

injuries since they were not aboard the aircraft at the time.

1 SEPT 66

The second helicopter, lost in Southeast Asia, was the HH-3E, 64-14227, which was being operated, at the time, on a combat support mission to a classified site. Detachment 3, 38th ARRSq, was the unit of assignment for this rotorcraft. As the pilot approached his destination in the mountains he lost rotor speed, while on the final approach to a landing, and crashed. There were no fatalities among the crew members. This loss occurred on 1 September.

Mission 1-3-78-18 October 1966 began when the pilot lifted the wheels of the HU-16B, 51-7145, off the runway at Da Nang AB, Vietnam. The first indication that all was not well aboard this aircraft, on a precautionary orbit, was the failure to receive one of the frequent and regular "Operation Normal" reports. The 37th ARRSq aircraft was missing. When no sign of the aircraft had been found by 26 March, the search for it and the seven men aboard it was suspended.²⁸

28. Chapter VII contains the identities of the aircrewmen.

2	Maj Vavra Capt Hardy	TSgt Warren A1C Ward	73	Capt Steere	19 Jul 66	USAF	THAI	F-105
3	Lt Kenny Lt Feigert	A1C Chambers A2C Halrerson	74	Capt Lester	31 Jul 66	USAF	LAOS	A-1E
2	Maj Fletcher Maj Stearman	SSgt Child A2C Williamson	75	Lt Rogers	4 Aug 66	USAF	THAI	F-105
6	Capt Powell Lt Gunnin	SSgt Langley A2C Stevson	76	Maj Curtis	8 Aug 66	USAF	NVN	RF-101 Under Fire
6	Capt Hendrickson Lt Packer	SSgt Riley A2C Brotton	77	Lt Casper	8 Aug 66	USAF	NVN	F-105
6	Capt Hendrickson Lt Packer	SSgt Riley A2C Brotton	78 79	Capt Ryan Capt Overstreet	10 Aug 66	USAF	THAI	U-6
2	Capt O'Mara Lt Harris	SSgt Hall A2C Stevson	80	Capt Minnick	1 Sep 66	USAF	THAI	A-1E
1K	Capt Hartwig Lt Lyall	A1C Johnson A1C Kellerman A2C Trujillo	81 82 83 84	Capt Keck Lt Burford SSgt Riley UNK	1 Sep 66	USAF	LAOS	HH-3E
2	Capt Lloyd Lt Feigert	SSgt Picklesimer A2C Trujillo	85	Lt Hallmark	13 Sep 66	USAF	NVN	F-105
1K	Capt Murphy Lt Lyall	SSgt Godsey A1C Kellerman	86	Lt Knetsch	29 Sep 66	USAF	LAOS	F-4C

~~CONFIDENTIAL~~

3rd ARRGp Hist, Jul-Sep 66

Det 2-3-106-1 September

(C) Two HH-3s (call sign Jolly Green) and four A-1Es (call sign Sandy) were scrambled to search for an F-104 pilot downed west of Dong Hoi. Sandy 31 & 32 proceeded into the area of the reported beeper. While conducting electronic search, Sandy 31 was shot down and Sandy 32 was badly damaged by ground fire. Sandy 32 headed his aircraft toward a rice paddy and bailed out; five minutes later he was recovered by one of the Jolly Greens and enroute to Nakhon Phanom. A Navy aircraft sighted the wreckage of Sandy 31 and reported no chance of the pilot surviving. Search suspended for both missing pilots due to heavy ground fire in the area.

Det 1-3-56-3 September

(C) F-105 pilot ejected over the Gulf several miles north of Dong Hoi. His wingman reported a good chute and beeper and that he was circling over the downed pilot. On arrival, the rescue amphibian (HU-16) landed and deployed the pararescueman with life line to the survivor. Both were quickly pulled aboard and the HU-16 took off for recovery at Danang. Mortar fire as well as ground fire were accurately directed at the aircraft during the recovery but no hits were noted at the time.

Det 2-3-107-5 September

(C) F-105 pilot down near Dong Hoi was recovered by HH-3 helicopter using the hoist/tree penetrator; survivor returned to Dong Ha suffering only minor injuries.

Det 1-3-59-8 September

(C) The pilot of an A-1E bailed out several miles west of Hue. Two HH-3s were dispatched to the area where RESCAP reported beeper signals. Arriving on the scene, the primary rescue helicopter established voice contact and requested the survivor to release a smoke grenade. Visual contact was made and a hoist pickup was accomplished from a hover approximately 150 feet above the survivor. The recovered airman was delivered to Dong Ha in good condition.

Det 1-3-61-10 September

(C) A Navy aircraft attached to the Roosevelt with a crew of four aboard was overdue. HU-16 located the four survivors in the Gulf northeast of Dong Hoi. An open sea landing was made for the recovery and the crewmen were flown to Danang.

~~CONFIDENTIAL~~

CONFIDENTIAL

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



REPLY TO
ATTN OF: 37th OPS

5 September 1966

SUBJECT: Mission Report Number 1-3-56

TO: 3rd ARRG (RGRC)

Cub/29

1. At 0742L while over the Gulf of Tonkin, at the southern orbit point, we received a radio call from "Cricket" control advising "Pintail 2" was down. We immediately contacted "Pintail Lead" on "Guard" to obtain a DF bearing and also to verify the emergency information. "Pintail Lead" reported a good chute and beeper and that he was circling over the downed pilot in the water.

2. I increased to climb power and arrived in the area at 0751L sighting the pilot almost immediately at 1805N/10625E.

3. We made two passes over him, marking him with a dye marker grenade on the first one, and then landed alongside him at 0757 approximately five hundred yards off the main land beach. Immediately upon and just after I had committed the Pararescueman to the water, we began to draw heavy enemy mortar fire, the first and nearest of which, landed approximately 40 yards ahead and slightly to the right of the aircraft.

4. As the navigator and flight mechanic were pulling the pararescue man, and the survivor back into the aircraft the co-pilot contacted the rescap (Flamingo Flight), which had arrived just as we touched down. We directed them to hit the beaches and a nearby island as a fire suppression measure.

5. At 0758L we had both the survivor and pararescue man on board and immediately started the take-off. Due to the proximity of the hostile shore, and since the wind and water conditions were not limiting factors, we took off slightly downwind to the S.E. This direction put the maximum distance between us and the hostile ground fire which now included small arms and automatic weapons fire. The ground fire continued throughout and subsequent to the take-off run. Take-off was effected at 0759L and we immediately proceeded to Danang AB, landing at 0910L.

6. The downed pilot's name is Captain Edward Skowlon from Cheshire Mass. The following personnel were the crew members aboard the HU-16B.

Capt	Duane A. Miller
Capt	Walter C. Hickman
Capt	Harold G. King
SSgt	Gerald L. Jones
ALC	Robert Johnson
SSgt	William C. Sutton

Aircraft Commander
Co-Pilot
Navigator
Radio Operator
Flight Mechanic
Para-Rescue Technician

CLASSIFICATION CANCELLED

Or Changed to *UNCLAS*

By Authority of *GDS*

By *[Signature]*

(Date) *17 May 75*

CONFIDENTIAL

DOWNGRADED AT 5 YEAR INTERVALS
UNLESS INDICATED OTHERWISE

~~CONFIDENTIAL~~

7. This letter is classified confidential to protect the details of a combat aircrew recovery operations in enemy waters.

for *Walter S. Johnson, Lt/Col*
DUANE A. MILLER, Captain, USAF
Rescue Crew Commander

SUPPORTING DOCUMENT# 16

47

The following documentation is an attempt to verify the number of saves recorded by the 37 ARRS. 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	Dieter Dengler	Lt JG-N	UNK	20 Jul 66	Sq Scrapbook
2	James R. 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 R. O'Brian	LtCol-AF	UNK	8 Sep 66	1-3-59 M.N.
5	H.J. Knoch	1/Lt-AF	UNK	16 Sep 66	1-3-64 M.N.
6	D.D. Giers	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	Gordan 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. Mulvary	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

Reds Gun Down 4 Planes In Action Over N. Vietnam

SAIGON (UPI) — Communist anti-aircraft gunners shot down four American jets within 24 hours, U.S. spokesmen said Monday.

Four fliers aboard three of the planes — shot down Sunday near Hanoi — were reported as missing in action.

The pilot of the fourth plane — downed Monday — was rescued less than an hour after he parachuted 15 miles west of Dong Hoi.

The losses brought to 361 the

number of American planes reported downed over north Vietnam.

In other action over north Vietnam, U.S. planes flew 134 missions hitting petroleum storage and supply areas and transportation facilities.

Thunderchief pilots destroyed a surface-to-air missile (SAM) site, 25 miles northwest of Hanoi Sunday.

The pilots attacked the site with rockets and 20mm cannon

fire, hitting one SAM as it sat on its launcher.

First Lt. Peter K. Foley, 24, of Spring Lake, N.J., said cannon fire and rockets hit the missile. It shot across the ground and exploded.

Air Force F-105 and F-4C pilots left the Dao Quang petroleum storage area in flames after a strike.

Capt. Jimmy L. Goode, 35, of Oklahoma City, led the last strike on the oil dump, 35 miles north- (Continued on Back Page, Col. 1)



★ ★ ★ EDITION

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

Vol. 22, No. 249

Wednesday, Sept. 7, 1966

Successful Rescue 5 September 1966

Jolly Green 24 A/C 65-12786 Low Bird
P. Capt. Kenneth D. Murphy
C.P. 1/Lt. John E. Halligan
H.M. A1C William T. Lowe
R.S. A1C Hanon Combs

Jolly Green 15 A/C 65-12783 High Bird
P. Capt. David E. Dickey
C.P. Capt. Thomas R. Johnson
H.M. SSGT. Earl E. Chambers
R.S. SSGT. William P. Tracey, Jr.

Rescue performed under fire. J.G. 24 took a hit in the main spar of the main rotor blade.

4 Downed—

(Continued From Page 1)
east of Hanoi.

Goode said the area was on fire after the two previous strikes.

"When our flight pulled away the whole area was a raging inferno of billowing smoke and fire rising to 10,000 feet."

Ten miles north of Hanoi, four flights of Thunderchiefs and Phantoms hit the Nguyen Khe petroleum dump. Lt. Col. Robert E. Wayne, 40, of Garden City, N.Y., led Thunderchief pilots who set off nine secondary explosions.

Col. William C. McGlothlin, 42, of Corsicana, Tex., led F-4C pilots on a strike against a military camp 42 miles southeast of Dong Hoi. The crews were credited with destroying 10 buildings and damaging 10 others in addition to four anti-aircraft sites in the camp.

In other strikes over north Vietnam, Air Force pilots destroyed or damaged two SAM sites, 18 buildings, 14 bridges, 10 anti-aircraft gun positions, 10 trucks, six rail cars, five barges, three radar sites, two ferry complexes and one river ford.

The U.S. Navy flew 60 missions over north Vietnam.

Returning pilots reported destroying or damaging one SAM site, 24 bridges, 35 barges, 25 trucks, 8 railroad cars, 9 buildings, two junks damaged, three bridge by-passes and one flak site.

Marine pilots flew five missions in north Vietnam.

In the Republic of Vietnam, U.S. pilots flew 356 sorties during the day, attacking Viet Cong camps, concentrations and fortifications.

FROM: Det 7, 38th ARRSq, APO 96337

10 September 1966

Subject: Mission Narrative # 1-3-59

TO: 3d ARRGp/RGOP

At 0740Z, 8 September 1966 I was scrambled in Jolly Green 15 and was accompanied by Jolly Green 24. I was airborne at 0745Z. All scramble procedures were normal. The downed aircraft was reported to me as being Hobo 24 down at XD 920/170. Enroute Cigar gave me the position as being the 218 degree radial, 30 miles from channel 46 which fit the coordinates. I continued my climb to 4000 feet and leveled off due to an overcast to the west. My ETA for the area was 0805Z. Cigar then gave me the cover aircraft as being Red Bird 81 and 82 and Condol 55. When I had reached the area at 0805Z, Waterboy gave me the position as being the 223 degree radial 20 miles from channel 46. The weather in the area was 4500 feet MSL Overcast and 15 miles visibility. Bird Dog 60 came into the area at approximately my arrival time. I had not recieved any voice or beeper at this time and started a route search between the two conflicting positions. Red Bird and Condol aircraft were remaining on top of the overcast.

