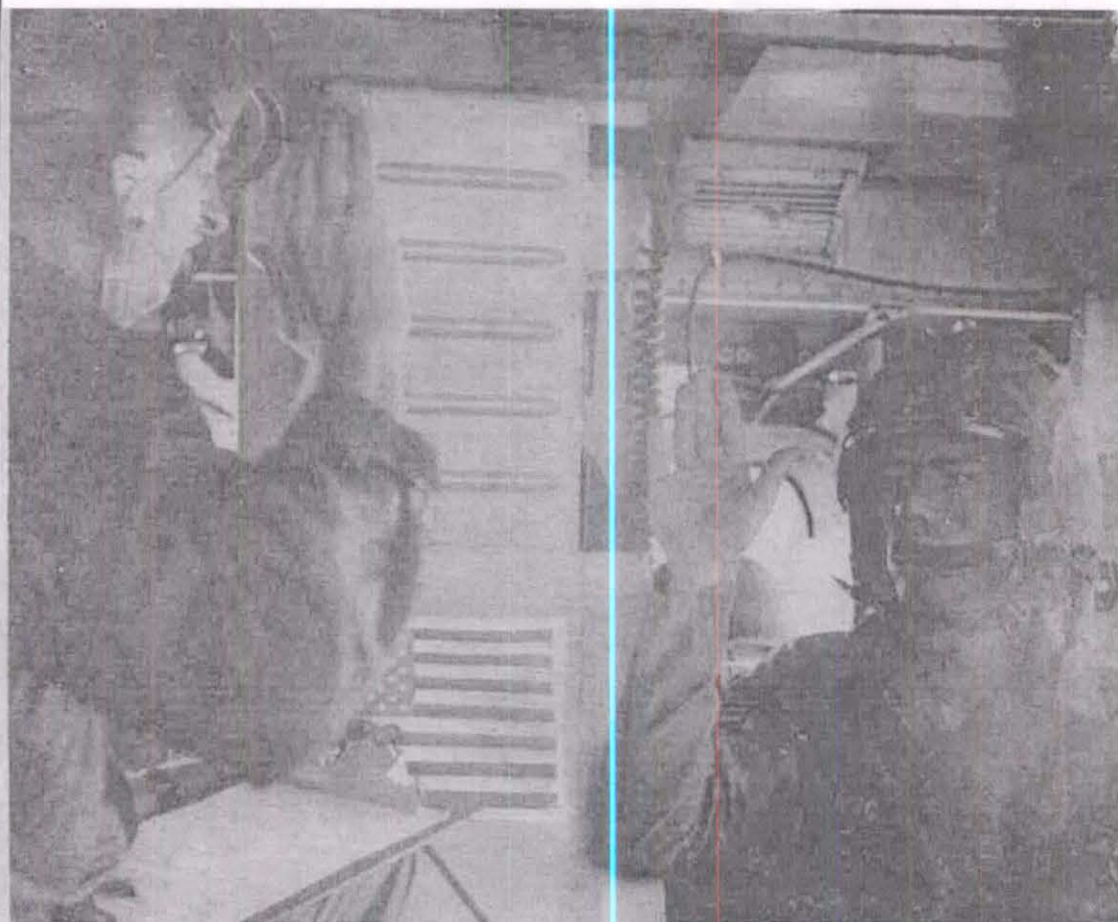
Army helicopters to land on it, so the Air Force was given the call for help.

The alert crews, Capt. Richard L. Cardwell, Capt. Fredrik M. Bergold; mechanic, A2C Bertrum E. Brundridge, and Airman Kelsey; and Captain Marcum, Lieutenant Tooley; mechanic, SSgt. James Johnson, and pararescue man SSgt. George Schipper, departed Pleiku after a quick mission planning and briefing.

They evaded trees surrounding the cleared area that reached as high as 150 feet, with Captain Cardwell landing first with the doctor. After 20 minutes of first aid treatment for the soldiers, Captain Cardwell took off with two of the sick men and then Captain Marcum eased his helicopter into the confined area and picked up the three remaining.

30 MAR 66

4 APR 66



A1C LESTER E. LONG, 832nd Civil Engineering Squadron, is reenlisted by Capt. Dale R. Tyree, Detachment 8, 38th Aerospace Rescue and Recovery Squadron commander, while on a training flight over Vietnam. Airman Long is currently TDY to Pleiku Air Base, Vietnam, where he is assigned to the detachment as an airborne fire-fighter. (Air Force Photo)

