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DEPARTMENT OF THE AIR FORCE
37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



1 JULY 66

REPLY TO
ATTN OF: 37th CPS

SUBJECT: Mission Narrative Number 1-3-44

to: 3rd ARRGp

1. While on an orbit mission I received a Mayday call on guard channel at 0327Z. I requested the position and nature of the emergency. The number two man of a flight of two F4C's was hit by ground fire. The aircraft was on fire and heading for the water, and the approximate position was nine miles north of the DMZ. I requested any available helicopters and rescap aircraft be sent to the area. I proceeded to the area at meto power and alerted the crew to prepare themselves and the aircraft for a possible water landing.
2. A firm position was given by the lead aircraft, Goose Lead, which was followed immediately by "Bail Out! Bail Out!" After a few seconds two good chutes were reported. The aircraft crashed approximately two miles off shore, and we sighted the smoke right after the impact. Goose Lead verified that the smoke was near the bailout position. A DF bearing was taken on Goose Lead, and this was checked by the navigator against the smoke and the original position.
3. Goose Lead directed our aircraft over the survivors and we soon spotted them in the water at 0348Z. There were numerous small surface craft in the immediate area of the survivors. One survivor was approximately 1 1/2 miles off shore the other one was approximately 1/2 mile off shore. We could see that the survivors were under constant enemy small arms and mortar fire from the beach.
4. By this time, other rescap aircraft in the area besides Goose Lead were two Navy A6's, four A4's and two A1E's. These aircraft were making continuous firing passes at the small craft, and attempting to surpress the hostile gun fire from the beach. During this action we saw at least one small craft completely destroyed.
5. The sea condition was confused due to the four foot high swell from 130°, and the effect of the ground swells close in to shore. The surface wind was 160°/12K. I landed the aircraft at 0350Z and taxied approximately 100 yards to the first survivor. Goose Lead directed us to the survivor until we sighted him visually. The survivor's position was not marked by smoke, because it would present a good target for hostile fire. A normal raft approach was made to the survivor. I directed the para-rescue man to enter the water to facilitate bringing the survivor to the entrance door and boarding the aircraft. With the pararescue man on board, the aircraft was taxied approximately 1 mile to the other survivor. During the raft approach the aircraft was maneuvered between the survivor and the beach to provide him some protection from hostile fire. During the maneuvering

on the water, the crew members returned the fire with their M16 rifles. The para-rescue man again entered the eater to facilitate the pickup. As soon as the survivor and para-rescue man were on board, I took off straight away from the beach at 0355Z. After becoming airborne Goose Lead reported mortar hits tracking directly across our wake. Time on the water was approximately five minutes.

6. During the flight to Danang both survivors complained of back injuries and were made as comfortable as possible. The one with the most intense pain was placed on the stretcher. Both survivors were given first aid and treated for shock by the para-rescue man with other crew members assisting.

7. I experienced no difficulty in establishing communications and On Scene Command control of all SAR forces. During the entire operation we received outstanding cooperation from all rescap aircraft. Without their assistance, the rescue would probably not have been accomplished. The total time from notification to landing at Danang was 1:15.

8. The crew members were:

RCC: Maj Jesse J. Anderson

CP: 1st Lt David C. Rechnitz

N: Capt Danny J. Welborn

FM: ALC George B. Davy

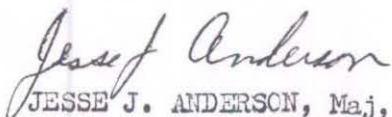
RO: SSGT Andrew J. Vest

PJ: SSGT Daniel L. Schmidt

9. The survivors were:

Capt Frank Lennon

Capt Thomas P. Weeks


JESSE J. ANDERSON, Maj, USAF
Rescue Crew Commander

wounded counts unless he can be trailed 300 yards, with blood seen all the way.

The Aussies allow no Vietnamese inside their compounds, an inhospitality justified, they feel, on security grounds. Going into the jungle, they rarely wear helmets, strip the insignia from their uniforms. The average Viet Cong, they snort, is really "no jungle fighter; he uses trails, paths and villages. We don't. But you have to go out into the jungle to trap him. That's when we meet him on our terms instead of his."

"That Others May Live"

U.S. fighter-bombers last week continued to hammer at Hanoi's roads, bridges and fuel depots. As in the week before, Hanoi responded with the most sophisticated weaponry in its defensive armory—and again found it useless. Twenty SAM ground-to-air missiles were fired. All missed. Supersonic MIG-21 fighters rose to tangle with U.S. Air Force F-4C Phantoms flying bomber escort north of Hanoi. North Viet Nam is thought to have only 15 of the advanced Russian jets, and the encounter cost them two of those, knocked down by the Phantoms' Sidewinder missiles—the second and third MIG-21 kills of the air war.

Ordinary antiaircraft fire proved something else again. So densely has Hanoi ringed likely targets that in the past month ground fire has claimed an average of one U.S. plane a day over North Viet Nam. Last week five U.S. planes were downed. One of them was an Air Force Phantom. Set afire by flak, the Phantom's two-man crew sent out a distress signal, then radioed that they were going to try to reach the Gulf of Tonkin.

Hostile Land & Unforgiving Sea. Pilot Jesse J. Anderson, 39, had been orbiting his HU-16 amphibious Albatross

over the Gulf for nearly seven hours when he picked up the Phantom's cry for help. Gunning his motors, Anderson sped toward the crippled plane. Before he arrived, the crew bailed out: one pilot dropped into the waters of the Gulf barely half a mile from the North Viet Nam coast, the other a mile farther out. Both were soon under heavy shore fire from machine guns and mortars as they bobbed helplessly in the water. Six U.S. fighter planes zoomed in to blast the shore batteries while Anderson set his Albatross down in the rolling swells. While mortar shells fell within 30 yds. of the amphibian, first one pilot, then the other was pulled to safety. Within an hour after they had bailed out, both were safe at Danang Air Base.

Anderson and his Albatross are part of the 650 men and 45 planes and helicopters of the Third Aerospace Rescue and Recovery Group. Their primary mission: retrieving U.S. airmen shot down over the North. Their motto: "That Others May Live." Commanded from Saigon's Tan Son Nhut airport, the Third's mercy craft are scattered at radio readiness from Danang to Thailand. Since they set up shop in Viet Nam at the end of 1964, they have rescued, from hostile land and unforgiving sea, 453 Americans—287 this year alone, 31 in the past month. Since the air war began, the Communists have downed 291 U.S. planes. Roughly 80% of the crews manage to eject and parachute away from their doomed aircraft; thanks to the Third, and the Navy's own rescue service, most are soon in U.S. hands. Of 325 who have gone down, 34 U.S. airmen are known to be prisoners in North Viet Nam.

Transceiver & Beeper. Pilots who are hit head for open water if they can. "Our chances of rescuing a pilot who falls in the Gulf of Tonkin are 99%,"

says the Third's commander, Colonel Arthur W. Beall, 50, of Orlando, Fla. Even over North Viet Nam itself, the Third estimates that it pulls out 60% of downed airmen, excluding those who fall directly into populous or heavily garrisoned zones. Rescues are effected by a combination of coordination, technology and guts. Each airman is equipped with a \$2,400 survival kit containing, among other things, 400 ft. of nylon rope, a tracer pistol, flares, food, water, a raft and a desalting kit. The key gadget is a small mercury-battery radio that is both a voice transceiver and a beeper providing a radio fix for search and rescue planes to home in on.

A recovery mission is a formidable task force, often dedicated to finding and retrieving just one man. High overhead circles the "Crown," a C-130 command plane that coordinates the rescue. Then come four A-1 fighters to bomb and strafe any North Vietnamese on the ground around the pilot. Two helicopters, either twin-jet HH-3 "Jolly Greens" or HH-43 "Pedros," move in for the pickup. Each chopper carries a crew of four: pilot, copilot, crew chief (who acts as hoist operator, gunner and mechanical expert), and a pararescue man expert at parachuting, scuba diving, jungle survival and medical care.

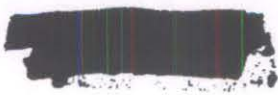
Petal-like Penetrator. It's a rare mission that is not shot at, and a still rarer one in which the helicopter can actually land to bring an airman aboard. If the downed man is seriously disabled, the pararescue man goes down and stays with him until they can get out—which can mean as long as a day or more in enemy territory. Most often an airman is lifted out of difficult terrain by hoist. Each rescue copter has a 240-ft. cable



RESCUING NAVY PILOT FROM GULF OF TONKIN
Coordination, technology and guts.

The mission of 1 July 1966 illustrates recovery procedures used in the Gulf of Tonkin. The Rescue Crew Commander, Major Jesse Anderson, received a Mayday call from the wingman of a damaged F-4C. The crew made it out over the water, but not very far. One pilot landed a mile and a half off shore, while the other landed within a half-mile of the coast. The RCC homed on the radio signal of the orbiting wingman and requested available helicopters and RESCAP sent to the area. 135/

When the HU-16 arrived, there were small boats converging on the downed crewmen who were under constant enemy small arms and mortar fire from the beach. The RESCAP, consisting of two A-6's, four A-4's, and two A-1's, made firing passes at the small craft and suppressed the



hostile gunfire. During the action, Major Anderson reported that he saw at least one small craft completely destroyed. After taking into account the wind direction and the size and direction of the swells, the RCC landed and taxied a hundred yards to the pilot closest to shore. Because of the hostile fire the pilot had not marked his position with smoke; therefore, the HU-16 was directed by the orbiting wingman. The pararescueman entered the water to aid the survivor and they were both retrieved. (Pararescuemen are trained as scuba divers, as well as parachutists and medical corpsmen.) The RCC taxied a mile out to sea and again ordered the pararescueman into the water for an easier pickup of the second survivor. After being on the water approximately five minutes, the RCC took off, away from the beach, with both survivors. The orbiting aircraft reported mortar hits tracking directly across the wake of the aircraft. 136/

B. Summary

Combat recoveries in the Gulf of Tonkin by USAF HU-16 aircraft:

1 July - 31 December 1965 137/

14

1 Jan - 26 July 1966 138/

12

1-3-39-1 July

(1) SAT

F-105

On 1 July 1966, at 1050H the crew heard the first distress call from "Lightning Two". We had taken off at 0450H that morning from Danang and had been at our preplanned orbit position since 0630H. We immediately responded with an answering call on guard frequency and asked the wingman to identify the downed pilot, to squawk emergency on his transponder and to then leave his radio keyed for an additional ten seconds for us to obtain a DF bearing.

The first bearing indicated that he was to the south and the wingman referred to the name of his target. We turned south and increased our air speed by using climb power and a descent. Lightning Two, the wingman, informed us that Lightning Lead was hit and was headed out to sea. At approximately 1055H Lightning Lead bailed out and his wingman reported a good chute and beeper. We were about 75 nautical miles north west of the bailout site at that time and we could hear the beeper periodically. The wingman reported that he was in contact with Lightning Lead during the parachute descent to the water and that he lost his dinghy during seat separation.

While we proceeded to the bailout area we asked for rescap and additional high cover to proceed immediately to the bailout site to assist the wingman until we could get there. When we were about 20 NM north of the area two Navy Al-E's passed us and moved ahead to begin the search. Shortly thereafter, Condor 8-1 flight checked in as high cap and reported 45 minutes endurance on station. By this time we were down to 200' over the water hoping to avoid radar tracking by shore batteries and to stay below their gun depressing angle. DF continually revealed our direct course to the site would take us between Hon Gia Isle and the Mai Ron peninsula and since the Al-E's were directly ahead of us we maintained our heading and passed between the island and the shore. Within three minutes we saw the Al-E's start to circle. We joined their sweep of the area and spotted an oil slick. Lightning Two reported that the chute entered the water not very far to the east of the slick so I began a creeping line towards the slick. The slick was straight up wind when we started the search and on the third turn on a heading of 140° I spotted a patch of red smoke at my 1:00 O'clock position. I altered course slightly and dropped a marker just up wind of the red smoke but as we passed over the red smoke we couldn't see the survivor.

The surface winds were from 230° at approximately 20 knots. We could not detect any swell pattern but the wind wave was well defined and profusely white capped. Its height was estimated at 3 to 4 ft with 20 ft between crests. I elected to land near my smoke marker and continue search on the water while the Al-E's orbited me. The drop tanks were jettisoned on base leg. The right tank dropped away clean but the left tank swung side ways and its nose cone slammed into the inboard side of the left float. I decided that the damage was slight and would not endanger the aircraft for I could only see a small dent and the primer paint was not scratched away.

We entered the water at 1124H on a heading of 230° and the landing was uneventful. I taxied towards my marker smoke and began a zig-zag course up-wind. Waves were breaking over the bow and the wind spray considerably reduced cockpit visibility. We tried putting the radio operator into the bow but we took on too much water through the bow hatch for us to continue. The radio operator was directed to secure the hatch and return to his position and the flight mechanic and pararescue man were scanning from the rear hatches.