At 20 miles from channel 46 I still had not recieved any beeper and commenced a creeping line search back over the same area. Red Bird 82 reported getting the beeper but could only give me his position when he heard it. On my first southern leg of the creeping line search I started receiving a beeper. I homed in on the beeper on a heading of 180degrees.

After 2 or 3 miles on this heading, I heard a voice transmission from the survivor but it was too garbled to decipher. The heading took me into a steep sided gorge. Red Bird 81 then came on the scene below the clouds. When closer to the survivor, I made voice contact with him. He did not have me in sight so I instruct him to stay on beeper. Just as we were getting a swing on the beeper, I instructed the pilot (survivor) to use a smoke pyrotechnic. Captain Johnson, my Copilot spotted some red smoke down in the trees. I turned over control of the aircraft to Captain Johnson and told him to keep the smoke in sight and put the aircraft on a final approach to the smoke. I then jettisoned my external tanks while on a crosswind. The survivor was located on a hill with a 30 or 40 degree slope. He was in among trees approximately 100 feet high. The smoke never came above the tree canopy. After final approach was established, I took control of the aircraft and completed the approach to the red smoke. I established my hover approximately 50 feet above the trees to allow T/Sgt Williams, the Crew Chief and AlC Flower, the Pararescueman, a larger field of vision down among the trees. T/Sgt Williams sighted the survivor and directed me over top of him. The hoist which operated only in manual override during the check out operated properly during the pickup. I lowered the helicopter to a point where the rotor blades on the right were clearing the trees by about 6 to 8 feet. The hoist pickup was made at 0833Z from approximately 150 feet above the survivor.

Atch 1'

Lt/Col Philip R. Obiren Jr, the survivor, was taken on board. He had not sustained any injuries during his bailout or pickup. I delivered Lt/Col Obrien to Dong Ha at 0855 where an aircraft was waiting to Air-Evac him to DaNang Air Base.

The only other factor which detracted from the mission is the excessive radio transmissions on HF radio. The transmissions became so numerous that I had to turn off my monitor switch in order to properly utilize the UHF Guard frequency.

Kenneth D. Murphy
KENNETH D. MURPHY, Capt, USAF
Pilot

Reds Shoot Down U.S. Skyraider in DMZ

SAIGON (AP) — North Vietnamese antiaircraft fire shot down an attacking American plane in the Demilitarized Zone, the U.S. command reported Sunday.

It was the first loss of a U.S. plane in the buffer zone between north and South Vietnam.

The plane, an Air Force propeller-driven Skyraider, was shot down late Saturday in the northern part of the six-mile wide zone.

The pilot bailed out and was listed as missing.

A U.S. spokesman said rescue aircraft received heavy automatic weapons fire which prevented them from reaching the pilot. About 100 north Vietnamese troops were spotted in the area.

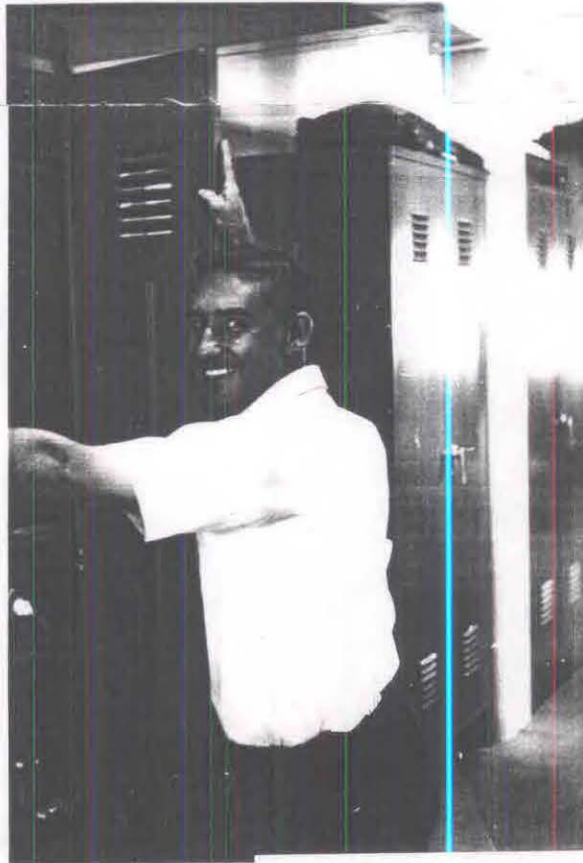
The Skyraider was hit while attacking an automatic weapons site.

(UPI reported that north Vietnam's elite 324B Army Div. has swept back into the Republic of Vietnam, and U.S. Marines were battling the communist legion just below the DMZ where the plane was shot down.

(In northernmost Quang Tri Province where they have killed 298 communists in Operation Prairie since Aug. 3, the Leathernecks called in tanks and artillery to hurl back an assault.

(The Marines reported light casualties.

(It was in this same sector of South Vietnam where, in July, seven Marine battalions walloped the 324B. U.S. spokesmen said at that time the beating broke up a communist offensive springboard and sent the north Vietnamese unit reeling back home.)



Unsuccessful rescue attempt on north edge of DMZ.

10 September 1966

Jolly Green 15 A/C 65-12783 Low Bird

P. Capt. Adrian D. Youngblood

C.P. Maj. William O. Mayfield

H.M. A2C. Rodney J. Bettevy

R.S. A1C. John F. Tobey

Jolly Green 24 A/C 65-12786 High Bird

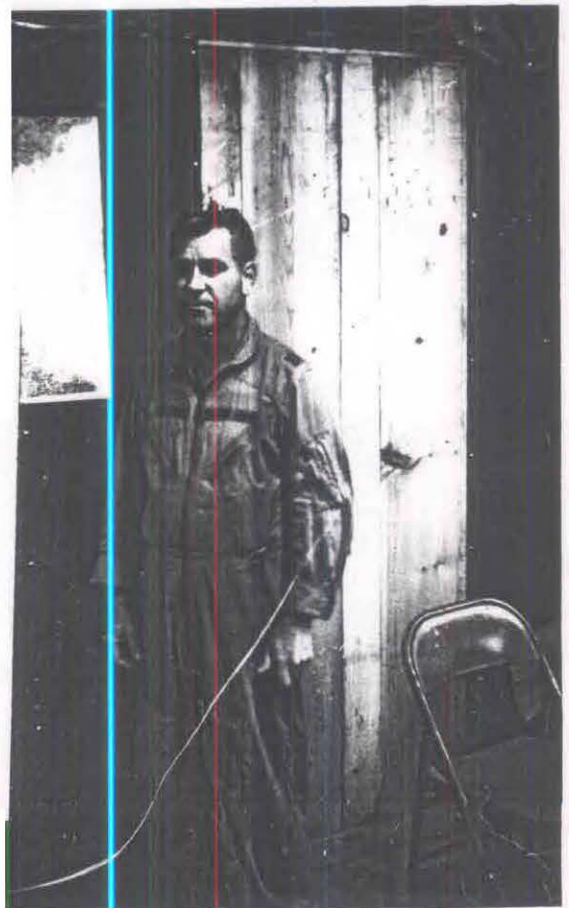
P. Capt. Robert W. Davis

C.P. Maj. William V. D. Hickerson

H.M. TSgt. Maurice F. Tasker

R.S. A2C. John C. Jeffers

An A-1E (Hobo) and two O-1Es took hits. No hits on J.G.s



~~SECRET~~

Reg # 35946

~~CONFIDENTIAL~~

Mission Narrative - 13 Sep 66

DOWNGRADED

IAW AFR-205-261
12 MAY 1970

At 0135Z on 13 Sep 66, Crown Alpha reported a Mayday on an F-105, Diamond 02, and that the pilot was going to eject. Compress put the Jolly Greens (52-Low and 54-High) and the Sandy's (31 and 32) on cockpit alert. Sandy's 41 and 42 had been delayed at Udorn due to maintenance. At 0140Z, Compress scrambled the Jolly Greens and Sandys from Nakhom Phanom for the coordinates 18°12' N, 106°03' E where it was believed that Diamond 02 ejected. Jolly Greens 52 and 54 were airborne at 0145Z. Based on the original coordinates Jolly Green 52 gave Crown an ETA to the area of 0300Z and a Bingo time of 0410Z. The weather at launch was 1000 feet broken with better than three miles visibility and light winds. The weather enroute was layered strato cumulus clouds broken to undercast with higher layers. The Jolly Greens flew between layers at 7800 to 8000 feet. As we approached the area of the downed pilot, we were on top of all weather - a scattered to broken condition with tops at about 8500 feet MSL and base about 4000 MSL. Visibility was good at all times. Sandy's 31 and 32 launched from Nakhom Phanom and escorted the Jolly Greens until about halfway to the pickup area. Then proceeded on to the pickup area to locate the downed pilot. Sandy's 41 and 42 were launched from Udorn at 0155Z and joined up for escort about the time the Jolly Greens reached the pickup area. Enroute to the pickup area, Jolly Green 52 and 54 stayed in or close to the clouds for masking and flew along ridge lines. About ten minutes after we launched, an aircraft in Diamond flight updated the downed pilots position by placing him on the 042 radial, 70 miles out from Channel 89. This location greatly enhanced the possibility of a successful pickup since it was well into the foothills Southwest of Vinh. There are a number of AAA positions plotted in that vicinity, but none of the aircraft flying cap were reporting any fire. From the time of his ejection, the downed pilot had cap over him provided by the rest of his flight, Diamond, and another flight of F-105's, Canasta Flight.

Compress cleared all SAR forces to proceed all the way into the area of the downed pilot.

When we were still about forty-five miles from the area of the downed pilot, Canasta flight reported voice contact with the downed pilot. They reported that he had a sprained ankle. Canasta flight also gave a revised TACan fix of 0520/70 from Channel 89. As we approached the area of the downed pilot, Jolly Greens 52 and 54 spotted F-105's and Sandy aircraft searching the area for a visual on the survivor so we set up an orbit on the tops of the clouds at 8500' MSL. We arrived at our orbit at 0225Z. At 0235Z, Sandy 31 advised Jolly Green 52 to come down and attempt the pickup. He informed me that he was putting down white phosphorous smoke East of the survivor and that the survivor was on the West side of a ridge at about 1800 feet MSL. He reported that no one had received any ground fire or sighted any activity on the ground. Jolly Green 52 let down into the pickup area. The bases of the lowest clouds made the weather in the pickup area 2000 feet scattered to broken, visibility 7 miles or more and the surface wind was Northerly and light. Sandy 31 had instructed the survivor to use smoke right after he called me down so just as I approached his position I spotted the smoke off to my left. I continued my descent and turned left to cross him South to North. Just before I got to his position, the downed pilot fired his penguin and we spotted the flare. He was on the West side of a crescent shaped ridge at approximately a 60o slope down about halfway on the ridge

CLASSIFICATION CANCELLED
Or Changed to SECRET
By Authority of EDS
By REZ

ARDC # 663124

66-AD-0997

Hq ARRS SC No. 663212

66-00276

~~SECRET~~

YEAR INTERVALS, DECLASSIFIED AFTER 25 YEARS, AND DIR 5200.10

atch 1

~~SECRET~~

~~CONFIDENTIAL~~

in trees ranging from 50 to 100 feet tall. I continued my pass over him and since I drew no fire, I turned into a downwind leg and prepared to make the pickup. As I turned final, my co-pilot jettisoned the drop tanks. I called the survivor and advised him that I was on final and he could direct me since we could not see him through the thick growth.

