

~~SECRET~~
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136

Mission Narrative - 2 Oct 66

On 2 Oct 66, at 0915Z, Jolly Green 36 (Low) and Jolly Green 02 (High) were scrambled from L-36. The downed pilot, Foskick II, was reported at coordinates 20°/45' N, 104°/13' E. The Jolly Greens were airborne at 0918Z with no launching difficulty encountered. Weather at L-36, enroute and at pickup point was clear and visibility unrestricted.

Shortly after scramble, an on-scene Firefly Flight gave pickup point as the 0990° radial from Channel 97 at 34 miles. Sandy's 21 and 22 started escort at 10 miles South of Channel 97.

Approximately 20 miles from pickup area, Jolly Green 36 could monitor conversation between downed pilot and Rescap. At approximately 5 miles from area, Jolly Green 36 was able to talk directly with survivor, Captain ~~John~~ Lockhard.

Captain Lockhard directed the rescue helicopter to his area then released his orange smoke flare and displayed his signal panel. These were observed immediately, the tip tanks were dropped with no difficulty and an approach made. The PJ observed the survivor, the hoist was lowered and the pilot brought up. Captain Lockhard was on board and Jolly Green 36 departed the area at 1015Z.

After departure on a directed 340° heading at 10,000 feet, extremely heavy flack (37MM) was encountered. The helicopters were then directed to head 360° out of the area. There was no battle damage to the Jolly Greens.

The survivor had no visible injuries and was transferred to another Jolly Green at L-36 for RTB to Channel 31. Captain Lockhard was exceptionally helpful in giving calm directions to both Sandy and Jolly Green aircraft. His knowledge of survival equipment, i.e., radio, signal panel, flares and jungle penetrator, expedited the location and recovery time to a great degree.

Radio discipline, cooperation and coordination of support, escort and rescap was competent and professional. Overall supervision of the rescap Mission Commander was a major factor in the success of this mission.

Low Bird - Jolly Green 36

RCC - Arlyn E. Webster, 1st Lt.
RCCP - William C. Dean, 1st Lt.
HM - Robert S. Riley, SSgt
PJ - Duane D. Hadkney, A2C

High Bird - Jolly Green 02

RCC - Robert L. Powell, Capt
RCCP - Gilbert W. Hester, Capt
HM - Donald F. Malone - A2C
PJ - George E. Hunt, SSgt

DOWNGRADED
1 AM AFR-205-2

Arlyn E. Webster

ARLYN E. WEBSTER, 1st Lt., USAF
RCC

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of GDS

By *[Signature]* (Date) *12/1/75*

ARODC # 663123 *[Signature]*

Hq ARRS SC No: 663486

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

~~CONFIDENTIAL~~ *Atch 1*

~~SECRET~~

66-AD-1102

CONFIDENTIAL

3d ARRGp Hist, Oct-Dec 66

(U) MISSIONS.

(1) Combat.

Det 2-3-114-2 Oct

(C) (GP-4) F-104 pilot ejected WSW of Hanoi. Two Jolly Green helicopters (HH-3Es) and four A-1Es (RESCORT), call sign Sandy, were launched; twenty miles from pickup area Jolly Green 36 monitored conversation between downed pilot and RESCAP (F-104s). Five miles from the area Jolly Green 36 (low bird) made radio contact with the survivor who released an orange smoke flare. The low HH-3E dropped its tip tanks, made an approach, lowered the hoist, brought up the pilot and departed the area. On reaching altitude (10,000 ft) extremely heavy flack was encountered, however, no battle damage was sustained. Survivor was returned to home station in good condition.

Det 2-3-115-5 Oct * (RCC Narrative)

(C) (GP-4) Two pilots ejected from F-4C near Na San (NVN). Two HH-3Es and four A-1Es were scrambled to the scene. Sandy 31 (A-1E) contacted the two downed pilots who reported that one had a sprained ankle and the other a broken leg. The low element (Jolly Green 36) was turned over to Sandy 41 and 42 after Sandy 31 and 32 had expended their ordnance and declared bingo fuel. Sandy 41 escorted Jolly Green 36 across a ridge line in the vicinity of the sighted parachute. Jolly Green 2 remained high, directly over the survivors. After Jolly Green 36 was established in a hover over the pilot, ground fire opened up. The helicopter received several hits and pulled off to a safer area. The downed pilot reported that he was hit and losing consciousness. The Sandys made more strafing passes, trying to suppress the ground fire. Jolly Green 36 was called down for a second try. This time, the co-pilot, who was less than 100 yards directly below the pilot, vectored Jolly Green 36 into close proximity. Ground fire caused them to pull off after receiving several more hits. After still more fire suppression from the Sandys, Jolly Green 36 made a third pass. More hits were taken after establishing a hover close to the co-pilot. Battle damage was unknown but the Paramedic reported a slight shrapnel wound and that the hoist was jammed. It was suspected that hits had been taken in the hoist. The Paramedic of Jolly Green 36 returned fire throughout their 3 attempts, expending 6 clips of M-16 ammunition. Jolly Green 36 pulled out of the area at 0255Z and received permission to return to base. On the second and third passes, the Flight Mechanic observed the pilot lying prone with his head slightly downaloop. Jolly Green 02 requested that they be allowed to accompany Jolly Green 36 back as the extent of battle damage could not be ascertained and Jolly Green 56 and 53 were enroute to the area as backup. After proceeding about 12 miles South, "Compress" advised Jolly Green 02 to return to the scene, attempt the pickup, and report bingo fuel.

