

~~CONFIDENTIAL~~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two ALE's and a Mig Cap of F-4C's. On the first day of search, loud beeper signals were received but SAR forces were withdrawn when haze and darkness rendered HH-3 pickup and additional low level visual search ineffective.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.

~~CONFIDENTIAL~~

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

AARON D. FARRIOR

Staff Sergeant Aaron D. Farrior distinguished himself by heroism while participating in aerial flight as a pararescueman on a rescue helicopter over hostile territory on 1 May 1966. On that date, Sergeant Farrior made three desperate attempts to rescue an American pilot who was forced to bail out of his disabled aircraft over hostile territory. On each attempted rescue, Sergeant Farrior's aircraft was raked by hostile fire. Because of the battle damage to his rescue helicopter, Sergeant Farrior was forced to withdraw from the area. The outstanding heroism and selfless devotion to duty displayed by Sergeant Farrior reflect great credit upon himself and the United States Air Force.

SUN MAY 1st 66

30 Aircraft and 40 Men Help Save U.S. Pilot in N. Viet Nam

Downed Flyer Outruns Reds, Is Rescued by Copter Next Day

American Airman Hides in Hills in North Viet Nam Through Night

SAIGON, South Viet Nam, May 2 (AP) — A United States Air Force pilot outran Communist pursuers afoot in the mountains of North Viet Nam last night and rescue helicopters plucked him to safety at dawn today.

Three helicopter attempts late yesterday afternoon to rescue Capt. James M. Ingalls of Palo Alto, Calif., were driven off by Communist ground fire. Ingalls had parachuted into the mountains at 3:45 p.m. after ground fire shot down his A-1E Skyraider when he was flying a forward air control mission over North Viet Nam.

He was the 48th pilot brought out of North Viet Nam by the U.S. Air Force's Third Aerospace Rescue Recovery Group since Jan. 1. The group rescued 20 downed pilots in the last three months of 1965.

Ingalls made immediate radio contact with search Skyriders who flew overhead after he went down along the North Viet Nam-Laos border. They were led to him by the radio "beeper" that all pilots carry in their survival kits.

Ingalls landed at the base of a cliff and two Air Force H-3E Sikorsky helicopters told him to move a mile down the mountain slope. There was no sign of the enemy as one helicopter hovered over Ingalls. Suddenly, hidden gunners opened fire from the surrounding jungle, driving the helicopter off.

Ingalls, carrying his radio, was instructed to run farther west. The helicopters flew down to another clearing. More ground

fire opened up.

This happened once again late in the afternoon, with bullets slicing through the cockpit of one helicopter.

A flareship was called in to aid in a night pickup, but Ingalls did not want his position pinpointed by the flares.

Air Force Col. Arthur W. Beal, from Orlando, Fla., commander of the Third Aerospace Recovery Group, was controlling the rescue via a radio hookup with Saigon.

"We were certain the Communists would zero in on Ingalls," said Beal. "The had him surrounded on the ground. I guess they were looking to shoot down one of our ships."

Ingalls spent the night on the mountain, constantly on the move. Helicopters found him at dawn at a spot far from where he had been the previous afternoon.

They went straight in and picked him up without a shot being fired. Ingalls had successfully evaded his pursuers.

The helicopter that picked up Ingalls was from the aerospace group's Fifth Detachment, known as "the Jolly Green Giants" because of the green camouflage paint covering their aircraft.

The rescue ship was piloted by Maj. Ealmon L. Stearman, Sulphur Springs, Tex., and Capt. David C. Henry of Philadelphia, Pa. The crew chief was Staff Sgt. Theodore H. Houghblood of Skidmore, Mo., the pararescue crewman was Aircraftman William D. Brothen of Scotland Neck, N.C.

SAIGON, South Viet Nam, March 28—As a farm boy, Air Force First Lt. Kenneth D. Thomas Jr. of Mount Auburn, Ill., never thought he could be the center of so much attention.

For more than a day, 30 American aircraft and 40 airmen hovered over the mountains of North Viet Nam to try to pluck the 25-year-old jet pilot from deep in enemy territory.

They got their man, adding another heroic chapter to the story of the air rescue men who go after downed American pilots in the North Viet Name heartland.

Thomas had just finished a strike last Wednesday against some trucks in the Mugia pass, 75 miles north of the seventeenth parallel, when his plane was hit.

"The shot damaged my control system and I headed west toward the mountains away from the valley," Thomas told reporters today. "Then I lost control and I was upside down when I ejected."

Mask Ripped Off

"The wind ripped my helmet and oxygen mask off. A gust carried me over the crest of a mountain and I came down in very rugged terrain."

The Third Aerospace Rescue and Recovery Group was alerted to Thomas's distress. Capt. William E. Cowell, of Kailua, Hawaii, and his crew went to their "Jolly Green Giant," a helicopter equipped with a winch, and headed north. Flying with them were four Sky-

readers—two to search for the pilot and two to suppress enemy ground fire—and a C-130 transport with electronic gear to aid the operation.

Jets were called in to provide air cover.

Within a half hour, Thomas had been found and Cowell piloted his helicopter in toward the mountain.

"He (Thomas) was on a thin ledge of a cliff and the air was very turbulent," Cowell said. "I tried five times to get in and then ran out of fuel. A second helicopter tried and then a third was called in. When it couldn't make it he dropped food and provisions."

Second Effort

As darkness settled, the rescue task force flew back to the base and planned the next day's operation.

Thomas: "During the night I heard some people shout and a few gun shots. I crawled under the ledge and cat-napped."

"At 6 in the morning I started hiking. I wore out the seat of my flying suit getting down that mountain. I knew they would try to rescue me."

The search planes quickly regained contact with Thomas, who climbed and crawled to a narrow box canyon where he found a clearing about 4 p.m.

Cowell: "I hadn't seen him but I was talking to him and he was in good spirits. He was in a 10-foot clearing through trees about 240 feet high. We dropped the hoist (on which the cable is 240 feet long) to the pile of rocks where Thomas was standing."

50

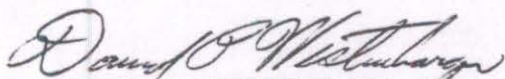
FROM: Det 1, 3RD ARRG (Capt David L. Westenbarger)

SUBJECT: Mission Narrative No. 1-3-27, 5 May 1966

6 May 1966

TO: 3 ARRG APO U.S. ~~FORCES~~ 96307

1. While on SAR Station, we received simultaneous radio calls from Fleet Fox and Busy Bee Lead advising that Busy Bee 605 had bailed out at coordinates 20° 40N 107° 28'E. Busy Bee Lead stated that the pilot was in the water safely.
2. We departed station promptly and dispatched our RESCAP, Electron 503, in front of us to provide cap for the downed pilot. We requested Busy Bee Lead to remain on station until relieved by Electron Flight. Enroute to the area we requested helicopter support and were advised that Fetch 51 was being launched from Lionheart. Lionheart, a USN Destroyer, was 30 miles behind us.
3. We arrived on scene at 0435Z, 2½ miles south of Nui Ha Mai Island, and immediately sighted the survivor who had been marked with a smoke float by Electron 503. The sea was calm and the wind light. We jettisoned our drop tanks and landed at 0440Z. We taxied to the survivor, threw him a line, pulled him aboard and were airborne at 0442Z. We proceeded directly to DaNang and landed at 0650Z.
4. Crew performance was outstanding throughout the recovery operation. I elected not to deploy the pararescue man since the survivor was obviously not seriously injured and remained in his raft. The Flight Mechanic threw a heaving line to the survivor as he passed adjacent the left float. The survivor caught the line and was hauled aboard by the Flight Mechanic, Pararescueman, Navigator and Radio Operator. The survivor's raft and survival gear were also recovered.
5. No hostile fire was observed during the recovery operation.
6. Recommend that a heaving line be carried aboard HU-16s in SEA. The one used aboard Crown Alpha consisted of 100ft of parachute shroud line tied to a rubber heaving ring from a new type 20 man life raft. Its use permitted more rapid and safer recovery of the uninjured survivor than would have been possible had the pararescueman been deployed.
7. The survivor was USN Lt JG Jeffery G. Greenwood from the carrier Ranger. Lt Greenwood had received a briefing given by Captain Westenbarger 3 to 4 weeks earlier on proper procedures for pick-up.



DAVID P. WESTENBARGER, Captain, USAF
Rescue Crew Commander

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

SUBJECT: Narrative Report (Mission 6-38-86-8 May 66) 9 May 1966

TO: 3d Aerospace Rescue & Recovery Gp, (JSARC), APO US Forces 96307

TIC

1. At 1308, I was notified by Army flight following thru GCA and Bien Hoa Tower that an Army chopper was down at XT 173474 with 3 or 4 survivors. We refueled both helicopters and were airborne at 1315, proceeding to a spot 292°/47 NM from Bien Hoa. No difficulty was encountered enroute. Weather was 2000 feet scattered with 15 miles visibility at Bien Hoa, enroute and in the target area. We arrived in the area at 1400 and completed the first hoist/stokes litter pickup at 1405. The survivor was removed from the stokes litter and the litter was lowered for a second wounded soldier. He was loaded into the litter and apparently died at that time since he was removed from the litter and a second seriously wounded soldier was loaded into it. He was hoisted to the helicopter and loaded inside. We then followed a O-1F to the Tay Ninh landing area and offloaded the wounded at the clearing station. Meantime, the second HH-43F picked up two more seriously wounded by hoist/stokes litter. SSgt Milsten, the rescue specialist was lowered by forest penetrator to assist in the litter loading. The second HH-43F flew to the clearing station and offloaded the wounded. The first HH-43F returned to the area and removed three more wounded plus SSgt Milsten via hoist/forest penetrator and then flew them to the clearing station. The first helicopter returned to recover 2 KIA's via hoist/stokes litter. After offloading them at the clearing station, both HH-43F's refueled and returned to Bien Hoa AB. First crew recovered 5 wounded and 2 KIA's for 5 combat saves. Second crew recovered 2 wounded for 2 combat saves. Original objective was a downed helicopter but later proved to be seriously wounded U.S. Army personnel. Nine sorties were flown by 2 HH-43F helicopters for 5:15 flying time. Crew coordination was excellent, as usual. Sidewinder 10, the USAF O-1F and Dustoff 101, the Army UH-1B helicopter provided excellent support throughout the mission. Radio discipline was good. The objective was located via the ARA-25 and smoke grenades. No hostile fire encountered.

