

Successful Rescue 16 September 1966

Jolly Green 15 A/C 65-12783 Low Bird
P. Capt. David E. Dickey
C.P. 1/Lt. John E. Halligan
H.M. TSGT. Fred C. Williams
R.S. A2C. Robert F. Gabourel

Jolly Green 24 A/C 65-12786 High Bird
P. Capt. Kenneth D. Murphy
C.P. Maj. Jay V. Cannon
H.M. A2C. Michael W. Mulvany
R.S. A1C. John F. Tobey

First double pick up by Jolly Greens from this Det.

AEROSPACE RESCUE and RECOVERY SERVICE NEWSLETTER

30 September 1966

Office of Information

Two Air Force F-4C pilots were picked up from the demilitarized zone on 16 September by an HH-3 crew from Det 7, 38th ARRSq at Da Nang AB, RVN. This was the first double rescue accomplished by the unit, a perfect, flawless operation. The fighter pilots' aircraft, hit by ground fire on a strike in the southern panhandle of North Vietnam, was seen by observers heading east with both engines afire. In two minutes, the Rescue helicopter, piloted by Captain David E. Dickey, was on its way, and found the downed pilots hiding in six-foot elephant grass just inside the northern border of the DMZ near the coast. The area was surrounded by shrubbery and rice paddies. As they ran toward the Jolly Green Giant, the hoist was lowered and both men were able to get into it unaided. Scrambled at 1:08 PM, the HH-3 had one of the downed fliers aboard in 17 minutes, and the other only three minutes later.

2 AF Jets Downed, Pilots of 1 Rescued

By JOI RAY MAHON
S&S Staff Correspondent

SAIGON—Two Air Force F-4C Phantoms were shot down Friday, a U.S. military spokesman reported here Saturday. One plane was shot down over north Vietnam and its two pilots were listed as missing.

The other Phantom was downed by ground fire 13 miles northwest of Dong Ha, in the northern part of the Demilitarized Zone. Both pilots were picked up by an Air Force rescue helicopter.

The rescued pilots were identified as 1st Lt. Bernard D. Giere, 27, of Chicago, and 1st Lt. Henry J. Knock, 27, of Akron, Ohio. It was the third time Knock had been rescued after bailing out and the second time for Giere.

In north Vietnam Friday, railroad facilities, roads, bridges and antiaircraft sites were hit by U.S. pilots. Pilots flew 129 missions in the southern panhandle and the Hanoi and Haiphong areas. Air Force pilots flew 68 missions and Navy carrier pilots 61.

Pilots from the Seventh Fleet's Carrier Air Wing 15 and the carriers Intrepid and Coral Sea again scored heavily against transportation facilities.

Air Force pilots struck north Vietnamese communication lines, destroying or damaging 11 convoys, staging areas, more than 10 trucks, five bridges, four barges, two ferry complexes and one causeway. Roads were severed in 16 places.

Pilots reported ground fire as moderate to heavy.

1st Lt. Jerry Jameson was credited Saturday with shooting down a MIG-17 Friday during a 10-minute dogfight over north Vietnam. The battle took place while a flight of Phantoms was attacking the Dap Cau railroad bridge, about 20 miles northeast of Hanoi.

Jameson fired two heat-seeking Sidewinder missiles at the MIG, but did not see them hit, since he was taking evasive action at the time. However, seconds later, he and his copilot, 1st Lt. Douglas B. Rose, spotted a parachute in the area of the MIG.

In air action over the Republic of Vietnam, U.S. pilots flew 384 sorties, destroying or damaging more than 210 enemy buildings and five sampans. Air Force pilots logged 247 sorties and Marine pilots 137.

B-52s struck an enemy storage area and a bivouac area Saturday in a predawn raid 20 miles northwest of Dong Ha in the DMZ.

Pacific Stars & Stripes
Monday, Sept. 19, 1966

SUPPORTING DOCUMENT# 16

47

The following documentation is an attempt to verify the number of saves recorded by the 37 AERS. The historian, Captain Campbell has researched all existing sources within his control and unless any direct discrepancies are found this document shall be considered official.