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2-3-41

MISSION NARRATIVE 17 APR 66

43122
cub/18

At 0210Z Jolly Green 52 (Low Bird) and Jolly Green 56 (High Bird) were scrambled out of NKP to the crash site of Champion 463. The coordinates were 1759N 10548E. We took off within five minutes of notification and proceeded toward the scene. The weather along our route was about 7000' overcast near NKP and was deteriorating to heavy rain and very limited visibility as we neared the crash site. About 20 miles short of the target Crown 61 advised all forces to move out of the area due to poor weather conditions and we were to orbit in our present position, 060° radial 47NM from NKP. Shortly thereafter all forces were recalled to NKP to refuel and continue rescue efforts when the weather improved. We returned to NKP, refueled and were scrambled again for the same mission at 0409Z. The weather had cleared by this time and we proceeded to the rescue area. Sandy 41 and 42 arrived prior to the Jolly Greens and started an immediate electronic search for the downed pilot. Intermittent beeper signals were heard and a pen gun flare was seen. The pilots location was above a village on the side of a rather steep slope. This village was about three miles directly up a small valley from the Mugia Pass Highway where he had been hit. As the Jolly Greens entered the area, ground advised us to keep west of the search area since heavy flak had been encountered. Jolly Green 52 went down to where the Sandies were and Jolly Green 56 set up a high orbit to act as cover helicopter. During the time Jolly Green 52 was down looking for the pilot, Jolly Green 56 was notified that he was drawing flak and he should change his orbit point, which he did. The task of pinpointing the pilot took about 15 minutes because we had no voice contact and his beeper was very weak. Several passes were made along the ridge above the village and finally a flare was sighted. A hover over the source of the flare was made, but we still had no vision on the pilot. The forest penetrator was lowered thru the trees and we waited to see if he would come to it. Shortly thereafter, he found the seat and the recovery was made. During the recovery portion of the rescue, battle damage was sustained by the helicopter. It may have come from the village. After the recovery, a safe exit route was given to Jolly Green 52 and Jolly Green 56, and we set course for NKP, Jolly Green 56 was diverted to another crash scene. No further ground fire or flak was encountered while in route to NKP and landed was made at 0550Z.

LOW BIRD

RCC, Capt Cowell
RCCP, Capt Henry
HM, SSGT Watson
PJ, A2C Kellerman

Classified & Signed May
WILLIAM E. COWELL
Captain, USAF
Rescue Crew Commander

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ARCCO- ODC

HIGH BIRD

Capt Weekley, RCC
1/Lt Sans, RCCP
SSgt Barnes, HM
A2C Halvorson

STAFF	AGENCY	ACT	INTD
ARCCO			
ARHDC			✓
ARHDC			
ARHDC			
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ARHDC			✓
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Plus all flid ltr
& Spdms.

RGRC 0043

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DOWNGRADED
153-205-2

12 MAY 1970

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

ARODC # 661585

Hq ARRS SC No. 661694

665-00166

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2-3-40

MISSION NARRATIVE 17 APRIL 1966

R- # 43122

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Jolly Green 51 and 53 were fraged to NKP to backup the Jolly Green's who were orbiting while an electronic search was being conducted for two pilots shot down on 16 April 1966. Take-off from Udorn was at 0620L, inroute weather was approximately 2,000 feet overcast with rain showers. Landing at NKP was at 0725, where all excess equipment was off loaded to insure minimum aircraft weight in the event of a pickup. Take-off from NKP was at 0730 and immediate radio contact was established with Invert and Jolly 52 and 56. The orbit position was given as 090° radial at 80 miles from channel 89. When Jolly Green 51 and 53 were approximately 30 miles east of channel 89, Jolly Green 52 and 56 bingoed and returned to NKP. As Jolly Green 51 and 53 neared the orbit position, at approximately 0835, a mayday was heard from yellowbird. His position was given as 17° 25'N 106° 19'E, which was a short distance from our orbit position. Crown 61 called Jolly Green 51 and diverted us to make a pick-up of the Yellowbird pilots. Contact was made with Cowboy(C-123 who was with Yellowbird when he was shot down) and DF steers were used to get into the immediate area of the scene. Visual contact was made with Cowboy, and the Sandy aircraft in the area were ask to mark the approximate position with smoke. Once the smoke was seen, the approximately position of one pilot was pinpointed. A pass was made over him and radio contact established. The tip tanks were dropped and the aircraft brought to a hover over the pilot. He was located on the side of a steep cliff. This required a precise hover for the pick-up. Captain Uhl was at the controls as the hover was established and held a good position as the pilot was hoisted up. An immediate take-off was made and the second pilot was located. Again Captain Uhl came to a hover over the pilot without difficulty and the pick-up was made. The terrain elevation was 2,000 feet and power required to hover was 90 to 95% torque. Pick-up time was 0900L. A circling climbout was made to 10,000 feet. We were notified by Crown 61 to go to another pick-up scene located 310° 48 mile from the first scene, however the weather had deteriorated to the point where it was impossible to get to the scene and return to NKP with the fuel load remaining on Jolly Green. Crown 61 advised Jolly Green 51 to RTB and Jolly Green 53 to proceed to the second pick-up scene. Jolly Green 51 requested confirmation that Compress was aware that the Jolly Greens were to split up. Crown's answer was affirmative, so Jolly Green 51 returned to NKP and Jolly Green 53 started for the second scene. The weather was deteriorating rapidly and it became apparent that Jolly Green 53 would be unable to get to the second scene. Crown advised Jolly Green 53 to RTB to NKP also. Due to the weather it was necessary for Jolly Green 51 and 53 to proceed to the 150° radial at 65 miles off channel 89 before a turn inbound could be made,

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DOD DIR 5200:10

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By RLT (Date) 122m75

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661692

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66S-00162

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Jolly Green 51 landed at NKP at 1055L and Jolly Green 53 landed shortly afterwards.