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Mission Narrative - 5 Oct 66

~~CONFIDENTIAL~~

At approximately 0055Z, Jolly Green 36 and 02 were scrambled from L-36 for a rescue effort on Tempest 3, reported down at 21°/29' N, 104°/23' E. Jolly Green 36, (Low Bird) and Jolly Green 02, (High Bird), were airborne at 0100Z. Weather was estimated 800 Ft broken, 300 Ft overcast, visibility 5 miles. Altitude enroute was approximately 10,000 Ft MSL. Sandy 31 and 32 proceeded into the Area. Jolly Green 36 and 02 were accompanied by Sandy 41 and 42. The route flown was L-36 to Channel 97 TACan; North to 21°/03' N, 103°/45' E; East to 21°/05' N, 104°/15' E, then direct into the area, the coordinates of which had been revised to 21°/23' N, 104°/13' E. Weather enroute was 8000 Ft scattered. Sandy 31 contacted Tempest 3 for any additional information, particularly their physical condition. The pilot reported a sprained ankle and the co-pilot said he had a broken leg, a deep laceration of the ankle and a sprained back. They also reported voices in the immediate area but had heard no ground fire.

The low element was then turned over to Sandy 41 and 42 after Sandy 31 and 32 had expended their ordinance and declared bingo fuel. Sandy 41 escorted Jolly Green 36 across a ridge-line in the vicinity of the sighted parachute. A pickup attempt was made on the pilot. Jolly Green 02 remained high, directly over the survivors.

After Jolly Green 36 was established in a hover about 25 yards downslope of the pilot, ground fire opened up from below and to their right, driving them off. They received several hits and pulled off to a safer area. The pilot of Tempest 3 reported that he was hit and losing consciousness. The Sandys made more strafing passes, trying to suppress the ground fire. Jolly Green 36 was called down for a second try. This time, the co-pilot, who was less than 100 yards directly below the pilot, vectored Jolly Green 36 into close proximity. Ground fire caused them to pull off after receiving several more hits. After still more fire suppression from the Sandys, Jolly Green 36 made a third pass. More hits were taken after establishing a hover close to the co-pilot. Battle damage was unknown but the Paramedic reported a slight shrapnel wound and that the hoist was jammed. It was suspected that hits had been taken in the hoist. The Paramedic of Jolly Green 36 returned fire throughout their 3 attempts, expending 6 clips of M-16 ammunition. Jolly Green 36 pulled out of the area at 0255Z and received permission to return to L-36. On the second and third passes, the Flight Mechanic observed the pilot lying prone with his head slightly downslope. Jolly Green 02 requested that they be allowed to accompany Jolly Green 36 back as the extent of battle damage could not be ascertained and Jolly Green 56 and 53 were enroute to the area as backup. After proceeding about 12 miles South, "Compress" advised Jolly Green 02 to return to the scene, attempt the pickup, and report bingo fuel. Fuel state at this time, 0305Z, was 1900 pounds. Sandys 1, 2, 3, and 4 were in the area at this time to relieve Sandy 41 and 42 who had also expended all ordinance and reached bingo

DOWNGRADED

1 APR 1975

~~CONFIDENTIAL~~

ARODC # 663123

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of GDS

By (Date) 12 May 75

3 MAY 1970

~~SECRET~~

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

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66-AD-1119

662-00254

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~~CONFIDENTIAL~~

fuel. Upon returning to the location, Sandy 3 took Jolly Green 02 down into the area, Jolly Green 02 had positive sighting of the parachute. Entry was made up in a small valley on an approximate heading of 070°. Jolly Green 02 then turned to parallel the slope to 030° and was established in a hover over the co-pilot when ground fire opened up again. Jolly Green 02 pulled off to a safer area after taking two hits in the right side of the aircraft in the vicinity of the cargo door.