2. ARS Crewmembers were:

First helicopter

RCC	Capt	Charles P. Nadler	FR32161
CP	Capt	Raymond L. Murden	FV3087594
HM	A1C	Thomas C. Story	AFL4653201
RS	A1C	Henry J. O'Beirne	AFL2580938

2 SAVES + 3 SAVES

2 SAVES

Second helicopter

RCC	Capt	Edwin A. Henningson	FV3039781
CP	1st Lt	Charles R. Sweet	(TDY from TSN)
HM	TSgt	Kenneth L. Perkins	AF15466708
RS	SSgt	David E. Milsten	AF19601684

Charles P. Nadler

CHARLES P. NADLER, Captain, USAF
Rescue Crew Commander

~~SECRET~~
MISSION NARRATIVE 10 MAY 1966

Re #45036

55

974
you

2-3-53-DOWNGRADED
4FR-205

Jolly Green 56 and 51 were maintaining strip alert at L-59 and keeping listening watch on HF. Approximately 1500 local, we heard that a aircraft had been shot down in the vicinity of the Red River in North Vietnam. We then quickly plotted a course to the crash area located 21 56N 104 35E a few miles from the Red River and over 120 miles northeast of our takeoff point. Compress alerted us and directed us to proceed to the area at approximately 1503L. We were airborne at 1510L and proceeded north on our planned course. Our first heading was 015° for approximately 65 miles and then to a heading of 043° until reaching the area located approximately 35 to 40 miles from Communist China.

Our course naturally was dog legged to avoid hazardous areas and SAM sites. Our altitude most of the way up was between 8M and 10M. The 8M was not enough to clear the high mountains and ridges of North Vietnam. The cloud base was 8M over the entire course and required IFR flight for many miles through unfamiliar and mountainous terrain. We attempted to stay clear of most villages and crossed roads at right angles.

We arrived in the target area approximately 1615L and contacted the Sandy aircraft already in the area. They had located the pilot and had radio contact with him. We could also hear him on our guard frequency. Sandy aircraft said that there was no reported ground fire in the area. We flew over the area at a high altitude and switched to guard channel to talk to the downed pilot. He stated that he was injured and was unsure if he could get into the sling. We advised him that we would use the forest penetrator and told him how to use it. If he had not been able to get into the seat by himself we were prepared to lower the paramedic into the area to assist the injured pilot. Sandy aircraft dropped a white phosphorous bomb to pin point the area, determine winds, and to effectively seal off an entrance to the area. Once we had visual contact with the survivor, we proceeded to the pickup point which was in a densely tangled jungle type foliage and terrain in a very steep canyon. There was a very small clearing within the canyon to which we asked the survivor to proceed. The survivor had started a large fire in the area by accident when his flare landed in the brush. The fire caused thermals and up drafts which in turn caused available engine power to drop off. Auxilliary fuel tanks were jettisoned prior to our entrance into the confines of the canyon.

In order to position the helicopter for a hoist recovery, we had to hover sideways into the steep canyon. This maneuver, of course, caused the helicopter to be below the rims of the canyon and helpless from snipers shooting down at us. We had asked the pilot to climb to a better pickup area higher up the canyon walls, but he was injured and unable to walk up the steep canyon sides. Our helicopter mechanic along with the rest of the crew could hear sporadic automatic small arms fire but we could not determine the location. As far as we know, we did not receive any hits from these weapons. As we approached the survivor, we lowered the

ARODC # 661853

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By AUTHORITY 1320175
DECLASSIFIED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR. 5200.10

RGRC-66-0057

Hq ARRS SC No. 661984

~~CONFIDENTIAL~~

66S-00182

~~CONFIDENTIAL~~

- 35 -

tree penetrator to its full length of cable(240 feet). The survivor attempted to reach the penetrator but could not. Since we had all the hoist cable out, we then had to lower the helicopter lower into the canyon in order for the hoist to reach the ground. We then had to plan our way out over the canyon walls with an additional man aboard the aircraft and already at topping power.

Upon recovery of the pilot we proceeded out of the area on a heading of 220°. Our paramedic administered first aid to the survivor as soon as we were clear of the area. He was badly bruised and had a severe sprain or broken arm.

Approximately 35 miles out⁴⁵ were jumped by a flight of MIG type aircraft. Sandy 11 and 21 saw the aircraft also and advised the two Jolly Green's to hit the deck. Since we were quite high I flew into the clouds instead of taking to the ground. It was apparent that the hostile aircraft were interested in the Jolly Greens since they turned away from Sandy's 31 and 41 and flew in the opposite direction back to our position. A few minutes prior to the MIG alert, we saw large canister type containers falling to the ground at about our 3 o'clock position one to two miles. One container fell between the two Jolly Green's which were in trail positions. For a while, we thought that they were expended missiles. The F-4's maintaining MIG cap came to our rescue and gave chase to the MIGS and we were not further harrassed.

Following this encounter, we proceeded to Lima Site 59 where we refueled. We departed L59 at 1900L and proceeded to Udorn through adverse weather conditions and local thunderstorms and landed at Udorn 2100 hours.

The F-4's did an excellent job keeping the MIG's from actually encountering the Jolly Green's and the two Sandy escorts. A word of praise to the Sandy aircraft in finding the downed pilot is certainly in order also, along with high praise for crown and TACC.

This recovery was number 13 for our crew and I would like to commend them for an outstanding accomplishment considering the distance traveled into North Vietnam. Also, Jolly Green 51 deserves much credit since they remained nearby throughout the mission.

Pilot recovered: Capt Martin N. Mahrt, FV3047002

Low Bird-Jolly Green 56

RCC- Capt Robert D. Furman
CP - Capt Dale V. Hardy
HM - A1C Robert E. Crites
PJ - A2C John Dagneau

High Bird-Jolly Green 51

RCC- 1/Lt Forrest M. Kimsey
CP - Capt Charles P. Rush
HM - SSgt Theodore M. Youngblood
PJ - A2C William D. Brotton

Frank A. Schmitt

ROBERT D. FURMAN
Captain, USAF

Rescue Crew Commander

CLASSIFICATION CANCELLED

Or Changed to UNCLASS

By Authority of EDS

By [Signature] (Date) 13 May 75

DOWNGRADED

152 205 2

12 MAY 1975

~~CONFIDENTIAL~~

F-105 PILOT STILL SAVED

TUES MAY 10TH 66
I WAS HIGH

MIGs Attack Rescue Copter Near China

By JOE SCHNEIDER

S&S Vietnam Bureau Chief

SAIGON—U.S. planes held off three enemy MIG-17s Tuesday while a helicopter crew picked up

a downed pilot only 50 miles from the communist Chinese border. The pilot was identified as Air Force Capt. Martin H. Mahrt of Custer, S.D.

Mahrt's F-105 was pulling away from hitting the Yen Bay arsenal, 80 miles northwest of Hanoi, when the plane was struck by ground fire.

Later, the pilot bailed out and landed about 105 miles northwest of Hanoi.

As the Air Force HH-3C

copter was rescuing Mahrt, three MIGs made passes at the chopper and U.S. Skyraider cover planes.

Air Force F-4C Phantoms arrived on the scene and saw the MIGs fire three missiles at the helicopter. The missiles seemed to run out of thrust just before reaching the chopper, the Phantom pilots said.

The F-4C attempted to close in on the MIGs, but the planes flew away before the Phantoms could open

fire. Thunderchief pilots earlier had spotted 2 MIG-17s dropping out of the clouds, heading northwest of Hanoi.

The pilots were low on fuel and did not chase the communist planes.

Crewmen of the rescue chopper included Capt. Robert D. Furman of Strum, Wis., Capt. Dale V. Hardy, of Enfield, N.H.; A2C John J. Desmeaux III, of Detroit; and Capt. James E. Crites of Little Rock, Ark. (Col. 5)

Weather

May 11

	H	L		H	L
Tokyo	71	45	Taipei	90	75
Chitose	53	34			
Hanaka	61	57	Manila	89	74
Seoul	77	61	Guam	88	74
Naha	84	77	Saigon	91	77

(USAF Weather Central, Fuchu AS)

Determined Copter Pilot Receives Silver Star

SAIGON (UPI)—Capt. Jerry Jennings of El Paso, Tex., saw the Viet Cong firing at him, but still he lowered his helicopter.

He moved his HH3C helicopter slowly back and forth over the jungle infested with Viet Cong.

Jennings spotted the downed American pilot and set down. Bullets whizzed around his chopper. The communists were closing in.

With the downed pilot picked up Jennings tried to fly off. But

his rotor blades were stuck in trees.

He wiggled them loose and flew off through the communist fire.

Jennings has been presented the Silver Star, the nation's third highest award for valor, for his recent rescue action the Air Force announced Friday.

PACIFIC
STARS AND STRIPES

APO San Francisco 96503

Published daily; \$2.50 per month. Second-class postage paid at San Francisco, Cal.

(Continued From Page 1)

Little Rock, Ark.

The rescued pilot was uninjured and was picked up in less than two hours.

(Air Force officials said Mahrt's rescue marked the deepest penetration of communist territory in the war by a rescue helicopter, UPI reported.)

The Yen Bay arsenal, target of Mahrt's flight, was hard hit. Eight buildings were destroyed and five heavily damaged. Large columns of smoke were seen over the arsenal when the U.S. planes left the scene.

Butler Airman

Rescues Pilot

Helped Save Officer
Down In North Viet
24 May 66
Special To The Press

SAIGON, March 29—A Butler County, Pa., airman has been credited with helping to save a downed Air Force pilot from capture by Viet Cong troops.

He is A2C Laverne W. Kellerman Jr., 20, whose parents, Mr. and Mrs. Laverne W. Kellerman, live at RD 3, Butler.

Airman Kellerman, a medic aboard a rescue helicopter, helped pull 1st Lt. Kenneth D. Thomas Jr., of Mt. Auburn, Ill., from a rocky ledge in the mountainous jungles of North Vietnam last Wednesday, 25 hours after the pilot's F-105 jet fighter was shot down by enemy ground fire, officials said.

Lieutenant Thomas was on a night bombing mission when his aircraft was hit. He ejected at 12,000 feet and was nearing the ground when a gust of wind filled his chute and blew him three miles to the other side of a mountain.

Airman Kellerman's helicopter spotted the officer on a ledge, dropped a high speed hoist cable to him, and hauled him 240 feet into the chopper.



Rescue Pilot Tells of 'Meeting' 2 Missiles

By JOE SCHNEIDER
S&S Vietnam Bureau Chief

TAN SON NHUT, AB, Vietnam—How did you feel when you saw three deadly communist jet fighters bearing down on your unarmed helicopter?

"Slightly apprehensive," said Air Force Capt. Robert D. Furman with a grin.

Furman of the 33rd Air Rescue and Recovery Sq. was the pilot of a helicopter that picked up a downed F-105 pilot fewer than 50 miles from the north Vietnam-communist China border Tuesday.

The three MIG-17s fired three Side-winder-type missiles at the two "jolly green giant" helicopters that teamed up to rescue Air Force Capt. Martin H. Mahrt of Custer, S.D.

Furman said the first man in his helicopter to spot the MIGs was Capt. Dale V. Hardy of Enfield, N.H., the copilot. Others in the crew said they could see the silver bellies of the MIGs as they came within two miles and then saw "containers" shoot from the enemy aircraft.

It wasn't until they had landed that they learned they had been fired upon. The enemy planes were sighted about 35 to 45 miles away from the pickup area. The missile seemed to lose thrust and did not hit the choppers, other pilots said.

After the MIGs fired their missiles Air Force F4C Phantoms arrived. The communist planes fled before the Phantoms could close in.

Mahrt's plane was hit during a bombing raid about 80 miles northwest of Hanoi. He flew south before ejecting and was sighted by A1E Skyraider escort planes about 35-40 miles from the Republic of Vietnam border.