Due to the slope of the ridge and the height of the trees, I had no more than 5 - 10 feet of rotor tip clearance during the pickup. He did a masterful job of directing me to him and the flight mechanic and pararescueman first saw him as he was getting into the forest penetrator. At 0242Z, I came into the hover for the pickup and at 0249Z, the survivor was in the cabin and I was moving off the spot. The pickup was made at 1600 feet MSL. The final coordinates for the pickup were 18°20'N, 105°30'E. Jolly Green 52 climbed out to the West to 8000 feet where I was joined by Jolly Green 54 and Sandy's 31, 32, 41 and 42. The survivor, 1st Lt. Kenneth V. Hallmark, reported that he believed his right ankle was broken and that he had pulled a muscle in his left arm. Since he was in quite a bit of pain and we preferred not to use morphine unless absolutely necessary, I advised the Sandy lead that I was going to proceed as fast as possible to Channel 89. Sandy 31 and 32 went ahead to me and Sandy 41 and 42 stayed with Jolly Green 54 who was much heavier and could not stay with us. Jolly Green 52 recovered at Nakhom Phanom at 0326Z (weather 1600 feet broken, 5 miles visibility, winds light). An ambulance and Flight Surgeon were waiting for us and immediately treated the pilot. I later talked to the Flight Surgeon. He said the pilot had a broken right ankle and a broken left arm probably suffered during ejection. He also confirmed that morphine should not be given to a survivor except when absolutely necessary for fear of driving him into shock. So long as he could stand the pain and we could get him to a doctor quickly, we should not administer morphine.

The only unusual occurrence throughout the entire mission was a constant suspected radar tracking signal on our low frequency ADF. We debriefed TUOC on this.

Low Bird - Jolly Green 52

William H. Lloyd, Capt - RCC
David J. Feigert, 1st Lt. - RCCP
Jack Picklesimer, SSgt - HM
Transito Trujillo, A2C - PJ

High Bird - Jolly Green 54

Roy E. Keck, Capt - RCC
Robert W. Packer, 1st Lt., - RCCP
Raymond A. Cook, SSgt - HM
Luther E. Davis, A2C - PJ

William H. Lloyd

WILLIAM H. LLOYD, Captain, USAF
RCC

DOWNGRADED
IAW AFR-205-2
12 MAY 1970

CLASSIFICATION CANCELLED

Or Changed to *UNCLASS*

By Authority of *CDR*

EXEMPTED BY *RLS* (Date) *11/20/75*
DECLASSIFIED AFTER 10 YEARS
DDP DR 20010

663212

ARODC # 663124

~~CONFIDENTIAL~~

~~SECRET~~

665-00246

62-4281 F-105D

During a mission over Route Pack 2 on a SAM sight, 1st. Lt. Kenith V. Hallmark's aircraft was hit by 37mm AA and went down in the south-western panhandle of North Vietnam. The other members of the flight at first thought a missile had been fired at them, but realized that the object they saw was Lt. Hallmark's aircraft with fire streaming from the aft section. Lt. hallmark headed the aircraft toward the mountainous terrain to the west. He then lost control of the aircraft and was forced to eject. He ejected at a fairly high speed and recieved some injury from the force of the wind blast. Lt. hallmark parachuted to the ground safely, made radio contact with the rest of his flight, and was rescued within two hours after he ejected by a USAF helo. 13/9/66. Call sign-Diamond 02.

DOWNED F-105 PILOT IS RESCUED IN 62 MINUTES

SEPT 13 1966

SAIGON — An Air Force F-105 Thunderchief pilot was downed by communist ground fire on a strike in the western panhandle of North Vietnam Sept. 13.

Other Air Force fighter pilots and rescue crews teamed up to get the downed flyer safely out of enemy territory in one hour and two minutes.

Capt. Robert A. Marron of Lincoln, Neb., and William D. Fuchlow of El Paso, Tex., piloting

LT HALLMARK

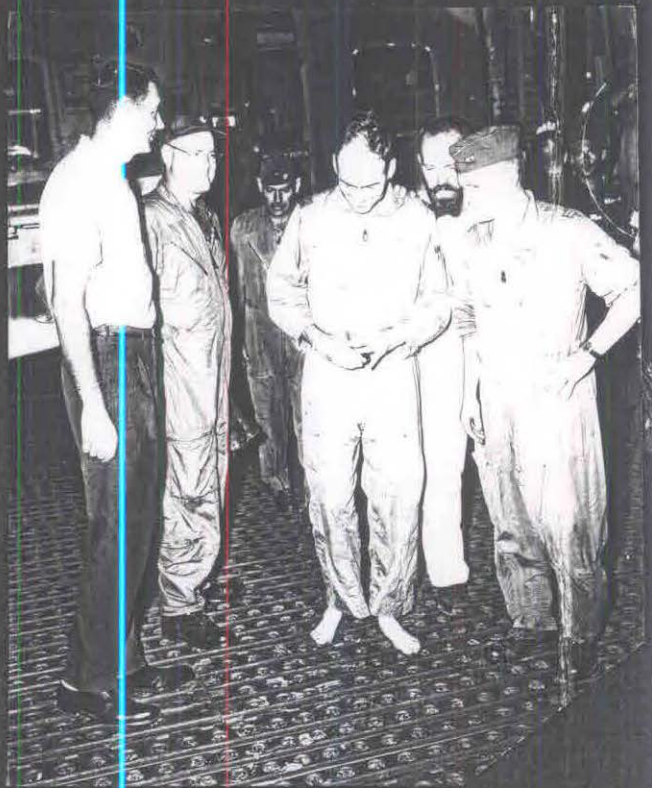
A-1E Skyraiders, were first to find and mark the downed pilot's position. He had ejected and parachuted into mountainous terrain about 40 miles south of Vinh.

An Air Force HH-3, Jolly Green Giant rescue helicopter, flown by Capt. William Lloyd of Durham, N.C.; and 1st Lt. David J. Feigert of Portland, Ore., made the pick up. Airman Transito Trujillo of Augusta, Ga., a pararescue specialist, was lowered by hoist to the downed pilot. He assisted the flyer into the hoist device and rendered emergency first aid once they were on board. The pilot had minor injuries.

SSgt. Jack Picklesimer of Gastonia, N.C. was the helicopter's flight mechanic who handled the hoist operation.

"The Skyraider pilots really did the work today," Lieutenant Feigert said. "They marked the area where the pilot was and flew close cover for us."

The smoothness of the operation was attributed to the pilot being able to get to a nearby clearing.





AF Museum Photo

13Sep66.jpg

FROM: Det 1, 38th Aerospace Rescue & Recovery Squadron (MAC)
AFO 96321

REPLY TO ATTN OF: Det 1, 38ARRSq

15 Sept 1966

SUBJECT: Narrative Report for Mission #1-38-8-14 Sept 1966

TO: 3d ARRGp (RGRC)
APC 96307

At 1335L, 14 Sept 1966 Pedro 97 was scrambled on a hung bomb emergency. A call was heard on guard channel that an F-4C had crashed 10 miles north of runway. Pedro 97 proceeded north and through conversation with the wingman learned the crash was 10 miles west of Phan Rang. Pedro had carried the fire bottles since the pilots were still believed to be in the aircraft. It was then stated by the wingman that chutes were seen. The fire kit was placed near an ROK encampment and Pedro proceeded to crash site. At 13 50 Pedro reached the scene of the accident, found one pilot immediately and made a hoist pick up because of no accessible spot to land near the survivor. No beeper was heard but Pedro talked with the survivor over the survival radio. The pilot was in excellent shape, so the search was continued for the missing back seat pilot. No trace could be found of the missing pilot, Pedro 97 returned to Phan Rang for fuel and picked up a ground party. An ARVN detachment was dispatched to secure the crash area. At 1530 Pedro took off with ground party, landed near the scene. The missing pilot was confirmed deceased by the ground party.

CREW:

P. Fialko, Leonard D., Capt.
CP. Cochran, Clarence N., Capt.
HM. Dunbar, William R., SSgt.
MT. Smith, Wayne R., A1C
RS. Williams, Charles H., SSgt.
RS. Prosser, Clarence E., A1C


LEONARD D. FIALKO, Capt, USAF
RCC

Atch 3

DEPARTMENT OF THE AIR FORCE
DET 10, 38th ARRS (MAC)
APO 96320

REPLY TO
ATTN OF: Det 10, 38th ARRS

15 Sep 66

SUBJECT: Narrarive Mission Report (No. 10-38-19-14 Sep 66)

TO: 3rd ARRG (RCRC)

Det 10, 38th ARRS was notified at 1358 Local on 14 Sep 66 by IV DASC that an US ARMY HU-1 helicopter (call sign "Cigar Smoke") was down approximately 13 miles north of Binh Thuy AB. They did not have the coordinates but instructed us to contact PADDY CONTROL after becoming airborne for further instructions. PEDRO 39, the primary alert helicopter, scrambled at 1400 Local. PEDRO 91, secondary alert helicopter, was airborne at 1403 Local. Crews as follows:

PEDRO 39

RCC: Capt Robert D. Vespico
CP: Capt Alma L. Williams
HM: A2C Terry M. Dicken, Jr.
RS: A2C Michael P. Benno

PEDRO 91

RCC: I/Lt John M. Armstrong
CP: Major Charles R. Kay
HM: ALC Malcom G. Aldridge
RS: ALC Patrick J. Geisler

3

PADDY CONTROL was contacted immediately by both helicopters and coordinates WS 567440 were received as the crash site. Armed HU-1's were scrambled from Vinh Long AB by PADDY CONTROL to give us air cover. An AC-47 was also in the area to support the rescue operation.

PEDRO 91 was the first to locate the downed aircraft and advised PEDRO 39 of the location. PEDRO 91 recovered three of the survivors and PEDRO 39 recovered the remaining five survivors. Hostile ground fire encountered during the recovery operations but neither helicopter received any hits. PADDY CONTROL was advised to contact the US ARMY for aircraft and personnel to secure the downed aircraft until it could be recovered. PEDRO 39 and 91 landed at Binh Thuy AB at 1435 Local and the survivors released. Communications with the downed aircraft were non-existent.

Robert D. Vespico
ROBERT D. VESPICO, Capt, USAF
RESCUE CREW COMMANDER

atch 2'

FROM: Det 1, 38th Aerospace Rescue & Recovery Squadron (MAC)
APO 96321

REPLY TO ATTN OF: Det 1, 38ARRSq

15 Sept 1966

SUBJECT: Narrative Report for Mission #1-38-7-14 Sept 1966

TO: 3d ARRGp (RGRC)
APO 96307

At 1015L, 14 Sept 1966 Pedro 97 was airborne on a local training flight with the alert crew. A call was heard on guard channel that a chopper was down about 6 KM west of Phan Rang AB. Pedro 97 immediately headed for the area and established communications with "Chopper 156" who was covering the downed helicopter. A beeper was picked up and aided in guiding Pedro 97. At 1020L an H-13 was located on an island in a river at 11° 38'N and 108° 53'W. The crew of 2 was unhurt and returned to Phan Rang AB. The H-13 pilot reported he had received a hit over the mountains and autorotated into the riverbed.

CREW:

P. Fialko, Leonard D., Capt.
CP. Cochran, Clarence N., Capt.
HM. Dunbar, William R., SSgt
RS. Williams, Charles H., SSgt.
MT. Smith, Wayne R., A1C


LEONARD D. FIALKO, Capt, USAF
RCC

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

SUBJECT: Narrative Report (Mission Number 6-38-123/15 Sep 66)

DFW/PC

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

1. We received notification via telephone of an U.S. Army HU-1 helicopter down 18 miles southwest of Saigon. We scrambled two HH-43F, Pedro 73 and Pedro 97. Pedro 73 was airborne at 1038 hours, Pedro 97 approximately one minute later. Pedro 73 contacted Paris Control to obtain information on gunships. Soon after this he lost all radios. Pedro 97 attempted to contact 73 on Guard Channel, but was unable to. The helicopters proceeded to the general area.

2. Upon arrival over the area, Pedro 97 made contact with an army helicopter in the area, who informed us the personnel on the ground had been fired on a few times but not in the last 20 minutes. Assuming the radio failure would prevent the primary helicopter from going into the area for the pickups, Pedro 97 made an approach to the downed helicopter and recovered five crewmembers. Two army helicopters made approaches into the area and recovered the remaining four persons.