The Sandys again attempted to sterilize the ridge line where the firing was suspected to be from. Jolly Green 02 was called down again using the same entry. Again no ground fire was received until the aircraft was established in a hover, close to the co-pilot. Jolly Green 02 took one hit which completely penetrated the armor plating, glanced off internally, penetrated the floor, and ruptured the forward fuel cell. The Paramedic and Flight Mechanic both received slight cuts from shrapnel. The upper part of smoke filled the aircraft and they retreated to a safe area. It was thought later to be the odor of cordite. The Sandys were requested to go in and hit them again. Jolly Green 02 was within 20 minutes of bingo fuel. The crew elected to try once more as the weather in the area was deteriorating. This attempt was successful with no known hits, although the Paramedic heard ground fire. At the time of the rescue, the upper ridges were in the clouds and visibility had dropped to 2 miles in haze and smoke. At no time during their attempts was the pilot sighted. Jolly Green 02 had reached bingo fuel and was advised to recover at L-36 where arrangements had been made to air-evacuate the co-pilot in a C-123.

TIME: 0345Z

DOWNED PILOT: 1st Lt. Edward Garland, Ubon RTAFB, Thailand

RECOVERY AREA: 21°/23' N, 104°/13' E.

RADIO PROCEDURES: Excellent

CREW COORDINATION: Excellent

Jolly Green 36 (Low Bird)

RCC - Captain Oliver E. O'Mara
RCCP - Captain John W. Perry
HM - TSgt Howard E. Massengale
PJ - SSgt Aaron D. Farrior

Oliver E. O'Mara

OLIVER E. O'MARA, Captain, USAF
RCC

Jolly Green 02 (High Bird)

RCC - Captain LeLand T. Kennedy
RCCP - 1st Lt. Donald R. Harris
HM - SSgt Donald J. Hall
PJ - A2C Robert B. Williamson

DOWNGRADED
IAW AFR-205-2

12 MAY 1970

~~CONFIDENTIAL~~

ARODC # 663123 *gus*

2
CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of GDS

By Red (Date) 12 May 75

~~SECRET~~

663486

CONFIDENTIAL

3d AERGP Hist, Oct-Dec 66

(U) MISSIONS.

(1) Combat.

Det 2-3-114-2 Oct

(C) (GP-4) F-104 pilot ejected WSW of Hanoi. Two Jolly Green helicopters (HH-3Es) and four A-1Es (RESCORT), call sign Sandy, were launched; twenty miles from pickup area Jolly Green 36 monitored conversation between downed pilot and RESCAP (F-104s). Five miles from the area Jolly Green 36 (low bird) made radio contact with the survivor who released an orange smoke flare. The low HH-3E dropped its tip tanks, made an approach, lowered the hoist, brought up the pilot and departed the area. On reaching altitude (10,000 ft) extremely heavy flack was encountered, however, no battle damage was sustained. Survivor was returned to home station in good condition.

Det 2-3-115-5 Oct (RCC Narrative)

(C) (GP-4) Two pilots ejected from F-4C near Na San (NVN). Two HH-3Es and four A-1Es were scrambled to the scene. Sandy 31 (A-1E) contacted the two downed pilots who reported that one had a sprained ankle and the other a broken leg. The low element (Jolly Green 36) was turned over to Sandy 41 and 42 after Sandy 31 and 32 had expended their ordnance and declared bingo fuel. Sandy 41 escorted Jolly Green 36 across a ridge line in the vicinity of the sighted parachute. Jolly Green 2 remained high, directly over the survivors. After Jolly Green 36 was established in a hover over the pilot, ground fire opened up. The helicopter received several hits and pulled off to a safer area. The downed pilot reported that he was hit and losing consciousness. The Sandys made more strafing passes, trying to suppress the ground fire. Jolly Green 36 was called down for a second try. This time, the co-pilot, who was less than 100 yards directly below the pilot, vectored Jolly Green 36 into close proximity. Ground fire caused them to pull off after receiving several more hits. After still more fire suppression from the Sandys, Jolly Green 36 made a third pass. More hits were taken after establishing a hover close to the co-pilot. Battle damage was unknown but the Paramedic reported a slight shrapnel wound and that the hoist was jammed. It was suspected that hits had been taken in the hoist. The Paramedic of Jolly Green 36 returned fire throughout their 3 attempts, expending 6 clips of M-16 ammunition. Jolly Green 36 pulled out of the area at 0255Z and received permission to return to base. On the second and third passes, the Flight Mechanic observed the pilot lying prone with his head slightly downslope. Jolly Green 02 requested that they be allowed to accompany Jolly Green 36 back as the extent of battle damage could not be ascertained and Jolly Green 56 and 53 were enroute to the area as backup. After proceeding about 12 miles South, "Compress" advised Jolly Green 02 to return to the scene, attempt the pickup, and report bingo fuel.