The Thunderchief pilot established contact with his rescuers and Furman descended in a canyon to pick up Mahrt who had been on the ground less than two hours. The second helicopter hovered above on emergency standby.

Furman said Mahrt had suffered "bumps and bruises" in bailing out of his stricken jet. He was able to jump aboard the chopper.

Mahrt was later treated and released at a medical center.

Furman said he could not remember

the rescued pilot's exact words upon being picked up except that he was highly elated and ~~being~~ grateful for his ride home.

Furman, of Great Falls, Mont., has been flying helicopters most of his five years in the Air Force. He has flown 40 rescue missions since he arrived in Southeast Asia last October, including five pilot rescues "up north."

The chopper pilot seemed worried that he would get too much credit for the rescue.

He praised the downed pilot for "helping himself" and accurately guiding the rescuers in for the pickup.

He also praised the Skyraider and Phantom pilots and the pilot and crew of the second helicopter as well as his own crew.

ESCAPES MISSILES

U.S. Copter Rescues Pilot In North

10 MAY 66

SAIGON, South Viet Nam (AP) — A U.S. helicopter flew higher than ever before into North Viet Nam to rescue an American Air Force pilot Tuesday and escaped two plane-or-missiles fired at it.

Communist MIG17s fired two heat-seeking missiles at the helicopter as it ranged 105 miles northwest of Hanoi. Other U.S. pilots in the area said the missiles "seemed to run out of thrust."

The helicopter escaped into a loud bank. The American pilots nearby said they spotted five MIGs but made no contact with them. The encounter took place about 40 miles from the Red Chinese border.

The helicopter rescued Capt. Martin H. Mahry, 32, of Custer, S.D. His F105 was hit by automatic weapons fire after an attack on the Yen Bay arsenal, 80 miles northwest of Hanoi. By the time he bailed out, he was 5 miles farther north.

Mahry was picked up in less than two hours by an HH3C helicopter, one of the Jolly Green Giants. They are given that name because of their color and size.

Members of the rescue crew were Capt. Robert D. Furman, 3, of Strum, Wis., the pilot; Capt. Dale V. Hardy, 27, of Enfield, N.H., copilot; Airman 2.C. John H. Dagneau III, 19, of Detroit, paramedic; and Airman 1.C. Robert E. Grites, 28, of Little Rock, Ark., mechanic.

Downed Pilot Outruns Reds

2 MAY 66

SAIGON (AP) — A U.S. Air Force pilot outran communist pursuers in the mountains of North Vietnam Sunday night and rescue helicopters plucked him to safety dawn Monday.

Three helicopter attempts late Monday afternoon to rescue Capt. James M. Ingalls were driven off by communist groundfire. Ingalls parachuted into the mountains at 3:45 p.m. after groundfire shot down his A-1E Skyraider while he was flying a forward air control mission over North Vietnam.

Across the 17th Parallel frontier, a U. S. helicopter picked up a downed U. S. airman at dawn after he had eluded Communist pursuers through the night in the mountains of North Viet Nam near the Laotian border. Communist gunners beat off three attempts Sunday after-

noon to rescue Air Force Capt. James M. Ingalls of Palo Alto, Calif. He was the 48th pilot brought out of the Communist North this year.

helicopter flew out to the South China Sea with the pilot dangling from the cable. There Mansfield was lowered to the water and a second helicopter picked him up. → Ingalls was shot down in the mountains near the border with Laos on Sunday, and twice ground fire drove off helicopters trying to rescue him. Surrounded by Communists, he slipped through during the night and was picked up in the morning by a helicopter.

The pilots snatched from the ground in North Viet Nam were Navy Lt. Richard Mansfield of Brattleboro, Vt., and Air Force Capt. James M. Ingalls of Palo Alto, Calif.

Mansfield's Skyhawk was hit on a mission near the coast and he parachuted to safety. A helicopter from the carrier Ranger came to his rescue, but its hoist jammed and he was left dangling 30 feet below the helicopter.

In a hail of ground fire,



4 APR 66
INGALLS SAR
LMS 66

MIGs Use

Missiles

First Time

10 May 66
By AP and UPI

Saigon — Communist MIG fighters attacked U.S. fighter planes with missiles for the first time in the Viet Nam war but missed their target, a U.S. military spokesman said today.

The spokesman said a flight of three Russian-designed MIG-17s shot a pair of heat-seeking air-to-air missiles similar to the American Sidewinder Tuesday at Air Force planes protecting a shot down pilot in North Viet Nam 105 miles northwest of Hanoi.

The missiles missed and the MIGs fled, he said, and an Air Force helicopter recovered Capt. Martin A. Mahrt, 32, of Custer, S. D., in the longest successful rescue mission of the war.

Before Tuesday's attack, the MIGs relied strictly on 20 mm cannons the few times they ventured out to challenge attacking U.S. fighter planes, the spokesman said.

Missiles Guard Pass

U.S. pilots also reported for the first time that the Communists are using surface-to-air anti-aircraft missiles (SAMs) to protect the vital Mu Gia Pass which is the gateway to the main Communist supply route into South Viet Nam. Previously most SAM missile sites were in the industrial area around Hanoi.

A spokesman said two SAMs were launched at a reconnaissance flight of U.S. Air Force Phantom jets Tuesday as they streaked by at more than 1,500 miles per hour. The missiles missed.

The beefed-up Communist air defenses brought down two Air Force F-105s during Tuesday's wide-ranging raids against the north, the spokesman said. One was piloted by Capt. Mahrt, but no parachute was seen from the other crash and the pilot was believed killed.

U.S. pilots have used the heat-seeking Sidewinder to good advantage on several occasions to down Communist jets. The missiles particularly effective against jets when fired from the rear. Their heat-seeking guidance systems sends them right up the exhaust pipe.

Lacked Thrust

The planes attacked Tuesday were prop-driven Al Skyraiders called in to protect Mahrt until a "jolly green giant" helicopter could reach him. The Skyraider pilots said the missiles appeared to run out of thrusting power before exploding harmlessly some distance away.

While the Skyraiders whirled to challenge the fleeing MIGs, Air Force Capt. Herbert D. Furman, 33, of Strum, Wis., picked up the downed pilot and headed back to safety with a distance record for helicopter rescues in Communist territory.

Downed Flyer Outruns Reds, Is Rescued by Copter Next Day

American Airman Hides in Hills in North Viet Nam Through Night

SAIGON, South Viet Nam, May 2 (AP) — A United States Air Force pilot outran Communist pursuers afoot in the mountains of North Viet Nam last night and rescue helicopters plucked him to safety at dawn today.

Three helicopter attempts late yesterday afternoon to rescue Capt. James M. Ingalls of Palo Alto, Calif. were driven off by Communist ground fire. Ingalls had parachuted into the mountains at 3:45 p.m. after ground fire shot down his A-1E Skyraider when he was flying a forward air control mission over North Viet Nam.

He was the 48th pilot brought out of North Viet Nam by the U.S. Air Force's Third Aerospace Rescue Recovery Group since Jan. 1. The group rescued 120 downed pilots in the last three months of 1965.

Ingalls made immediate radio contact with search Skyraiders who flew overhead after he went down along the North Viet Nam-Laos border. They were led to him by the radio "beeper" that all pilots carry in their survival kits.

Ingalls landed at the base of a cliff and two Air Force HH-3E Sikorsky helicopters told him to move a mile down the mountain slope. There was no sign of the enemy as one helicopter hovered over Ingalls. Suddenly, hidden gunners opened fire from the surrounding jungle, driving the helicopter off.

Ingalls carried

This happened once again late in the afternoon, with bullets slicing through the cockpit of one helicopter.

A flareship was called in to aid in a night pickup, but Ingalls did not want his position pinpointed by the flares.

Air Force Col. Arthur W. Beal, from Orlando, Fla., commander of the Third Aerospace Recovery Group, was controlling the rescue via a radio hookup with Saigon.

"We were certain the Communists would zero in on Ingalls," said Beal. "He had him surrounded on the ground. I guess they were looking to shoot down one of our ships."

Ingalls spent the night on the mountain, constantly on the move. Helicopters found him at dawn at a spot far from where he had been the previous afternoon.

They went straight in and picked him up without a shot being fired. Ingalls had successfully evaded his pursuers.

The helicopter that picked up Ingalls was from the aerospace group's Fifth Detachment, known as "the Jolly Green Giants" because of the green camouflage paint covering their aircraft.

The rescue ship was piloted by Maj. Earmon L. Stearman, Sulphur Springs, Tex., and Capt. David C. Renty of Philadelphia, Pa. The crew chief was Sgt. Theodore H.

Stearman, Mc

aman

SURVIVORS NAME
SPELLING OUT →

10 MAY 66 SAR

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13 MAY 66
✓ OUT

13 MAY 66



SAVED BY JOLLY GREEN GIANT
—Capt. James R. Mitchell, USAF, an F-105 Thunderchief pilot, was shot down while on his 10th strike mission over North Vietnam. Soon after ejecting from his craft, he was picked up by an Air Force HH-3 "Jolly Green Giant" rescue helicopter from the Da Nang air base.

CONFIDENTIAL

Det 2-3-51-6 May

(C) Two C-1E pilots were located and recovered by an HH-3 using the hoist at 1720N 10540E. Both survivors were returned to Nakhon Phanom.

Det 2-3-52-6 May

(C) An F-105 was hit over the target; his wingman reported a good chute at 2139N 10451E (NVN), approximately five miles from the target area. Electronic search the next day by F4C's produced strong beeper contact but was unsuccessful due to limited time on scene before fuel bingo. Search suspended the following day when no visual or electronic contact was made.

Det 2-3-53-10 May

(C) The pilot of an F-105 shot down in the vicinity of the Red River (NVN) was located at 2156N 10435E. ALE's in the area contacted the downed pilot; an HH-3 recovered the injured airman by hoist. On leaving the scene, MIG's attacked the two helicopters but were driven off by F-4C's.

Det 2-3-54-10 May

(C) Two HH-3E's were scrambled from Nakhon Phanom to recover a downed F-105 pilot at 2030N 10412E. ALE's vectored the helicopters to the scene and marked the pilot's position with smoke. One of the HH-3E's lowered its hoist penetrator to within three feet of the pilot who had a bad leg injury; however, he was able to get aboard the penetrator and was hauled into the aircraft for return to Udorn.

Det 2-3-55-11 May

(C) C-130 and ALE's made visual and electronic search for USMC pilot of an A-4 down in Laos at 1621N 10648E with negative results. Search suspended since wingman was doubtful that pilot ejected.

Det 2-3-56-13 May

(C) An F-105 pilot bailed out 5½ miles NW of Nakhon Phanom and was recovered by hoist using an HH-3 helicopter.

Det 2-3-57-15 May

(C) HC-130, HU-16, KC-135 and F-105's made electronic search for F-105 pilot down at 1722N 10630E (NVN). Search suspended due to negative contacts.

Det 2-3-58-15 May

(C) The last known position of an AC-47 was 1658N 10604E (Laos). HC-130 and ALE's made visual and electronic search but no leads or contacts were made.