Rescued pilots: Capt Hornoge and Capt Hoarcek

Low Bird(Jolly Green 51)

RCC, Capt Jennings
RCCP, Capt Uhl
HM, SSgt Holloway
PJ, ALC Kraft

High Bird(Jolly Green 53)

RCC, Capt Matthews
RCCP, 1/Lt Rice
HM, SSgt Loughry
PJ, ALC Hunt

Jerry W. Jennings
JERRY W. JENNINGS
Captain, USAF
Rescue Crew Commander

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101A1 AFR-205-2

113 MAY 57

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cub/18

2-3-44
MISSION NARRATIVE 20 APRIL 1966

Following scramble notification by TACC, both Jolly Greens 51 and 53, along with four sandy aircraft, became airborne at 0834L. We proceeded to the downed pilot's position. The first position given was 060/68 channel 89. In order to avoid known gun positions we tracked outbound on the 050°, channel 89. Upon arrival over the general area, we were advised of heavy ground fire in the area. Rescap aircraft also advised of ground fire in the general vicinity of the downed pilot. Verified position of the downed pilot was 068°/70 channel 89. This is located in the area of the infamous Mugia Pass in North Vietnam. Coordinates were 17 45N, 105 43E. This particular area is known to possess many automatic weapons of various caliber. Sandy advised of ground fire in the valley near the downed pilot and advised approaching from the east. We planned on this course of action and as we proceeded inbound we asked for an estimate of the altitude of the downed pilot. They replied with an estimate of 2200'. As we crossed east of the valley at 8000', moderate and very accurate flak was observed. The flak bracketed us nicely but no hits were experienced. We also saw many tracers and golfballs pass by our right side. Jolly Green 53 elected to remain north of the pickup area to provide assistance and witnessed the flak bursts and muzzle blasts from the ground. Major Haynes estimated that there were two or more batteries and about sixteen bursts minimum on the left, right above and below Jolly Green 51. Sandy 41 witnessed at least six bursts at our 6 o'clock level position and about 200 feet aft. The crew members could feel the bursts and we took what little evasive action we could and cleared the flak area. Fifty caliber tracer shells were seen passing on our right side just prior to and during the flak bursts. When we arrived in the pickup area we flew over the area for a low reconnaissance pass, checking for additional ground fire or small arms fire from the position of the downed pilot. None was encountered and, after making contact with the downed pilot on Guard and passing over him, we dropped our tip tanks and turned inbound toward the pilot's chute which was entangled in tall trees in very rugged terrain consisting of karst and jungle type growth. As we came to a hover we could see the pilot and the hoist was lowered. The parachute was billowing from the rotor wash and finally fell to the ground. The pilot was hoisted aboard the helicopter. During the recovery maneuver Sandy reported ground fire to our west, but since we were below the ridgeline we felt that it would not prevent us from making the pickup. Once the pilot was hoisted aboard the aircraft, we initiated a max performance climb over the ridge of karst to obtain altitude in order to get over the flak we had encountered on the way in. A team of F-105's arrived during the recovery phase and helped suppress the flak. We continued our climb, with Sandy escort, and crossed a valley at 12,000' to avoid additional ground fire, we were then informed by Crown 23 that they had spotted flak up to 13M on the 070/55 channel 89. We changed course to avoid that area and proceeded to channel 89 without further incident. During exit from the recovery area Jolly Green 53 gave valuable assistance enabling us to circumnavigate the flak

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By 1127 (Dir) 12 May 75

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DOD DIR 5200.10

ARODC # 661586 Ngm

Hq ARRS SC No. 661691

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665-00167

~~CONFIDENTIAL~~

area in the shortest possible time. The crew members of Jolly Green 51 performed in an exemplary and professional manner during this mission into a known extremely dangerous and high risk area.

Pilot Recovered: Capt John B. Abernathy, FR49742, 421st TFS(Elm F-105)
Korat AB, Thailand.

LOW BIRD-JOLLY GREEN 51

Capt Robert D. Furman, RCC
Capt Dale V. Hardy, RCCP
ALC Robert Crites, HM
A2C John Dagneau, PJ

HIGH BIRD-JOLLY GREEN 53

Major Baylor R. Haynes, RCC
Capt William Uhl, RCCP
SSgt Michael Holloway, HM
ALC Dennis Kraft, PJ

Robert D. Furman

ROBERT D. FURMAN
Captain, USAF
Rescue Crew Commander

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By [Signature] (Date) 12 May 75

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17-205-2

18 MAY 1970

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'Green Giants' Effect Another Daring Rescue

20 Apr 66 *Capt. Furman & Hardy*

SAIGON, South Viet Nam (AP) — The "Jolly Green Giants" went to the rescue again today and daringly snatched a U.S. Air Force pilot out of North Viet Nam's jungles under the muzzles of Communist guns.