* Rescue Crew Commander (RCC) Narrative

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3d ARRGp Hist, Oct-Dec 66

Fuel state at this time, 0305Z, was 1900 pounds. Sandys 1,2,3, and 4 were in the area at this time to relieve Sandy 41 and 42 who had also expended all ordnance and reached bingo fuel. Upon returning to the location, Sandy 3 took Jolly Green 02 down into the area, Jolly Green 02 had positive sighting of the parachute. Entry was made up in a small valley on an approximate heading of 070°. Jolly Green 02 then turned to parallel the slope to 030° and was established in a hover over the co-pilot when ground fire opened up again. Jolly Green 02 pulled off to a safer area after taking two hits in the right side of the aircraft in the vicinity of the cargo door. The Sandys again attempted to sterilize the ridge line where the firing was suspected to be from. Jolly Green 02 was called down again using the same entry. Again no ground fire was received until the aircraft was establishing in a hover, close to the co-pilot. Jolly Green 02 took one hit which completely penetrated the armor plating, glanced off internally, penetrated the floor, and ruptured the forward fuel cell. The Paramedic and Flight Mechanic both received slight cuts from shrapnel. The odor of smoke filled the aircraft and they retreated to a safe area. It was thought later to be the odor of cordite. The Sandys were requested to go in and hit them again. Jolly Green 02 was within 20 minutes of bingo fuel. The crew elected to try once more as the weather in the area was deteriorating. This attempt was successful with no known hits, although the Paramedic heard ground fire. At the time of the rescue, the upper ridges were in the clouds and visibility had dropped to 2 miles in haze and smoke. At no time during their attempts was the pilot sighted. Jolly Green 02 had reached bingo fuel and was advised to recover to base where arrangements had been made to air evacuate the recovered co-pilot in a C-123.

Det 9-38-30-7 Oct (RCC Narrative)

3) (GP-4) Detachment 9 was notified at 1910 hours local by the 4th Med, 4th Inf Div, that one Army soldier had a badly cut hand and required medical evacuation as soon as possible. We were advised that the Army Medical Evacuation Unit had been notified but could not accomplish the evacuation since no landing zone was available. JS'RC was notified that we would launch our two helicopters as soon as fueling was accomplished and our secondary crew arrived. Re-fueling and launch reaction time was greatly hampered due to the non-availability of fuel truck (out of commission for repairs). This meant we had to fuel one bird from our bladder/pump system and fly it out of the way so the other one could be towed close enough to get fuel. Both crews were prepared to launch at 1920 hours but we ended up waiting an extra 15 minutes because of fueling. We launched at 1935 hours. An AC-47 was provided for RESCUE which proved to be a very essential aid in the successful accomplishment of this mission. No particular difficulties were encountered enroute. Near IFR conditions were encountered because it was totally black except for an occasional light on the ground. No horizon was visible. The AC-47 crew advised us of our position and gave estimates to the site. We were notified enroute that two people were to be evacuated.

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V. ADDITIONAL IDENTIFICATION DATA

LAST NAME—FIRST NAME—MIDDLE INITIAL Williamson, Robert B.		7. AFSC AF 1488 4978	3. GRADE A2C	4. DATE OF GRADE 1 November 1965
ORGANIZATION, COMMAND AND LOCATION Detachment 5, 38th Aerospace Rescue and Recovery Squadron, (MAC) APO 6237		6. RESERVE WARRANT OR COMMISSION AND AFSC None	7. REASON FOR REPORT Change of rptg offl	
		8. PERIOD OF SUPERVISION 144	9. PERIOD OF REPORT FROM: 19 Jul 66 THRU: 17 Dec 66	

VI. DUTIES

AFSC UP2130B	DAFSC A92130B	CAFSC A92130B	NO. OF PERSONNEL SUPERVISED 0	UMD POSITION OCCUPIED AUTHORIZED GRADE SSgt	AUTHORIZED AFSC A92130B
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Current Duty: Pararescue Specialist on HH-3E Helicopters. Assists in the location and recovery of downed pilots from hostile areas in Southeast Asia. Renders immediate medical aid to downed pilots and disaster victims. Maintains his and detachment personal equipment in a state of operational readiness. **Additional Duties:** Maintains parachutes and weapons for the detachment.