Det 2-3-59-16 May

(C) The pilot of an ALE bailed out successfully at 1712N 10610E. His wingman had the chute in sight and radio contact with the downed pilot. On arrival of HH-3E's, the downed airman fired a smoke bomb, was located and picked up by hoist for return to Nakhon Phanom. Ground fire was heard during the recovery but no battle damage was sustained.

CONFIDENTIAL

~~CONFIDENTIAL~~ 44124
MISSION NARRATIVE 10 MAY 1966

Jolly Green 52 and 53 were scrambled from NKP at 1600 hours with instructions from COMPRESS to proceed northbound to a position approximately 10 miles east of Sam Neua, Laos (20°30'N 104° 12'E) to recover a downed F-105 pilot. A DRV penetration was authorized at this time to expedite the mission. B 54
13

Both aircraft were airborne at 1605, tracking 355 degrees from TACAN channel 89. The destination was approximately 182 miles north. At 9000 feet our safest altitude to penetrate North Vietnam, our ground speed was only 84 knots and our ETE of 2 hours and 11 minutes was passed to Crown 69. Cub/13

We were advised by Crown that Firefly 18 would be the controlling agency since Crown 69 was involved in another mission. 4/9

We altered course several times enroute to the incident site in order to circumnavigate known AAA positions.

While we were approximately 60 miles out, Firefly 18 was replaced as on scene commander by Sandy 31. At approximately the same time, Sandy 21 and 22 joined with the Jolly Greens to act as escort. O

Sandy 31 vectored us to the target area and then marked the pilot's position with smoke. At about 1820L he advised us that Firefly 18 had voice contact with the pilot earlier in the day and he was located directly under his chute. Radio contact had been lost but his beeper was still transmitting loud and clear possibly blocking out his voice transmissions. The beeper was hung in his parachute high in a tree and he was unable to turn it off.

Sandy 31 reported no ground fire in the area and no ground activity. Sandy 31 recommended that we approach the chute so that the pilot could see the helicopter and possibly make his whereabouts known. We descended almost vertically over the position while Sandy 31 verbally directed us to the location of the chute and as we passed over it, ALC Beaumonte sighted the pilot on the ground. We executed a tight 180 degree turn, as we jettisoned our tanks, and as we rolled out on final we saw a pen flare emerge from the trees from a position very close to the chute. A hover was established over the downed pilot at 1825. He was located just below the crest of a ridge on a very steep slope at an elevation of approximately 2800 feet. The penetrator was placed within 3 feet of his position on the ground, but due to the steep gradient and a leg injury it took several minutes for him to get onto the seat. He was aboard the penetrator at 1830 and we departed the area at approximately 1833 with him safely in the cabin.

Airman Hunt, our Pararescueman, examined Lt Clouser after his recovery and reported that the pilot's left knee and ankle were either severely sprained or broken. The whole leg was extremely painful to the touch, however, if they were broken, they were simple fractures since no skin was broken. To be on the safe side the leg was placed in a cast and an ambulance was requested to meet the

DOWNGRADED

107 AF 2-275-2

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

CLASSIFICATION ~~CONFIDENTIAL~~ 13 MAY 1970

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By Authority of CDR

By ~~13 MAY 75~~

ARODC # 661782

RBPC 66 0053

ARBS SC No: 661876

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CONFIDENTIAL

52

aircraft on our arrival at homeplate.

Our fuel state was such that we had to land at Site Oscar to refuel. Arrangements had been made in advance to have the strip lit up to enable us to land. The ground personnel at the site used jeep lights to mark the runway and we landed without incident at 2005 hours. This would have been an impossible feat without those lights so that assistance was certainly appreciated.

We departed Oscar at 2015 hours after refueling and arrived Udorn 2115 where we were met by an ambulance and our passenger was turned over to them.

Low Bird

RCC- Capt Raymond H. Matthews
CP - 1/Lt Lawrence C. Rice
HM - ALC Nicholas F. Beaumonte
PJ - ALC George E. Hunt

High Bird

RCC- Major Ealum L. Stearman
CP - Capt Francis E. Hendrickson
HM - SSgt Donald Chance
PJ - SSgt Robert Berry

Pilot recovered: Lt Gordon L. Clouster, FV3155950, 357th TFS

Raymond H. Matthews

RAYMOND H. MATTHEWS
Captain, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED
Or Changed to *UNCLASSIFIED*
By Authority of *ADS* (Date) *2 May 73*
By *[Signature]*

CONFIDENTIAL

~~CONFIDENTIAL~~

53

MISSION NARRATIVE 13 MAY 1966

During preflight inspection 13 May 1966, a call was heard by Jolly Green 56 on Guard. Elm Lead, a USAF F-105 was experiencing hydraulic troubles. His position was plotted by Invert as being approximately 45NM south of channel 89. Jolly Green 56 called Elm and advised him that two Jolly Green's were standing by at channel 89. He decided to alter course to bring him closer to channel 89 as a bailout appeared imminent. Both Jolly Green's became airborne at 2245Z and within five minutes made a visual sighting of Elm Flight. Elm lead considered attempting a landing at channel 89 but as he reached a point approximately 8NM on the 270° radial of channel 89 he experienced complete hydraulic failure and announced that he was bailing out. Both Jolly Green's had good visual contact all the time and while 56 circled the descending chute, 55 followed the F-105 and observed the crash site. The aircraft crashed on the 345° radial, 5½ NM from channel 89, causing no apparent property damage. The pilot landed in some trees approximately 290° radial 6-7 NM from channel 89 and established immediate voice contact. He said he was uninjured. Jolly Green 56 had to drop tanks as a landing site nearby was not available, and a hoist recovery was necessary.

The pilot was picked up at 0605 and both Jolly Green's landed at NKP at 0615.

Pilot recovered: Capt James R. Mitchell, 421st TFS.

Jolly Green 56-Low Bird

RCC - Capt Robert Weekley
CP - 1st Lt John Guilmartin Jr
HM - SSgt William Gladish
PJ - A2C Michael Halvorson

Jolly Green 55-High Bird

RCC - Capt Erling Drangstveit
CP - 1st Lt Thomas Kenny
HM - SSgt Harold Schrader
PJ - SSgt Arron Farrior

Frank A. Schmidt, Major
for ROBERT A. WEEKLEY, Capt., USAF
Rescue Crew Commander

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DOWNGRADED
IAW AFR-205-2

22 MAY 1975

CLASSIFICATION CANCELLED
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By Authority of FDS
By (Date) 13 May 75

~~CONFIDENTIAL~~

ARODC # 1661781

Hq ARFS SC No. 661969

FROM: Det 7, 38ARRSq, APO San Francisco 96337

16 May 1966

Subject: Narrative of Mission 7-38-33, 14 May 66

TO: 3d ARRGp, APO San Francisco 96307

1. I was on strip alert at Cigar when requested at 1715 local to med-evac eight wounded Laotian soldiers from a location 14 miles west of Tango. We secured permission from Queen and departed at 1730 local. A slight delay was incurred because we off-loaded partially filled auxillary fuel tanks before departure. Enroute to Tango we were ordered by Queen to hold at Tango for rescap. Since darkness was approaching and the recovery location was known to be secure, we requested and received permission to continue unescorted. We arrived at the location at 1810. The primary helicopter loaded four patients and the secondary three. We arrived at Tango at 1830 and all patients were off-loaded. We then departed, but were recalled by Baton Rouge 9 after approximately 20 minutes flight. Two of the patients were in critical condition and the Tango medics felt they would not survive the night at Tango. We returned and loaded one litter on each helicopter. We then proceeded in marginal night weather to Charlie med. Our patients were off-loaded and we landed at DaNang at 2115.

2. No problems were encountered on this mission. The patient on my aircraft was suffering from a open chest wound and I was requested to fly at a minimum altitude. The low altitude and night flying condition were the only aspects of this mission that were out of the ordinary.

3. Seven combat saves for Detachment 7, 38ARRSq.

Primary Crew:

RCC Captain Harold A. Solberg
CP Captain Donald J. Couture
HM A2C Dennis J. Wilson
RS A1C Dennis C. Hughes

Secondary Crew:

RCC Captain John B. Kneen
CP Captain Rockwell N. Greene
HM A1C Ronal E. Renard
RS SSgt William C. Sutton

for *John B. Kneen, Capt*
HAROLD A. SOLBERG, Capt., USAF
Rescue Crew Commander

FROM: Det 7, 38ARRSq, APO San Francisco 96337

16 May 1966

Subject: Narrative of Mission 7-38-32

TO: 3d ARRGp, APO San Francisco 96307

1. I was requested by Baton Rouge 9, at 1025 local, to med-evac a Laotian soldier from a site 14 miles west of Tango. I secured permission from King and both helicopters departed at 1035 local. We landed at the location 1050 local and departed 1055 local. Enroute to Tango ALC Hughes applied pressure to stop arterial blood flow. We arrived at Tango 1110 local and the mission was closed.

2. The patient had stepped on a land mine and was in critical condition. By luck a Royal Laotian Air Force C-47 was at Tango. The patient was med-evac'd by the C-47 to Savannakhet, Laos. The medics at Tango are sure the patient will lose at least one leg and one foot.

3. This is one combat save for Det 7, 38ARRSq.

Primary Crew:

RCC Captain Harold A. Solberg
CP Captain Donald J. Couture
HM A2C Dennis J. Wilson
RS ALC Dennis C. Hughes

Secondary Crew:

RCC Captain John B. Kneen
Captain Rockwell N. Greene
ALC Ronald E. Renard
SSGT William C. Sutton

John B. Kneen Capt
HAROLD A. SOLBERG, Capt., USAF
Rescue Crew Commander

DECLASSIFIED ~~CONFIDENTIAL~~

MISSION NARRATIVE 16 MAY 1966

At 0257Z, 16 May 1966 we were notified by Compress at NKP that Dragonfly 23, a USAF A1E, was down at 106 10E 1712N. The pilot had bailed out successfully and his wingman, Dragonfly 24, had the chute in site and had radio contact with the downed pilot. At 0300Z Jolly Green 52 and 55 were airborne and Sandy 41 and 42 were airborne at 0305Z. Sandy 31 and 32, who were on another SAR mission, diverted to the area to help CAP the downed pilot. When we were approximately one half way to the area Sandy 32 had to return because of low fuel and Sandy 31 came to our position to lead us and Sandy 41 and 42 directly to the area. Weather enroute was broken, bases at 3000' MSL and tops at 6500' MSL with building CB's. Upon arriving in the area at 0355Z, Dragonfly 24 briefed us on the situation, showed us the general position of the downed pilot, showed us where he thought the gun was that had brought Dragonfly 23 down and what approach he thought would keep us clear of groundfire. After this was done all aircraft went to Guard frequency and we called for radio silence, Capt Rush made the final preparations in the cockpit, jettisoned the auxiliary fuel tanks and we started our descent. While we were in the descent Dragonfly 24 told the downed pilot to fire a smoke bomb which he did. It appeared that he was in a ravine that sloped up sharply to the west so I decided to make a straight in approach to the man from the southeast and return the same way since Dragonfly 24 thought the most probable place for groundfire would be on the ridge by the road, route 912, that ran southwest-northeast. While on the approach we gained radio contact with the downed pilot. The smoke had evidently drifted away from the pilot when we were descending because none of the crew could spot him. We asked him to fire another smoke bomb which he did and we spotted the smoke immediately and hovered to the source of the smoke. Our flight engineer, SSgt Youngblood, spotted the downed pilot and directed me over him although this was rather difficult because the downed pilot was talking to us on his survival radio so it was difficult to hear SSgt Youngblood's instructions even when the UHF was turned all the way down. SSgt Youngblood lowered the tree penetrator through approximately 100' of tall bamboo and elephant grass. The survivor got on the tree penetrator and SSgt Youngblood brought him up. While we were in the hover we heard groundfire and thought we took one hit but on return we could find no battle damage. When we heard the groundfire we called to the Sandys for help and they sprayed the area with frag rockets. The pickup was complete at 0400Z and we proceeded out of the ravine to the southeast, the same way we had entered, climbed and joined up with Jolly Green 55 and proceeded back to NKP, escorted by Sandy 41 and 42. We landed at 0450Z. Throughout the whole mission everyone, my crew, the downed pilot, Dragonfly 24, the Sandys, Crown and Jolly Green 55 acted with professional skill and coolness. My thanks to all.