Rescued was Capt. John B. Abernathy, 29, of Wichita, Kan., leader of a flight of F105 thunderchiefs on an armed reconnaissance mission in the southern pashandle area of North Viet Nam.

His plane was hit by ground fire and he ejected from the burning fighter-bomber about 65 miles south of Vinh.

After dropping into the mountainous jungle Abernathy managed to establish radio contact with the rest of his flight.

Then the "Jolly Green Giants," an HHC helicopter crew from the 38th Aerospace Rescue and Recovery Squadron, were called in. The rescue crews have earned their nickname because of the size of their craft and their green camouflage colors.

While the husky chopper worked its way in, four Air Force Skyraiders joined the other jets in Abernathy's flight in laying down a blanket of fire on the North Vietnamese gun positions.

"We were drawing moderate

57mm fire when we went in to drop the rescue hoist," said Capt. Robert D. Furman, 33, of Great Falls, Mont., the pilot of the Air Force helicopter. "Although the fire was pretty accurate and we had to hover for a few minutes, we didn't take any hits."

Abernathy was reported in good condition, suffering only minor burns and bruises.

Other members of the rescue crew were Capt. Dale V. Hardy, 27, of Enfield, N.H.; Airman 1/C Robert E. Crites, 28, of Little Rock, Ark., and Airman 2/C John J. Bagnan Ard, 19, of Detroit, Mich.



*Capt John B. Abernathy F105 pilot
After rescue with Capt Robert (Bob)
Furman*

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MISSION NARRATIVE 22 APR 66

MSN 2-3-46

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At approximately 0430L (2130Z) 22 Apr 66 we were notified that a Marine F4B was down at 106 38N 16° 18E and the pilot and radar operator had ejected. We were told to prepare for a first light attempt. At 2215Z Sandy 41 and 42 were airborne. Jolly Green 55 and 52 were airborne at 2220Z. At 2255Z BLIND BAT advised us that he had radio contact with both the pilot and RO and said the RO had a broken right leg and couldn't move. The pilot advised BLIND BAT that he was being chased by hostile troops. At 2310Z Sandy 41 and 42 were on the scene and obtained voice contact with both personnel and confirmed what we were told by BLIND BAT. At 2340Z Jolly Green 55, the low bird, spotted the pilot and descended for the pickup. The pickup was completed at 2346Z and Jolly Green 55 proceeded over to pickup the RO. The RO fired some smoke and then talked Jolly Green 55 over him. He said that he couldn't move, so their paramedic, ALC George Hunt, went down on the tree penetrator to assist the RO. While hovering in this position Jolly Green 55 received intense ground fire. The flight mechanic, SSgt Bernard Loughry was hit, and the helicopter received several other hits. Captain Matthews, the ROC of Jolly Green 55, was forced to pull out immediately leaving ALC Hunt on the ground. After pulling out Capt Matthews found that his hoist was completely inoperative and we decided that we, Jolly Green 52, would attempt the pickup of both the RO and the paramedic. Crown called Bango Alpha, USAF F-4C's, to neutralize the area where Jolly Green 55 believed the ground fire to be coming from. After Bango Alpha released their ordnance we proceeded to attempt the pickup. When we reached a hover and started looking we also received heavy ground fire. My paramedic, SSgt Robert Berry, fired out the door with his M-16 while our flight engineer, SSgt Donald Chance, combed the ground for the RO and paramedic, but saw nothing. Capt Hendrickson, the co-pilot, kept us clear of the trees and one of the hits we took caused one of our transformer rectifiers to go off the line, which he immediately reset. While we were in the hover the Sandys strafed to our right where we thought the fire was coming. The ground fire continued so we decided to pull out of the area since we hadn't seen anyone. At this time we were advised to recover at Tango, an FOB in RVN, refuel and return to the area. We landed at Tango at 0120Z, refueled, surveyed our battle damage, and were airborne again at 0140Z. We returned to the area with Marine Huey gunships, Deadlock 30 and 32. A navy SH-3A, Fitch 68, and Jolly Green 53 were to be our high birds. Shortly after we arrived back in the area Deadlock 30 and 32 went down to see if they could see where the fire was coming from, or to spot the RO and paramedic. They too received intense ground fire, taking several hits, but didn't spot the RO or paramedic. They did pinpoint where the majority of the ground fire was coming from. Deadlock 30 and 32 then had to return because of low fuel and battle damage. The Sandys continued the search and were making attempts to gain radio contact with the personnel on the ground. At approximately 0350Z one of the Sandys saw a signal mirror. He circled the area and spotted what he thought was a man laying in a tan flying suit and one man in fatigues sitting up. The Sandy's then layed a smoke screen with white phosphorous bombs and strafed the area as we came in for the pickup. My paramedic saw the man and directed me left until he was under us and then our flight mechanic saw him and took over the direction for the pickup. Capt Hendrickson again kept us out of the trees while we were hovering. The RO got on the tree penetrator and Sgt Chance brought him up.