The flight mechanic spotted the survivor first and called out the position. At the time I was tracking to the left of the wind and was in good position for an approach. I could not approach slowly at a 45° angle because of the wind speed and when the survivor passed the left wing I immediately put both engines into reverse and ordered the pararescue man into the water in case the survivor needed assistance. The aircraft pivoted into the wind and only backed up 20 ft. When the survivor was pulled into the left rear entrance hatch, the left engine was in idle reverse at the time and sometime during the recovery of the survivor the left prop dug into a wave crest and stalled the engine. I re-started without any difficulty and awaited word that the crew and survivor were prepared for take off. A quick examination by the pararescue man revealed no broken bones or serious lacerations. The survivor was then buckled in a seat and I took off on the same heading that we used for landing. We were airborne at 1135H and flew direct to Danang and landed at 1235H. The survivor was stripped of his wet equipment after take off, wrapped in a parachute canopy and gladly accepted a hot cup of coffee. He was dressed in the pararescue man's fatigues when he was released to the flight surgeon.

Post Mission Comments: The initial distress call, like many previous missions, originally gave the bailout site in reference to the target name. Our initial heading from our orbit was based on a DF bearing utilizing the ARN 25. A few minutes later the wingman confirmed the position with latitude and longitude coordinates which we later confirmed as only being off by two minutes of longitude. Weather was clear with unlimited visibility.

The wingman handled himself throughout the mission with cool professionalism as did our crew. I have a high regard and respect for all individuals.

CREW: Capt. Duane A Miller, FV 3041113, Aircraft Commander
 Capt. Walter C. Hickman, FR 58002, Co-pilot
 Capt. Hal P. Lansing, FR 59288, Navigator
SSgt Daniel L. Schmidt, AF 12424694, Para-rescue
 SSgt Paul L. Fait, AF 19551468, Radio Operator
 ALC Robert Johnson, AF 19776476, Flight Mechanic

atc 61.

1 July 1966

F-105D 59-1722 354 TFS, 355 TFW, USAF, Takhli
Capt Lewis Wiley Shattuck (survived)

The area around the mouth of the Sou Giang River 20 miles north of Dong Hoi was proving to be a graveyard for USAF aircraft. The Nam Lamh road bridge, which spanned the river, was the target for a raid by a flight of Thunderchiefs on the first day of the month. Capt Shattuck's aircraft was hit by groundfire and burst into flames forcing him to eject just offshore. He was rescued by a USAF HU-16B Albatross amphibian but 10 days later was shot down again and captured.

(7) JST

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

SUBJECT: Mission Narrative Report (Mission Number 6-38-104-1 Jul 66) 2 Jul 66

TO: 3rd Aerospace Rescue & Recovery Gp, (JSARC), APO 96307

1. After returning from mission number 6-38-103-30 Jun 66, I completed the necessary reports and got to bed at 0015. At 0050, JSARC called us about another Army casualty pickup mission located at 1144N, 10633E, 48 miles NNW of Bien Hoa AB. All the necessary information was compiled at 0100. The second alert crew was notified, the helicopters refueled and we were airborne in both HH-43F helicopters at 0115. Flare ships and UH-1B armed escort helicopters were to meet us at the pickup scene. We joined up with the Hueys at An Loc and together searched for the pickup area. After some 15 minutes, we spotted a red and a white light on the ground. A second white light was spotted some 100 meters NW of the first two lights. When the ground personnel were unable to explain the third light, I continued to orbit until they finally decided that it was a light mounted on their mortar tubes. I made an approach and blackout landing in Pedro 73 in a large clearing at 0220. Two severely wounded soldiers were on-loaded and I pulled out of the clearing. Pedro 73 then landed and recovered one KIA. After taking off, we headed back to the 93rd Evacuation Hospital near Bien Hoa. Weather in the pickup area was 1500 foot overcast and enroute to Bien Hoa, the ceiling lowered to 1200 feet. We climbed above the clouds, topping out at 2500 feet. Paris Control had us on radar and tracked us in to the Bien Hoa area. While proceeding to the 93rd, A2C Sanger, my rescue specialist deemed it necessary to start on I.V. (his first) on one of the wounded soldiers. He completed it very successfully under adverse conditions complicated by night time and the confined area of a vibrating helicopter. We descended through a hole in the clouds NW of Bien Hoa and landed at the 93rd Evacuation Hospital at 0330 and offloaded our passengers. Communications with the ground party was excellent with them assisting us into the area over FM radio. Crew coordination again was excellent. Six sorties were flown for 5:00 by 2 HH-43F helicopters.

2. Pedro 74, the first helicopter had 2 saves.

Crewmembers were as follows:

RCC	Captain Charles P. Nadler
CP	Captain Edward E. Pharaoh
HM	TSgt Kenneth L. Perkins
RS	A2C Fredrick L. Sanger

TDY from TSN

3. Pedro 73.

Crewmembers were:

RCC	Captain Dale L. Potter
CP	1st Lt Mark C. Schibler
HM	A1C Gerald C. Hammond Jr.
RS	A2C Gordon C. Thayer

4. The survivors were from "B" Co, 1st Battalion, 20th Inf, 1st Inf Division. Their names are: E-5 Robert Riddle and E-3 Anthony Brokken.

5. The clearing that we landed in to recover the wounded was large enough to accomodate a CH-47 Chinook helicopter. This was a typical "Dustoff" mission.



CHARLES P. NADLER, Captain, USAF
Rescue Crew Commander

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

SUBJECT: Mission Narrative Report (Mission Number 6-38-105-1 Jul 66) 2 Jul 66

TO: 3rd Aerospace Rescue & Recovery Gp, (JSARC), APO 96307

1. A request to evacuate one wounded U.S. Army soldier from a jungle area 39 miles northwest of Bien Hoa was received at 1038 hours 1 July 1966 from 3rd JSARC. Two HH-43F helicopters were scrambled at 1045 hours. At time of notification, 3rd JSARC informed us a Forward Air Controller and army helicopters would be over the area. When we arrived over the area, two armed helicopters and a small observation helicopter were orbiting the area. Radio contact could not be made with the armed helicopters. The observation helicopter requested the ground party to mark their position. A very flare was spotted and purple smoke in another area, approximately 400 meters apart. The color was requested and reply was purple. Pedro 97 made an approach to the purple smoke, spotted the ground party and made a stokes litter/hoist pickup of the wounded soldier. After departing the rescue area we were informed to take the survivor to Minh Thanh air strip. After landing at Minh Thanh the survivor was examined by a doctor who requested he be transported to the 93rd Medical Evacuation Hospital near Bien Hoa RVN. The survivor was transferred to the 93rd and both helicopters returned to Bien Hoa AB. Flying time 3:05 and 5 sorties. One combat save logged.

2. Crewmembers were:

Pedro 97

RCC	Captain Karl G. King
CP	Major Maurice G. Kessler
RS	SSgt Henry J. O'Beirne
HM	A1C Thomas C. Story

Pedro 74

RCC	Captain Charles P. Nadler
CP	Captain Edward E. Pharaoh
RS	A2C Fredrick L. Sanger
HM	TSgt Kenneth L. Perkins

TDY from TSN

Karl G. King
 KARL G. KING, Captain, USAF
 Rescue Crew Commander

4 July 1966

FROM: Detachment 1, 3rd ARRG (1Lt David R. Stevenson)

SUBJECT: Mission No. 1-3-41 SAR, 4 July 66

TO: 3rd ARRG, APO 96307

PEDRO 95 & 96 launched at 0905 after being notified by Cigar at 0900 of an F-105 pilot who had ejected over a location 030°/33mi from channel 46. Pedros proceeded to channel 46 then took up the given heading toward the pilot. A UHF/DF steer was obtained from an F-105 flight which was orbiting over the downed pilot. Also vectors were given to the Pedros by Waterboy control. Pilot was located by means of his survival radio and a red smoke flare. Pilot pickup was completed by primary crew with some difficulty as pilots survival gear and parachute were still attached to him. After ALC Renard had hoisted the pilot to the door of the helicopter SSGT Sutton cut the survival gear and parachute free and the recovery proceeded without further difficulties. Weather in pickup area was high broken, visibility unlimited with surface winds of 15-20 kts.

Primary Crew

RCC	DAVID R. Stevenson	1Lt	Denver, Colo
CP	Rockwell N. Greene	Capt	Lincoln, Kansas
HM	Ronald E. Renard	ALC	Euclid, Ohio
RS	William C. Sutton	SSGT	Goldsboro, N. C.

Secondary Crew

RCC	Arthur F. Machado	Capt	New Bedford, Mass
CP	John M. Armstrong	1Lt	Los Angeles, Calif
HM	Delmar F. Mapes	TSGT	New Braunfels, Tex
RS	David J. Wheeler	TSGT	Salina, Kansas

David R. Stevenson
 DAVID R. STEVENSON, 1st Lt, USAF
 Rescue Crew Commander

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DEPARTMENT OF THE AIR FORCE
37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF: 37 CPS (Capt Ralph H. Angstadt)

8 July 1966

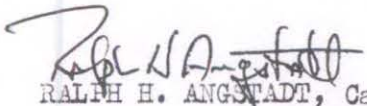
SUBJECT: Mission Number 1-3-42 6 July 66

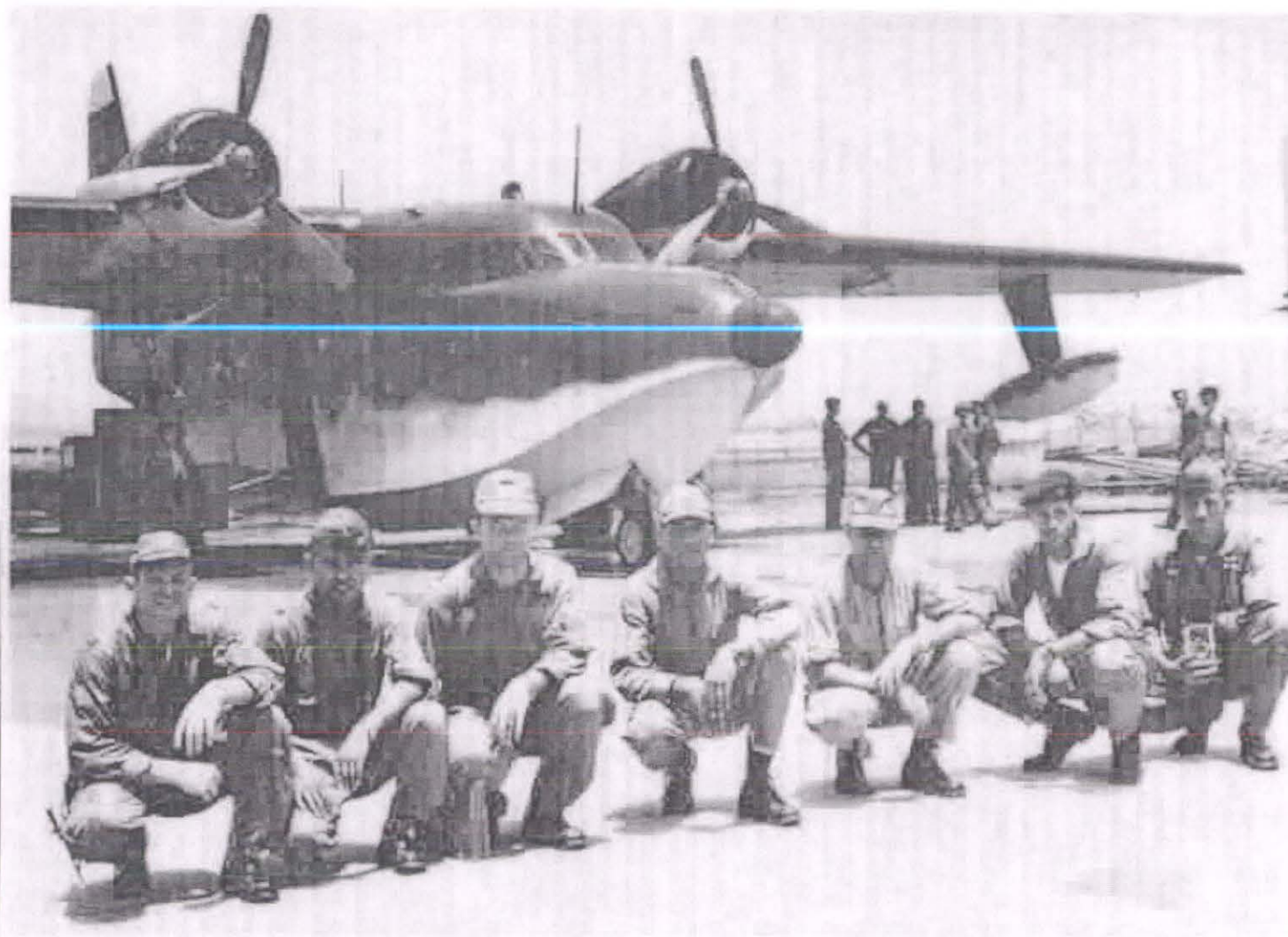
TO: 3rd ARRG

1. We had been relieved on station and were returning to Danang. Sixteen minutes later at 1216L we heard a F-105 lead transmit a distress call stating his wingman was going to have to ditch. I immediately increased power and started a descent to the transmitted position of the F-105; 46NM on 013 radial of Ch 46. We determined that we could be at that position by 1224L. At that time we determined that the distressed aircraft was further south. The navigator estimated by using the APX 28 and radar that the distressed aircraft was on a 035 radial 32 NM from Ch 46 or 12 miles due north of Tiger Island. Weather in the area was excellent.