VII. COMMENTS OF REPORTING OFFICIAL (Be factual and specific. Add any comments which increase the objectivity of the rating.)
ACTS AND SPECIFIC ACHIEVEMENTS: During this reporting period Airman Williamson was assigned to a remote area in Southeast Asia. This is a devoted airman who constantly puts his duty and the mission before personal desires. He has been nominated for the Air Force Commendation Medal for his outstanding work as a member of this unit. He participated in 70 combat missions and logged 105 combat hours. These missions were flown over hostile territory from forward operating sites located in jungle and mountainous terrain. On 5 October 1966, Airman Williamson displayed great valor during a very hazardous rescue mission. On this occasion, the pilot was wounded by hostile forces. Due to the intense enemy ground fire, the helicopter had been driven away on five previous recovery attempts. Even though Airman Williamson was wounded, he courageously suppressed the enemy fire enough to effect a successful pilot recovery. Airman Williamson after the recovery used outstanding judgment in the diagnosis and treatment of injuries. He has been awarded the Purple Heart and has been nominated for the Silver Star for these actions. The Vice Chief of Staff, General Bruce K. Holloway, recently presented Airman Williamson with a Silver Star for bravery as the result of a previous mission. **STRENGTHS:** Airman Williamson is constantly working towards the successful accomplishments of the Aerospace Rescue and Recovery Service mission. **SUGGESTED ASSIGNMENTS:** Due to his outstanding past performance, recommend he be retained in his present career field.

VIII. REPORTING OFFICIAL

NAME, GRADE, AND ORGANIZATION George E. Hunt, SSgt Det 5, 38ARSQ	DUTY TITLE Assistant NCOIC Pararescue Section	SIGNATURE <i>George E. Hunt</i> DATE 18 December 1966
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IX. REVIEW BY INDORSING OFFICIAL: I concur with the Reporting Official. Airman Williamson is an enthusiastic, conscientious and professional airman who has shown outstanding airmanship and unlimited courage in the performance of his duties. He has contributed greatly to this unit's operational mission.

NAME, GRADE, AND ORGANIZATION ARON D. FAIRIDE, SSgt Det 5, 38ARSQ	DUTY TITLE NCOIC Pararescue Section	SIGNATURE <i>Aaron D. Fairior</i> DATE 19 December 1966
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X. REVIEW BY OFFICER IN CHARGE: ☒ I CONCUR WITH REPORTING OFFICIAL. ☒ I CONCUR WITH INDORSING OFFICIAL.
☐ I DO NOT CONCUR. Airman Williamson is certainly a professional, devoted pararescue specialist. In addition to the Silver Star and Purple Heart, he has been nominated for the Air Medal with six Oak Leaf Clusters. This young Airman was also the recipient of highly congratulatory communications from senior officers for his professionalism during pilot recoveries over hostile environment. Airman Williamson has further improved the Air Force image through his unselfish contributions of time and money to a local orphanage. He is a credit to this organization and the Air Force.

NAME, GRADE, AND ORGANIZATION	DUTY TITLE	SIGNATURE <i>James E. Miller</i>
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NNNNVV LQB427V SLC058JBA640

PP RUMBDP
DE RUMSBJ 319A 2781340
ZNY EEEEE

P 051331Z OCT 66
FM 7AF TSN AB RVN
TO RUMBDP/DET 5 38ARRS UDORN AB THAI
RUMBDP/602FS UDORN AB THAI
INFO RUMBDP/DEP CMDR 7/13AF UDORN AB THAI
ZEN/3ARRG TSN AB RVN
BT

UNCLAS E F T O C 006575 OCT 66.

PERSONAL FROM MOMYER.

PLEASE CONVEY MY DEEP APPRECIATION TO SAR AIRCREWS FOR THE
EXCEPTIONAL COURAGE DISPLAYED THIS MORNING. THEIR SUCCESSFUL
RECOVERY OF DOWNED PILOT WHILE SUBJECTED TO ENEMY FIRE WAS AN
OUTSTANDING FEAT AND IN HIGHEST TRADITIONS OF THE USAF.

BT

O'MARA
PERRY
MASSENGALE
FARRIOR

KENNEDY
HARRIS
WATSON
WILLIAMSON

UNCLAS EFTO

LT GARLAND
F4C

VV LQB970LA394ZCCSC193

RR RUMBDP
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TZCCS B882ZCKMC877

R RUMBDP RUEDRIA RUMSBJ
DE RUHLKM 290 2910244
ZNY EEEEE

R 180213Z OCT 66
FM PARRO HICKAM AFB HAWAII
TO RUMBDP/DET 5 38ARRS UDORN AB THAILAND
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RUMSBJ/3ARRGP TAN SON NHUT AB RVN
RUEDRIA/ARRS ORLANDO AFB FLA

BT

UNCLAS E F T O C 01808 OCT 66. PERSONAL COL SMITH TO
MAJ YOUNGBOOD. CONGRATULATIONS ON EXCEPTIONAL PERFORMANCE 14 OCT 66.
SUPERB AIRMANSHIP. HEROIC EFFORT DISPLAYED UNDER ENEMY FIRE DURING
MAJOR RAND'S RECOVERY INDICATIVE PROFESSIONAL DEDICATION AND PRIDE
FINEST TRADITION ARRS. WELL DONE ALL CONCERNED.