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We heard ground fire and thought we were taking hits, but after we landed we found no additional battle damage. During the pickup, the Sandys laid down a terrific barrage of fire on the ridge where Deadlock 30 and 32 had spotted the ground fire. After the RO was inside the helicopter we realized that the paramedic was not with him so we departed the area. Fitch 68 had followed right behind us because they thought they had spotted him but couldn't see him after they were in a hover. After we pulled out, we asked the RO where the paramedic was, and he said he hadn't seen him. Sgt Berry, our paramedic, put a plastic inflatable splint on the RO's broken right leg and applied vasoline to the burns and abrasions on his face, arms and legs. We proceeded to Dong Ha. When we landed Pony Express 20 said they would air evacuate him to Da Nang. Sgt Berry then gave him some morphine because he was complaining about the pain, and then transferred him to Pony Express 20. We refueled and proceeded back to search for the paramedic. We searched for awhile and then were relieved by Jolly Green 53 and 51 and were told to return to NKP. We landed at 0835Z.

I want to express my very sincere thanks first of all to my crew, since each one of them did their jobs rapidly and professionally. Without the help of Deadlock 30 and 32, Bango Alpha, Fitch 68 and 63, Crown, and the keen eyes and fast guns of our protecting partners, the Sandys, I am sure the success of this mission would have been questionable.

JOLLY GREEN 52 CREW

RCC, 1/Lt Forest M. Kimsey
RCCP, Capt Francis E. Henrickson
HM, SSgt Donald L. Chance
PJ, SSgt Robert L. Berry

Forest M. Kimsey

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

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Det 2-3-46-22 Apr

(C) A Marine F4E was down at 1618N 10638E. A C-130 in the area advised SAR Control that he had established voice contact with both fliers. The C-130 reported that the pilot was being pursued by unfriendlies and the RO had a broken leg, and they were not together. The pilot was asked to release smoke when the HH-3E's arrived. This he did, enabling an HH-3E to pick him up from a 180 foot hover. The RO who was unable to move, released smoke and the same HH-3E maneuvered to pick him up. The Rescue Technician was lowered on the forest penetrator hoist to assist the RO in getting on it; however, as he touched the ground a burst of small arms fire hit the helicopter. The hoist operator was hit in the shoulder, the hoist became inoperative and the HH-3E withdrew from the area. The other HH-3E attempted pickup but also withdrew after being hit four times by groundfire. After fire suppression runs by the ALE's, mirror flashes from the downed RO pinpointed his position. ALE's dropped white phosphorous bombs between the RO and the origin of groundfire as the HH-3 made his approach. Shielded by the smoke screen, the helicopter lowered the forest penetrator from a 125 hover and the RO got on it unassisted. On recovery the RO stated he did not see the Rescue Technician at any time. The next day at first light the SAR force returned to the same area, spotted a small red panel and a man waving. An HH-3E moved in, lowered the hoist and retrieved the Rescue Technician (A1C George E. Hunt), who had been surrounded by hostile troops all night.

Det 2-3-48 29 Apr

(C) A USMC pilot of an F4C was reported down at 1708N 10602E. Beepers were heard in the area; however, SAR efforts produced no visual or voice contacts. Mission suspended due to strong possibility that unfriendlies were involved in laying a trap.

Det 2-3-49-29 Apr

(C) An RF-101 down and 2130N 10415E resulted in a search force of HC-130, two HH-3E's, two ALE's and a Mig Cap of F-4C's. On the first day of search, loud beeper signals were received but SAR forces were withdrawn when haze and darkness rendered HH-3 pickup and additional low level visual search ineffective. Also one of the ALE's was lost in the vicinity of the downed RF-101. The next day's SAR objective was for both pilots; however, during the morning the force was attacked by four MIG's. The MIG's were intercepted by two F-4C's and one MIG was downed. Due to cloud cover the SAR force withdrew but returned in the afternoon. Weak beepers were heard but may have come from the automatically activated radio attached to the parachute. Future search produced no visual or electronic contacts therefore mission suspended.

Det 2-3-50-1 May

(C) An ALE pilot was recovered from a mountain side at 1948N 10356E, deep in hostile territory. Recovery was by HH-3 helicopter using the forest penetrator hoist. SAR force consisted of HC-130, HH-3E's, ALE's and F4C's. Heavy ground fire prevented pickup of the pilot on the first day's attempt; on the second day the ALE's dropped phosphorous bombs for smoke cover prior to the HH-3E going in for a successful recovery.

A1C Capt
SAR

Flier With Family In Olathe After Close Call With Cong

OLATHE, Kan. (AP) — His broken leg in a cast, a Marine Corps flier is back with his family in Olathe after a narrow escape from the Viet Cong in South Viet Nam.