2. We continued our descent to 500'. At 1233L we were at the 035 radial 32 NM from Ch 46 position; the F-105 pilot had already ejected from his aircraft. At this time we saw the downed aircraft hit the water. Within one minute the co-pilot spotted the F-105 pilot's parachute still in the air being blown rapidly further out to sea by a strong wind from the west. The downed pilot hit the water approximately 14 NM east of Tiger Island at 1236L. We marked his spot with a smoke bomb and landed on the water at 1238L. The primary swell was from 120 degrees with a height of 4 to 5 feet. The wind was from 190 degrees at 12 to 16 knots and produced a wind wave 4 feet high. A normal raft approach was begun. When the downed pilot was at the 7 o'clock position about 65 feet away I directed the pararescue man to swim out to the pilot because the rough sea condition made it dangerous to continue the approach to the raft. The flight mechanic and navigator pulled the downed pilot aboard at 1240L. The pararescue man was slammed against the side of the aircraft by a heavy swell and received a minor cut on his leg before he could be pulled aboard. The flight mechanic secured the hatches and take off was accomplished at 1243L without further incident.

3. After take off the navigator established a heading to Da Nang and the pararescue man reported that the survivor was in excellent condition. The remainder of the mission was routine with landing accomplished at Da Nang at 1330L.


RALPH H. ANGSTADT, Capt, USAF
Rescue Crew Commander



Soggy but
Force pilot c
Albatross aft
cued in Tonki
space Rescue
flight teams
South Vietnam
deep into ene
to make dar
downed U.S.
Force

Rescue team from DaNang flew this Albatross into enemy fire to save two pilots in Tonkin Gulf. This group included Capt. Ralph Angstadt; Capt. Robert Morita; Capt. John Sommercamp, TSgt. Robert Hill, SSgt. Raymond Wedro, A2C Edward DeShae, and A1C George Howe. (Air Force photo)



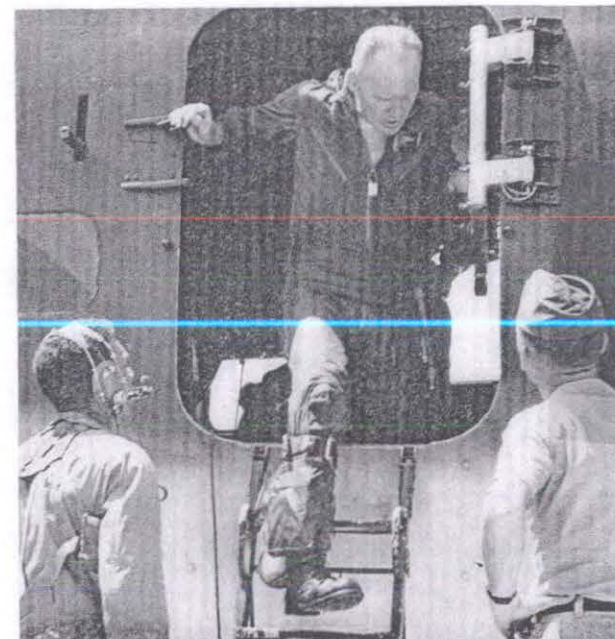
Soggy but safe, this Air Force pilot climbs out of Albatross after being rescued in Tonkin Gulf. Aerospace Rescue & Recovery flight teams stationed in South Vietnam are going deep into enemy territory to make daring saves of downed U.S. airmen. (Air Force photo)

Rescue team from DaNang flew this Albatross into enemy fire to save two pilots in Tonkin Gulf. This group included Capt. Ralph Angstadt; Capt. Robert Morita; Capt. John Sommercamp, TSgt. Robert Hill, SSgt. Raymond Wedro, A2C Edward DeShae, and A1C George Howe. (Air Force photo)

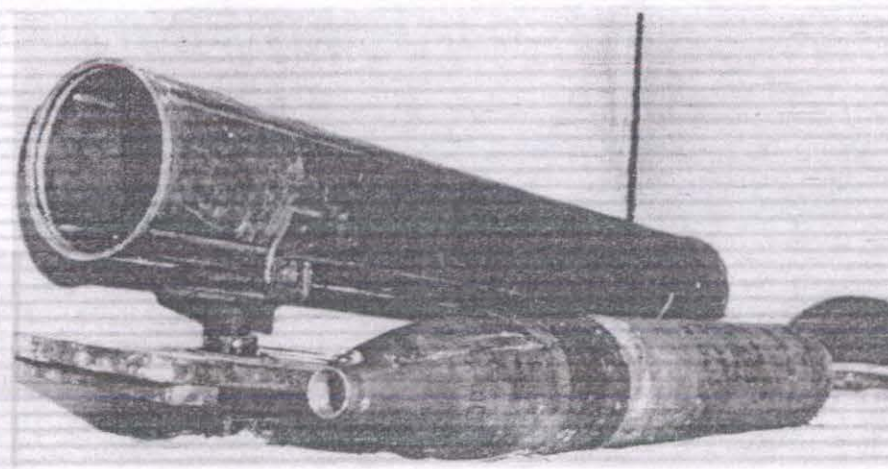
GRUMMAN, October 14, 1966

6 JUL 66 SDR

HU 16 RESCUE 1



Aviation Week and Space Technology March 1967



Rocket Used by Viet Cong Shown

Rocket identified as a Russian-made 140-mm. BM-14 is of the type used by the Viet Cong against Da Nang airbase, South Vietnam, Feb. 27 (AW&ST Mar. 6, p. 325). The rocket weighs 90 lb. and has a range of 6-8 mi. It is the heaviest ground weapon yet used by the Viet Cong. Ordinarily, batches of the rockets are fired from a truck-

~~CONFIDENTIAL~~ 31556MISSION NARRATIVE 6 JULY 1966

2-3-84

On 6 July 1966, Jolly Green 02 left Udorn RTAFB at 1350 for Lima site 98. Jolly Green 56 was also enroute to 98 from Nakon Phanom RTAFB to be high bird. We joined up after crossing the river and proceeded North. Just prior to arriving at 98 we were advised by CROWN that Green Eagle 3, RTAF T-28, had gone down at 1955N-10329E and the pilot had bailed out successfully. There were two other Jolly Green aircraft in the vicinity of the downed pilot but were advised by CROWN not to make the pickup because they were enroute to an orbit point. We were advised that we should proceed to the area in Jolly Green 02 and 56. We landed at 98 to unload baggage and an extra crew and made an immediate takeoff at 1500 to proceed to the area. We arrived in the area at 1530 and Sandy 12 made a pass over the downed pilot to identify his approximate position. The downed pilot fired several pen flares and we proceeded in for the pickup. Since the tip tanks were empty and we were light on fuel we elected not to drop them. While hovering in the approximate area of the survivor, the paramedic, A2C William D. Brotton, spotted the pilot on the left side of the aircraft in tall grass and directed me until he lost sight of him under the aircraft and then the flight engineer, SSgt Donald L. Chance, spotted the survivor and continued the direction. When we were over the downed pilot SSgt Chance lowered the tree penetrator. The pilot had considerable trouble getting on the tree penetrator since the instructions were written in English and he had no knowledge of English. After hovering approximately 5 minutes he had strapped himself in securely enough to be brought up. During this long period in a hover the co-pilot 1st Lt Donald R. Harris, monitored the instrument and advised me of engine performance. The pickup was complete at 1537 and we proceeded back to Lima site 98, landing there at 1620. The recovered pilot was in good physical condition with only a few minor bruises.

Due to the difficulty this pilot had with the tree penetrator I suggest they be briefed in its use so any possible future missions of this nature would not require as long a recovery time.

RCC - 1/Lt Forest M. Kimsey
 CP - 1/Lt. Donald R. Harris
 HM - SSgt Donald L. Chance
 PJ - A2C William D. Brotton

Frank A. Schmidt Major
 FOREST M. KIMSEY, 1st Lt, USAF
 Rescue Crew Commander

DOWNGRADED
 11/ AFR-275-2
 18 MAY 1970

ARODC # 66-2277
 662277 481

CLASSIFICATION CANCELLED
 Or Changed to _____
 By Authority of _____ (Date) _____
 By _____

~~CONFIDENTIAL~~

Hq ARRS SC No. 662475

Cy #109 4
 DOWNGRADED AT 3 YEAR INTERVALS
 DECLASSIFIED AFTER 12 YEARS.
 DOD DIR 5200.10

66500225

2	Maj Stearman Lt Gunnin	SSgt Holloway Amn Ward	62	1/Lt Kelly	15 Jun 66	USAF	NVN	F-105
3	Lt Dykes	SSgt McCatcheon Amn Monarez	63	Capt Baker		USAF	THAI	A-1E (HH-43)
3	Capt Cowell Lt Rice	Amn Spivey Amn Kellerman	64	Capt Baker	29 Jun 66	USAF	LAOS	A-1E
6	Capt Rush Capt Hendrickson	SSgt Youngblood SSgt Berry	65	Capt Nierste	30 Jun 66	USAF	LAOS	F-105
2	Lt Kimsey Lt Harris	SSgt Chance A2C Brotten	66	Lt Weera	6 Jul 66	LAOS	LAOS	T-28
NK	Capt Berdeaux		67	Capt Crane	6 Jul 66	USAF	THAI	A-1E (HH-43)
6	Lt Letton Lt Packer	SSgt Watson SSgt Farrior	68	Amn Glover	7 Jul 66	USAF	THAI	U-10
4	Capt Butera Lt Dare	TSgt Warren Amn Hassler	69 70	L/C Ramsey Capt Edwards	7 Jul 66	USAF	THAI	U-10
1	Capt Matthews Lt Dean	A1C Beaumonte A1C Kellerman	71	Maj McClelland	11 Jul 66	USAF	LAOS	F-105
5	Capt Weekly Lt Bridge	A1C Tadewald A2C Stevson	72	Capt Laney	11 Jul 66	USAF	LAOS	F-105

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

SUBJECT: Narrative Report (Mission Number 6-38-109-9 Jul 66)

10 Jul 66

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

1. At 1640, 9 July 1966, 3JSARC notified me of some U.S. Army wounded located 37 miles NNW of Bien Hoa AB, RVN (1132N, 10632E). Both HH-43F's were refueled and were airborne at 1650. We landed at Minh Thanh and were briefed on the pickup situation. We took off with our armed UH-1 escort helicopters and proceeded to the pickup area some 4 miles to the north. Duchess Alfa, the ground party threw yellow smoke and I started my approach in Pedro 74, arriving over the area at 1700. I picked up one badly wounded man in the stokes litter and a second wounded soldier on the forest penetrator. As I took off from the area, Lt. Schibler came to a hover over the 50 foot trees in Pedro 72. He picked up two wounded soldiers. In the meantime, I flew my wounded back to an aid station at Minh Thanh. Lt. Schibler passed and I passed each other enroute as I headed back to the pickup point. Duchess Alfa again threw smoke and I picked up two more wounded by hoist/stokes litter and forest penetrator. Lt. Schibler returned and hoisted in three additional wounded. After offloading my patients, I returned to Duchess Alfa to pick up the last wounded soldier from that area. The medical officer at Minh Thanh told me of one wounded man at Duchess Bravo which was one kilometer from Alfa. I circled after making the one pickup until Duchess Bravo came up on radio. After they threw purple smoke, I made an approach to the area and made the pickup. My medic and crew chief noticed two dead VC in black pajamas some 15 feet in front of a U.S. machine gun which was located on the defensive perimeter. Both helicopters returned to Minh Thanh, refueled and each one transported a badly wounded soldier back to the 93rd Evacuation Hospital near Bien Hoa. We then returned to Bien Hoa AB, landing at 1935. A total of 13 sorties were flown for 5:30 hours and 11 saves were made. Escort by Copperhead 22 and 24, the armed Hueys was excellent. FM radio communications with the ground were satisfactory. No ground fire was encountered. F-100's and A-1H's were striking a mile away. Survivors were from A and B Co, 1st Batt, 18 Inf, 1st Inf Div.