<u>SAVE NO</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>DATE</u>	<u>SOURCE</u>
1	Dexter Dangler	Lt JG-N	UNK	20 Jul 66	Sq Scrapbook
2	James B. Mitchell	Capt-AF	UNK	27 Jul 66	Sq Scrapbook
3	E. Dobbs	Capt-AF	UNK	5 Sep 66	2-3-107 M.N.
4	Phillip B. O'Brian	LtCol-AF	UNK	8 Sep 66	1-3-59 M.N.
5	H.J. Knosh	1/Lt-AF	UNK	16 Sep 66	1-3-64 M.N.
6	D.D. Glere	1/Lt-AF	UNK	16 Sep 66	1-3-64 M.N.
7	Alan K. Rutherford	Capt-AF	UNK	17 Sep 66	1-3-65 M.N.
8	Richard Rosecrans	Capt-AF	UNK	11 Nov 66	2-3-128 M.N.
9	Gordon F. Bradburn	Col-AF	UNK	16 Nov 66	1-3-86
10	Charles Smith	LtCol-AF	UNK	16 Nov 66	1-3-86
11	Kulmayer	Capt-A	UNK	20 Dec 66	Sq Scrapbook
12-17	UNK	UNK-N	UNK	11 Jan 67	1-3-08
18	William O. Mayfield	Maj-AF	UNK	15 Jan 67	1-3-13
19	Frank L. Trochak	Maj-AF	UNK	15 Jan 67	1-3-13
20	Michael W. Mulvany	A1C-AF	UNK	15 Jan 67	1-3-13
21	William P. Tracey	SSgt-AF	UNK	15 Jan 67	1-3-13
22-26	UNK	UNK-N	UNK	15 Jan 67	1-3-12
27	Eugene R. West	Capt-AF	UNK	28 Jan 67	1-3-20
28	Robert C. Mays	Capt-AF	UNK	2 Mar 67	1-3-34

Huntingdon Copter Pilot In Daring Viet Rescue

Word coming out of Viet Nam today praises the skill and courage of a Huntingdon, R. D. 1, helicopter pilot who rescued two downed U.S. jet airmen from the demilitarized zone (DMZ) between North and South Viet territory.

Capt. David E. Dickey, 29, of Hart'sog Valley, Huntingdon, R. D. 1, took only 29 minutes for the "picturebook rescue operation" in which the Akron, Ohio, and a Chicago, Ill., airmen were saved from capture by the Viet Cong.

Dickey is a son of Mr. and Mrs. E. Howard Dickey, Huntingdon, R. D. 1. His father has been construction engineer at the Owens - Corning Fiberglas Corporation plant at Huntingdon since 1959.

Sources in Viet Nam note that the Akron pilot previously had been shot down and rescued three times, while the Chicago jet flier had been downed and rescued twice.

Dickey has been in Viet Nam only one month, but during that time he has flown many mis-

sions. Most of the time he has been the "top" man as the rescue copters fly in on their dangerous missions. He got his big chance on Friday when he was the bottom man on the mis-



CAPT. DAVID DICKEY

sion by the 38th Military Air Rescue and Recover Service. In "storybook" fashion he set his whirlybird down in the DMZ and snatched the two Yank pilots from the hands of the enemy.

Sources in Saigon were loud in their praise of the work of the Huntingdon, R. D. 1, flier who has been in the Air Force since 1959.

Capt. Dickey's wife, the former Helen Sparhawk of Lincoln, R.I., and their two children, David, 4, and Pamela, 2, are residing at the pilot's parental home in Hart'sog Valley while he is in the service. Capt. Dickey has visited his parents on numerous occasions since they moved to Huntingdon County from Lincoln R.I. in 1959.

Capt. Dickey was the command pilot flying a giant Sikorsky HH3E helicopter, Jolly Green Giant, on the Friday mission.