3. After Pedro 97 departed, Pedro 73 joined him in the flight to Tan Son Nhut, where the five Army personnel were unloaded. Both Pedro aircraft returned to Bien Hoa. Communications were poor. Pedro 97 had difficulties contacting anyone in the area, and only after on inquiry on Guard Channel communications were established. Five sorties for 2:50 flown.

4. Crewmembers aboard rescue helicopter:

RCC	Captain Karl G. King
CP	1st Lt Donald L. Hebert
RS	A1C Gerald C. Hammond
RS	A2C Fredrick L. Sanger

Karl G. King, Capt

KARL G. KING, Captain, USAF
Rescue Crew Commander

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FROM: Det 7, 38th ARRSq, APO 96337

SUBJECT: Mission Narrative Report 1-3-64 - 10-2-66 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.

SHUT OF UNNECESSARY
RADIOS

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, Capt, USAF
Rescue Crew Commander

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 identi-

fied 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 anti-aircraft 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 15 convoy 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.

SUPPORTING DOCUMENT# 16

47

The following documentation is an attempt to verify the number of saves recorded by the 37 ARRS. 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	Dieter Dengler	Lt JG-N	UNK	20 Jul 66	Sq Scrapbook
2	James R. 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 R. O'Brian	LtCol-AF	UNK	8 Sep 66	1-3-59 M.N.
5	H.J. Knoch	1/Lt-AF	UNK	16 Sep 66	1-3-64 M.N.
6	D.D. Giere	1/Lt-AF	UNK	16 Sep 66	1-3-64 M.N.
7	Alan K. Butherford	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 Hartslog 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 Fiberglass 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 33rd Military Air Rescue and Recovery 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 Hartslog 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



~~CONFIDENTIAL~~

Ref # 35664

FROM: Det 7, 38th ARRSq, APO 96337

19 September 1966

Subject: Mission Narrative Report 1-3-65

TO: 3d ARRGp, APO 96307

At 0150Z, 17 September 1966, I was scrambled in Jolly Green 24, accompanied by Jolly Green 15. We were airborne at 0155Z. Alert and scramble procedures were all normal. Shotgun One was returning from a northern mission with battle damage and reported he would have to bail out. His position was reported at 340 degree radial, 44 miles from channel 37. As I crossed the coast line Cigar relayed a message from King for Jolly Green 15 to return to our forward operating base. I then received another position from the crippled aircraft of 350 degree radial, 35 miles from channel 37. At approximately 0210Z Shotgun One bailed out of his F-105. His wingman Shotgun Two remained over his leader during descent and stayed until I arrived on scene. Shotgun Two gave me the position of Shotgun One as being the 355 degree radial, thirty three miles out of channel 37. Captain Johnson my copilot plotted the position on his map and converted it to radial and distance from channel 46 due to the inability to pick up channel 37. When I arrived in the general area I got three UHF steers from Shotgun Two and sighted the survivor at 0220Z. The survivor ignited one MK 13 mod 0 flare. The red smoke showed the wind direction with a speed of about 15kts. I then decided to omit the smoke drop and turned on a downwind for a hoist pickup. ALC Lowe, crewchief and ALC Tobey pararescue had the hoist and cabin ready for a water pickup. ALC Tobey had donned his swimming gear. I came into a high hover over the survivor at about 75 feet. ALC Lowe kept directing me forward until I sighted the survivor moving forward away from the helicopter. ALC Lowe advised me we were over him on the initial approach but he immediately started to be blown forward when the hover was established. I then decided to try a lower hover to decrease the length of hoist cable to facilitate the maneuverability by ALC Lowe. Again the survivor was blown in front of the aircraft by the rotor wash before the hoist could be positioned. The survivor did not acknowledge hand signals to have him get out of his raft. Crown Charlie and Ox Wood 94 arrived over the scene. I then made the decision to make a water landing to pick up the survivor. The sea condition evaluation is as follows: Period 5, Velocity 15, Distance between crests 125 ft, wind direction 350 degrees, 15 knots, swell direction 315 degrees, swell height 2½ feet. I made my approach from a hover of approximately 25 feet. I landed 50 feet from the survivor and taxied up to him. The survivor then got out of his raft. ALC Lowe and ALC Tobey then tried unsuccessfully to bring the survivor on board. The survivor was facing the aircraft and placed his knees against the side of the aircraft in an attempt to help. This caused a pivot point which the two Airmen could not overcome. The survivor then slipped away two or three feet and I had to taxi back to him. ALC Tobey then punctured one side of the survivors LPU to facilitate bringing him on board. Again their attempt was thwarted by the survivor placing his knees on the side of the aircraft. When the survivor again drifted away ALC Tobey was deployed due to ½ of the LPU being punctured. I then taxied up to the survivor and the pararescue man, and instructed ALC Lowe to bring them on board with the rescue hoist. The two pickups were made

CLASSIFICATION CANCELLED

Or Changed to *CONFIDENTIAL*

By Authority of *GDS*

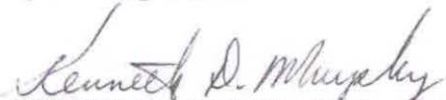
By *11/17/66* (Date)

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GROUP 1
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DATE 08/01/00 BY 1000.10

~~CONFIDENTIAL~~

at 0226 in quick succession with no difficulty at all. I recommend that this procedure be used on all future water landing pickups until a sea rescue platform is designed and installed on the HH-3E aircraft. A normal hover take off was made into the wind, the engine power was checked and found to be adequate, and the take off was completed without incident. The salt spray around the aircraft was minimal except just prior to touch down and lift off. Captain Alan Rutherford, FV3025673, the survivor was then returned to channel 37 at 0245Z. Anti corrosion measures were accomplished on the aircraft. Post flight inspection revealed the primary servo reservoir was almost empty. Further investigation showed a defective hydraulic valve leaking fluid. The valve was replaced with a like item and the aircraft returned to the forward operating base.



KENNETH D. MURPHY, Capt, USAF
Rescue Crew Commander

Downed Twice in 1 Day

SAIGON (7thAF)—Many pilots have been shot down but few have gone through the experience twice in one day.

First Lt. Joseph E. Merrick of Whitehall, Mont., did.

After being forced to eject from his F-4C Phantom fighter, along with his aircraft commander, Maj. Lacy W. Breckenridge of Lutkin, Tex., and hanging helplessly in his parachute harness near the top of a 200-foot tree for over an hour, he was rescued by a helicopter, Jolly Green 02.

The copter, badly damaged by ground fire during the rescue operation, was forced down in a nearby clearing.

A second copter arrived soon and picked up Merrick and the downed crew.

Ground fire was so heavy during the entire ordeal that crew members of the downed Jolly Green Giant helicopter gave Merrick a flak vest and an M-16 rifle and told him, "... We'll have to run for it."

Merrick, with a small wound in one foot, dashed 100 yards to the waiting helicopter. Though he fell once in the 7-foot high elephant grass, he was the first aboard.

The second helicopter retrieved Breckenridge, who had waited and watched the ordeal from the top of another tall tree.

Both pilots were returned to home base later the same day.

Merrick recalled telling the first rescue team "You'd better hurry or you won't be able to get to me." There was shooting all around him.

Breckenridge praised the courage of the rescue crew.

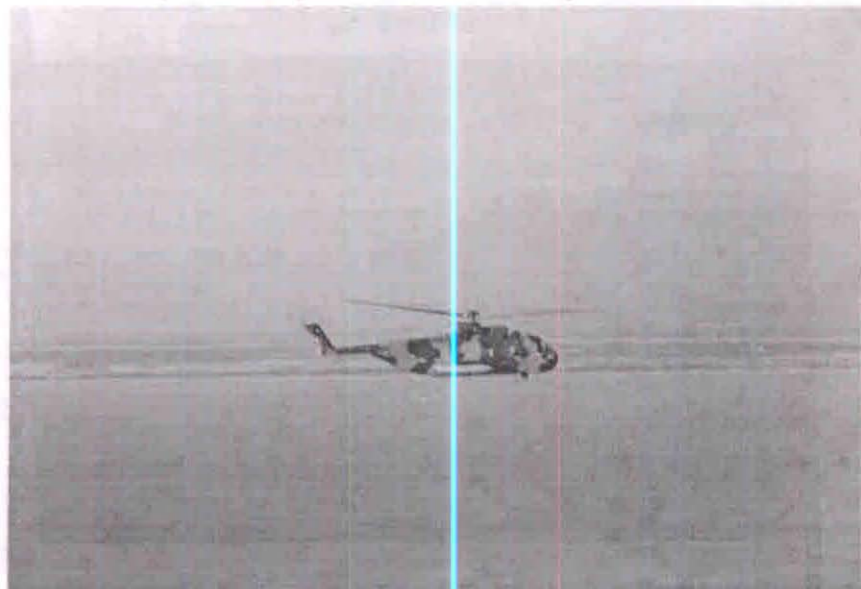
"I seriously thought the prop wash would blow me out of the tree," he said, "but Capt. (Lee) Kennedy, held that copter so steady, it was as if the penetrator was hanging from a bomb."

Successful Rescue of Capt. Alan K. Rutherford, F-105 pilot in the Gulf of Tonkin after being damaged while engaged in a strike against North Vietnam near Hanoi. 17 September 1966. This was the first water landing pick up by a Jolly Green in Southeast Asia.

Jolly Green 24 A/C 65-12786 Low Bird

P. Capt. Kenneth D. Murphy
G.P. Capt. Thomas R. Johnson
H.M. A1C. William T. Lowe, Jr.
R.S. A1C. John F. Tobey

The Jolly Greens pass Hue on the way North.



~~CONFIDENTIAL~~

#30

FROM: Det 7, 38th ARRSq

22 September 1966

Subject: Mission Narrative Rpt #1-3-66

6/9

TO: 3d ARRGp (RGOP)

On 19 September 1966, 0950 hours, the primary LBR crew was notified of a downed RB-57 Aircraft near Chu Lai, Vietnam. Det 1, 3ARRGp had coordinates as 15° 17' North 108° 37' East which was approximately 210° at 11 miles from channel 50. The Firebird was serviced with full main tanks and was enroute to above location at 1000 hours. The secondary alert crew was called to provide escort.

Radio contact was maintained with the Rescue Coordinate Center on VHF and Landshark Alpha who had assumed control of mission. Landshark Alpha advised Pedro 96 that a Marine helicopter, Pedro 1, had been into crash site and found one (1) KIA and picked up two helmets. Pedro 1 could not find the other pilot but assumed he was in main wreckage. Pedro 96 continued to crash site to continue the search for the other pilot.

Pedro 96 arrived at crash site at approximately 1038hrs to find no other aircraft in the area. The wingman of the downed aircraft, FAC aircraft and Marine helicopters had returned or been deviated.

Pedro 96 made a low pass over wreckage to confirm there were no survivors and try to locate the remaining crew members. The other pilot was spotted in a rice patty about 175 yards from the wreckage and only 20 yards away from his ejection seat. Since we did not draw any ground fire on the low pass, I decided to land near the body for recovery. It was apparent the pilot could not have survived the crash as he was still in his half opened parachute. Pedro 96 was on the ground for minimum time with Pedro 95 flying high cover.

After the remains were recovered, Det 1 requested we try to find out disposition of the other pilot and try to bring both pilots back to DaNang AB.

Landshark Alpha informed Pedro 96 that the first KIA had been taken to the Marine hospital at Chu Lai. Pedro 96 and 95 diverted to Chu Lai for the remains and to refuel before returning to DaNang. Both deceased were returned to DaNang Air Base at 1202 hours and turned over to the Air Force medical personnel. Five (5) sorties/3:45 hours.