Pilot recovered: Captain Henry L. Smith

JOLLY GREEN 52

RCC- 1/Lt Forest M. Kimsey
CP - Capt Charles P. Rush
HM - SSgt Theodore M. Youngblood
PJ - A2C William D. Brotton

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

CLASSIFICATION CANCELLED

Or Changed to UNCLASS

By Authority of L-DS

17V AFR-85

12 MAY 1980

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

ARODC #661780

RRRC-66-0050

~~CONFIDENTIAL~~

Hq ARRS SC No: 661877

665-00186

DECLASSIFIED



BROTTON

SMITH

YOUNGBLOOD

KIMSEY

RUSH

PJ

FE

PILOT

CO-PILOT

16 MAY 66 SAR IN LAOS

CONFIDENTIAL

Reg # 45036

MISSION NARRATIVE 18 MAY 1966

58

At approximately 0515Z an O-1F, Bombay 19, out of NKP with two souls on board was brought down by enemy fire at the approximate position 17°15'N 106°11'E near Ban San, Laos. Jolly Green 51 and 54 were scrambled from NKP at 0532Z. Jolly Green 51, low bird, was airborne by 0540Z with Jolly Green 54. Sandy 31, 32, 41 and 42 were scrambled at the same time and were airborne by approximately 0542Z.

We elected to approach the area of the downed O-1F from the south to avoid known gun positions near 17°12'N, 105°09'E and to avoid intense ground fire reported in the vicinity of Route 912 immediately north and east of the crash site. The Sandy aircraft proceeded by a more direct route and began arriving in the crash area at around 0625Z.

Between 0550Z and 0610Z a Black Lion (F4B off of USS Kittyhawk) flying RESCAP in the crash area was hit heavily and set afire while making a north to south pass over the crash site. Although advised to eject immediately by their wingman the crew stated their intention to stay with their aircraft as long as possible. This decision placed them, at point of ejection, at the position XE 275065 (17°14'N 106°11'E) approximately two miles SE of route 912 and two miles SW of the DRVN border. One survivor was reported to have a good chute; however the other had a "MAE WEST" alternately collapsing and inflating with a high sink rate.

The two HH-3E's arrived at a point approximately 12 miles SE of the downed survivors at 0620Z and established radio contact with the Sandy aircraft in the area. Although considerable radio chatter on all channels hampered effective coordination, Sandy 41 and 42 were able to join up with us and lead us into the area by means of DF steers from Sandy 31 and 32. On the way in, we spotted Pedro 99 flight, two HH-43F's out of Khe Sahn, advised them of our intentions, and proceeded into the pickup area.

Visual and radio contact were established with Sandy 31 at 0630Z who advised Jolly Green 51 to proceed directly to the downed pilots position from the ESE without a preliminary high speed pass to test ground fire. This course of action was chosen as the survivors were located on the eastern side of a large karst which masked AAA fire from the vicinity of Route 912 to the west. Staying below the level of the karst ridges, Jolly Green 51 proceeded directly in, spotting the pilot's red smoke, fired on Sandy 31's command. Jolly Green 54 stayed high and to the ESE within sight of the operation. After jettisoning auxiliary tanks, Jolly Green 51 came to a hover over the survivor's smoke. SSgt Holloway sighted the survivor and directed us over his position as ALC Kraft watched for ground fire and kept the tail rotor clear of trees by his commands to the pilot. Major Vavra monitored the appropriate instruments and advised the pilot of our power margin. Although the survivor experienced some difficulty in mounting the tree penetrator, SSgt Holloway was able to maneuver it in toward him and hoist him into the aircraft. Approximately 150' of cable was deployed due to the tree height and the steepness of the slope.

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ARCDC #

661856

IAW

AFR-20512

MAY 1970

RGRC-66-0060

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

CONFIDENTIAL

Hq ARRS SC No. 661985
665-00190

CLASSIFICATION CANCELLED
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On [illegible]
Authority of [illegible]

F4-B

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CONFIDENTIAL

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After picking up the Pilot, LCDR Sommers, at 0640Z, Jolly Green 51 remained low in the area as the ALE aircraft attempted to establish contact with the RO who had been using his beeper intermittently. Jolly Green 54 stayed high and served as a radio link as our UHF Guard transmitter was weak.

After 50 minutes of intensive effort Sandy 31 established weak voice contact with the RO and had him state his position relative to the ALE. As Jolly Green 51 came into the area Sandy 31 had him fire one of his two day night flares. This flare was spotted by ALC Kraft who reported it forward and to the left. As we moved forward into a "U" shaped blind valley we heard the survivor transmitting. At this point we took a single .30 Cal hit which penetrated below the main cargo door, exited the floor behind the aux. servo compartment, and wounded ALC Kraft in the right knee and elbow. We had previously been hit by one .30 Cal round from this position, but had not realized it at the time. Simultaneously the pilot and co-pilot observed the RO's second flare on the opposite side of the valley at our 1030 o'clock position. SSgt Holloway pulled ALC Kraft from his exposed position, handed his M-16 to LCDR Sommers and placed him at ALC Kraft's post as we proceeded in to the RO's position. The RO directed us in toward his position, with his voice rising in pitch as we neared him. When his transmissions ceased, Major Vavra continued to direct us several feet to the left and SSgt Holloway lowered the hoist. As the hoist neared the ground, SSgt Holloway observed the survivor struggling toward the penetrator through the dense underbrush and directed us over him. The RO mounted the tree penetrator and was taken aboard without incident. Approximately 150' of cable was deployed. The RO had an undetermined back injury, blood on his lips, and was apparently in shock. Prior to departing the pickup area Jolly Green 51 request that a firing pass be made on the area from which ground fire was drawn. Only Jolly Green 54 read this transmission and relayed it to the Sandys; one of which put in a 20mm strafing pass as we passed the area going out. Crown 68 and Omaha flight, flying high CAP, reported jamming on 243.0mc between 0730Z and 0740Z. The second pickup was made at 0740Z.

As we departed the pickup area ALC Kraft directed SSgt Holloway in treating LCDR Sullivan for shock. After all possible had been done for LCDR Sullivan, ALC Kraft directed SSgt Holloway in attending to his own wounds.

After clearing the valley in which the RO was located, Jolly Green 51 proceeded due south. Sandy 31 observed several white flak bursts ahead of us and directed us to do a left 180 degree followed by a right 90 degree turn up a narrow valley taking us clear to the east. The DRV border was penetrated by Jolly Green 51 and 54 at this point.

As Jolly Green 51^{had} reached bingo fuel, and as we had wounded aboard, we proceeded directly to Khe Sohn escorted by Sandy 41 and 42. Jolly Green 54 remained in the area until 0900Z in the event contact could be established with Gombey 19. Jolly Green 54 landed at NKP at 1005Z. Jolly Green 51 landed at Khe Sohn at 0840Z. Both survivors and ALC Kraft were evacuated by C-123 to Da Nang at 0900Z after a preliminary check by US Army medical personnel at Khe Sohn.

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By Authority of [Signature]
Or Changed to [Signature]
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DOWNGRADED
IAW AFR-205-2

18 MAY 1970

CONFIDENTIAL

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~~CONFIDENTIAL~~

Evaluation of battle damage revealed an additional .30 cal hit which entered from below, immediately forward of the aft fuel tank, and lodged in the aft tank filler neck. Radio contact was established with Crown 68 and our intention to return to Udorn via NKP was transmitted. 58

After placing a patch on the punctured filler neck and refueling we departed Khe Sohn at 1100Z meeting Sandy 11 and 12 after breaking out on top. Take off was under instrument conditions. Sandy 11 and 12 escorted us to NKP where we landed at 1220Z. After debriefing we departed NKP for Udorn at 1320Z, arriving at 1430Z.

Sandy 31's (Capt Elmer Nelson) direction of the operation as On Scene Commander was faultless. His selection of our route into the area of the first pickup was well advised. His action in altering our exit route on spotting AAA fire immediately ahead of us definitely was a good idea. The operation was successful in so far as it was, only through the actions of the Al's.

Our crew functioned quickly and efficiently as a unit. In particular, ALC Kraft's coolness in directing LCDR Sullivan's treatment and then his own, even though under self injected morphine, cannot be too highly praised.

The actions of the survivors assisted greatly in their recovery. This was particularly true of LCDR Sullivan who continued to function effectively despite a back injury and shock.

Jolly Green 51, Low Bird

RCC, 1/Lt John F. Guilmartin Jr
CO, Major Donald A. Vavra
HM, SSgt Michael R. Holloway
PJ, ALC Dennis J. Kraft

Jolly Green 54, High Bird

RCC, Capt Raymond H. Matthews
CP, 1/Lt Lawrence C. Rice
HM, ALC Nicholas F. Beaumonte
PJ, ALC George E. Hunt

AIRCREW MEMBERS RECOVERED

Pilot: Lt Commander Carl W. Summers, 565648, VF 213, USS Kittyhawk
RO: Lt Commander William K. Sullivan, 605281, VF 213, USS Kittyhawk

Jh F Guilmartin Jr
JOHN F. GUILMARTIN, JR
1st Lt, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED

Or Changed to UNCLASS

By Authority of EDS

By [Signature] (Date) 13 Aug 75

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

MISSION NARRATIVE 22 May 1966

DOWNGRADED
IAW AFR-205-2
12 MAY 1970

Jolly Green 56 (low bird) and Jolly Green 52 (high bird) were on alert at NKP at 0530 on 22 May 1966. We were notified by Crown 61 (HC-130H) at 1039L, that an F-105 was down on the 0890/62 NM from NKP. Both Jolly Greens were airborne at 1044L, enroute to the area. The weather at launch was 5000' broken to overcast, 10,000' broken, high broken, and visibility 10 miles. No problems were encountered during the scramble.