2. Pedro 74, the first helicopter flew 7 sorties for 2:45 and had 6 saves.

The crew was:

RCC	Captain	Charles P. Nadler
CP	Captain	LaMonte M. Kahler
HM	A1C	Alexander Montgomery
RS	A2C	Fredrick L. Sanger

3. Pedro 73, the second helicopter flew 6 sorties for 2:45 and had 5 saves.
The crew was:

RCC	1st Lt	Mark C. Schibler
CP	Captain	Dale L. Potter
HM	TSgt	Kenneth L. Perkins
RS	A2C	Gordon C. Thayer

Charles P. Nadler

CHARLES P. NADLER, Captain, USAF
Rescue Crew Commander, Pedro 74

~~CONFIDENTIAL~~

94
Rgt # 31556

MISSION NARRATIVE 11 JULY 1966

(ANVIL 2)

2-3-88

Jolly Green 54 was scrambled by Compress at 0750Z, 11 July 1966, from NKP to proceed to a position 97 miles on the 030 degree radial of TACAN Channel 31, to recover the pilot of Anvil 2 an F-105. Jolly Green 54 was airborne at 0755Z. No high bird was available for this mission due to other commitments. Sandys 41 and 42 were scrambled as escort. An ETA of 0835Z was passed to Crown 74 shortly after take-off, and Crown 74 assigned us SAR UHF Secondary, 282.8mcs to conduct the mission on, since primary was being utilized for another mission. Approximately 20 minutes from the pickup point, radio contact was established with Anvil Lead on Guard, since he was refueling at that time. He was requested to contact JG 54 on 282.8mcs on his return to the area. Weather was excellent and visibility more than 15 miles enroute to the scene. We began to dump fuel from the forward tank while enroute to the area to enable us to hover at approximately 2000', since this was the estimated altitude of the downed pilot. This saved considerable time once contact was established with the pilot. Approximately 10 miles from the recovery area we made visual contact with Anvil lead and he vectored us to the position of his wingman at 1838Z. Red smoke was released by the downed airman and numerous pen flares were sighted as we approached the area. We jettisoned our external tanks and were in a hover over him at 0840Z. The trees were approximately 150 feet high in the area. The pilot was recovered in excellent condition with all his survival equipment in tact, and we were enroute to Udorn at 0845Z. Arrived Udorn at 0930Z. Position of actual recovery 1828N - 10342E.

LOW BIRD CREW

RCC - Captain Raymond H. Matthews
CP - 2/Lt William C. Dean
HM - ALC Nicholas F. Beaumonte
PJ - ALC LaVerne W. Kellerman Jr.

CWBI/28

Pilot recovered: Major William J. McClelland, FH23444, 333rd TFS

Frank A. Schmidt, Major, USAF
RAYMOND H. MATTHEWS, Captain, USAF
Rescue Crew Commander

DOWNGRADED
1 AM AFM-205-2

12 MAY 1970

ARODC # 66-2270

CLASSIFICATION CANCELLED

Or Changed to *UNCLASS*

By Authority of *EDS*

By *KES* (Date) *11 May 75*

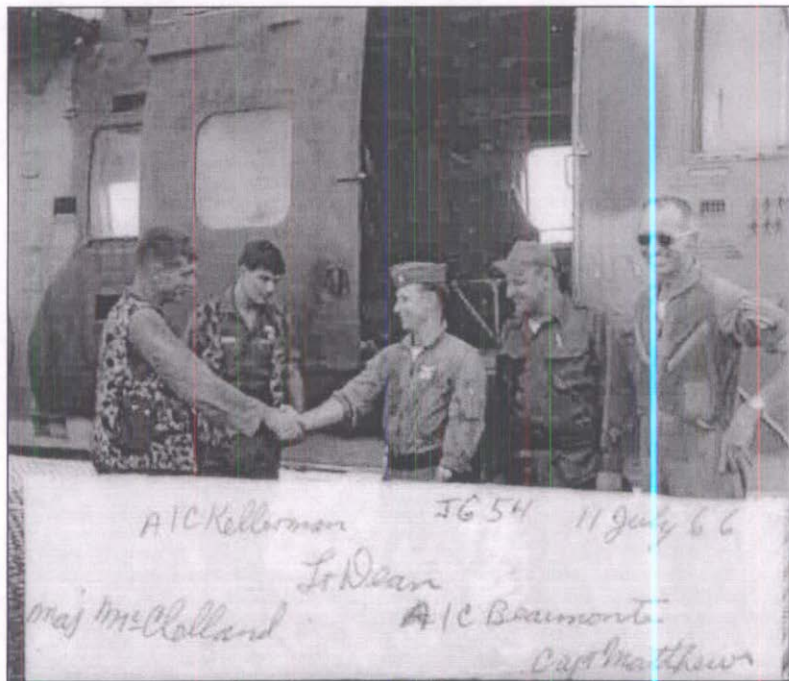
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS:
DOD DIR 5200.10

~~CONFIDENTIAL~~
~~SECRET~~

Hq ARRS SC No. 662477

Cy 1 054

66S-00227



11Jul66.jpg

AF Museum Photo

F-105

~~CONFIDENTIAL~~ Reg # 31556

93

MISSION NARRATIVE 11 JULY 1966

2-3-87

At 0550Z on 11 July 1966, Jolly Green 55 and 02 took off from site 59. Orbit was accomplished until a Mayday was heard at 0700Z. The coordinates were given and the area seemed unsuitable for a SAR effort for the Jolly Greens. A course of 030 degrees was established, however, and held till approximately 35 N.M. NE of 59. At this time, 0715Z, a report was received that "Knife Lead" was bailing out. The coordinates were given as 2001N, 10441E, a position in Laos. Sandys 11 and 12 joined the Jolly Greens and escorted them to the area. Sandys 21 and 22 were already in the area and had established good voice contact with the downed pilot. He reported hearing no sounds of gunfire nearby and that he was not injured. Jolly Green 55 was led into the immediate area by Sandy 21 at 0750Z. Voice contact with the survivor was sketchy due to low altitude so Sandy 21 relayed. At 0800Z a pen flame was spotted and Jolly Green 55 jettisoned tanks and moved in for the pickup. Once in the immediate area, voice contact was established with the survivor and he started giving excellent directions to the Jolly Green. A column of red smoke was spotted and at 0805Z the hoist was on its way down and the survivor was seen moving toward it. The pickup was accomplished with no difficulty and both J.G.'s left the area at 0810Z. A refueling stop was made at site 98 and the trip continued to Udorn, landing at 1100Z.

LOW BIRD: JOLLY GREEN 55

RCC - Capt Weekley, R.A.
CP - Lt Bridge, J.K.
HM - A1C Tadewald, L.J.
PJ - A2C Stevson, F

HIGH BIRD: JOLLY GREEN 02

RCC - Capt Henry, D.C.
CP - Lt Rice, L.W.
HM - A1C Spivey, W
PJ - SSgt Hunt, G.W.

Pilot recovered Captain Robert Laney, Takhli - F-105

Frank A. Schmitt, Major
7 ROBERT A. WEEKLEY, Captain, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED
Or Changed to UNCLASS
By Authority of EDS
By [Signature] (Date) 11 Mar 75

DOWNGRADED
1A1A1 4FR-275-2

18 MAY 1970

ARODC #

106-2278 [Signature]

~~CONFIDENTIAL~~

Hq ARRS SC No. 662476

Cy 1054
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

665-00226

FROM: Det 7, 38ARRSq

16 July 1966

SUBJECT: Mission Narrative Report Number 1-3-45, 14 Jul 66

TO: 3d ARRGp (RGRC)

1. Panama notified Det 1, 3ARRGp, at 1248L that a navy F-8 (Superheat 202) was inbound to Da Nang with extensive battle damage and heavy fuel leakage. The emergency aircraft's position was approximately 93 miles north of Da Nang and bailout was eminent.
2. Pedro 99 launched at approximately 1250L and contacted Panama Control on 273.4 and was advised to use guard frequency as the emergency aircraft and his wingman were already on guard.
3. At this time I contacted the wingman on guard as to existing conditions in the survival area, i.e., whether any VC junks, fishing vessels, etc, were in the survival area which might hamper rescue operations. The wingman advised me that several fishing vessels were within a few miles of the survivor. Panama Control was asked to scramble Da Nang based F-102's (Red Flight) for Rescap and to relieve the survivor's wingman who was extremely low on fuel. It was at this time the wingman advised me that the pilot had ejected and his parachute was good. The wingman advised me in a few minutes the survivor was in the sea, had climbed into his raft and gave the signal the survivor was OK.
4. As the VHH homer on Pedro 99 was inoperative, the wingman gave me a DF steer to his position. Panama also gave radar vectors to the approximate location of the survivor.
5. Approximately seven miles from the survivor the F-102 flight sighted Pedro 99. One F-102 came to our position to give final vectors to the survivor while the second F-102 circled the survivor position.
6. Voice contact with survivor was established at approximately 5 miles. I advised the survivor to make sure he was detached from his parachute and life raft and to be sure that he retained his personal survival equipment.
7. I sighted the survivor at approximately one mile out and made two 360° turns to lose altitude and make an approach for the pickup.
8. The factors affecting rescue were:
 - a. The weather during the entire rescue operation was VFR. The condition of the sea during the pickup phase of the rescue was calm. The wind was approximately five knots.
 - b. All communications between Panama, Rescap, Pedro 99 and survivor during the rescue operation were excellent.

10. Specific facts of the rescue were:

- a. Type Aircraft: US Naval F-8E
- b. Coordinates: 1634N/10800E
- c. Time of Pickup: 14/0410Z
- d. Total Time from Scramble to Pickup 0+20 min

11. Crew members:

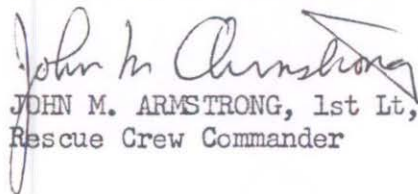
RCC: 1st Lt John M. Armstrong

CP: 1st Lt Frederick D. Gregory

HM: SSgt Curtis F. Yancy

RS: SSgt William C. Sutton

12. The Pedro crew wishes to express their appreciation to the F-102 Red Flight based at Da Nang AB for all their assistance and Panama Control for their cooperation in affecting the downed pilot's recovery.



JOHN M. ARMSTRONG, 1st Lt, USAF
Rescue Crew Commander

Copy to:
Det 1, 3ARRCp

FROM: Det 7, 38th ARRSq

17 July 1966

Subject: Mission Narrative No 1-3-46, 15 July 1966

TO: 3d ARRGp (RGRC)

1. Cigar notified the primary and secondary Pedro aircraft at 0925Z that a Marine F-4B (Condol 52-2) crew had ejected 15 miles west of Quang Tri. The coordinates of 16°56' N and 106° 49'E were given as the bailout area.
2. The Pedro flight launched immediately and proceeded to the bailout location. As the Pedro flight left Quang Tri, the FAC of the Condol flight, Bird Dog 32, gave Pedro flight information as to conditions in the recovery area. Bird Dog informed Pedro flight that he had a visual on both pilots but no voice contact had been established and that he had requested several aircraft in the area to act as rescap during the pickup if needed. Bird Dog 32 then informed me both pilots were in the same general area about 30 meters apart but evidently didn't know of the other's close proximity to one another. I was also informed that the area was clear of trees but there was elephant grass of an unknown height surrounded by bushes. The hoist was then prepared for the pickup in case no landing could be made.
3. Bird Dog 32 established radio contact with one of the pilots just prior to our arrival at the scene. I instructed the pilot through Bird Dog 32 to inform the crew not to release any signaling devices until we were on scene. The FAC had the downed crew in sight and consequently any signaling devices could reveal the exact position of the downed crew to the enemy before recovery could be made.
4. On my command, the pilot released his smoke grenade. The bright orange smoke revealed the clearing and location of the 1st pilot and subsequent position of the second. As the primary Pedro aircraft approached the site for landing, it was evident no landing could be made as the ground was completely obscured by elephant grass and shrub bush.
5. The first pilot was motioned to the aircraft hoist cable from his hiding place at the edge of the clearing. As soon as he was secure aboard the aircraft, the aircraft was positioned for the second pickup and the second pilot motioned to the aircraft hoist cable from his hiding place at the edge of the clearing. When the pilot was secure, I departed the recovery scene as quickly as possible and requested instructions from Cigar as to where we should take the recovered pilots. After a refueling stop, Cigar advised us to bring the crew back to DaNang Air Base and the 1st Marine Air Wing area.

6. During the recovery phase, moderate small arms fire was heard but the location could not be pinpointed from the air. No damage was done to any of the recovery aircraft by the ground fire.

7. Factor affecting the rescue were:

- a. Weather was VFR
- b. Communications between recovery aircraft was excellent. No unnecessary conversation was encountered.
- c. One pilot didn't know the correct use of the forrest penetrator device. He was briefed on the correct use and asked to pass on the information to other squadron pilots as briefed.
- d. The one pilot with whom voice contact had not been made didn't turn off his emergency beeper, during the pickup which made communications difficult between pilot and hoist operator. He was briefed on the correct use of the radio and the importance of turning it off at the time of hoist pickup.

8. Specific Facts Recapped:

- a. Type A/C F-4B (Condol 52-2)
- b. Coordinates: 16°56N 106°49'E
- c. Time of Pickup: 0957Z
- d. Time from scramble to pickup: 27 minutes
- e. Sorties: 2/1+00

9. Crew Members:

PRIMARY: RCC 1st Lt John M. Armstrong
 CP 1st Lt Tommy L. Brown
 HM SSgt Curtis F. Yancy
 RS SSgt William L. Sutton

Secondary RCC Capt Joseph Symonds Jr
 CP 1st Lt David R. Stevenson
 HM TSgt Patrick Bowers
 RS A1C Albert Foster III

FOR THE COMMANDER

John M. Armstrong
 JOHN M. ARMSTRONG, 1/Lt, USAF
 RCC

1 February 1966

A-1J 142038 VA-115, USN, USS *Kitty Hawk*

Lt(jg) B S Eakin (survived)

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

A-1J 142031 VA-145, USN, USS *Ranger*

Lt(jg) Dieter Dengler (POW - escaped)

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

Pilot Tells of Prison Camp Ordeal

SAN DIEGO, Cal. (AP)

—A German-born U.S. Navy flier who escaped a north Vietnamese prison camp said Tuesday prisoners were beaten, shot at and hung upside down from trees with ants put on their faces.