It was on his 58th mission in six weeks that Second Lt. John Arendale, 28, faced fiery death the night of April 22.

Arendale, a radar intercept operator on a Phantom F4B jet fighter, and his pilot, Capt. Sam Huey, were sleeping in their flying suits on the scramble pad at Da Nang when their flight was sent out to bomb a truck convoy about 100 miles north of Da Nang at 3:30 a.m.

They found a spotter plane dropping flares over the target.

"Our No. 1 plane made his run," Arendale said. "Then we rolled in, dropped our napalm and were about to pull out over the trees when we were hit just behind our parachute."

hour, skipped and burst into flames.

"There was fire all around me," Arendale said. "I ejected, and I was about 400 feet above the trees when my chute opened."

His right leg was broken when he landed in a treetop.

"All I could hear was shooting and shouting," he said. "I knew I had to get out of there fast."

He managed to reach the ground and crawl 75 yards into dense forest.

With the radio from his survival gear, he contacted a rescue helicopter. He learned that his pilot, uninjured, had reached high ground and was picked up.

"I couldn't get out of the trees, which were 150 to 200 feet high," Arendale said. "I told the helicopter where I was and they were lowering a paramedic on a sling when the unfriendlies opened up with gunfire. The fifth engineer on the chopper was wounded and they had to get out of there."

Arendale learned later that the paramedic was put down on the

and at noon was flat on my back signaling with a hand mirror to everything that flew by when a second helicopter saw me and picked me up with a sling," Arendale said. "They were low on fuel and were making one last pass before giving up on me."

The lieutenant has three weeks leave to spend with his wife, Duralia, and their children, Jodie, 4, and John Jr., 2. Then he must return to Great Lakes Naval Station Hospital.

Arendale said he expects to be back in Viet Nam in about 18 months.



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3d ARRGp Hist, Apr - Jun 66

Det 2-3-46-22 Apr

(C) A Marine F4B was down at 1618N 10638E. A C-130 in the area advised SAR Control that he had established voice contact with both fliers. The C-130 reported that the pilot was being pursued by unfriendlies and the RO had a broken leg, and they were not together. The pilot was asked to release smoke when the HH-3E's arrived. This he did, enabling an HH-3E to pick him up from a 180 foot hover. The RO who was unable to move, released smoke and the same HH-3E maneuvered to pick him up. The Rescue Technician was lowered on the forest penetrator hoist to assist the RO in getting on it; however, as he touched the ground a burst of small arms fire hit the helicopter. The hoist operator was hit in the shoulder, the hoist became inoperative and the HH-3E withdrew from the area. The other HH-3E attempted pickup but also withdrew after being hit four times by groundfire. After fire suppression runs by the ALE's, mirror flashes from the downed RO pinpointed his position. ALE's dropped white phosphorous bombs between the RO and the origin of groundfire as the HH-3 made his approach. Shielded by the smoke screen, the helicopter lowered the forest penetrator from a 125 hover and the RO got on it unassisted. On recovery the RO stated he did not see the Rescue Technician at any time. The next day at first light the SAR force returned to the same area, spotted a small red panel and a man waving. An HH-3E moved in, lowered the hoist and retrieved the Rescue Technician (ALC George E. Hunt), who had been surrounded by hostile troops all night.

Det 2-3-48 29 Apr

(C) A USMC pilot of an F4C was reported down at 1708N 10602E. Beepers were heard in the area; however, SAR efforts produced no visual or voice contacts. Mission suspended due to strong possibility that unfriendlies were involved in laying a trap.

Det 2-3-49-29 Apr

(C) An RF-101 down and 2130N 10415E resulted in a search force of HC-130, two HH-3E's, two ALE's and a Mig Cap of F-4C's. On the first day of search, loud beeper signals were received but SAR forces were withdrawn when haze and darkness rendered HH-3 pickup and additional low level visual search ineffective. Also one of the ALE's was lost in the vicinity of the downed RF-101. The next day's SAR objective was for both pilots; however, during the morning the force was attached by four MIG's. The MIG's were intercepted by two F-4C's and one MIG was downed. Due to cloud cover the SAR force withdrew but returned in the afternoon. Weak beepers were heard but may have come from the automatically activated radio attached to the parachute. Future search produced no visual or electronic contacts therefore mission suspended.

Det 2-3-50-1 May

(C) An ALE pilot was recovered from a mountain side at 1948N 10356E, deep in hostile territory. Recovery was by HH-3 helicopter using the forest penetrator hoist. SAR force consisted of HC-130, HH-3E's, ALE's and F4C's. Heavy ground fire prevented pickup of the pilot on the first day's attempt; on the second day the ALE's dropped phosphorous bombs for smoke cover prior to the HH-3E going in for a successful recovery.