Weather enroute to the area was 7000' broken to overcast, with layers at 9000' and 10,000'. The Jolly Greens climbed to 7,500' to take advantage of the cloud coverage over known flak areas. Sandys' 41 and 42 were rescort. While flying to the area, we could hear a Gombay (FAC) advise all forces that two miles north of the downed pilot were many 37mm and 57mm positions along a ridge line. He also said they were possibly "Fire Can". Dragonfly 23, a FAC A1E, was over the area talking to the survivor and advised him to move southwest to get out of range of the guns. The survivor said he had a bad leg and couldn't move too easily, and that many enemy camps were all around him. Dragonfly 23 then requested fighters with bombs to knock out the guns. The Jolly Greens arrived in the area at 1120L. The weather was 7000' broken to overcast, but visibility was 15 miles. We let down through the weather and were advised by Dragonfly 23 to orbit a few miles short of the target until the fighters arrived. Crown 61 advised that there would be a delay on the fighters. Dragonfly continued to fly in and out of the area without drawing any fire. Since time is always of the essence, Jolly Green 56 suggested they get all the White Phosphorus they had and lay down a smoke screen and attempt the rescue.

At about 1155, one Sandy dropped a W.P. to determine the wind direction. Then a line of them were dropped between the survivor and the guns. When the Sandys started dropping, the survivor reported heavy ground fire directed at them. Jolly Green 56 started a rapid descent, taking advantage of the smoke screen and terrain to get into the area. As we approached we could see red smoke, but it was right on the edge of the first W.P. dropped. The survivor had his beeper on at this time and all attempts to talk to him or to get it turned off failed.

We made a high speed pass over the red smoke, but couldn't see the survivor due to the high trees and foliage. A rapid teardrop turn was made into the wind and we came to a hover over the smoke. The flight mechanic spotted the survivor and directed the helicopter over him. We were receiving small arms fire, so we pulled the helicopter up into the edge of the W.P. smoke, trying to keep the screen between us and the fire. Hovering was very difficult because we were about 80' above the trees, and the smoke was partially obscuring ground references. Just as soon as the flight mechanic advised that the survivor was on the penetrator and clear of the trees, we initiated a takeoff. We proceeded easterly at a slow airspeed with the survivor still 50' below the chopper, bringing him up enroute. Sandy advised us to break right because heavy AAA guns at the end of the valley were firing at us. This brought us over the pickup area again and although we were still climbing, we were only 1000' above the ground.

CLASSIFICATION CANCELLED

Or Changed to C-200-693

By Authority of GDS

By (Date) 13-2-73

CLASSIFICATION CANCELLED
Or Changed to C-200-693
By Authority of _____
By _____ (Date) _____

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

ARODC # 661855-4M

RGRC-66-0063

~~CONFIDENTIAL~~

661986
665-00191

~~CONFIDENTIAL~~

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We got the survivor inside just as some heavy automatic weapons opened up to our right. The Sandys were in excellent position and returned the fire immediately. We broke left, flying southwest and started receiving heavy automatic weapons fire from our left. All this time, the pararescueman and the flight mechanic were returning fire with M-16's. They could see the enemy and reported they had hit at least three. We were changing heading constantly and climbing for the clouds, which we entered at 5000'AGL. We then proceeded IFR out of the area.

The only problems encountered were heavy chatter on the radios when we first arrived, however all unnecessary chatter ceased when the pickup began. Also the beeper being left on by the survivor prevented further voice contact. While in a hover making the pickup, the crew observed a dirt road next to us with about fifteen 50 gallon drums of fuel beside it. This was later reported to intelligence, along with the known gun positions.

Jolly Green 56 received only one hit (5 holes), from all the fire thrown at it. I believe the jinking (rapid changing of altitude and heading) kept the hits to a minimum. The first J.P. was put too close to the survivor, but at that time he was believed to be further south. As it worked out, the smoke that close acted as a good screen.

The survivors name was Richard H. Hackford Jr., 1stLt, FR78682, 469th TFS. Both Jolly Greens recovered at NKP at 1455L.

LOW BIRD

RCC: Capt J. L. Butera
RCCP: Capt D. Henry
HM: TSgt S. Heywood
PJ: A2C Williamson

HIGH BIRD

RCC: Capt Drangstveit
RCCP: Lt Kenny
HM: SSgt Schrader
PJ: SSgt Farrior

James L. Butera
JAMES L. BUTERA, Captain
RCC, Low Bird

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of GDS

By [Signature] (Date) 13 Mar 77

~~CONFIDENTIAL~~



Butera.jpg

22MAY66

USAF Captain Saves Downed Pilot in Viet

22 May 66

U.S. Air Force **Capt. James I. Butera**, son of Mr. and Mrs. Samuel S. Butera, 1830 N Ave., National City, recently rescued an F-105 pilot downed among enemy gun emplacements in Viet Nam.

The rapid rescue, which marked the 53rd for Butera's detachment of the famed Jolly Green Giant rescue squadron, required a smoke screen to obscure recovery actions from the nearby guns.

His crew used the helicopter's hoist to raise the fighter pilot from the towering jungle trees and began maneuvering from the crash site while the pilot still dangled in the hoist some 30 feet below.

The captain and his crew circled the enemy gun positions as the downed pilot was brought aboard.

Butera, a helicopter rescue pilot, is a member of the Aerospace Rescue and Recovery Service which flies combat and peacetime air rescue and aeromedical evacuation missions.

He is a veteran of the Korean War, and was commissioned upon completion of Officer Candidate School.



Det 2-3-60-18 May

(C) An O-1E with two people aboard was brought down by enemy fire in Laos at 1715N 10611E. A Navy F4B making a low pass over the crash site was hit heavily and set afire. The pilot and RO ejected at 1714N 10611E approximately two miles SW of the DRV border. Two HH-3E's scrambled from Nakhon Phanom and were led to the area by ALE's. The two survivors of the F4B were recovered individually by hoist. During the second pick up the pararescueman was hit in the knee and elbow by one 30 cal round. Both survivors and the wounded pararescueman were returned to Khe Sanh and then evacuated to DaNang. Search suspended for the crew of O-1E after search of immediate area. Wingman reported in his opinion there was no chance for survivors.

Det 2-3-61-19 May

(C) An Air America helicopter was shot down in Laos at 1959N 10329E. Request for SAR assistance was responded to by diverting an HC-130, two HH-3E's and ALE's toward the scene; however, the Rescue helicopters were recalled when Air America advised they were not needed. Air America H-34 picked up survivors and the deceased were left at the wreckage for a ground party to recover.

Det 2-3-62-22 May

(C) An F-105 pilot was recovered 62 NM East of Nakhon Phanom by HH-3E using the hoist. The recovery was made in conjunction with a smoke screen laid down by ALE's to reduce the effectiveness of heavy ground fire.

Det 2-3-63-25 May

(C) Two HH-3E's, call sign Jolly Green 52 and 56, were scrambled to look for the downed pilot of an F-105 at 1933N 10343E. Led to the scene by fighters, the ALE's dropped white phosphorous rockets to screen the pick up point. The low bird, Jolly Green 56, moved into the area where the parachute was located. About 50 feet above the site, heavy ground fire started from automatic weapons. The helicopter mechanic saw several men and returned their fire and observed five or six of them fall. Taking hits on the aircraft, #2 engine failed. At low altitude and airspeed a crash landing was imminent; however, the application of full emergency power on #1 engine enabled Jolly Green 56 to balloon over a ridge toward some rice fields. Airspeed and RPM built back so that level flight was maintained and fuel was dumped to gain altitude. With fighter escort and navigation assistance from an Air America aircraft the helicopter recovered at an airfield with 170 lbs of fuel left. During the following day's search, an ALE aircraft went down just south of the F-105 beeper position. He was recovered by an HH-3E and the search for the F-105 pilot continued. When two F-105's made low passes over the beeper, flak was picked up. Suspecting a trap, the search was then suspended.

ALE lost
SAR pilot OK

Det 2-3-64-30 May

(C) An F-105 pilot bailed out at 2213N 10423E. ALE's in contact with the pilot reported that he was under his chute which was caught in the trees. An HH-3E lowered its forest penetrator hoist and hovered over the chute for about two minutes hoping the downed pilot would come to the hoist. Just then the helicopter was hit twice by small arms fire and had to withdraw. Later attempts to locate the pilot were unsuccessful and the search was suspended.

ARUDC
TRCCO

Reg # 45036

12
JTB

Phicks

FROM: Det 2, 36th ARRG/Captain Marcum/4184

SUBJECT: Mission Narrative Report - 25 May 1966

TO: 3rd ARRG (RCOF)

1. Captain Marcum, primary RCC, received a call at 1235 local hours from Major Bruster, JSARC, stating he had received information of a FAC C-1 aircraft had been downed. C-1 aircraft call sign Baron 09, was reported downed at YA 760470. Major Bruster requested we call II DASC and see if they had any further information to confirm the aircraft being downed. While talking to II DASC, CRP called confirming the incident. CRP stated Baron 01, C-1 FAC aircraft, was on scene directing a strike and searching for the downed pilot in Baron 09. When air cover was requested from II DASC, we were informed that three A-1E aircraft were on scene at the time.
2. Pedro 42 and 56 scrambled from Fleiku AB at 1245 hours. Enroute weather was forecasted to be 2,000 scattered, 8,000 broken with 7 miles and rain showers. No difficulties were encountered enroute to the crash site.
3. Pedro aircraft arrived at crash site at 1305 hours. Pedro 42 started a low level search near the crashed aircraft while Pedro 56 remained high for top cover. Pedro 42 and Baron 01 had to remain west of the crash site due to A-1E's making strikes on NVA troops a few meters to the East of the crash. Special Forces ground party, Savoy 61 Alpha, was moving in from the West to look for the pilot. When ground party arrived at the C-1 crash, they reported the pilots' helmet still in the aircraft and there were no traces of blood. The ground party made a concentrated search of the immediate area while Pedro 42 and Baron 01 continued with the air search.
4. Savoy 61 Alpha called requesting med-evacuation of three personnel in ground party who were casualties of an earlier ambush. One soldier was seriously wounded and two were deceased. Baron 01 requested Pedro aircraft med evac the casualties after being on scene for approximately 45 minutes and there was no sign of the downed pilot.
5. Savoy 61 Alpha secured a landing zone near the casualties and Pedro 42 and 56 landed to pick up casualties. Both Pedro aircraft were airborne at 1350 hours enroute to Fleiku.
6. Casualties were taken to C Team Special Forces Camp at Fleiku since they were Montagnard forces. Pedro 56 needed maintenance work, so Pedro 42 returned to the crash site after refueling. When on scene, Baron FAC aircraft advised Pedro 42 that pilot had been found deceased approximately 300 meters from the crash. Pedro 42 returned to Fleiku at 1540 hours to terminate mission.