PACIFIC STAR STRIPES

AN AUTHORIZED PUBLICATION OF THE
U.S. ARMED FORCES IN THE FAR EAST

10¢ DAILY
15¢ WITH SUPPLEMENTS

Vol. 22, No. 257

★ ★ ★ EDITION

Thursday, Sept. 15, 1966

The apparent aim of the captors, said Lt. (jg) Dieter Dengler, was to persuade American war prisoners to sign statements condemning U.S. actions in Vietnam.

Dengler, 28, of Pacifica, Cal., described his ordeal at a news conference.

Dengler's remarks were censored at times when they touched on areas of security. A Navy spokesman said the value of Dengler's debriefing is "extremely helpful," in training pilots who will fly in Vietnam.

Dengler's first words at the conference were: "Man, it's great to be alive—alive and free."

Dengler was rescued July 20, six months after his plane crashed on his first flight over north Vietnam. He said it came down near the north Vietnam-Laos border. He crawled from the wreckage and evaded the enemy for a day, then was captured.

He escaped after six days, was

(Continued on Back Page, Col. 1)

Successful rescue of Navy LtJG Dieter Dengler 20 July 1966

Low Bird

P.	Capt. William E. (Skip) Cowell
C.P.	1st Lt. Dean
H.M.	Gladish
R.S.	Leonard

High Bird

P.	Capt. David C. Henry
C.P.	2nd Lt Elmer C. Lavender
H.M.	Johnson
R.S.	Sutton

—Returns To U.S.—

Red Prison Escapee's Ordeal Is Kept Secret

WASHINGTON (AP) — The Navy pilot, who escaped from a Communist prison camp and reached safety last week after a 23-day trek through the Vietnamese jungles, was identified Wednesday as Lt. (j.g.) Dieter Dengler, 28, of Pacifica, Calif.

He was described as a native of Wildberg, Germany, who attended San Francisco City College and San Mateo (Calif.) Junior College.

But the terse Defense Dept. announcement giving his name said "security requirements" prevent any other details of Dengler's ordeal being made public at this time.

It was obvious that a tight lid is being kept on where Dengler was imprisoned and how he escaped to prevent the enemy from taking measures to block similar escapes by others of the 63 Americans held by the North Vietnamese.

Arthur Sylvester, assistant secretary of defense, who read the Pentagon announce-

ment to newsmen, refused to go beyond it. He promised, however, to make additional details public when security permits.

Dengler's brother, Martin, who works in a bakery shop in San Francisco, commented: "That's good." Asked about the escape, he said: "I can't talk about it."

A close friend who attended college with the two said the Navy had advised Martin before the Pentagon announcement but cautioned him about saying anything.

Dengler emigrated to the United States in 1957, joined the Air Force soon afterward and became an American citizen. His father was killed in World War II.

His mother, Marie Dengler, lives in a village on the edge of the Black Forest in southern Germany, where another son, Klaus, is a forestry official.

Dengler served in the U. S. Air Force from June 1957 to April 1963, the Pentagon said, and he was then appointed a naval

Captured Pilot Escapes

(Continued From 1-A)
aviation cadet. He was commissioned in 1964 and promoted to lieutenant last September.

He reported to Viet Nam for duty in 1964. He holds the Distinguished Flying Cross and Air Medal.

Although the Pentagon gave no details, dispatches from Saigon last week said the Navy pilot was spotted by an Air Force pilot in a "one-in-a-million" sighting. The pilot saw Dengler last Wednesday or Thursday in the rugged jungle near the 17th Parallel demilitar-

ized zone, which separates North and South Viet Nam, the Saigon dispatches said.

An Air Force "Jolly Green Giant" helicopter was sent from Da Nang airbase to lift him from the jungle and take him to the hospital at the base.

Dengler was reported suffering from severe malnutrition and shock when rescued after his long flight across some of the most difficult terrain in Asia. He apparently survived on a meager diet of roots or whatever edibles his survival training had taught him to look for.

Wednesday's announcement said Dengler "is receiving medical treatment and is being debriefed." But it did not say where or whether he is still in Viet Nam, has been taken elsewhere, or has returned to the United States.

But the San Mateo Times in California said it had learned from a reliable source that Dengler had been flown from Viet Nam to the air evacuation ward at Travis Air Force Base, 50 miles north of San Francisco.

The Times said Dengler now is under treatment in air evacuation ward at Travis and his brother, Martin, is billeted nearby and has visited him.

Martin, who works in a San Francisco bakery, told newsmen he had been told last Friday by the Pentagon that his brother had been rescued but was advised not to talk to any-



Dengler, Mother Reunited

Dengler Must Wait To Wed

PACIFICA, Cal. (AP) — This was a day of disappointment for Navy Lt. (jg) Dieter Dengler.

The 28-year-old flier, who escaped from the tortures of a communist prison camp in Laos after his Skyraider was shot down in the Vietnam conflict, announced over the weekend he and Miss Marine Adamich, 24, would be married Oct. 16.

But when he returned Monday to a naval hospital in San Diego he was informed he couldn't keep the date.

"According to the blood tests and other examinations," he said in a telephone call, "the doctors think it is not possible. There are

(Continued on Back Page, Col. 2)

STARS & STRIPES

5 OCT 66

Dengler—

(Continued From Page 1)
a few other things wrong, things from my jungle experience that keep recurring.

"It is simply going to take more time to get rid of them. It is a medical condition, and right now we simply cannot say when our wedding date will be."

Both he and Marina, a petite, blue-eyed blonde, are wearing wide gold bands on their fingers to signify betrothal.

Wearing of the rings follows an old German custom for engaged couples. Dengler, a naturalized American, was born in Germany. His bride-to-be is the daughter of Royal Yugoslav Navy Cdr. and Mrs. Zanon V. Adamich.

Dengler returned to his home in Pacifica Sunday to make plans for the wedding. He lives with his brother, Martin, who staged a family reunion Sunday.

Dengler and his fiancée met while they were students at the College of San Mateo in San Mateo, Cal.

The pilot has a year and a half remaining of his five-year Navy duty term. He said Sunday he doesn't know whether he will continue on active duty or follow through with tentative plans to open a German restaurant at Squaw valley, a ski resort in California's Sierra Mountains.

Marina is a May graduate of the College of Notre Dame and is working as a chemistry research assistant at Stanford University. She will quit her job after the wedding.



U.S. Navy Lt. (jg) Dieter Dengler, who escaped from a north Vietnamese prison camp, has regained most of the weight lost during his imprisonment and escape to freedom. Dengler was down to 98 pounds (right photo) when rescued. He told newsmen Tuesday he now weighs about 157, (left photo). (UPI Radiophotos)

Prison Camp Ordeal

(Continued From Page 1)

captured again, then escaped anew with six other prisoners June 29 and spent 23 days creeping through jungles to safety.

In captivity, Dengler said, he was marched through villages to a prison camp, where, "It was terrible . . . we were locked up in crude wooden blocks and handcuffed."

He added, "We were taken out and beaten for no reason. They hang you upside down in a tree for five hours and put ants on your face."

In the mornings, he said, prisoners were shot at as they ran to a latrine. None were hit, he added, "but they came pretty close."

Dengler said that so far as he knows no prisoners yielded to pressure to condemn the United States. Instead they tried to escape.

"We'd rather die free in the bush than die in communist hands," he said.

Dengler, roaming in a remote valley, finally spotted a U.S. helicopter and flagged it down. It saved him.

Just four days earlier, his escape partner, Air Force Lt. Duane Whitney Martin, of Denver, was killed.

"We were crawling a jungle path when this villager jumped out and started hacking Martin with a machete. He chopped his leg and his shoulder."

When the villager came at him, Dengler said, he mustered his strength, ran up a gully and got away.

The escape was made possible by the theft of four guns from a guard while the guards were eating, Dengler said. As the men were escaping a guard spotted them and opened fire.

In the exchange of fire, six guards were killed, Dengler said. The others fled into the jungle. The prisoners then gathered up food and split into groups.

Dengler said his captors had no knowledge of Geneva Convention regulations regarding the treatment of prisoners and that he saw no representatives of the International Red Cross.

Dengler has been hospitalized at the naval hospital here since July 27, and appeared to have regained most of the 59 pounds he lost while in prison and during his escape. He normally weighs 157 pounds.

Dengler also announced that he planned to wed a research assistant at Stanford University Laboratory, Marina Adamich, of Belmont, Cal.

lage, Dengler was questioned in broken French by a Communist official, but the young lieutenant—following the U.S. military code—gave only his name, rank, serial number and date of birth. He was handed a prepared statement condemning the U.S. and told that he must sign it. When he refused, he was beaten with sticks. Still he refused to sign, and finally Dengler was beaten unconscious. When he awoke, he was tied behind a water buffalo, then dragged over stubble and sharp rocks until once again he fell unconscious.

Ants' Nest: Still, Dengler refused to talk; and on the eighth night, while his guards were asleep, he slipped his bonds and escaped. His freedom was short-lived, for next afternoon, while Dengler drank from a water hole, he was recaptured by the Pathet Lao. An-

and while his guards were eating, stole four guns. The other prisoners had freed themselves and after a brief exchange of fire with the guards, they fled into the jungle, Dengler in company with Air Force Lt. Duane Martin.

Burst of Energy: Martin soon was stricken with malaria, and Dengler himself developed a case of jaundice. But day after day, the two men stumbled through the jungle, sleeping in abandoned villages, eating snails they found along the way and bits of rice they had taken from prison. Martin grew steadily weaker, and on the seventeenth day of their escape, a Laotian villager suddenly leaped from a hut and struck him twice with a long, curved machete. One blow nearly severed Martin's neck, and the weakened Dengler, summoning up a burst of energy, dove into the bush and



U.S. Navy



UPI

Navy pilot Dengler: At the time of his rescue and as he looks today

'Great to Be Alive'

The saga of Dieter Dengler began on Feb. 1, when the German-born, U.S.-naturalized Navy pilot took off from the deck of the carrier *Ranger* and headed for his first mission over North Vietnam. It was a murky morning, and as the 28-year-old lieutenant rolled in against his targets, heavy ground fire tore into his right wing. Fighting to keep control of the crippled plane, Dengler headed across the border into nearby Laos and crash-landed in a small clearing. Dazed, and bleeding from a cut behind the ear, he heard shouting nearby, then headed into the jungle brush. Next morning, however, Dengler ran head-on into two armed men dressed in U.S.-style military clothing. They were, unfortunately, members of the Communist Pathet Lao. Dengler was their prisoner.

Over the next eight days, the Laotians led the U.S. officer from village to village, displaying him to peasants who came out of the surrounding woods to stare. At night, Dengler was spread-eagled and staked to the ground, an easy mark for the swarming leeches and mosquitoes. Once, he was tied to a tree while his Pathet Lao captors fired away, trying to see how close they could come with their bullets. In another, larger vil-

lage, Dengler was questioned in broken French by a Communist official, but the young lieutenant—following the U.S. military code—gave only his name, rank, serial number and date of birth. He was handed a prepared statement condemning the U.S. and told that he must sign it. When he refused, he was beaten with sticks. Still he refused to sign, and finally Dengler was beaten unconscious. When he awoke, he was tied behind a water buffalo, then dragged over stubble and sharp rocks until once again he fell unconscious.

Ants' Nest: Still, Dengler refused to talk; and on the eighth night, while his guards were asleep, he slipped his bonds and escaped. His freedom was short-lived, for next afternoon, while Dengler drank from a water hole, he was recaptured by the Pathet Lao. Angry at his escape and his refusal to sign a statement, they then hung the young officer upside down from a tree for five hours and began to beat him. They also, Dengler reported later in his rough English, took an ants' nest and "set it over your face and just want to make you sign the statement." He never did. For a time, North Vietnamese soldiers took over as Dengler's guards, but then they delivered him back to the Pathet Lao in a stockade deep in the jungle. Six other American prisoners were there, and Dengler immediately began to plot an escape. Some of the others advised waiting for the spring monsoon, but as April, May and June passed without the drenching rains, Dengler and some of the others became restive. Food became scarce, and the prisoners—racked with dysentery—devoured rats and snakes. Finally, fearful that the guards might be planning to kill them, the Americans decided to make the break. On the night of June 29, Dengler worked his way out of the wooden leg irons and handcuffs,

fled. Four more days he wandered, during which time Dengler lost consciousness twenty or thirty times. With what may have been his last strength, he fashioned a crude SOS with strips of parachute material he found. And then, miraculously, 22 days after his escape, he was spotted on the ground by a U.S. Skyraider pilot; within minutes, a U.S. helicopter was on its way to pluck the exhausted Dengler, down from his normal 157-pounds to a cadaverous 98, out of the Laotian jungle.