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to the SARTF was primarily from the air and not the ground, low approaches were made to the target. Since the majority of aircraft lost were a result of air battle, the SAR forces were not usually required to extract survivors from such heavily defended areas. The tactics described here are the results of necessary innovations to meet the needs for effective SAR in Southeast Asia.

One example, which illustrates some of the tactics described above and which also brings out how involved a mission might become, occurred on 22 and 23 April 1966. A Marine F-4B went down in Laos at 1618N and 10638E. The Jolly Greens at Nakhon Phanom were alerted and ^{123/}airborne at 0520 hours.

The approaching Sandy aircraft made radio contact with both crew members. It appeared that the radar observer had a broken leg and the pilot was being pursued by the enemy. The Sandies easily spotted the pilot's position when he released his smoke grenade and, since the area seemed to be relatively secure, Jolly Green 55 was called in and made a successful pickup.

The RO's position was more difficult to pinpoint since no visual observation of him was made. Jolly Green 55 hovered over the forest at the approximate position. The pilot, Captain Matthews, lowered the paramedic to look for the RO and aid in getting him onto the penetrator. When the PJ, Airman George Hunt, was near the ground the enemy opened fire. Airman Hunt could hear bullets hitting all

[REDACTED]

around him and hitting the helicopter. The firing was so close that Lt. Rice, the co-pilot, thought that Captain Huey, the rescued pilot who was in the rear, was returning the fire. Later he discovered that none of the weapons on the aircraft had been fired. SSgt Loughry, the flight mechanic operating the hoist, was badly wounded in the shoulder. The pilot attempted to reel in Airman Hunt from the cockpit controls but could not do so. Because the flight mechanic, who normally provides the "eyes" for the pilot when the helicopter is in a hover, was incapacitated, the pilot was unable to keep the aircraft positioned. Although this PJ was on the ground, he decided to circle to reposition the aircraft.

Crown called in Bango Alfa, (USAF F-4C) to neutralize the gun positions before another pickup attempt was made. When it was discovered that the hoist on Jolly Green 55 was malfunctioning, Crown directed it to proceed to the Khe Sanh (SVN) Special Forces camp with the wounded while Jolly Green 52 and the Sandy aircraft continued the search.

The SARTF failed to spot the survivors before Jolly Green 52 was at bingo fuel and had to recover at Dong Ha. It returned with Marine Huey gun ships and a Navy SH-3A (version of the USAF CH-3C). Jolly Green 53 flew in from Nakhon Phanom and joined the Navy helicopter in high orbit. The gun ships, whose use is more characteristic of ACR in South Vietnam, descended to neutralize the enemy positions and to fix the survivors. They in turn received heavy fire and the resulting damage forced them to leave the area.

[REDACTED]

At 1050 hours, the Sandies spotted a signal mirror and thought they saw one man in a tan flying suit and another in fatigues. The RO had crawled about 200 yards from his chute to a clearing for easier pickup. The Sandies made several strafing passes and laid down a white phosphorous smoke screen before Jolly Green 52 moved in for the pickup. The paramedic directed the pilot over the RO who was able to get on the tree penetrator by himself, and was recovered. The paramedic applied an inflatable splint to the RO's broken leg and gave him morphine while the helicopter evacuated him to Dong Ha. The rescue problem was by no means complete since Airman Hunt was still on the ground.

An intense search continued for four hours, with another helicopter supplementing the effort. Since no visual or electronic signal was received from Airman Hunt, the forces returned to base at 1630 hours to continue the search at first light the next day.

When Airman Hunt got to the ground, he found himself in the midst of the enemy. Bullets were pock marking trees around him. As he ran for cover, a tree crashed against his leg and broke a bottle of insect repellent, which ran into one of his RT-10 radios and ruined it. Hunt ran a short distance and dived under a bank covered by logs. He remained hidden for about two hours while troops searched the area. At one point, Hunt watched a pair of tennis shoes approach and kick the logs above him.

[REDACTED]

At mid-afternoon, it began to rain. Hunt took advantage of the noise to move a quarter of a mile to the east, the only direction from which he had not heard firing. Aircraft bombed near his position so he moved further east, where he hid during the night. Airman Hunt tried to contact the rescue force with his radios but, after discarding the one ruined by insect repellent, he found that his second had a broken antenna.

At first light, he displayed the red signal panel, from his survival vest, in a clearing he had located during the night by light of aerial flares. The Sandies spotted his signal at approximately 0500 hours and the Jolly Greens arrived shortly thereafter. The helicopter crews suspected a trap and were approaching very cautiously until they identified Hunt through field glasses. Airman Hunt was retrieved in routine fashion which was a sharp anti-climax to the day and night he spent evading the enemy.

In conjunction with other components of the total SAR force, the HH-3E, with its extended range, permits a theoretical coverage of most of NVN; however, survivability and chances of success north of the Red River and in Route Package VI are so questionable that few rescues are attempted. An example of a very deep rescue occurred on 10 May 1966 when Captain Martin Nahrt ejected from his F-105 along the Red River between Hanoi and Red China.