7. Flying time: 4 hours and 15 minutes

62

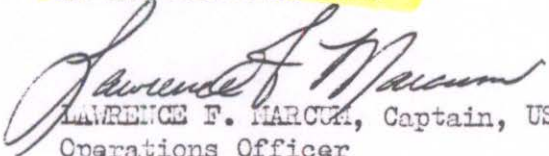
4 Sorties

Crews: Pedro 42

PEDRO 56

RCC Capt Lawrence F. Marcum
CP 1STLT Michael E. Davis
HM TSGT James E. Johnson
RS A2C David A. Carl

RCC Capt Fredrik M. Bergold
CP Capt Richard L. Cardwell
HM A2C Harry E. Hull
RS A2C Allen R. Stanek


LAWRENCE F. MARCUM, Captain, USAF
Operations Officer

~~CONFIDENTIAL~~

Reg # 45036

63

MISSION NARRATIVE- 26 MAY 1966

At 0637L, Compress directed Jolly Green 55 and 53 at NKP to launch and proceed to Lima Site 46 to stand airborne alert for possible recovery of Nash 2, an F-105 that had been shot down the previous evening. Shortly after take off Jolly Green 55 and 53 were advised that Sandy 12 was down just South of the F-105 beeper. The Sandy 12 pilot was reported down in a rice paddy with troops in the area that were possibly friendly. Crown 68 was asked to call Compress to determine if the area was safe, Crown advised that it was. As we approached the scene, we received several DF steers on UHF until visual contact was made with a Sandy orbiting above the undercast. This Sandy led us to a thin spot in the undercast. We followed the Sandy down from our altitude of 9000'. I requested all SAR aircraft to go to guard channel as we let down. I asked the survivor to release a smoke bomb. The smoke was spotted immediately near the edge of a rice paddy. Several people were seen waving as we made a low pass. I made a circle of the area and came to a one(1) hover in the rice paddy and the survivor was pulled aboard and a normal take off was made. After climbing back up to 9000' we orbited the area for approximately 30 minutes while the Nash 2 beeper was being pin-pointed. Walnut Flight (2 F-105's) and Sandy flight determined the approximately position of the beeper. Weather in the area was deteriorating, Walnut flight decided they would let down through the undercast and fly over the beeper. They were advised to be extremely careful as it was a hot area, (Jolly Green 56 had received several hits in the area the previous afternoon and Sandy 12 thought he might have been hit just south of the beeper. While making a low pass over the beeper, Walnut flight picked up flak and immediately climbed out. The concurrence of the SAR force and Walnut flight was to withdraw and suspend the search. Jolly Green 55 and 53 returned to Nakhom Phanom.

Weather: 1500 broken, 4000 broken, 8000 broken and overcast.

Take off: 0645L

Pickup: 0820L

Landed: 1045L

Recovery position: approximately 19° 31N, 103° 30W

LOW BIRD--JOLLY GREEN 55
RCC-- Capt William R. Uhl
CP -- Capt John M. High
HM -- TSgt Donald J. Jones
PJ - A2C Robert J. Ward

HIGH BIRD--JOLLY GREEN 53
RCC-- 1/Lt John F. Guilmartin
CP -- Major Donald Vavra
HM -- SSgt Michael Holloway
PJ -- A2C Malcom C. Hassler

DECLASSIFIED
IAW AFR-20512

12 MAY 1970

W. R. Uhl

WILLIAM R. UHL
Captain, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of *CDR*
By *CDR*
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

AROOC #

661854

~~CONFIDENTIAL~~

Hq ARRS SC No. 661987

665-00193

Det 2-3-60-18 May

(C) An O-1E with two people aboard was brought down by enemy fire in Laos at 1715N 10611E. A Navy F4B making a low pass over the crash site was hit heavily and set afire. The pilot and RO ejected at 1714N 10611E approximately two miles SW of the DRV border. Two HH-3E's scrambled from Nakhon Phanom and were led to the area by ALE's. The two survivors of the F4B were recovered individually by hoist. During the second pick up the pararescueman was hit in the knee and elbow by one 30 cal round. Both survivors and the wounded pararescueman were returned to Khe Sanh and then evacuated to DaNang. Search suspended for the crew of O-1E after search of immediate area. Wingman reported in his opinion there was no chance for survivors.

Det 2-3-61-19 May

(C) An Air America helicopter was shot down in Laos at 1959N 10329E. Request for SAR assistance was responded to by diverting an HC-130, two HH-3E's and ALE's toward the scene; however, the Rescue helicopters were recalled when Air America advised they were not needed. Air America H-34 picked up survivors and the deceased were left at the wreckage for a ground party to recover.

Det 2-3-62-22 May

(C) An F-105 pilot was recovered 62 NM East of Nakhon Phanom by HH-3E using the hoist. The recovery was made in conjunction with a smoke screen laid down by ALE's to reduce the effectiveness of heavy ground fire.

Det 2-3-63-25 May

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ALE lost
SAR pilot OK

Det 2-3-64-30 May

(C) An F-105 pilot bailed out at 2213N 10423E. ALE's in contact with the pilot reported that he was under his chute which was caught in the trees. An HH-3E lowered its forest penetrator hoist and hovered over the chute for about two minutes hoping the downed pilot would come to the hoist. Just then the helicopter was hit twice by small arms fire and had to withdraw. Later attempts to locate the pilot were unsuccessful and the search was suspended.

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

SUBJECT: Narrative Report (Mission 6-38-94-29 May 66) 31 May 66

TO: 3d Aerospace Rescue & Recovery Gp, (JSARC), APO US Forces 96307

1. Long Binh Dustoff Control notified us at 1457, 29 May 1966 of a seriously wounded soldier located at 1030N, 10646E. He could not be evacuated by Dustoff helicopter because of dense brush and trees in the pickup area. We tookoff in Pedro 97 at 1500 and proceeded to the area which was 28 miles south of Bien Hoa AB. Pedro 73 was airborne ten minutes later. Dustoff 107, a UH-1B was orbiting over the pickup area and, upon spotting violet smoke, I started an approach. Pickup was made by hoist/stokes litter at 1530 and the wounded soldier, PFC Gerald Honeycutt, US56391925, A Co, 1st Bn, 18th Inf was found to be wounded in the shoulder near the neck. We proceeded to the 93rd Evacuation Hospital, landing there at 1555. Later, we received word from the 93rd that the patient had a sucking chest wound and would have died if we had arrived a few minutes later. Three sorties were flown by 2 HH-43F helicopters for 2:15 flying time. Crew coordination and radio discipline was excellent. No hostile ground fire was encountered and weather consisted of light rain showers in the pickup area.

2. ARS crewmembers were:

Pedro 97

RCC	Capt	Charles P. Nadler	FR32161
CP	Capt	Raymond L. Murden	FV3087594
HM	TSgt	Richard A. Common	AF17390646
RS	A3C	Gordon C. Thayer	AF16758154

Pedro 73

RCC	Capt	Karl G. King	FV3103564
CP	1/Lt	Mark C. Schibler	FR77929
HM	A1C	Thomas C. Story	AF14653201
RS	A2C	Frederick L. Sanger	AF18723660

Charles P. Nadler

CHARLES P. NADLER, Captain, USAF
Rescue Crew Commander

MISSION NARRATIVE 30 MAY 1966

1. While pulling strip alert at L-98 on the 30th of May 1966, the Jolly Greens were scrambled for a F-105 pilot that bailed out at 2213°N 10423°E.

a. Scrambled at 1506L

b. Takeoff time 1511L

c. Entered orbit at DRV border 1615L, departed orbit for attempted recovery 1630L.

d. Time over area about 1740, in a hover over pilot's chute about 1747, started out of area at 1800, and departed area 1815.

e. Arrived at L-59 at 1920, refueled and departed at 2210.

f. Arrived back at Udorn 0005 the 31st of May.

2. No problems were encountered enroute.

3. Weather:

a. L-98 weather at launch was broken(7/8) with bases at 5,500 and scattered cu.

b. Weather enroute improved along the way except for occasional strips of broken clouds about the same as L-98 at takeoff.

c. There were a few thin scattered clouds in the area of the downed pilot at about 5000 feet and haze. Visibility was very poor looking toward the setting sun but fair looking away from the sun.

d. The return weather to L-59 was a thin scattered layer with tops about 8000' except occasional cu. From L-59 to Udorn cloud coverage was broken, tops at 10,000 feet. From about L-108, we were IFR until about 50 miles north of Udorn, where the weather started improving and was almost clear by the time we reached Udorn.

4. I had difficulty finding the place where the Sandy pilots said the downed pilot was located. We could not make radio contact with the pilot; there was haze in the area; and there was a strong beeper located a few miles northwest of the personnel chute that was supposed to belong to the downed pilot. The pilot was right beside his chute the last time anyone talked to him, and 5 minutes before we were over him, so we hovered and put the tree penetrator on the ground beside the chute. We got no response and saw no sign of the pilot. The parachute harness appeared to be about five feet from the ground. We made about four low passes over the chute prior to coming to a hover and one after. The effort was unsuccessful.

DOWNGRADED

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS

Captured: 1AW AFR-275-2
22 MAY 1970
RC 1306

ARODC #

and SC No.

665-00198

~~SECRET~~

5. We received small arms and automatic weapons fire in the "low bird" during descent north of the immediate area so we moved across the ridge closer to the downed pilot. The descent was made in that area to avoid the heavy flak area in the valley south of the ridge where the pilot was down. We received no ground fire from the small bowl like valley where we were circling while making passes over the downed pilot until the pass just prior to hovering. However, the ground fire was far enough away that I did not feel we would be in any great danger in a hover. About the time we started pulling out of the hover we detected ground fire from a ridge about one third mile away. I called for the Sandys to suppress the area and we came back for one more pass over the parachute. As we passed directly over the parachute, we heard ground fire and got one round that came almost straight up through the forward fuel tank, between the PJ and Flight Mechanic, and dented the armor plate protecting the control rods. After that, we pulled out and returned. The PJ returned fire with his M-16 to the muzzle flashes of automatic weapons from the ridge across from the downed pilot.

6. As we were crossing the Red River, leaving the area, the "high bird", Jolly Green 54, was crossing about two miles down the river and started picking up heavy flak from 37 and possibly 57MM AAA. They turned back and crossed further up stream with no difficulty. They were not hit. Jolly Green 58 received two hits by small arms, one through the forward fuel tank and the other through the tail rotor and tail pylon.

6. The crew coordination, bravery, and performance was outstanding. The cooperation and support from Jolly Green 54 and fighter aircraft was the best.