That was on July 20, and last week, after being flown back to the U.S. for seven weeks of recuperation, Lt. Dieter Dengler met the press in San Diego. "They wanted me—they wanted all of us—to die," the handsome flier related, "and as I indicated, we'd rather die free in a bush than those guys not feeding us, or shooting us, and I wanted to be free . . . I wanted to see my mother again . . . and I wanted to see my friends again. I wanted to fly again . . . Man, it is great to be alive."

①

The Snakes & the Angel

Of the 87 Americans taken prisoner since the Viet Nam war began, only three have managed to escape.* The problem is not so much one of harsh prison security, as it was for flyers downed by the Nazis during World War II. Rather, it is the harshness of the country itself. An escapee from a Southeast Asian prison camp must burrow through rotting rain forests, fight off swarms of bugs, swim mighty, mud-thick rivers that cut between the region's steep mountains, and find a way to signal the U.S. rescue planes that orbit high over the jungle. Last week the most recent escapee told a harrowing tale of his trudge back to freedom.

Ants & Water Buffalo. U.S. Navy Pilot Dieter Dengler, 28, was shot down over the Ho Chi Minh trail in Laos last

U.S. NAVY



DENGLER AFTER RESCUE



RECOVERED & WITH MOTHER

"I was tied to a tree and used for target practice."

Feb. 1. Stunned by a crash landing that sheared the wings and tail from his Skyraider, Dengler stepped bleary-eyed into a world of muck, vines and violence that stood in odd contrast to his tidy, air-conditioned stateroom on the carrier *Ranger*. Abandoning his radio, .38-cal. pistol and dehydrated rations, Dengler ducked into the bush—but was jumped by Communist Pathet Lao guerrillas.

Dengler was marched at the double along jungle trails and staked out among mosquitoes at night with arms and legs wide apart; when he refused to sign a statement condemning the U.S. in Viet Nam, his captors tied him upside down from a tree and let ants swarm over him. Then they dragged him into unconsciousness behind a water buffalo.

Laotian Roulette. When he came to, his guards amused themselves with Laotian roulette: "I was tied to a tree and

* Five have died in captivity, five others were released, and many of the 303 Americans listed as "missing in action" are probably in Communist hands.

②

used for target practice—the guards tried to see how close they could come to hitting me." Finally, three weeks after his crash, Dengler was led into a bamboo stockade somewhere near the trail and locked up in crude, wooden "footcuffs" with six other U.S. flyers. The prisoners were fed a handful of rice twice a week, supplemented their diet with snakes and anything else that crawled through their hut. "Once," Dengler recalled, "we caught a snake that had swallowed two rats. We cut it open and ate the rats. Then we ate the snake."

Escape was constantly on Dengler's mind, but the prisoners decided to wait until monsoons had swollen the streams and rivers down which they hoped to float. On June 29 they made their break. Dengler slipped his footcuffs, grabbed four rifles and a bag of rice while the guards were eating. The prisoners killed six of their captors in a flurried firefight, then split into pairs in hopes of making their escape route difficult to follow.

Loaded with Death. Dengler's teammate was Air Force Lieut. Duane Martin, 26, of Denver, whose rescue helicopter had been shot down in September 1965. Twice the pair slept in abandoned villages; then they built a raft and floated downstream until an unexpected waterfall smashed their craft. They came upon a third village that appeared abandoned: it was instead loaded with death. A man sprang from a hut and hit Martin on the leg with a machete; a second swipe hit the stumbling Air Force pilot between shoulders and neck, beheading him. Dengler fled back into the bush.

Starving and stupefied (he lost 59 lbs. during his imprisonment), he wandered on through the jungle. "I was hungry and nearly out of my mind," he said. "But I was angry. I wanted to come home, to fly again, but mostly to open my own restaurant." Finally, Dengler found an abandoned parachute, tore its panels into strips to form a crude SOS, and on July 20, a full 22 days after he had entered the jungle, he was picked up by a "Jolly Green" rescue helicopter. "That angel was a beautiful sight," said Dengler last week. "I was so far gone that I didn't believe it was real until I smelled the gasoline from the chopper."

Alive & Free. When the news of his escape broke in the world press, the Russians thought they smelled something else: a propaganda coup. Dengler was born in the West German town of Calw, the son of a Luftwaffe pilot who died in World War II. Although he emigrated to the U.S. in 1957 and became a citizen three years later, Dengler was carrying a West German passport when the Reds picked him up. The passport, he said, was meant to explain his slight German accent to his captors. Moscow quickly pounced on the fact to claim that West German "mercenaries" were fighting with the U.S. forces in Viet Nam.

③

Last week, as Dengler told his story to a jammed press conference in San Diego, West German Foreign Minister Gerhard Schröder was explaining to a skeptical Bundestag that all U.S. immigrants are subject to the draft if they hope to achieve citizenship, and that the Russian claim was sheer claptrap. Dengler could not have cared less. Said he: "Man, it's great to be alive—alive and free."



Escaping Pilot Saved by '1-in-Million'

JUL 23 1966

SAIGON, South Viet Nam (AP) — A U.S. Navy pilot, shot down over Communist territory more than six months ago, escaped from a prison camp and was rescued from the jungle after a "one-in-a-million" sighting by another American flier, it was learned today.

The airman was reported suffering severe malnutrition and shock after his 23-day flight across some of the most difficult terrain in Asia.

The escape was disclosed by the U.S. military command, but spokesmen would give no details — in an effort, they said, to protect other prisoners who might be involved.

The rescued pilot was not identified for security reasons, but his next of kin have been notified, the U.S. command said.

An informed source said the escapee is a Navy lieutenant who had been held by the Communists for about five months.

He was spotted by an Air Force pilot last Wednesday or Thursday in the rugged jungle near the 17th Parallel demilitarized zone, which separates North and South Viet Nam.

Judging from the area of the rescue, the pilot may have been

shot down over Laos. U.S. planes make daily sorties on the Ho Chi Minh trail through Laos to cut the flow of supplies to the Communists in South Viet Nam.

All the U.S. command would say was contained in this terse announcement:

"A U.S. Navy pilot who was held prisoner of war by the Communists has escaped and returned to our control in Viet Nam. His next of kin have been

notified. The identity of the pilot and all additional details must be withheld at this time for security reasons."

It was learned, however, that after the pilot was sighted, an Air Force "Jolly Green Giant" helicopter was sent from Da Nang to lift him from the jungle. The pilot was flown to the hospital at the Da Nang air base and placed in complete isolation. He will remain under in-

tensive care until enough to answer

His condition as satisfactory, apparently still viable despite a long trek on a mountain and whatever survival training he had received.

The announcer gave the location where the pilot was found. The Communists

How Escaping U.S. Pilot Was Rescued

SAIGON, South Viet Nam (AP)—A crude "SOS" of white parachute cloth on a rock led a U.S. pilot to Lt. (j.g.) Dieter Dengler in the jungle last week.

"Oh, God!" said Dengler, 28, of Pacifica, Calif., as he was pulled aboard a rescue helicopter. Then he lapsed into shock.

23 Days In Jungle

He was rescued July 20 after he escaped from the North Vietnamese and made his way for 23 days through heavy jungles.

Air Force Lt. Col. Eugene P. Deatrick of Morgantown, W. Va., commander of the 1st Air Commando Squadron, was the flier who spotted Dengler in the jungle. Deatrick and the other rescuers were interviewed in Da Nang, South Viet Nam, by the Air Force, which released their accounts.

Deatrick gave this report:

"We were on a visual reconnaissance mission out of Pleiku. During one of our passes through mountainous terrain, I was coming up a very deep valley with a stream at the bottom of it. I passed over a bed of rocks across the



LT. DIETER DENGLER
Flees North Vietnamese

stream and saw someone waving a white flag at me.

"I went by so quickly I wasn't sure what it was. Perhaps a villager waving as we went by. But it was such dense jungle that I didn't make it out. I turned and came back and found the person waving again. I made a third pass over and noticed that on the rocks was written something in white cloth, a very scraggly SOS.

"So we immediately put in

a call to get the rescue on the way.

"We were fairly certain that it was one of the allied people that was down. We remained in the area as cover.

"There was always wariness, of course, of being trapped into something. However, I was firmly convinced that the man was friendly, even though I couldn't identify the person on the ground from what he was wearing. It was a dense area, so remote from everything and the possibility of ever seeing anything—this was one in a million.

"As far as I was concerned, this just couldn't be any sort of a trap."

Air Force Capt. William E. Cowell of Oahu, Hawaii, pilot of the "Jolly Green Giant" rescue helicopter, said the rescue was completed in 45 minutes.

"It was just inside the North Vietnamese border," Cowell said. "The A1s (Skyraiders) had him spotted. He was down in the bottom of a little stream bed standing on the rocks by the stream."

Bare Feet Blistered

"We went in and looked at him and made a pass by him. Then we went in to pick him up.

"He had been walking quite

a while. He didn't have any shoes. He had blisters on his feet when he came on board. They put him on a stretcher and the pararescue man (medical corpsman) gave him a quick physical and took care of him."

The story was continued by the pararescue man, Airman 1/c Mike Lenord of Fowler, Iowa:

"The hoist operator let the cable out. He must have used about 150 feet—maybe 175 feet—of cable.

"The survivor (Dengler) got in it. It took him a couple of seconds to figure out how it operated. He was a little excited and glad to be there, and he just had a little problem.

"But he made it on the hoist all right. We hoisted him up, and I reached out and pulled him in as he got up beside the aircraft. At that moment, he kind of went to pieces, as you'd expect. He just started—he grabbed for me around the leg and held me around the leg. He was just happy to be on board.

"It is kind of hard to say what he did or how he did it. Actually, it's hard to say if he said anything, except 'Oh, God!' That's probably the first words he ever said."

Two U.S. planes downed in raids on N. Viet Nam, Page 8.

of Pacifica, Calif., a native of Wildberg, West Germany.

But official secrecy still shrouded the circumstances under which Dengler was shot down, imprisoned and escaped.

One reason for withholding details of Dengler's escape is that the locale of the incident reportedly was neither North nor South Viet Nam.

Reliable sources indicated that his plane was shot down in Laos where he also reportedly was held captive by the North Vietnamese.

It is U.S. policy not to admit that it has bombed North Vietnamese troops moving south along the Ho Chi Minh Trail in neutralized Laos, just as Hanoi does not talk of operating in that country.

The major reason for the

secrecy was to prevent the enemy from taking steps to block similar escapes by American in the hands of the Communists.

The Pentagon lists 62 U.S. military men as captured by the Communists in North and South Viet Nam, and 212 as missing. Dengler's name does not appear on either list.

Dengler, 28, emigrated to the United States with a brother, Martin. His mother, Mrs. Maria Dengler, and another brother, Klaus, live in the Black Forest district. His father was killed in World War II.

The Navy pilot graduated from San Mateo (Calif.) Junior College and enlisted in the U.S. Air Force in 1957. After six years of Air Force service, Dengler was appointed a naval aviation cadet.

He was commissioned in 1964 and reported for Viet Nam duty the same year. He holds the Distinguished Flying Cross and Air Medal.

"I listened to him all the way. I talked to him a little bit but he went into shock on me three different times.

"I was pretty busy there trying to keep him in the best shape I could, mentally as well as physically."

Pentagon Identifies Escaped Navy Flier

WASHINGTON—The Defense Department Wednesday identified the Navy pilot who escaped from a Communist prison camp and was rescued last week after a 23-day trek through the Southeast Asia jungle.

He is Lt. (j.g.) Dieter Dengler,

FROM: Det 7, 38 ARRSq

SUBJECT: Mission Narrative Report Number 1-3-48, 25 July 66.

TO: 3rd ARRG (RGRG)

1. Pedro alert was notified by Cigar control at 0945L that a Marine H-34 had crashed 11 miles North East of Dong Ha, RVN. Pedro 96 and 95 launched at 0950 and proceeded to the crash area. I contacted Bird Dog 35, who was directing an air strike in the area, to help direct me into the area. Bird Dog 35 located the wreckage and guided me in by means of my UHF homer. We were exposed to ground fire while enroute. We were at about 4000 feet at this time and were not hit.
2. When arriving over the scene, we noticed that a Marine H-34 and HU-1 helicopter were flying in low circles over the crash site. We contacted them on guard channel and they advised us that there was no enemy ground fire and asked us to pick up 2 pilots and one deceased crew member from the crashed H-34.
3. We made an approach to the area and lowered our Para-rescue man to the ground. He contacted us on an FM radio and indicated that I would probably be able to hover low enough to pick up the 2 pilots. I was able to pick-up the two pilots by hovering very low, but because of the nearness of trees and hampered by gusty winds, I elected to use the hoist to pick up the body.
4. Communications during the hovering work became saturated and I had my co-pilot turn off all radios except for my interphone so that I could hear my hoist operator.
5. After all the H-34 crew members were picked up, we hoisted out para-rescue man back aboard and flew back to Dong Ha where the H-34 crew members were transferred to a Marine helicopter and flown back to their carrier.
6. Factors affecting rescue were:
 - a. Weather during entire mission was VFR, but winds were very gusty, at about 15 to 20 knots. I had to haver crosswind because of the trees and the slope of the hill.
 - b. Communications became saturated while I was hovering and I had to have all communications turned off except for interphone during the pick-up. However, communications with the FAC Bird Dog 35, Pedro 95 and Cigar were satisfactory during the entire mission. There was some confusion over which frequency we were to operate on and finally ended up on a Marine tactical frequency called Button Silver.
 - c. Enemy Action: Enroute to the crash site we encountered enemy ground fire but picked up no hits. There was no hostile fire during the pick-up portion of the mission.