Crew: RCC

Pedro 96 Marcum
Jacox
Williams
Tobey

Pedro 95

Stevenson
Kelly
Wilson
Hillyard

FOR THE COMMANDER

Lawrence F. Marcum
LAWRENCE F. MARCUM, Capt., USAF
RCC

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

~~CONFIDENTIAL~~

1A

atch 1

CLASSIFICATION CANCELLED
Or Changed to: *Unclassified*
By Authority of: *[Signature]*
(Date) *11/3/78*

CITATION TO ACCOMPANY THE AWARD OF
THE AIR MEDAL
(FOURTH OAK LEAF CLUSTER)

TO

JOHN F. TOBEY

Airman First Class John F. Tobey distinguished himself by meritorious achievement while participating in aerial flight as a Pararescue Specialist on an HH-43F Helicopter in Southeast Asia on 19 September 1966. On that date, Airman Tobey participated in a rescue mission of the pilots of a B-57 downed by hostile ground fire. Although hostile forces were in the area, and it was likely they had set a trap, Airman Tobey, without hesitation, left the safety of the helicopter to render medical aid. The professional skill and airmanship displayed by Airman Tobey reflect great credit upon himself and the United States Air Force.

[REDACTED]

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



REPLY TO
ATTN OF: 37th OPS

24 SEP 1966

SUBJECT: Mission Narrative No. 1-3-68

#130

6/7

TO: 3rd ARRG (RGCO)

1. On 21 September 1966 while on central orbit over the Gulf of Tonkin in HU-16B (Crown Charlie), I heard a call on UHF guard channel from "Spitfire 4". He stated he had lost one engine and needed fuel to recover at Da Nang. At this time, 0200Z, he stated he had 2100 pounds of fuel remaining. Immediate contact was then established between HU-16B 21-714Z (Crown Alpha) flying the northern orbit, the refueling aircraft, and the distressed aircraft "Spitfire 4". After several exchanges between these three aircraft the position of "Spitfire 4" was plotted both geographically and electronically. The refueling aircraft gave "Spitfire 4" radar vectors to position him for refueling.

2. I experienced a great deal of difficulty in obtaining this information from guard channel. This was caused by an additional emergency occurring at 0222Z. The other distressed aircraft was "Wildcat 3" at 21:12N, 10605E. Due to these simultaneous emergencies guard channel was completely jammed. Because of this the refueling aircraft requested that "Spitfire 4" switch over to the refueling primary frequency. Since the "Wildcat" aircraft was down over land and guard channel was completely loaded I switched over to the refueling primary to monitor the progress of "Spitfire 4". The refueling frequency was as loaded as guard channel and I was unable to determine if "Spitfire 4" was able to refuel. At this time I switched back to SAR primary.

this is bad

3. At the time of the original emergency on "Spitfire 4" I departed my orbit position to intercept "Spitfire 4" on the initial track that the refueling aircraft had given as a vector for refueling. After repeated attempts on guard channel, refueling primary and SAR primary to learn the status of "Spitfire 4" I finally obtained information that "Spitfire 4" had refueled and was on his way to Da Nang. As a precaution the information on track, airspeed and fuel remaining that "Spitfire 4" had transmitted during the early part of his emergency was used by the navigator to estimate the most probable point where "Spitfire" would run out of fuel. This point was just off the track that would return me to our central orbit so I reversed course and took up a median track between a return to orbit position and the probable position where "Spitfire 4" would run out of fuel.

4. At 0250Z, approximately five minutes after "Spitfire 4" should have run out of fuel, my radio operator relayed to me a message from GCI site "Panama" that an aircraft was down at 18:23N, 107:23E. This position was only ten miles from the position the navigator and I had computed as the point where "Spitfire" 4 would run out of fuel. At this time we were only 15 miles from this position so we continued on our previously determined track directly to the downed aircraft. At 0257 Z Da Nang RCC informed us that the downed aircraft was "Spitfire 4" who had not refueled and his position was on the 015° radial, 52 nautical miles from channel 46. This position was 20 miles south of our previously determined fuel run out point for "Spitfire 4". I altered heading for the more southerly position and

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of GDS (GDS) 12/24/25
By [Signature]

GROUP-4
Downgraded at 3 year intervals;
Declassified after 12 years.

CONFIDENTIAL 3A

alch 2

~~CONFIDENTIAL~~

advised the radio operator to request rescap and also advise Da Nang RCC to scramble the HH-3E ("Jolly Green") as they might be needed. I then requested a Naval SAR destroyer to scramble their helicopter and send rescap aircraft to the downed aircraft position. At 0305Z contact was made with the downed Co-pilot of "Spitfire 4". All emergency voice, beeper and UHF DF steers were excellent. Visual contact was made at 0307Z. I dropped a smoke flare to mark the landing position and assist in sea evaluation. After completing the evaluation I requested permission from the JSARC to make the open sea landing. Permission was granted as I turned base leg to final so I jettisoned my drop tanks and completed the landing on a 5 foot swell out of the east south east. The landing was made at 0311Z. Weather at the time of landing and during the entire flight was clear with a few high stratus clouds and visibility 10 miles.

5. As I taxied by the survivor I instructed my pararescueman to deploy. The parachute of the survivor was entangled in his survival gear so the pararescueman was forced to submerge to cut away the entangled lines. After we had the survivor on board and determined that he was well and calm I taxied the aircraft as fast as possible three miles to the west where the pilot of "Spitfire 4" was located. We had determined his position prior to entering the water. Upon approaching the pilot's raft we were aided by his firing a day smoke flare. Again as the survivor passed by our left wing I deployed my pararescue man to pull the survivor into the aircraft. Again the raft had the parachute dangling beneath it in the water making recovery quite difficult. My pararescue man, after deploying into the water twice was able to get the cumbersome raft into the aircraft. Upon determination that the downed pilots were both O.K. I made a water take-off at 0326Z and returned to home base.

Alan R. Vette

ALAN R. VETTE, Lt Col, USAF
Rescue Crew Commander

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

SUBJECT: Narrative Report (Mission Number 6-38-124-25-Sep 66) 26 September 1966

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

1. At 0310 local hours, Det 6, 38th Aerospace Rescue & Recovery Squadron was notified over the primary crash phone of a UH-1B crash just north of the approach end of Runway 27 in a mine field. PEDRO 73 was airborne at 0315 local. The weather at time of dispatch was below minimum and PEDRO 73 hover taxied down the runway and then across to the crash site. The weather at the crash site was zero/zero, but with the light from the fire and flood lights we were able to locate two survivors. Hovering for the pickup had to be done almost over the crashed aircraft because the crash took place in a mine field and the survivors could not move. The smoke from the fire going through the rotor system and the ground fog made hoist pickups difficult. The two survivors were hoisted into the aircraft on the forest penetrator. The ground fog made search impossible and PEDRO 73 departed the area. The ground fog made contact flying impracticable and an instrument take off was made. After coming out on top of the ground fog the runway lights at the west end of the field were visible and a slow shallow approach was made through the fog to the runway. The survivors were flown to the Rescue Alert Pad and then taken by ambulance to the 3rd TAC Dispensary. From there they were taken by vehicle to the 93rd Field Hospital.

2. PEDRO 73 later returned to the crash site after the fog had dissipated at 0430, but no other survivors were located. PEDRO 73 returned to the alert pad. Total of 2 sorties, 1 hour, two saves from a mine field. Two personnel deceased in crash.

3. Crewmembers aboard the Rescue Helicopter:

RCC	1st Lt Glen P. Walther
RCCP	1st Lt Mark C. Schibler
RS	SSgt Huber L. Stover
RS	A2C John J. Dagneau III

Glen P. Walther

GLEN P. WALTHER, 1st Lt, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

FROM: Det 9, 38th ARRSq (Captain Tyree/4184)

28 September 1966

SUBJECT: Mission Narrative 9-38-28-26 September 1966

13 Z

TO: 3rd ARRGp (RGOS)
AFO 96307

1. Base Operations notified Det 9, 38ARRS that the Army had a med-evac mission that they wanted us to take. The request was from "Doctor Control", located about 10 NM SW of Pleiku AB at an Army helicopter area. Initial notification was at 2015L, interrupting a local training flight in progress. Initial report was that there were two Army personnel, each having broken backs. Det 9 was contacted because a hoist recovery was necessary. Our instructions were to proceed to Doctor Control for a briefing. Both aircraft were being readied for the mission and the secondary crew was notified.

2. Both helicopters departed for Doc Control at 2030L. Arriving at Doc Control, we were briefed the pickup was 32NM southwest of Pleiku in the Ia Drang valley. Both crews were briefed, maps were marked, and departure commenced. We found out there was only one injured man, having both legs broken along with hip and back injuries. Weather at Pleiku at initial launch was 4000' scattered, high thin overcast, seven miles in haze. Enroute to the pickup site a broken layer at an estimated 10,000' was encountered. Spooky 23 an AC-47 flare/gun ship joined us as we departed Doc Control and gave us RESCORT throughout the mission.

3. Radio contact was made with the ground party (sorry holder 30) as soon as we were in the immediate area. He got a visual sighting on us and vectored us over his location, which was marked with flashlights. A modified landing site evaluation was made and an approach was initiated. On final approach, I called for flares at $\frac{1}{2}$ mile to our right rear. Spooky 23 complied and the area was lighted for the hover operation. However, helicopter flood lights were necessary to keep clear of the trees and to affect the hoist operation. The pickup site was located atop a small, pinnacle-like hill with extremely steep sides. A2C Roy E. Kelsey, our Pararescueman requested permission to be lowered to the ground as the injured man was tied in a makeshift litter that could not be hoisted. He was lowered by forrest penetrator and carried a semi-rigid litter down with him. After Airman Kelsey was put on the ground, I departed the pick-up point to orbit the area while the litter loading was being done. On climbout, ground fire was reported by the AC-47 and later confirmed by Airman Kelsey who said he and part of the ground party heard it. No hits were taken. Since friendly elements were also scattered throughout the area, the AC-47 was not able to fire on the opposing forces; the AC-47 had no references and could not be sure of the exact location of the ground fire.

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of GDS

By RUS (Date) 11 Feb 1975

~~CONFIDENTIAL~~

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

atch 4

~~CONFIDENTIAL~~

4. The ground party radioed that the patient was ready, and another approach was made. The helicopter mechanic found it difficult to slide the semi-rigid litter into the helicopter. The litter does not slide as easily over the helicopter mechanics seat as does the stokes litter. If we have to use the semi-rigid litter again, we will first remove the seat. Note: The semi-rigid litter was taken as we were briefed for two patients with broken backs; the second HH-43F had DSAS problems and I wanted the primary helicopter to make both pickups, which is extremely difficult with stokes litters. No other difficulties were encountered, and Airman Kelsey was quickly retrieved. Departure was made over a different route.
5. The return to Pleiku was uneventful, with spooky monitoring navigation. The injured man was taken to the 18th Surgical Hospital at Pleiku.
6. The pickup crew consisted of:
- RCC - Captain Dale R. Tyree
 - CP - Captain Fredrik M. Bergold
 - HM - A2C William L. Houghtaling
 - RS - A2C Roy E. Kelsey

Dale R. Tyree

DALE R. TYREE, Captain, USAF
Commander

ROLL CALL



4 Copter Crewmen Rescued in Jungle

By TOM QUINN

AP Staff Writer

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

A1C Allen Shupik, of Det. 9, 38th Aeromedical Rescue and Recovery Sq., was lowered by cable 150 feet through the foliage and

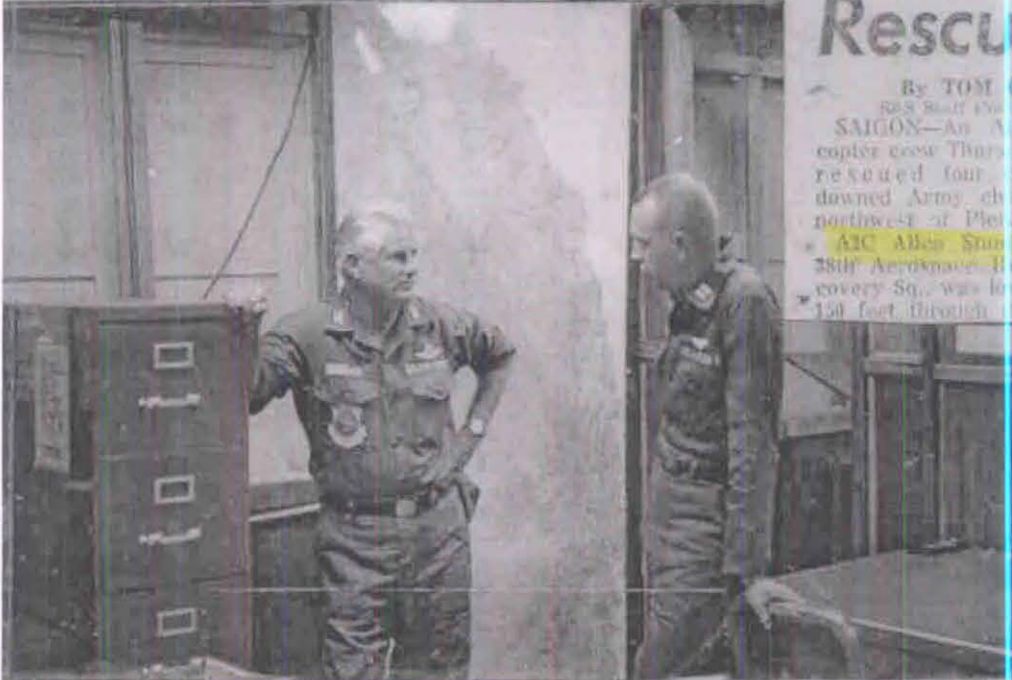
found two of the survivors of the wrecked helicopter. Both were injured and one had a broken leg.