BT

NNNNVV LQB078ZCRLA725ZCKMC669

RR RUMBDP
DE RUHLKM 146 2940052
ZNY EEEEE
R 210014Z OCT 66

FM CINCPACAF
TO RUMSBJ/38ARRS TAN SON NUT AB VIETNAM
INFO RUMBDP/DET 38ARRS UDORN AB THAILAND
RUMSBJ/3ARRGP TAN SON NHUT AB VIETNAM

BT

UNCLAS E F T O C 31869 OCT 66. PERSONAL TO MAJ YOUNGBOOD
FROM GENERAL HARRIS. MY COMPLIMENTS FOR OUTSTANDING ACCOMPLISHMENT
14 OCT 66. EXCEPTIONAL SKILL, TEAMWORK DISPLAYED RECOVERING MAJOR
RAND UNDER HOSTILE GROUND FIRE REFLECTS VALOR MISSION DEDICATION
HIGHEST DEGREE. CONGRATULATIONS AND WELL DONE TO ALL.

BT

UNCLAS EFTO
DET 5, 38ARRS
0113

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

AARON D. FARRIOR

Staff Sergeant Aaron D. Farrior distinguished himself by gallantry in connection with military operations against an opposing armed force on 5 October 1966. On that date, as a Pararescue Specialist on a HH-3E Rescue Helicopter, Sergeant Farrior proceeded deep into hostile territory and was successful in recovering one of two American pilots who had bailed out of their disabled aircraft. Disregarding his own safety, Sergeant Farrior voluntarily flew through heavy automatic weapons and small arms fire in order to reach the injured survivor before the hostile forces could capture him. By his gallantry and devotion to duty, Sergeant Farrior has reflected great credit upon himself and the United States Air Force.

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR
(FIRST OAK LEAF CLUSTER)

TO

ROBERT B. WILLIAMSON

Airman Second Class Robert B. Williamson distinguished himself by gallantry in connection with military operations against an opposing armed force on 5 October 1966. On that date, as a Pararescue Specialist on an HH-3E Rescue Helicopter, Airman Williamson proceeded deep into hostile territory and was successful in recovering one of two American pilots who had bailed out of their disabled aircraft. Disregarding his own safety, Airman Williamson voluntarily flew through heavy automatic weapons and small arms fire in order to reach the injured survivor before the hostile forces could capture him. By his gallantry and devotion to duty, Airman Williamson has reflected great credit upon himself and the United States Air Force.

By John L. Frisbee, Contributing Editor

A Tale of Two Crosses

Leland Kennedy salvaged two combat rescue attempts that seemed doomed to failure.

NO ONE who was in southeast Asia during the long course of the war will be surprised that, in relation to their number, Air Rescue and Recovery Service (ARRS) crewmen earned more combat decorations than any other group. One of their number, then-Capt. Leland Kennedy, was the first airman to be awarded the Air Force Cross twice. His two awards of the nation's second highest decoration for valor were for extraordinary heroism in combat missions only fifteen days apart.

Captain Kennedy had been at Udorn RTAFB, Thailand, with Detachment 5 of the 38th ARRS Squadron only a short time when, on October 5, 1966, he lifted his HH-3E Jolly Green Giant helicopter off the ground to search for an F-4C crew downed along the Black River west of Hanoi. It was a deep penetration—some 300 miles into enemy territory. He was flying backup to Capt. Oliver O'Mara, pilot of the low rescue bird.

The F-4 crew was located in a box canyon. Two A-1H "Sandys" made a low pass over the area, drawing no fire. Captain O'Mara dropped into the canyon and lowered his hoist. His helicopter was immediately hit by fire from a ridge 200 yards above the F-4 pilot. Captain O'Mara had to pull out, but he made two more attempts in the badly damaged HH-3E before his hoist was knocked out and he had to head for Udorn. (Captain O'Mara was awarded the Air Force Cross for his part in the mission.)

The usual practice was for the secondary helicopter to escort the lead ship home if it was heavily damaged, but Captain Kennedy was asked to return and attempt a pickup. It was his eighth mission and his first actual rescue attempt. On the first pass, his Jolly Green was hit and one of the crew wounded. In spite of the odds against them, Kennedy's three crewmen joined him in wanting to try



again. Four times the HH-3E was driven off by enemy fire, taking more hits on each pass. On the fifth try, with Captain Kennedy holding the aircraft in a hover just off the canyon floor, the crew dropped their hoist to the pilot and reeled him in. Kennedy climbed out of the canyon and flew his tattered chopper back to Udorn. His determination, skill, and sustained heroism were to make him a member of an elite group—only twenty-five at that time—to earn the Air Force Cross.