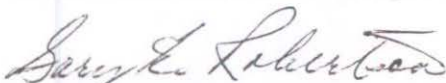
7. Specific facts of the Rescue were:

- a. Type Aircraft: U.S. Marine H-34 helicopter.
- b. Coordinates: 1654N/10656E (within DMZ)
- c. Time of pick-up: 0220Z
- d. Total time from scramble till all crew members were picked up: 0+35
- e. Personnel involved: Three (two pilots, one deceased crew member)

8. Crew Members:

RCC: Capt Gary E. Robertson
CP: 1st Lt Frederick D. Gregory
HM: SSgt David L. Lancaster
RS: ALC Albert W. Foster

9. The Pedro crew expresses their thanks to Bird Dog 35 and to Cigar for their assistance and cooperation in affecting this recovery.



GARY E. ROBERTSON, Capt, USAF
Rescue Crew Commander

Copy to:
Det 1, 3ARRGP

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

SUBJECT: Narrative Report (Mission Number 6-38-114-25 Jul 66) 26 Jul 66

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

1. We received notification via primary crash phone at 1757 hours, 25 Jul 66, of an F-100 30 miles southeast of Bien Hoa AB with battle damage and low on fuel. We scrambled in Pedro 73, an HH-43F helicopter at 1800 hours with the fire suppression kit and established an orbit south of the runway. At approximately 1805 hours we were notified the pilot had bailed out. We made an approach to a clear area near the taxiway, lowered the fire suppression kit to the ground, and departed for the bailout area.

2. A flight of F-100's were over the bailout area, and on GCA radio frequency. We switched to GCA frequency and were directed to the area which was about 12 miles SSE of Bien Hoa AB, by GCA. Light rain was encountered enroute. Immediately after arrival over the area, a parachute was spotted in an open field, and the pilot was spotted about 200 yards to the north of the parachute. Hostile forces were approximately 400 yards south of the survivor and were firing at him. An approach and landing was made and the pilot jumped aboard with only minor scratches and bruises. An immediate departure was made.

3. On the return trip to Bien Hoa AB, Pedro 73 was joined by Pedro 74, the second HH-43F which had become airborne approximately 10 minutes after notification. After arrival at Bien Hoa AB the survivor was released to a 3d TFW Dispensary ambulance. Communications were good. Four sorties for 0:40 flown. Time from bailout to recovery approximately ten minutes.

4. Crewmembers aboard rescue helicopter:

RCC	Captain Karl G. King
CP	Captain LaMonte M. Kahler
RS	SSgt Henry J. O'Beirne
FF	SSgt Charles B. Carr

Karl G. King
KARL G. KING, Captain, USAF
Rescue Crew Commander

FROM: Det 9, 38th ARRSq/Captain Cardwell/4184

SUBJECT: Mission Narrative Report - 28 July 1966

31 July 1966

TO: 3rd ARRGp (RCOPO)

1. Due to closing weather and darkness the rescue mission on 28 July (1-3-52) was suspended overnight. As primary Rescue Crew Commander on 29 July, I made plans for a 0630 takeoff. Weather enroute and in the pickup area was 4 hundred overcast with visibility of two miles. Once at the Aviation Company Headquarters we were informed that the mission would be delayed until the ceiling lifted and an assault company could be heli-lifted in for area security. By 0945 the ceiling was reported as ragged with 7 miles visibility and we were dispatched to the area.
2. Upon arrival the crashed aircraft was located and a colored flare observed through the heavy undergrowth. SSgt Schipper was lowered on the forest penetrator with a crash entry kit. Following our take off the secondary crew RCC made an approach and lowered A2C Stanek and a stokes litter. The two pararescue men found one crewmember free of the aircraft and prepared him for pickup. He was paralyzed from the waist down but was alert and able to identify his injuries and assist in getting into the litter.
3. I made another approach and lowered a second stokes litter prior to raising the injured crewmember. He was brought up at approximately 1015L and flown immediately to Dak To aid station about 12 miles to the east. While I was there I refueled at the Army Aviation fuel dump. The secondary rescue crew continued to orbit the crash while Schipper and Stanek attempted to extricate the pilot of the downed aircraft. He was so tightly pinned that it became necessary for our secondary crew to land at a nearby LZ and pickup an Army crew chief who had volunteered to be lowered by hoist to assist. Sgt Schipper reported that approximately one hours work was needed to free the pilot. Our secondary aircraft decided to fly to Dak To for refueling during this time. Our two crews rendezvoused at the refueling point and decided that the primary crew should take on full fuel and return immediately in case the remaining survivor was freed earlier than expected. If not, we would still be on the scene with adequate fuel for pickup. We departed Dak To ahead of the secondary aircraft and shortly after arrival were called in by Sgt Schipper. Members of the Army Security force had made their way to the crash and assisted in getting the injured man out. He was hoisted up without incident and flown to the aid station. Captain Lowery arrived back on the scene with his crew and picked up our pararescue men, the Army crew chief, and all equipment.
4. The two survivors, who had spent the night in the crash, were given emergency treatment for their injuries at Dak To and then loaded aboard our aircraft for the flight to the Army Surgical Hospital at Pleiku. Both are in critical condition but expected to survive.

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5. No problems of any significance were encountered during the mission. Army gunships flew cover during the operation and were extremely helpful in providing ground security. No enemy contact was reported and no groundfire received by our aircraft. The pickup area was a heavily forested hillside that completely obscured the crashed aircraft. At no time was any portion of it visible from the air. Although the general area was known, the flare ignited by the injured man was invaluable in pinpointing his position. It is felt that a 3-5 thousand pound block and tackle would be a useful piece of equipment to add to the standard loading configuration of a rescue aircraft. Sgt Schipper stated that the pilot could have been freed much sooner if this item had been available. Also noted is the fact that a chain saw has been on order for this detachment since 8 May 1966 but has not been received. The Army ground forces that made their way to the crash had one in their possession and it was put to use as a method of clearing the area and for cutting lifting bars.

6. Crewmembers aboard Rescue Aircraft were as follows:

PRIMARY CREW

RCC Captain Richard L. Cardwell
RCCP Captain Dale R. Tyree
RS SSgt George E. Schipper
HM A2C Harry J. Hull

Richard L. Cardwell

RICHARD L. CARDWELL, Captain, USAF
Rescue Crew Commander

SECONDARY CREW

RCC Captain Darrell A. Lowery
RCCP Captain Fredrik M. Bergold
RS A2C Allen R. Stanek
HM A2C William L. Houghtaling

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FROM: Det 9, 38thARRSq, APO 96295/Capt. Lowery/4184

29 July 1966

SUBJECT: Mission Narrative Report, 1-3-52-28 July 1966

TO: 3rd ARRGp (RGOP), APO 96307

1. Captain Lowery, primary RCC, received notification of a downed aircraft from Det 1, 3rdARRGp (Capt Arauj) at 1823L, 28 July 1966. At this time we were told the location of the downed aircraft was 14°50'N, 107°30'E or 195° and 95 NM from Da Nang AB, RVN. The call sign of the downed aircraft was Conto 100, type was unknown.

2. Since one of our HH-43F helicopters had just made a precautionary landing with transmission chip detector light on, it was decided to launch with one HH-43F using A-1E aircraft as RESCORT. II DASC was called for aircover and Pedro 42 launched at 1835L.

3. We proceeded on course with GCI monitored track accompanied by A-1E aircraft. Shortly after takeoff we heard aircraft over the crash site on the radios and immediately established contact. An Army HU-1B departed the crash site and met us 5 NM northwest of Kontum, and escorted us into the area. After we joined up with the HU-1B the A-1E's went on to the crash site to provide aircover. Pedro 42 arrived at the site at 1940 hours.

4. Upon arrival at the scene a CH-47 helicopter was hovering over the crash site. He was not able to get in close enough to the survivors to allow a rope ladder to be lowered. The on-scene-commander told the CH-47 to clear the area for Pedro 42. Pedro 42 established a hover, lowered our Pararescue Specialist to the ground, then recovered the two survivors via the forest penetrator. Both survivors were suffering from shock, multiple bruises and lacerations and were in considerable pain. It was decided to proceed to an open area then transfer the two survivors to a 'Dustoff' helicopter for evacuation to Dak To Medical Area. This was accomplished with no problems.

5. Pedro 42 then returned to the crash site. It was dark, ground fog was moving in and a haze made it impractical to use flood lights other than when the aircraft was just above the ground. Thru the use of flares, flashlight and emergency radio, utilized by our RS on the ground, we located the crash site and retrieved our RS via forest penetrator. He reported that he was unable to locate the crashed aircraft due to extremely dense jungle growth. To avoid unnecessary hovering we took off and an AC-47 was asked for flare drop by the Army on-scene-controller, Alligator 6. The flaredrops were called off by Alligator 6 after two flares as it was impossible to attempt further search under the existing conditions. All aircraft were released by Alligator 6. Pedro 42 returned to Dak To for fuel. Pedro 42 was not able to make a visual sighting of the crashed aircraft at any time during this mission. Before leaving Dak To we were asked to med-evac the two survivors to the 18th Surgical Hospital at Pleiku. We consented. The survivors were off loaded at 18th Surgical Hospital at 2135 hours and Pedro 42 terminated at Pleiku AB, RVN at 2145 hours, 28 July 1966. We would continue the mission tomorrow at first light.

6. PROBLEMS:

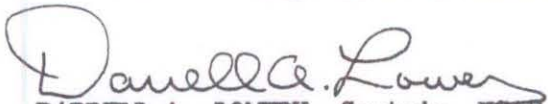
a. The old problem of too much radio chatter was a prevalent as ever. It is felt that after it has been determined that there are no hostiles in the area the amount of RESCAP could be reduced or possibly even released. It seemed like there was a constant conversation concerning directions to the crash site, latest developments, fuel checks and etc.

b. The need for a faster helicopter was apparent. Had we been able to get on station more quickly our chances of extracting the remaining two survivors before nightfall would have been increased. As it was, the remaining survivors had to spend the night in the jungle, one was paralyzed and one was pinned in the wreckage. Had hostile forces been in the area the outcome is obvious.

c. The Army had more gunships over the crash site than necessary. It is suggested, as in paragraph 6a above, that when hostiles are not in the area only minimum aircraft remain over the crash site. By minimum I mean one or two rescue vehicles plus two or three gunships. All others should clear the area. It is just asking for trouble when pilots have to keep a concealed crash site in sight plus maintain visual separation from ten or fifteen other aircraft in a very small airspace.

7. Crewmembers aboard Pedro 42:

RCC	Captain Darrell A. Lowery
RCCP	Captain Fredrik M. Bergold
HM	TSgt Kenneth B. Thompson
RS	A2C Allen R. Stanek


DARRELL A. LOWERY, Captain, USAF
Rescue Crew Commander

4 Copter Crewmen Rescued in Jungle

By TOM QUINN

SE-S Staff Correspondent

SAIGON—An Air Force helicopter crew Thursday and Friday rescued four crewmen of a downed Army chopper 65 miles northwest of Pleiku.

A2C Allen Stanek, of Det. 9, 38th Aerospace Rescue and Recovery Sq., was lowered by cable 150 feet through the foliage and

found two of the survivors of the wrecked helicopter. Both were in shock and one had a broken leg.

The two were lifted out of the jungle and flown to a hospital while the search continued for the chopper and the two other crewmen.

During the night an Air Force Dragonship, Skyraider and Flareship circled the area in a night-long vigil to keep the Viet Cong from reaching the wrecked chopper.

Friday morning, Stanek and pararescue man, SSgt. George Shipper finally located the wreckage with two Army crewmen trapped inside. Both were seriously injured.

After tearing away part of the aircraft, the two Army men were removed and flown to Pleiku Air Base hospital.

284 29 JULY 1966

CONFIDENTIAL

3d ARRGp Hist, Jul-Sep 66

Det 1-3-48-25 July

(U) Two survivors of a crashed Marine H-34 helicopter were picked up by a rescue HH-43 and flown to Dong Ha. Enroute to the crash site (11 miles NE of Dong Hoi), rescue aircraft encountered ground fire but received no hits; one deceased crew member was also retrieved from the crashed H-34.

Det 1-3-50-27 July

(U) An F-105 pilot ejected in an area west of Dong Hoi. The pilot's wingman gave a distress call and two HH-3Es with RESCORT were dispatched for pickup. On reaching the scene, voice contact was established with the downed airman and the rescue helicopter told him to release a smoke grenade. The survivor was recovered uninjured by hoist/penetrator and returned to Quang Tri.