Exerpts from the mission narrative of the Jolly Green pilot, Captain Robert D. Furman, give vivid details of the rescue, including a rare encounter with MIG's:

The 3ARRGp including Det's 1 and 2, 37ARRSq, and 38ARRSq with eleven detachments has a total manpower authorization of 217 officers and 548 airmen. The total assigned officers are 156; assigned airmen are 352. At the time of this report, the 3ARRGp is 67% manned.

9. (C) Equipment. Mission Aircraft.

<u>Type, Model, Series</u>	<u>Quantity</u>
HH-43B	18
HH-43F	10
HH-3E	8
HU-16	4 (TDY)
HC-130H	4 (TDY)

10. (U) Additional Remarks.

The Group Operations Officer, Lt Col William A. Ryan, Jr., was shot in the left leg during a terrorist attack in downtown Saigon on the morning of 10 May 66, while waiting for bus transportation to work. Small arms firing began between the military police and suspected terrorists in the vicinity of the Brinks Hotel. Hospitalized for approximately a month, Lt Col Ryan was awarded the Purple Heart for his injury.

Aircrew recovery in hostile areas is often times very hazardous; several of our rescue crewmembers have been wounded by enemy fire during pick-up operations. They are: TSgt Richard A. Cannon (HM) hit in the leg on mission 6-38-98-6 June; ALC Dennis J. Kraft (PJ) hit in the right knee and elbow on mission 2-3-60-18 May; SSgt Bernard D. Loughry (HM) hit in the shoulder on mission 2-3-46-22 Apr.

ALC William H. Pitsenbarger, paramedic, was fatally wounded on mission 6-38-80-11 Apr. Airman Pitsenbarger voluntarily rode a rescue hoist to the ground to help Army personnel prepare casualties for evacuation; after making several hoist pickups, the US Force's position was over-run and ALC Pitsenbarger was killed. For his heroic actions in assisting the defenders during the onslaught, ALC Pitsenbarger has been recommended for posthumous award of the Medal of Honor.

11. Appendixes. None

12. (U) Documentation.

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2-3-46

MISSION NARRATIVE 23 APR 66

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On a mission to recover two personnel who had ejected from a Marine F-4B at 106 38N 1618E, a paramedic, ALC George Hunt, was lowered on the hoist to assist the radar operator, who had a broken right leg and couldn't move. As ALC Hunt approached the ground JOLLY GREEN 55 received intense ground fire. The flight engineer SSgt. Bernard Loughry, who was operating the hoist, was hit and helicopter received several other hits. Capt. Matthews, the RCC of JOLLY GREEN 55, was forced to pull out, leaving ALC Hunt on the ground. After JOLLY GREEN 55 had departed we made an attempt in JOLLY GREEN 52 but also had to abort the attempt because of intense ground fire while we were in a hover. Later in the morning, at 0403Z, we recovered the RO who had crawled to a small clearing approximately 200 yards from his chute. When we had him in the helicopter he stated that he had not seen ALC Hunt. The search was continued the rest of the day with negative results. We returned to NKP, landing at 0835Z. That evening we were told to prepare for a first light attempt. At 2146Z 23 Apr 66 SANDY 31 and 32 were airborne from NKP to proceed to the search area. At 2219Z JOLLY GREEN 51 and 56 took off from NKP and proceeded to the area escorted by SANDY 41 and 42. At 2325Z SANDY 32, Major Barlow, spotted a small red panel and on his second pass spotted a man waving. At 2335Z JOLLY GREEN 56 spotted the man with field glasses and confirmed that the man was Caucasian. We dropped our tip tanks and proceeded down for the pick up. SSgt. Berry, our paramedic, saw ALC Hunt and then Capt. Hendrickson, my copilot, saw him and directed me over him. When we got close our flight engineer, SSgt. Chance saw him and guided me to a hover over him. SSgt. Chance lowered the tree penetrator, ALC Hunt got on and SSgt. Chance brought him up. Capt. Hendrickson kept us clear of trees since we were hovering low to stay clear of the ground fire. ALC Hunt said he heard ground fire while he was on the way up on the hoist and stated that he had been surrounded by hostile troops all night. JOLLY GREEN 56 advised us that they saw muzzle flashes in the trees while we were making the pickup, however we suffered no damage. Just before we went in for the pickup the SANDYS dropped a few white phosphorous bombs to provide a smoke screen and then strafed the area beside us while we were making the pickup. The pickup was completed at 2340Z and we proceeded back to NKP, escorted by SANDY 41 and 42. We landed at 0105Z.

Throughout the whole mission my crew performed extremely well without any hesitation or questions. Many thanks to the SANDYS for finding our man and then doing such a fantastic job of protecting us.

JOLLY GREEN 51 CREW

RCC 1st Lt. Forest M. Kimsey
RCCP Capt. Francis E. Hendrickson
HM SSgt Donald L. Chance
PJ SSgt Robert L. Berry
Forest M. Kimsey
FOREST M. KIMSEY
1st Lt., USAF

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