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.

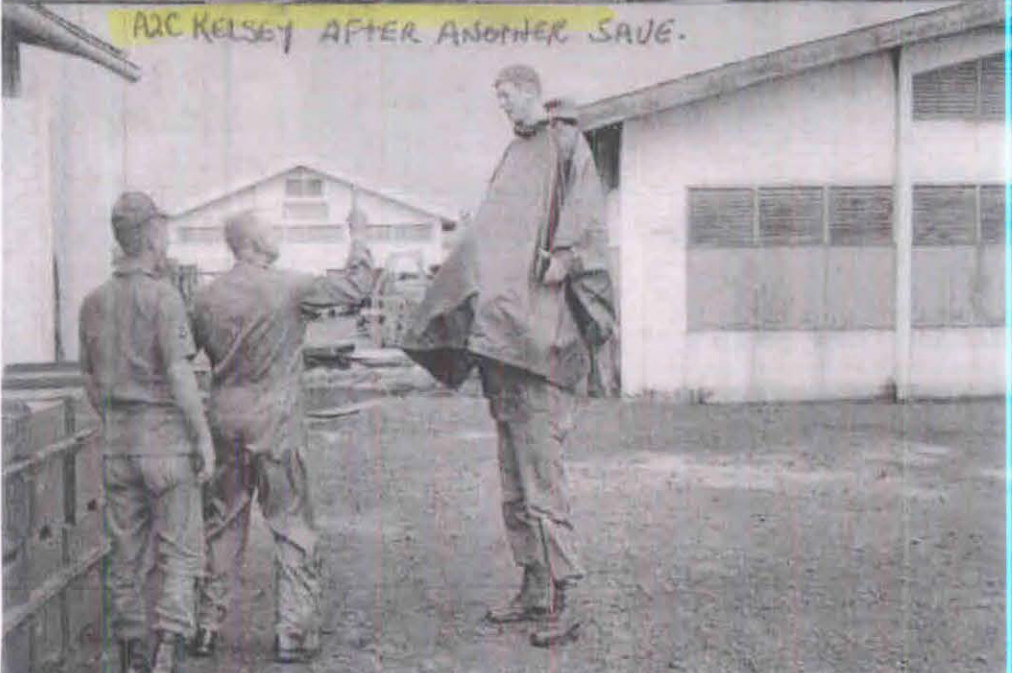
During the night an Air Force Dragonship, Skyraider and Flare ship circled the area in a night long vigil to keep the Viet Cong from reaching the wrecked chopper.

Friday morning, Manek and paratrooper man, SSgt. George Shupik finally located the wreckage with two Army crewmen trapped inside. Both were seriously injured.

After leaving some part of the medical aid, the two Army men were removed and flown to the Pleiku Air Base hospital.



A1C KELSEY AFTER ANOTHER SAVE.



26 NOV 66
SEP

69DET9#1 JPK

~~CONFIDENTIAL~~

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

27 September 1966

SUBJECT: Mission Narrative, 9-38-29-27 September 1966

133

TO: 3rd ARRGp (RROS)
APO 96307

1. On 27 September 1966 at 1315 I received a call from Captain Partridge, II DASC duty controller. He advised that an O-1E had crashed at 14-33N 107-52W. After calling JSARC with the information we prepared to launch within five minutes time but were advised by II DASC that an Army helicopter had already picked up the survivors. At 1350L II DASC called again and advised that they had received erroneous information and that we were needed. Both Pedro aircraft launched at 1353.
2. Weather in the area and at Pleiku was clear with unlimited visibility.
3. After completing the 10 minute flight and landing at the crash site we learned that an O-1E had landed at a strip closeby and picked up one of the two pilots aboard. The second pilot was waiting at the crash for us to arrive. He was injured only slightly and was able to board the helicopter without assistance. Following the return trip to Pleiku he was taken immediately to the USAF dispensary for treatment of cuts and bruises.
4. The entire mission was flown under ideal conditions and is considered routine. No problems were encountered during any phase of the operation. With the exception of the 35 minute delay caused by a false report to II DASC as to the status of the survivors.
5. Participating Crew Members:

Primary Crew

RCC - Captain Richard L. Cardwell
RCCP - Captain Darrell A. Lowery
HM - A2C Francis D. Rice
RS - A2C Michael J. Rosler

Secondary Crew

RCC - Captain Dale R. Tyree
RCCP - Captain Fredrik M. Bergold
HM - SSGT Bertrum E. Brundridge
RS - A2C Allen R. Stanek

Dale R. Tyree
DALE R. TYREE, Captain, USAF
Commander

CLASSIFICATION CANCELLED
Or Changed to UNCLAS.
By Authority of GDS
By K41 (Date) 11 May 75

GROUP 4
Downgraded at 3 year intervals;
Declassified after 12 years.

~~CONFIDENTIAL~~

Atch 3

~~SECRET~~
MISSION NARRATIVE - 29 Sep

Reg 36201
#134

~~CONFIDENTIAL~~

At 0015Z 29 Sep 1966 Jolly Green 54 (Low) and 53 (High) were scrambled from Nakhom Phanom with Sandy's 31, 32, 41 and 42. The downed pilot was reported to be at coordinates 104°46'E, 18°45'N. I was airborne at 0020Z and proceeded on a northerly course. The weather at take-off was clear. Enroute weather was about 7000 feet broken clouds with good visibility. The weather in the pickup area was clear with 5 miles in haze.

Cutter lead was over the downed pilot and was relieved by Panther which was relieved by Buckskin. At 45 miles DME from channel 89 my tacan broke lock and became unusable. I requested and received DF steers from Panther and Buckskin flights.

I came in north of the pickup area and had to turn south with a DF steer from Sandy 41. Buckskin made a pass over the survivor and the survivor reported on guard when Buckskin was directly over him. There was reported to be no ground fire in the area. I was over the pickup area at 0125Z coordinates 18°40'N, 104°54'E.

I tried to drop my tip tanks with the electrical release but the left tank did not release. Lt Lyall my co-pilot then pulled the manual release and found it difficult to move. The drop tank still did not release. The co-pilot then tried the left tank electrical release switch with no results. He then pulled the manual release again and the tank separated from the aircraft.

I then approached a hover on the ridge and the survivor was giving me directions toward him. I switched to DF short but when we were in the immediate area of the survivor I could hear no UHF transmissions from him. I was relayed instructions from the survivor by Sandy 31. My crew neither sighted the survivor nor his pen gun flares. Sandy 31 reported seeing one flare at our 6 o'clock position. When the survivor said I was over him SSgt Godsey my Crew Chief briefly sighted the survivor 20 feet upslope, due to the rotor wash parting the tree canopy. I instructed the HM to lower the hoist to the ground and asked the survivor on guard if he could see the penetrator. Then Sandy 31 relayed to me that the survivor was ready to be hoisted aboard. I then told SSgt Godsey to bring up the survivor. The survivor was on board and we departed the area at 0140Z.

The survivor had only minor injuries which were received from his bailout. I delivered the survivor to Nakhom Phanom at 0305Z.

Radio discipline, coordination and cooperation between all units was satisfactory. There was no enemy action involved in the mission.

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

17 May 75

Hq ARRS SC No:

GPS
ARDC # 663125
17 May 75

663224

~~SECRET~~

~~CONFIDENTIAL~~

665-00148

DOWNGRADED
17 MAY 1970

12 MAY 1970

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

~~SECRET~~

~~CONFIDENTIAL~~

LOW BIRD

RCC, Kenneth D. Murphy, Capt
CP, David E. Lyall, 1st Lt
HM, Raymond Godsey, SSG
PJ, Laverne W. Kellerman, A1C

HIGH BIRD

RCC, Oliver E. O'Mara, Capt
CP, Donald R. Harris, 1st Lt
HM, Robert Riley, SSG
PJ, Michael L. Halvorson, A2C



KENNETH D. MURPHY, Capt, USAF
Rescue Crew Commander

2	Maj Wavia Capt Hardy	1SG Warden A1C Ward	73	Capt Evers	17 Jul 66	USAF	LAOS	
3	Lt Kenny Lt Feigert	A1C Chambers A2C Halrerson	74	Capt Lester	31 Jul 66	USAF	LAOS	A-1E
2	Maj Fletcher Maj Stearman	SSgt Child A2C Williamson	75	Lt Rogers	4 Aug 66	USAF	THAI	F-105
5	Capt Powell Lt Gunnin	SSgt Langley A2C Stevson	76	Maj Curtis	8 Aug 66	USAF	NVN	RF-101 Under Fire
5	Capt Hendrickson Lt Packer	SSgt Riley A2C Brotton	77	Lt Casper	8 Aug 66	USAF	NVN	F-105
5	Capt Hendrickson Lt Packer	SSgt Riley A2C Brotton	78 79	Capt Ryan Capt Overstreet	10 Aug 66	USAF	THAI	U-6
2	Capt O'Mara Lt Harris	SSgt Hall A2C Stevson	80	Capt Minnick	1 Sep 66	USAF	THAI	A-1E
NK	Capt Hartwig Lt Lyall	A1C Johnson A1C Kellerman A2C Trujillo	81 82 83 84	Capt Keck Lt Burford SSgt Riley UNK	1 Sep 66	USAF	LAOS	HH-3E
2	Capt Lloyd Lt Feigert	SSgt Picklesimer A2C Trujillo	85	Lt Hallmark	13 Sep 66	USAF	NVN	F-105
NK	Capt Murphy Lt Lyall	SSgt Godsey A1C Kellerman	86	Lt Kneets	29 Sep 66	USAF	LAOS	F-4C

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~~CONFIDENTIAL~~

#135

MISSION NARRATIVE - 29 SEP 66

I was alerted at 2100Z, 29 Sep 1966 to be airborne at 2145Z for 2 downed pilots from an F-4. I was airborne at 2150Z. Sandy's 41 and 42 escorted us to the area. We established an orbit over the area at 10000 feet while the Sandy's 31 and 32 checked the area under the overcast. Radio communications were good with the survivor at this time.

At 0135Z Sandy's 21 and 22 relieved 31 and 32. Sandy 21 and Jolly Green 53 then went to the north to let down through a hole in the overcast which was slowly going to a broken condition. I observed another hole 1/2 mile south of the survivor. I then received an OK from Sandy 21 to check it out for an entrance to the survivor. The overcast was still in the tops of the heavily Karst terrain. I proceeded on a heading, through a gorge back toward the beeper. I received a UNF DF bearing to my right and doubled back through the next gorge.