The mission for which Captain Kennedy was awarded an oak leaf cluster to the Air Force Cross came fifteen days later, on October 20. Again he was flying the secondary helicopter in an attempt to rescue an F-4 crew, both of whom had parachuted into trees. The lead helicopter, flown by Maj. A. D. Youngblood, dropped its hoist

to the pilot, who had strapped himself to a tree. While the downed pilot was hanging half in the hoist, Major Youngblood's Jolly Green was hit so hard he had to make an emergency landing.

Captain Kennedy, descending and dumping fuel to compensate for the added weight of Major Youngblood's crew and the F-4 pilot, directed Youngblood to a field nearly a mile away. Kennedy had to continue dumping fuel while on the ground—engines running and rotor turning—knowing that vaporizing fuel might blow up the aircraft at any moment. Luck was with them. Major Youngblood's crew and the rescued pilot climbed aboard, one of them wounded by small arms fire, and Kennedy lifted off with nine men in the helicopter.

At that point, an O-1E pilot spotted the second F-4 crewman, still in a tree. As Kennedy hovered to pick him up, enemy soldiers came from the tree line, firing at the HH-3. The F-4 crewman was wounded as he came up the hoist, and Kennedy started for Nakhon Phanom. Then one of the Sandys that had participated in the rescue reported that it was losing power. Kennedy escorted the damaged Sandy all the way to a safe landing. It was a great day for an elated Jolly Green crew who saved six fellow Americans from death or the horrors of Hanoi's prisons.

Leland Kennedy, now a retired colonel, flew ninety-nine missions in southeast Asia for a total of 354 combat hours. Colonel Kennedy spent much of his subsequent career in Alaska before retiring from an assignment as director of Operations Plans at Tactical Air Command headquarters. Like so many other ARRS crewmen, the satisfaction of saving others whose lives were in peril made his combat tour in southeast Asia the high point of an Air Force career. Leland Kennedy was a major player in southeast Asia rescue operations, called by former Secretary of the Air Force Harold Brown "one of the most outstanding human dramas in the history of the Air Force."



Lantana Paramedic In Dramatic Pilot-Rescue

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special treat
Kristine's
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Golf Tour-
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The nature of the combat duty being performed by Airman 2/class Robert B. Williamson of Lantana is revealed in a routine report received this week from the information officer at Tan Son Nhut Air Base in South Viet Nam. Williamson, a paramedic, is a member of a helicopter rescue team, assigned to recovering downed pilots in enemy territory. The Air Force report follows.

When Air Force 1st Lt. Edward Garland, 24, of New Orleans, La., parachuted into North Vietnamese territory last Wednesday (Oct. 5) the odds seemed stacked against his chances of staying alive and out of enemy hands.

Moments before, the F-4C pilot had been flying an escort mission over the mountains of Hanoi. Suddenly he and his rear seat pilot heard a loud thump, felt their Phantom buck and saw a bank of fire warning lights blink on in both cockpits. The two-man crew ejected.

Garland felt a sharp pain in his back as he was blown out of his seat. When he hit the ground he saw that one of his boots were covered with blood.

"There was quite a bid of blood," he later reported. "It

filled up a couple of handkerchiefs. It looked like something had punctured the boot."

Using a survival knife, Garland cut strips from his parachute to rig compresses for his wound. His back injury made every move painful.

The crippled jet fighter crashed against a nearby mountain. Unexpended ammunition and rockets exploded from the heat of the fire. Between detonations Garland could hear the shouts of enemy soldiers searching for him. The young pilot drew his pistol and waited.

Minutes later, two Air Force F-105 Thunderchiefs joined the search for the downed flyers. The jets in turn, were joined by two, slower, prop-driven A-1E Skyraiders. Garland's chances for survival immediately improved.

Captain Robert A. Marron, 35, of Lincoln, Nebraska, one of the Skyraider pilots, reports, "The downed pilot was on the side of a mountain. We had to go in firing up hill and then break off as we penetrated the low hanging overcast. We could see where the North Vietnamese were approaching and we fired out everything we had."

At this point the first of two Air Force HH-3 Jolly Green Giant rescue helicopters whir-

led overhead. A Skyraider escorted the first chopper to the pilot's position but as soon as it started down, the big helicopter was raked by groundfire and forced to abort the pick up attempt.