Det 1-3-52-28 July

(U) A single HH-43 helicopter with two A-1Es as RESCORT launched from Pleiku to the site of a crashed aircraft near Dak To. On reaching the scene, the rescue helicopter lowered the Pararescue Specialist to the ground and he recovered two survivors via the forest penetrator. Both were in considerable pain and were immediately evacuated to Dak To for medical attention. Search for other survivors was suspended due to weather and darkness. Two HH-43s returning at first light the next morning, located the site in heavy undergrowth where one of the injured airman fired a colored flare. One survivor paralyzed from the waist down was helped by the Pararescue Specialist into the litter and hoisted aboard but the other was pinned in the crashed aircraft and could not be immediately recovered. Members of the Army security force arrived in the area after a short time and assisted the two Pararescue men in getting the injured pilot out of the wreckage. He was hoisted up without incident and flown to the aid station at Dak To. After retrieving the Pararescue men, the two survivors were flown to Pleiku Army hospital. Though in critical condition both are expected to recover.

Det 2-3-91-31 July

(C) Two HH-3s and four A-1Es (RESCORT) scrambled from Nakhon Phanom to pickup the downed pilot of an A-1E southwest of Dong Hoi. Arriving in the area, the RESCORT dropped white phosphorous bombs between the pilot and the enemy to screen the rescue helicopter during the pickup. The low HH-3 hovered over the pilot for ten minutes, hampered by the fact that a 200 foot hover was necessary above the pilot, who had lashed himself to a branch of the tree he had landed in. The branch was threatening to break due to rotorwash and the helicopter could not come down without dislodging the pilot. He eventually untied himself and reached the lowered tree penetrator and was brought up to the helicopter. During the recovery the A-1E fighter placed ordnance on enemy concentrations and prevented them from interfering with the pickup.

CONFIDENTIAL

Ref# 32811

MISSION NARRATIVE 31 JULY 1966

Cub/31

At 0832L Jolly Green 53 and 54, Sandies 31, 32, 41 and 42 were scrambled from Nakhom Phanom AB to pickup a downed pilot, Dragonfly 21 at coordinates 1723 North 10629 East. Jolly Greens 53 and 54 were airborne at 0838L and proceeded to the area escorted by Sandies 41 and 42. Due to the numerous gun positions, the aircrafts were forced to fly outbound for 70 miles on the 100 degree radial from channel 89 and then head northeast to the area.

Jolly Greens 53 and 54 arrived in the area at 0940L. Prior to this Sandy 31 had sighted the downed pilot and had voice communications. As Dragonfly 21 was down in an area of known automatic weapons, Sandy 31 elected to use his white phosphorous rockets and bombs as a smoke screen between the pilot and the enemy to screen the rescue forces during the pickup. As Jolly Green 53 arrived in the area and started to letdown the smoke screen was laid and used effectively. Due to the precision placement of ordnance, the smoke hid Jolly Green 53 from most of the known enemy concentration. Jolly Green 53 hovered over the pilot for ten minutes, hampered by the fact that a 200 foot hover was necessary above the pilot, who had lashed himself to a branch of the tree he had landed in. The branch was threatening to break due to rotorwash and 53 could not come down without dislodging the pilot. Dragonfly 21 untied himself from the tree, reached the tree penetrator which had been lowered about three feet from him and was brought up to the helicopter. During the time Jolly Green 53 was in the hover, Sandies 31, 32, 41 and 42 made continuous covering passes between the chopper and the enemy concentrations to stop any attempts to hamper the pickup.

DECLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of GDS

By [Signature] (Date) 1/2/2007

Jolly Green 53 left the spot at 1000L and proceeded back to Nakhom Phanom. On the return trip Jolly Green 53 experienced transmission oil temperature up to the maximum limits, but as the oil pressure held in normal range, was able to return to base. Jolly Greens 53 and 54 landed at Nakhom Phanom at 1100L.

LOW BIRD

HIGH BIRD

Jolly Green 53 Crew

Jolly Green 54 Crew

1st Lt Thomas E. Kenny, Pilot
1st Lt David J. Feigert, Co-pilot
A1C Larry J. Chambers, Crew chief
A2C Michael L. Halvorson, PJ

Capt William R. Uhl, Pilot
Capt William H. Lloyd, Co-pilot
SSgt John P. Rogerson, Crew chief
A2C Robert B. Williamson, PJ

Thomas E. Kenny

THOMAS E. KENNY, 1st Lt, USAF
Rescue Crew Commander

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DDI LTR 5200.20

ARODC # 662574 MM
665-00232

~~SECRET~~

Hq ARRS SC No. 662768



31 JUL 66 A-1E SAR

STANER #5

SEE REVERSE



RESCUED A-1E pilot, Capt. David W. Lester, second from left, is shown with the HH-3 crew who plucked him from his perch in a tree 100 feet above the ground. From left with Lester are: A2C Michael L. Halvorson, pararescue man; A1C Larry Chambers, crew chief; 1st Lt. David J. Feigert, co-pilot; and 1st Lt. Thomas E. Kenny, pilot.

Downed Pilot Waits in Tree For Rescue in North Vietnam

31 July 66

SAIGON—An A-1E pilot, Capt. David W. Lester, safely parachuted from his burning aircraft hit by ground fire over North Vietnam, but he never touched ground. Descending 2000 feet into a dense jungle in enemy territory, Lester plummeted into a tree over 100 feet tall. His chute snagged in the upper branches.

Lester, of the 602d Fighter Sq., pulled himself up the shroud lines and disconnected himself from his chute. Leaving his harness on, he tied himself to the tree and made radio contact with fellow Skyraider pilots orbiting overhead.

While the A-1E pilots circled the area protecting him, he relaxed in his tree-top perch, and as he put it, "just settled back and enjoyed the scenery. It was really beautiful country around there."

Within an hour, an HH-3 "Jolly Green Giant"

helicopter crew from Det. 5, 38th Aerospace Rescue and Recovery Sq., arrived on the scene.

Cinching his bonds to the tree a little tighter to avoid being shaken loose by the strong prop wash from the chopper, Lester watched as a forest penetrator was lowered on a cable through the branches.

His rescue nearly became a mishap when the penetrator — which opens to make a seat — almost slipped from his grip after he started up. Lester bear-hugged the device during the 75-foot ascent and was hauled aboard the hovering chopper by A1C Larry J. Chambers.

Then, rescue pilot 1st Lt. Thomas E. Kenny and his co-pilot, 1st Lt. David J. Feigert, pulled their chopper skyward and turned for home base.

A2C Michael L. Halvorson, a pararescue man, checked Lester over for injuries and found none.

Lester had not set foot on North Vietnam during his 20 minutes down. He was on his 205th combat mission.

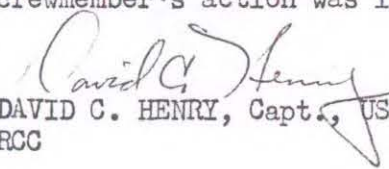
FROM: Det 7, 38th ARRSq

28 July 1966

Subject: Mission Narrative 1-3-50 / 27 July 66

TO: 3d ARRGp

1. At 0245Z I was flying Jolly Green 15 and intercepted a distress call on guard from Moonglow 2 that his wingman was down. I was airborne returning to alert posture from a refueling station. We recieved permission from Queen thru Crown Alfa to scramble. Jolly Green 18 launched and joined us. I asked for an A-1 escort on guard and raised Locket flight. We rendezvoused with Locket flight at 0330Z. Queen had launched two Sandies out of Nakhon Phanon and there was a Dragon Fly over the pilot. The Dragon Fly took over the rescap when Moonglow 2 went bingo fuel. Dragon Fly was on scene Commander.
2. Difficulties encountered enroute were all weather. We had an average 45 knot headwind component all the way up there. Cloud cover forced us over 9,000 feet and turbulence kept our ground speed below 75 knots.
3. Arriving near the scene we got a UHF-DF steer from Sandy 31 and descended through a hole west of the pilot. After getting under the clouds, the Dragon-Fly gave me a low fly-by on the pilot's position. We positioned ourselves for an approach on that spot and asked the pilot for a beeper. We got a perfect UHF-DF cut on him, came in a second time, asked for his smoke and hovered in over the smoke. The smoke had already drifted 150' before it penetrated the jungle canopy. The survivor directed me over him with his emergency radio. The hoist operator got him in sight, took over directing the hover and pick the man up. The wind caused much turbulence in the area of pick-up. While in the hover, airspeed fluctuations were 0 to 35 kts and torque was 65% to 105%. Pick up time was 0358Z.
4. The coordination between all parties participating in this SAR effort was good. There was a great deal of unnecessary radio chatter concerning revised coordinates in that we had a cap on the survivor that could electronically direct anyone to the scene. Other than that radio dicipline was good.
5. The survivor was extremely effective in supporting his own pick-up. He briefed me that he had stayed in his burning aircraft to make it to rough terrain before ejection. Once he got on the ground he cooly directed SAR aircraft over his position. He knew how to use the forrest penetrator. The survivor was uninjured. The return trip to Quang-Tri was uneventful.
6. From notification to pick-up time 1+13. Crew coordination was outstanding. This was my copilot's and helicopter mechanic's first pick-up and the first time I had ever worked with my pararescueman. This was a very difficult pick-up due to the high gusty winds and high, dense jungle canopy. Each crewmember's action was indispensable in the success of this mission.


DAVID C. HENRY, Capt., USAF
RCC

CREW MEMBERS:

RCC: Captain David C. Henry

CP: 2/Lt Elmer C. Lavender

HM: A1C Jerry W. Johnson

RS: A1C Dennis C. Hughs

HUGHES

Jackson Daily News

State Flyer Lifts Captain To Safety

DA NANG, Viet Nam (AP)—Air Force Capt. James R. Mitchell, 37, of Ogden, Utah, nearly ran out of luck today on his last scheduled combat flights over North Viet Nam.

Communist ground fire knocked down his F105 Thunderchief near the coastal city of Dong Hoi, in North Viet Nam's southern panhandle, but one of the Air Force's "Jolly Green Giant" helicopter hauled him out of enemy territory and brought him to the Da Dang Airbase.

Mitchell's flight of Thunderchiefs had been assigned to knock out a ferry. He was making a strafing run on the target, about 100 miles north of Da Nang, when enemy automatic weapons fire ripped into the belly of his plane.

His plane carried him about four miles off and he bailed out.

While Mitchell was falling in his parachute, his "beeper"—a miniature emergency radio which sends out spaced sound signals—was fixing his location for other nearby American planes.

When the swift rescue helicopters whirled in, the fighters stifled enemy antiaircraft guns with their 20mm cannon and .50 caliber machine guns.

The HHE helicopters, commanded by Lt.-Col. Allan Vette, of Gulfport, Miss., dropped down. One of them lowered "a penetrator"—a device that cuts through jungle canopy and Mitchell was lifted to the rescue through jungle canopy — and Mitchell was lifted to the rescue craft.

"They are the greatest," Mitchell said of the helicopter rescue teams.

Trained at Sheppard and Stead

Rescues Owed to 'Green Giants'

HH-3 RESCUE CREWS, many of their pilots trained at Sheppard AFB, Tex., under Air Training Command, are flying the "Jolly Green Giants" to supplement air rescue operations in the northern part of South Vietnam. The crews of the Jolly Green Giants are assigned to Det. 7 of the 38th Aerospace Rescue and Recovery Sq., a sub-unit of the 3d Aerospace Rescue and Recovery Gp.

Other air rescue aircraft include the HU-16 amphibian and

the HH-43 helicopter.

The Jolly Green Giant choppers can fly farther than the HH-43s, and have a hoist line that can be used for recovering downed airmen while the helicopter is still airborne over ground or water.

Many of the Jolly Green Giant pilots received their early heli-

copter pilot training at Sheppard AFB, Tex. Advanced training as chopper pilots came through Stead AFB, Nev.

One Jolly Green Giant pilot with plenty of know-how in rescue operations in Southeast Asia is 1st Lt. Richard J. Sans, a graduate of the advanced helicopter training program at Stead.



SEP 66

Successful rescue of Air Force Capt. James R. Mitchell, F-105 pilot near Dong Hoi, North Vietnam 27 JUL 66

Jolly Green 15 Low Bird

RCC Capt. David Henry

CP Lt. Elmer C. Lavender

HM Johnson

RS Hughes

Jolly Green 18 High Bird

RCC Capt Rice

CP Lt William C. Dean

HM A1C Nick Beaumonte

RS A1C William Flower

61-0045 F-105D

During an attack on a river ferry Captain James R. Mitchell's aircraft was hit by 37mm AA over Route Pack 1. He managed to keep his plane airborne long enough to reach the mountains where, Captain Mitchell ejected from his aircraft and was rescued in 1 hour and 45 minutes by a USAF helo. He had minor injuries from the ejection. This was 100th and last mission. 27/7/66. Call sign-Moonglow. He was rescued by a helicopter call sign Jolly Green 15. It's crew was Captain David C. Henry, pilot; 2nd Lt. Elmer Lavander, copilot; A1C Dennis C. Hughs, pararescue; and A1C Jerry W. Johnson, medic.