LOW BIRD

RCC- Major Ealum L. Stearman
CP - Capt Charles P. Rush
HM - SSgt Theodore Youngblood
PJ - A2C William Brotton

Charles P. Rush
for EALUM L. STEARMAN
Major, USAF
Rescue Crew Commander

HIGH BIRD

RCC- Capt William R. Uhl
CP - 1/Lt Robert Letton
HM - TSgt Donald Jones
PJ - A2C Robert Ward

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of GDS
By PCW (Date) 14 MAR 75

~~SECRET~~

66 R660 1306

Hq ARRS SC No. 662078

~~CONFIDENTIAL~~

Reg # 45548 65

2-3-65

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MISSION NARRATIVE 31 MAY 1966

At 1400 hours on 31 May 1966, Jolly Green's 51 and 52 departed site 98 to preposition at site 59 for an afternoon strike, arriving at 1500. Since our portable HF radio was inoperative, we made arrangements with Sandy's 21 and 22 to make a low pass in the event we were needed. At 1520, after a low pass by the Sandy aircraft, we were told to scramble. Airborne at 1525, and escorted by Sandies 21 and 22, we proceeded to the border in preparation for the recovery of "OLDS 2", down at 21° 39'N, 104° 40'E. After receiving border clearance, we proceeded on a course of 020° for 70 miles (from site 59) at an altitude of 10,000'. Enroute at about 1600, Cactus 2 experienced hydraulic control difficulties and was forced to eject in the same general vicinity as OLDS 2. He was observed in the chute and his beeper was activated, however no voice contact was made. After crossing the Black River north of Son Ia, we turned eastward and flew a course of 080° for 50 miles, then southeast into the target area. The weather enroute and in the target area was scattered to broken layers from 1500' AGL to 15,000' with visibility below the cloud decks at least 10 to 15 miles. Upon arrival in the area, at approximately 1650L, Jolly Green 52 (Low Bird), joined up with Sandy 11 who led us to the position of the downed pilot. Sandy 11 had voice contact and had instructed the survivor to release red smoke. Although the smoke remained in the treetops, we were still able to spot the smoke and made an approach. The site was approximately 100' below the crest of a ridge, on an extremely steep slope densely covered by trees 100 to 150' high. We did not jettison tiptanks on the first attempt, but were unable to hover at that weight at an altitude of 3800'. We moved off, dropped our tiptanks and made another approach. We hovered for 6 to 8 minutes before MSgt Daniels, the PJ, spotted the survivor through the dense canopy of trees. Soon after, he fired one pen-gun flare. Some difficulty was experienced in dropping the tree penetrator into the exact opening in the trees where the man stood, however, through the skill and direction of the hoist operator, TSgt Warren, this was finally done and the survivor took the time to strap himself securely onto the seat before we began to hoist him to safety. After he cleared the trees and was within 50' of the fuselage, we slowly moved off and he was pulled into the helicopter at about 1705L. The survivor, 1stLt Leonard C. Eckman, FR69986, from Takhli, had a small cut on one arm and was in a moderate state of shock. He was treated by MSgt Daniels and his wound was dressed. We proceeded toward the area nearby where Cactus 2 was down and advised Jolly Green 51 (High Bird) that, due to our extended hover, nearly 15 minutes, we would be unable to recover Cactus 2 due to almost "Bingo" fuel. We did cap Jolly Green 51 while he hovered, again nearly 15 minutes at almost 4000', over the parachute of Cactus 2. Sandys 11 and 12 expended ordnance in the area around Cactus 2's parachute due to the proximity of two huts. The harness was hanging about 30' off of the ground, empty, and the pilot was nowhere to be found. Sandy 51 lowered the PJ to the ground, however he was unable to locate the pilot. The PJ had been instructed by the RCC not to wander about but to check under the parachute, which he did to as best he could. He did not release the tree penetrator but he did move around on the ground somewhat with it. At 1720, both Jolly Greens withdrew with minimum fuel and were escorted by Sandys 31 and 32 back to site 59. Egress was made via the same route.

Cub/05

DOWNGRADED AT 5 YEAR INTERVALS
EXCLUDED AFTER 12 YEARS
DDO DIR 8200.10

CLASSIFICATION CANCELLATION
Or Changed to UNCLASSIFIED
By Authority of [signature]
(Date) 10 May 2005

ARODC # 662033 66 RCRC-13051 HQ ARMS SC No. 662077
~~CONFIDENTIAL~~ 13 MAY 1970
665-00199

65

~~CONFIDENTIAL~~

At no time did we ever hear or see hostile fire. Crown 69, over site 59, provided homing and DF steers, high cap, and had Jolly Greens 53 and 55 meet us at site 59 with much needed fuel. Jolly Greens 51 and 52 landed at site 59 at 1825. After handpumping fuel, and securing Jolly Green 55, who had landed with one engine out, Jolly Greens 51, 52 and 53, with the crew of Jolly Green 55, took off at 1915 into night weather, thunderstorms and lightening. By outstanding effort on the part of the crew of Crown 69, we were directed through the area of thunderstorm activity, in trail and with adequate altitude separation, IFR in hard rain and lightening, and around the Plain des Jarres. It became apparent that Jolly Green 52 would land at Udorn with minimum fuel, and we elected to land at site 98 to take on additional fuel. Again Crown 69 came through with clearance to land at site 20, arranged to have flare pots on the runway, assistance in refueling, medical aid and parking assistance. While Jolly Green 52 proceeded to site 20, Crown 69 escorted Jolly Greens 51 and 53 to the fence, and then returned to site 20 to escort Jolly Green 52, who had landed at 2030L. The station manager at Site 20, Major Lowder of the U.S. Army, Mr Jim Neeson of Air America, the Air America refueling supervisor, the American doctor, and many other people at site 20, went all out to provide complete and expeditious service. The doctor at Site 20 sewed up the cut in the downed pilots arm, X-rayed his thighs and arms for broken bones, and administered some sedatives. Airborne again at 2100, Crown 69 again vectored us through the weather until we crossed the border, and arranged for an ambulance and doctor to meet the survivor. We landed at homeplate at 2205L. Including a twenty minute flight from 0530 to 0550 which resulted in an air abort due to weather at site 98, Jolly Green 52 flew six sorties for a total of 7+45. Jolly Green 51 flew 5 sorties for a total of 7+35. Jolly Green 53 flew 3 sorties for a total of 4+30 and Jolly Green 55 flew 2 sorties for 2+25, and was left at site 59 overnight.

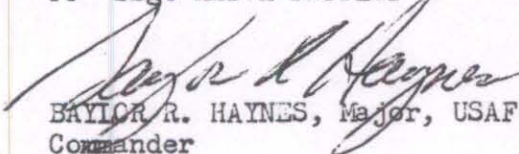
Pilot Recovered: 1stLt Eckman, Leonard C., FR69986, Tahkli

JOLLY GREEN 52 (LOW BIRD)

RCC Major Baylor Haynes
RCCP Captain James O'Dell
HM TSgt William Warren
PJ MSgt William Daniels

JOLLY GREEN 53

RCC Captain Erling Drangstveit
RCCP 1stLt Thomas Kenny
HM SSgt Harold Schrader
PJ SSgt Aaron Farrior


BAYLOR R. HAYNES, Major, USAF
Commander

JOLLY GREEN 51 (HIGH BIRD)

RCC 1stLt John Guilmartin
RCCP Major Donald Vavra
HM SSgt Michael Holloway
PJ A2C Malcolm Hassler

JOLLY GREEN 55

RCC Captain James Butera
RCCP 1stLt Jason Bridge
HM TSgt Spence Heywood
PJ A2C Robert Williamson

CLASSIFICATION CANCELLED
Or Changed to UNCLASS
By Authority of EDS
By [Signature] (Date) 13 Aug 75

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Hq ARRS SC No. 662077

U.S. Jets Dodge N. Viet Missiles To Stage War's Biggest Single Raid

31 May 66 SAR
From AP and UPI Dispatches

American pilots dodged half a dozen Soviet-built missiles yesterday while giving North Viet Nam a near-record pounding and staging the largest pinpoint raid of the air war.

The cost was three U.S. jets shot down but none was lost to the Soviet-built SAM (surface-to-air) missiles. One pilot was rescued, but three other airmen were listed as missing.

The heaviest single raid of the war hit the Yen Bai storage complex at a bend of the Red River, 80 miles northwest of Hanoi.

It was guarded by at least 30 multi-gun anti-aircraft positions, but an Air Force spokesman said most of them were twisted wreckage when the raid ended.

The fighter-bombers used a secret new type of bomb to silence the anti-aircraft batteries, an Air Force spokesman said. He identified it only as "a new type of ordnance to suppress anti-aircraft fire" but added the results were "very devastating."

(United Press International said the bomb, which sprays thousands of lethal pellets, had been used before on raids in North Viet Nam. However, its use had not been made public, UPI said.)

The Air Force said the Yen Bai strike involved 18 missions, but did not specify the number of planes. The spokesman said, however, that more planes hit Yen Bai than had ever been used before on a single raid in North Viet Nam in one day.

"Most targets in the Yen Bai complex

were heavily damaged," the Air Force said.

Col. Aaron J. Bowman, 44, of Madras, Ore., planned and led the Yen Bai raid. He and his wingman, 1st Lt. Michael L. Brazelton, 24, of Inglewood, Calif., flew their F105s in ahead of the main force, striking at anti-aircraft sites to clear a path for the attackers.

The rescued pilot was identified as 1st Lt. Leonard C. Ekman, 24, Arlington, Va., who ejected from his stricken jet about 15 miles southwest of Yen Bai. Maj. Baylor R. Haynes of Garland, Tex., who heads rescue operations in North Viet Nam, piloted the HH3C helicopter that picked him up. Ekman suffered only slight cuts.

During the day Air Force and Navy planes flew 81 missions—38 by Air Force planes and 43 by Navy carrier planes. This was two fewer than the 83 flown Monday, the heaviest day of attacks since bombing of the North resumed Jan. 31.

The Navy reported its planes eluded four missiles during attacks on missile sites near the port of Haiphong. An Air Force reconnaissance flight reported sighting two of the SAMs 100 miles south of Hanoi, both of which exploded out of range of the American planes.

The Navy also was disclosed to be using a new weapon, a vastly improved model of the Bullpup air-to-ground missile. The Bullpup, a Martin Co. product, became operational in 1959 as a winged, radio-guided device with a range of 7 to 10 miles.

The three planes lost brought to 251 the total of U.S. planes reported lost over North Viet Nam. Peking radio broadcast a claim from Hanoi that the

North Vietnamese shot down seven American planes yesterday.

Photo planes swept over Yen Bai after the raid and confirmed that almost all the 120 buildings at the storage installation were destroyed or damaged, the Air Force spokesman reported.

He said 25 anti-aircraft gun pits were destroyed, 72 buildings were destroyed and 44 more were badly damaged.

The Yen Bai complex included storage areas and a big ammunition depot. Supplies flowed in from two rail lines and on river barges.

The Air Force said the rail lines had been bombed previously but the Yen Bai complex itself had not. Evidently the Air Force had been biding its time while supplies piled up.

Two of the three planes lost were Air Force F105 Thunderchief fighters shot down in the attack on Yen Bai. The third, an Air Force F4C Phantom jet, was hit by Communist fire and came down three miles off the coast of North Viet Nam near Hon Me Island. The two crewmen were listed as missing.

While the massive raids were going on north of the 17th Parallel, Air Force, Navy and Marine pilots flew 323 sorties in South Viet Nam.

American, Korean, Australian and Vietnamese soldiers had less luck than the airmen in their pursuit of Viet Cong and regular North Vietnamese units.

The military spokesman reported extensive patrolling by the U.S. 25th Infantry Division in the foothills west of Pleiku, near the Cambodian frontier.

Since Saturday the division has been fighting an elusive North Vietnamese regular unit, estimated originally at about 1,000 men, but for 48 hours the Communist soldiers have been offering only fleeting shots.

Helicopter-borne soldiers of the U.S. 1st Cavalry Division (Airmobile) overran a Viet Cong supply base in the central highlands, 260 miles northeast of Saigon, during Operation Crazy Horse. There were no details.