As I approached the survivors position Lt Lyall my co-pilot reported sighting a flare. I doubled back down the gorge to obtain a better approach to the area. Jolly Green 53 then came up the gorge in the opposite direction. I gave him directions to the survivor. I turned around and made an approach to the second parachute. I immediately put ALC Kellerman the pararescue crewman on the hoist to descend and try to find the second pilot. No communications or signals were received from the second pilot. I remained in a hover over the parachute for 10 minutes. I then instructed ALC Kellerman to get back on the hoist. Five minutes later ALC Kellerman was on board without finding the pilot and I departed the area.

Due to low fuel I selected Khe Sahn RVN for my recovery base. At about 40 NM out of Khe Sahn, Crown 01 gave me a weather report of 300' overcast with 1/4 mile in ground fog. I then changed course for channel 46. My aircraft fuel low level light came on about 45 miles from channel 46 and the forward at 35 miles. I declared emergency fuel and requested the Jolly Greens be scrambled from Quang Tri. I crossed the DMZ and landed at Cam Lo RVN with 60 pounds indicated fuel. Two barrells of fuel were brought to Cam Lo by Jolly Green 15. After refueling at Doug Ha I was put on alert at Quang Tri.

I was instructed by Queen to proceed to Khe Sahn for pickup of a ground party. I was then to go back into the pickup area and drop off the ground party. Jolly Green 15 and 18 were to accompany me and assist on the mission. I arrived at Khe Sahn at 0730Z 30 Sep. The ground party arrived at Khe Sahn about 0900Z. After a brief meeting the team leader stated he could not accomplish his preparations for take-off in time to arrive in the drop area before dark. The mission was set up for the following morning with take-off at 0030Z, 1 Oct. We then RTB Danang AB, RVN.

CLASSIFICATION CANCELLED

Or Changed

By Authority of

By

ABODC #

12 MAY 1970

(Date)

(Date)

~~SECRET~~

~~CONFIDENTIAL~~

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

66-AD-1074

665-00347



7/13 AF NEWS

October 21, 1966

With Survival Radio....

Pilot Leads Jollies To Jungle Position

Saigon (7AF)--The second cup of breakfast coffee for an Air Force rescue team was interrupted recently when they were alerted for a rescue scramble.

Within seven minutes two "Jolly Green Giants," HH-3C rescue helicopters

were airborne, with four cover flying A-1E Skyraiders shortly behind them.

Thanks to the rapid reaction time of the rescue team, an F-4C Phantom pilot was returned safely from the densely wooded area he had parachuted into after his plane was hit over enemy territory by ground fire.

Capt. James T. McDaniel 30, of Richmond, Va., a Skyraider pilot flying high cover for the Jolly Green was able to observe the entire pickup.

"The downed pilot talked to the Jolly Greens over his emergency radio equipment. He talked them back and forth across the jungle tree tops until the Jolly Green could let the 200 foot jungle penetrator down to pluck him from the ground."

When asked about his version of the mission, Capt. Kenneth D. Murphy, 34, of Novato, Calif., of the rescue crew said, "We had little trouble finding the downed pilot because he vectored us right in from the ground."

Murphy said that this was his fourth pickup in Southeast Asia.

Other members of the rescue crew were 1st Lt. David E. Lyall, 25, of Tucson, Ariz., SSgt. Raymond Godsey, 23, of Corbin, Ky., the flight mechanic who lowered the forest penetrator, and A1C Lavern Kellerman, of Butler, Pa., the pararescue specialist.

Pilot Recovered Quickly By 'Jolly Green Giants'

SAIGON — The second cup of breakfast coffee for an Air Force rescue team was interrupted recently when they were alerted for a rescue scramble.

Within seven minutes, two "Jolly Green Giants," HH-3E rescue helicopters were airborne, with four cover flying A-1E Skyraiders just behind them.

Thanks to the rapid reaction time of the rescue team, an F-4C Phantom pilot was returned safely from the densely wooded area he had parachuted into after his plane was hit over enemy territory by ground fire.

The other pilot of the two-place Phantom, whose crew compartment was not hit, was able to fly the plane back to its home base.

The downed pilot said that his compartment was hit by

ground fire causing a small explosion and fire. After trying, without success, to put out the fire, he elected to eject.

When asked about what he thought about the rescue crews, the downed pilot said, "They were tremendous, and really did a great job."

Capt. James T. McDaniel, 30, Richmond, Va., a Skyraider pilot flying high cover for the Jolly Green was able to observe the entire pickup.

"The downed pilot talked to the Jolly Green over his emergency radio equipment. He talked him back and forth across the jungle tree tops until the jolly green could let the 200 foot jungle penetrator down to pluck him from the ground."

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~~SECRET~~ ~~CONFIDENTIAL~~

MISSION NARRATIVE 30 Sep 1966

At 2100Z 30 Sep 66, the Jolly Green's and Sandy's at Nakhon Phanom were alerted on two pilots, Cleveland 2 reported to have gone down at 1545Z the previous night. A 2145Z take-off was planned in order to reach the area at first light. The initial coordinates reported to Shoestring were 17°35' N, 106°00' E. At 2150Z Jolly Green's 53 Low and 54 High, and Sandy's 31 and 32 were airborne and Jolly Green 53 reported an ETA to the area as 1+10 and a bingo time of 0120Z. The Sandy's proceeded on to the area to begin the search for the downed pilot who was reported to have had beeper and voice contact with Spitfire flight and Lamplighter. 8/7

The Jolly Green's arrived in the area at 2300Z and began an orbit in the immediate vicinity at 10,000 feet. Sandy's 41 and 42 who were launched from channel 31 arrived in the area at 2300Z also and orbited high with the Jolly Green's while Sandy's 31 and 32 made low passes.

The reported weather was 3,000 feet broken but the immediate area was solid undercast at 800 feet which began to break at sun up. After orbiting for 3 hours waiting for enough of a break in the weather, Sandy's 31 and 32 reached bingo fuel and turned over the low element to Sandy's 11 and 12, launched from channel 31, who arrived on the scene at 0145Z. After revising bingo time, based on fuel remaining at 0120Z, Jolly Green's 53 and 54 advised that they would be able to remain in the area until 0200Z. At 0200Z with permission from Sandy 11, Jolly Green 53 descended through the undercast where a hole was reported by Jolly Green 54 and conducted a beeper search for the pilot. Jolly Green 54 who also went down through the clouds spotted the pilot and gave directions to Jolly Green 53. Tip tanks were dropped and the pickup was made at 0215Z after sighting a pen gun flare and red smoke from the pilot on the ground. Both Jolly Greens departed the area immediately due to low fuel and were not able to conduct further search for the other pilot who gave no beeper, voice or signal. Jolly Green 53 had sufficient fuel remaining for recovery at channel 89 but Jolly Green 54, who had considerable less, chose to recover at Kai Son Khe Sonh but made it only as far as Cam Lo, South Vietnam. Jolly Green 53 who flew back unescorted was down at channel 89 at 0315Z.

The mission was handled expertly by Sandy 31 low 1 and they departed. Some confusion occurred when the low element was turned over to Sandy 11 and 12 who had just arrived and were unfamiliar with the area at that time. It was recommended later that Sandy's 41 and 42 should have taken over as low element until 11 and 12 became more familiar with the area.

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of EDS

By was turned (Date) 22 May 75

COATED

157-27532

ARODC #

663125

663224

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

~~SECRET~~

~~CONFIDENTIAL~~

66500150
665-60251

Downgraded to CONFIDENTIAL

12 MAY 1970

IAW AFR 205-2

(Date)

~~SECRET~~ ~~CONFIDENTIAL~~

A good point suggested by Sandy 41 was to have had Jolly Green 53 and 54 throw smoke flares out in the area so that further search for the other pilot could have been made easier. We recommend this for future missions involving more than one downed pilot.

Downed Pilot: Cleveland 2 (Joe E. Glover) F-4C R.O. Ubon, Thailand.

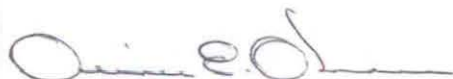
Recovery Area: 17°31'N, 106°00'E; 304/76 of channel 46, 80/80 NM of channel 89

JOLLY GREEN 53 (LOW BIRD)

RCC Capt Oliver E. O'Mara
RCCP 1st Lt Donald R. Harris
HM Robert Riley, SSgt
A2C Michael L. Halvorson PJ

JOLLY GREEN 54 (HIGH BIRD)

RCC Capt Kenneth D. Murphy
RCCP 1st Lt David E. Lyall
HM Raymond Godsey, SSgt
PJ Laverne W. Kellerman ALC



OLIVER E. O'MARA, Capt., USAF
RCC

~~SECRET~~ ~~CONFIDENTIAL~~

MISSION NARRATIVE - 30 SEP 66

At 0625L on 30 Sep 1966, Jolly Greens 05 and 52 took off from channel 31 to deploy to Lima 98. At 0635L, Compress diverted both aircraft to channel 89 for turn around and to help on a mission already in progress to locate and retrieve survivors from Cleveland 02, a downed F-4C at approximately 17°32'N, 106°00' E. Jolly Greens 53 and 54 were on the mission and because of the weather, they were possibly going to need replacement because of their bingo time. We landed at channel 89 at 0745, refueled immediately and were airborne again at 0810 for the area with an ETA of 0910 and a bingo time of 1230. Jolly Greens 05 and 52 arrived in the area at 0910 and entered an orbit 3 miles South of the fix (084/76 from channel 89). Jolly Greens 53 and 54 were beneath a broken to overcast deck of clouds searching for the survivors. They had voice and beeper with one and he reported the other one close by. We orbited in the clear at 8000' MSL. After Jolly Green 53 picked up one survivor, Jolly Green 54 put his pararescue specialist on the ground in the immediate area to see if he could locate the other survivor. Due to his low fuel state, he had to call him back and RTB before he was able to find anything. As Jolly Green 54 departed the area, Sandy 21 directed Jolly Green 05 to go down and search for the second survivor. I went down and started searching at 0930. An effective search could not be made because the clouds were obscuring the tops of the peaks forcing us to stay down in the valleys. This prevented adequate visual range for any sort of established search pattern and also prevented us from identifying any general topographic patterns. I had Sandy 21 remain over the tacan fix and searched with a modified creeping line using DF steers and timed legs. At 1010, we spotted a parachute and a dinghy in a tree in a bowl off the North side of a valley running roughly East and West. This corresponded with the description Jolly Green 53 had given us and since the only chute that was reported to be visible was supposed to belong to the remaining survivor, I decided to put my pararescueman on the ground to search the area for him and attempt voice contact. Radio attempt had been unsuccessful. At 1015, I lowered my pararescueman to the ground and moved off into the main valley so he could hear any answer he might get. He immediately reported to me that he was unable to move because of the extreme slope (70-80°) and the dense vegetation. He called for the remaining survivor and told him to make any kind of sound that he could. He received no response. After he informed me, I decided that nothing further could be gained by leaving him on the ground so I went back in to pick him up. Jolly Green 05 moved out of the area at 1045 and was RTB'd to channel 89. Jolly Green 52 was directed to remain in the area and search for the remaining survivor. His search was unsuccessful. Jolly Green 05 landed at channel 89 at 1145.