He took his basic training at San Antonio, Texas, and got his wings at Vance AFB, Enid, Okla. He has been flying helicopters for the past four years and has been stationed at numerous other bases in the U.S. and was at Little Rock, Ark. prior to being sent to Viet Nam.

Dickey's wife said she never dreamed that newspaper would tell her of her husband's first successful rescue mission. She remarked that he writes almost daily and she expects a letter soon telling her of the mission which has received wide publicity in the state.

The two rescued fliers were shot down in the buffer zone when their F4C Phantom Jet was hit by ground fire in the southern panhandle of North Viet Nam.

Dickey described the rescue for newsmen and said the two airmen were hiding in elephant grass about six feet high. The area was surrounded by rice paddies and low shrubbery.

He added, "As they ran toward our aircraft, our hoist operator lowered the hoist. The pilots were able to get into the hoist unaided. They were only about 50 yards apart at the two pickup points."

HUNTINGDON AND MOUNT UNION, PA., MONDAY, SEPTEMBER 19, 1966.

THE DAILY NEWS



FROM: Det 7, 38th ARRSq, APO 96337

SUBJECT: Mission Narrative Report 1-3-64 - 1059 046 18 September 1966

TO: 3d ARRGp, APO 96307

1. At approximately 1302L, 16 Sep 66, Jolly Green 15 and 24 were notified of a possible rescue mission. Pigeons 330/09 from channel 46. At 1305 both aircraft were scrambled from Quang Tri. Both aircraft proceeded enroute to the pick up point without any difficulty. Weather was good at take off. Enroute weather was cumulus build ups with associated rain showers. Visibility two to four miles. Jolly Green 15 penetrated to 2000', delayed momentarily to analyze the situation and make contact with Shark Bait lead and Bird Dog and then proceeded in for the pick up. Weather at pick up point was 2500' overcast. Jolly Green 24 stayed at altitude and was used primarily for radio backup.

2. With favorable help from Bird Dog, the first crew member was found and rescued within 18 minutes. Although the other crew member was only 50 yards away, some trouble was experienced in finding him because of excessive radio chatter and dense under brush. Again Bird Dog guided Jolly Green 15 to the second crew member and he too was removed from hostile environment. Total elapsed time for both pick ups was 20 minutes. I returned to Dong Hato off load the two crew members who were met by an Air Force vehicle. Total elapsed mission time was 30 minutes. Pick ups point was 16°59'N, 107°01E.

3. All support aircraft did a fine job, rescue was more than adequate, however, no aircraft were used against enemy positions. No enemy ground fire was encountered during the aircrew recovery. Both pilots were in good physical shape except for minor scratches about the head. Both downed pilots remained calm and composed during the entire pick up which was accomplished by hoist and jungle penetrator.

4. My crew remained extremely professional and cooperative during the entire mission as is witnessed by the minimum reaction and total elapsed time.

5. The only mechanical factor which detracted from the rescue mission was the fact that the AFCS was inoperative during my final approach and pick up phase of the operation. I decided to make the pick up without AFCS assist because:

a. Excessive delay would have resulted by using Jolly Green 24.

b. I decided the malfunction wasn't of such magnitude to warrant termination of my flight.

6. The only other factor which detracted from the mission was the excessive chatter on HF radio. The distraction was of such nature that in order for me to hear Bird Dog and the downed crew members talking, I had to turn off the HF button. My co-pilot told me after the flight that at times during the rescue he was unable to hear my commands although he could see my lips moving.

7. Recommend quicker reaction time for A-1E aircraft be worked out. At no time during the mission did I personally see A-1E in my vicinity. HH-3E's need A-1E's just as badly as any other slow moving unarmed aircraft needs fire support.

Crew:	RCC	Capt David E. Dickey,
	CP	1Lt John E. Halligan,
	HM	TSgt Fred C. Williams,
	RS	A2C Robert F. Gabourel,

David E. Dickey

DAVID E. DICKEY, Capt, USAF
Rescue Crew Commander