CLASSIFICATION CANCELLED
Or Changed to *CONFIDENTIAL*
By *RED* (Date) *25 SEP 70*

ARODC # *663125*

663224

DOWNGRADED AT 3 YEARS INTERVALS
DECLASSIFIED AFTER 12 YEARS

~~SECRET~~

~~CONFIDENTIAL~~
Atch 4
66-00249

DOWNGRADED
14 MAY 1970
AFR-205-2

~~SECRET~~

~~CONFIDENTIAL~~

Compress directed Jolly Green 05 to take-off again at 1545L to locate the area and direct other Jolly Green aircraft in to drop off a ground party. I was delayed in my take-off due to maintenance difficulties. We tried four drop tanks and none would fit the bomb shackles. We got a hand grinder and ground down the lug on the tanks so they would go up into the shackle. Jolly Green 05 was airborne at 1555 from channel 89, escorted to the area by Sandy 41 and 42. Just prior to reaching the area we were all RTB'd by King. Jolly Green 05 landed at channel 89 at 1730. Upon landing, I was informed that I was to go back the next morning and locate the area. The plan was to take-off at 0645L escorted by Sandy's 41 and 42 with Sandy's 31 and 32 going to Khe San to escort Jolly Green's 54, 15 and 18 in with a ground party. I suggested that a later take-off time might provide us with better weather for a search. I had checked with the weather forecaster at channel 89, who forecast the area to have low stratus and fog until 0900 caused by the normal easterly flow from the coast. The pilot of Sandy 31 also recommended that the times be adjusted as to provide a better search. He suggested to Compress on two occasions the evening of September 30 that we have an aircraft give us a weather check in the area and launch on either a trend towards or weather good enough for a search. These recommendations were all vetoed and our take-off time was moved up to 0635L.

On 1 October, Jolly Green 52 took-off at 0635L (I had been assigned another aircraft). My ETA to the area was 0735L and my bingo time was 1110L. I was escorted by Sandy's 41 and 42 to the area, arriving at 0735L. The weather was undercast, tops at 5000' MSL. We orbited until 0915L. Sandy 41 went down twice during our orbit to make a weather check and reported the peaks all obscured with visibility 3 miles or less. At 0915L, I suggested that I go down and try to search for the area. Crown concurred. Most of the peaks were in the clouds and search was virtually impossible because of the rugged terrain. Crown 01, RTB'D Jolly Green 52 and Sandy's 41 and 42 at 1000. Jolly Green 52 landed at channel 89 at 1100. Crown 01 arranged to have aircraft in the area make weather checks and we were to launch again when the weather was good enough to search. Jolly Green 52 was launched again at 1225 - airborne at 1230. We arrived at the area at 1330 and went into orbit while Sandy's 41 and 42 went down to search. The weather at this time was 4000 to 4500 broken to overcast, 3-5 miles visibility underneath. At 1440L, Sandy 31 directed Sandy's 41 and 42 to climb back into orbit and Jolly Green 52 to go down to search. Jolly Green's 54, 15 and 18 arrived in the area immediately after us with Sandy's 31 and 32. While orbiting, Jolly Green 54 reported that he saw the chute and went down through a hole to positively identify it. It turned out not to be the chute. I located the tacan fix and started an East-West creeping line to the North in the Northeast quadrant from the fix and at 1525 located the chute and dinghy.. Jolly Green 52 then directed Jolly Green's 54 and 15 to the area so they could complete their mission. Jolly Green 54 recovered the body of the remaining pilot. Jolly Green 52 recovered at channel 89 at 1720L.

CLASSIFICATION CANCELLED
Or Changed to SECRET
By Authority of EDS
By RED

12 MAY 1970

(Date) 27

662224

ARODC # 663125

~~SECRET~~ ~~CONFIDENTIAL~~

~~SECRET~~ CONFIDENTIAL

REMARKS: The entire mission was prolonged by scheduling the aircraft into the area before the weather was acceptable for an effective search. This occurred both days. This induced bingo fuel problems, search aircraft overlap problems, escort overlap problems and in the end result delayed the completion of the mission. I recommend that a planned search mission be planned to include the weather forecast for the area.

LOW BIRD (JOLLY GREEN 05/52)

RCC, Capt William H. Lloyd,
RCCP, Capt John W. Silvis
HM, A2C Roger L. Graham
RS, SSgt Philemon S. Resos

HIBIRD (JOLLY GREEN 52/)

RCC Capt Robert J. Svoboda
RCCP, 1st Lt William W. Gunnin
HM, SSgt Roger A. Ely
RS, A2C Robert B. Williamson

William H. Lloyd

WILLIAM H. Lloyd, Capt, USAF
Rescue Crew Commander

CONFIDENTIAL

3rd ARRGp Hist, Jul-Sep 66

Det 1-3-65-17 September

(C) An F-105 pilot returning from a northern mission with battle damage ejected over water just east of Hue. An HH-3 rescue helicopter landed in the open sea and retrieved the survivor. A normal hover take off was made into the wind and the aircraft recovered at Danang. Sea landing was made because pilot had difficulty positioning the hoist over the survivor due to wind and rotor wash acting on the life raft.

Det 1-3-68-21 September

(C) Two pilots of an F-4C ejected over the Gulf east of Dong Hoi. The HU-16 on orbit was diverted to the position. Pickup was by open sea landing; survivor flown to Danang.

25th ACTUAL DATE

Det 6-38-124-24 September

(U) A UH-1 helicopter crashed near Bien Hoa. Rescue HH-43 recovered two crew members (survivors) from a mine field using the hoist/forest penetrator and took them to Bien Hoa.

Det 9-38-28-26 September

(C) HH-43 recovered an injured Army soldier from Ia Drang valley using the semi-rigid litter modified for helicopter use. Light ground fire was encountered; however, pickup was made without incident and survivor was flown to Pleiku.

Det 9-38-29-27 September

(U) SAR objective: One forward air controller slightly injured in an O-1E crash north of Kontum. HH-43 helicopter landed near the crash, recovered the survivor and took him to Pleiku.

Det 2-3-111-29 September

(C) Co-pilot of an F-4C bailed out for unknown reason north of Nakhon Phanom. HH-3 (Jolly Green) recovered him using the forest penetrator and returned survivor to Nakhon Phanom.

Det 2-3-112-30 September

(C) Pilots of an F-4C were reported down several miles west of Dong Hoi. HC-130, A-1Es and HH-3Es were dispatched to the scene. Communications between the downed copilot and rescue aircraft were excellent. He was quickly located and recovered by an HH-3 using a hoist pickup. Copilot was taken to Nakhon Phanom; remains of pilot flown to Khe Sanh.

CONFIDENTIAL

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#135

MISSION NARRATIVE - 29 SEP 66

I was alerted at 2100Z, 29 Sep 1966 to be airborne at 2145Z for 2 downed pilots from an F-4. I was airborne at 2150Z. Sandy's 41 and 42 escorted us to the area. We established an orbit over the area at 10000 feet while the Sandy's 31 and 32 checked the area under the overcast. Radio communications were good with the survivor at this time.

At 0135Z Sandy's 21 and 22 relieved 31 and 32. Sandy 21 and Jolly Green 53 then went to the north to let down through a hole in the overcast which was slowly going to a broken condition. I observed another hole 1/2 mile south of the survivor. I then received an OK from Sandy 21 to check it out for an entrance to the survivor. The overcast was still in the tops of the heavily Karst terrain. I proceeded on a heading, through a gorge back toward the beeper. I received a UHF DF bearing to my right and doubled back through the next gorge.

As I approached the survivors position Lt Lyall my co-pilot reported sighting a flare. I doubled back down the gorge to obtain a better approach to the area. Jolly Green 53 then came up the gorge in the opposite direction. I gave him directions to the survivor. I turned around and made an approach to the second parachute. I immediately put ALC Kellerman the pararescue crewman on the hoist to descend and try to find the second pilot. No communications or signals were received from the second pilot. I remained in a hover over the parachute for 10 minutes. I then instructed ALC Kellerman to get back on the hoist. Five minutes later ALC Kellerman was on board without finding the pilot and I departed the area.

Due to low fuel I selected Khe Sahn RVN for my recovery base. At about 40 NM out of Khe Sahn, Crown 01 gave me a weather report of 300' overcast with 1/4 mile in ground fog. I then changed course for channel 46. My aircraft fuel low level light came on about 45 miles from channel 46 and the forward at 35 miles. I declared emergency fuel and requested the Jolly Greens be scrambled from Quang Tri. I crossed the DMZ and landed at Cam Lo RVN with 60 pounds indicated fuel. Two barrells of fuel were brought to Cam Lo by Jolly Green 15. After refueling at Doug Ha I was put on alert at Quang Tri.

I was instructed by Queen to proceed to Khe Sahn for pickup of a ground party. I was then to go back into the pickup area and drop off the ground party. Jolly Green 15 and 18 were to accompany me and assist on the mission. I arrived at Khe Sahn at 0730Z 30 Sep. The ground party arrived at Khe Sahn about 0900Z. After a brief meeting the team leader stated he could not accomplish his preparations for take-off in time to arrive in the drop area before dark. The mission was set up for the following morning with take-off at 0030Z, 1 Oct. We then RTB Danang AB, RVN.

ABODC # 663125

CLASSIFICATION CANCELLED

Or Changed

By Authority of

By

(Date)

(Date)

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

~~SECRET~~

66-AD-1074

665-00347

~~SECRET~~ ~~CONFIDENTIAL~~

I arrived at Khe Sahn at 0000Z, 1 Oct accompanied by Jolly Green's 15 and 18. We had a mission briefing followed by a hoist procedure demonstration for the ground party. Just prior to launch I was instructed to remain on the ground due to bad weather over the target area. I was launched at 0650Z and proceeded to the area with escorts, Sandy's 31 and 32. The weather enroute and over the target was 6000 broken. Jolly Green 52 and myself descended and searched for the target area. Jolly Green 52 found the area and directed me into the area to drop off the first increment of the ground party. I dropped my external tanks and came to a hover over the parachute. SSgt Godsey the Crew Chief lowered the ground party leader on the hoist. When he had him about on the ground ALC Kellerman spotted a helmet and then the Pilot on the ground. With the party leader off the hoist I instructed SSgt Godsey to put the pararescueman on the ground next.

ALC Kellerman joined by the ground party leader on the ground checked the pilot and found him to be deceased. The body was found in a position indicating he had not moved after falling to the ground. The pilot still had his parachute harness in tact on his body. The quick releases had been released and he had fallen from 100 to 125 feet from where his parachute was still hanging. The pilot's helmet and knee board were found several feet from the body and it appeared he probably dropped them while still hanging in his parachute.

I then hoisted the ground party leader back on board and instructed ALC Kellerman to recover the body. Kellerman requested the rope be lowered with the penetrator. He then tied the body onto the penetrator and it was hoisted aboard. ALC Kellerman was then hoisted on board and I departed the area at 0900Z.

Sandy 11 was escorting me back to Khe Sahn. When about 40 miles out of Khe Sahn, Flintstone 2 was reported to have bailed out. I released Sandy 11 to assist in the mission. At 12 miles from Khe Sahn my main transmission oil pressure started fluctuating about 10 psi without a temperature rise. By the time we landed at Khe Sahn the fluctuation had had increased to 30 psi. Jolly Green 15 had already recovered at Khe Sahn. My crew and I along with the deceased returned on Jolly Green 18 to Danang. We remained overnight, procured the necessary parts and personnel to check the transmission and returned to Khe Sahn the following morning on the Danang alert aircraft. With the aircraft repairs completed we returned to home base at 0825Z 2 Oct 1966.

Radio discipline during the mission was satisfactory. Coordination and Cooperation between all units involved was satisfactory. There was no enemy action involved in the mission.

Downgraded to CONFIDENTIAL

11W APR 200

(Date)

ARODC #

663224

~~SECRET~~

CLASSIFICATION CANCELLED

Changed to UNCLASS

By Authority of GDS

By (Date) 12 May 73

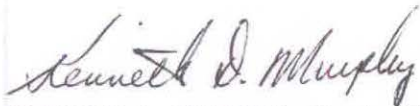
~~CONFIDENTIAL~~

~~SECRET~~

~~CONFIDENTIAL~~

HIGH BIRD

RCC, Kenneth D. Murphy, Capt
CP, Lyall, David E. 1st Lt
HM, Raymond Godsey, SSG
PJ, Laverne W. Kellerman ALC



KENNETH D. MURPHY, Capt, USAF
Rescue Crew Commander

LOW BIRD

RCC, Oliver E. O'Mara, Capt
CP, Donald R. Harris, 1st Lt
HM, Robert Riley, SSG
PJ, Michael L. Halvorson, A2C