Marron and his wingman, Major Bruce Purdy, 35, of Hamilton, N.Y., then made several strafing runs on the ridge line where the enemy fire came from. When their ammunition was exhausted they continued making dry runs to keep the enemy's heads down.

"We made about 80 passes, both firing and dry runs, trying to keep the downed pilot isolated. The enemy soldiers never ventured into the open so I guess it worked," the Captain said.

First Lieutenant Donald R. Harris, 25, of Boise, Idaho, was flying the helicopter which was orbiting high, out of the reach of ground fire. "We were the high bird and 'Jolly Green' was low. They made three pick up attempts and took several hits on each pass before they were forced to break off."

Harris chopper then made two attempts at reaching Garland but were driven off each time by ground fire. One burst sprayed shrapnel over paramedic A. 2C Robert B. Williamson of Lantana, but he received only superficial scratches.

The Skyraiders were called in for more strafing passes and Harris made a third attempt. As the big craft came to a hover, S. Sgt. Donald Hall, 29, of Stroud, Okla., lowered the jungle penetrator to Garland. The wounded pilot mounted the device and was quickly winched into the chopper's cabin.

Harris said, "We left the pick up point with minimum fuel and found we had taken a hit through our forward fuel cell."

Three hours later Garland being treated at the dispensary at his home base commented on the rescue force. "Their effort was beautiful. The Skyraiders kept those enemy troops down and the 'Jollies' kept pressing in despite the intense ground fire."

It was Garland's 69th mission.

Repeated attempts to locate the rear seat pilot of the downed Phantom proved futile. He is reported missing in action.

Warn Of False

NOTE: LT HARRIS AND
SSG HALL WERE KILLED
ON HACKNEY'S AFC MISSION.

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SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. III No. 1

January 1970

PACAF RP 64-1

MASSIVE RESCUE EFFORT SAVES PILOT

PICKUP ENDS 51-HOUR ORDEAL FOR YOUNG FIGHTER PILOT



TIRED BUT HAPPY — 1st Lt. Woodrow Bergeron Jr. steps down from an HH-3 Jolly Green helicopter, appearing tired and haggard from his 51-hour ordeal after he was forced to eject from his disabled F-4 Phantom.

By 1st Lt. Dennis P. Beck

CAM RANH BAY AB, Republic of Vietnam (7AF)—Confidence and a radio on one end and a determined rescue team on the other enabled Air Force 1st Lt. Woodrow Bergeron Jr. to survive after being surrounded by the enemy.

He parachuted into the ordeal after his F-4 Phantom fighter became disabled.

He left the area 51 hours later in an HH-3 Jolly Green Giant rescue helicopter.

The massive rescue effort involved HH-53s from the 40th Aerospace Rescue and Recovery Squadron (ARRSq), Udorn RTAFB, Thailand; HH-3s from Det 1 of the 40th ARRSq, Nakhon Phanom RTAFB, Thailand, and the 37th ARRSq, DaNang AB, Republic of Vietnam; and HC-130P Hercules tankers from the 39th ARRSq, Tuy Hoa AB, Republic of Vietnam.

"I just sat there praying a lot," Lieutenant Bergeron stated, "and I was just confident they were going to get me out."

"I knew they would. After what I'd seen them do every day, I knew they were going to get me out," he asserted.

Helicopters under the cover of A-1 Skyraider pilots and with fire support from F-4s tried 16 times to pull the lieutenant out.

Following is the experience as related by Lieutenant Bergeron of the 12th Tactical Fighter Wing.

The Lieutenant's F-4 rolled in on its target, then started to climb. At 5,000 feet the aircraft began to lose altitude and the aircraft plunged into a steep dive.

When he ejected at 1,000 feet, the wind blast jarred his helmet causing a gash over the bridge of his nose and two black eyes.

Coming down, he could see enemy automatic weapons fire directed at him.

Spotting a clearing near a river bank, he guided himself to it. Ground fire continued as he hit the ground, shed his parachute canopy, and sped for cover in a clump of bamboo.

"I could hear the enemy fire ricocheting over my head," he remembered.

Continued On Page 3

SOCT 66 SAR

MAJOR RESCUE EFFORT IN SEA SAVES F-4 PILOT

Continued From Page 1

He found a clearing, hid under driftwood and leaves, and grabbed his survival radio. "I called up, told them who I was, where I was, and come get me."

Using his radio, Lieutenant Bergeron directed the Skyraiders to their targets. The A-1s dropped ordnance throughout the afternoon trying to provide cover for the incoming helicopters. But the helicopters continued to take too many hits.

He was advised to "dig in" for the night.

THE NEXT DAY

"The next day went pretty much the same," he stated, "but the enemy positions were hidden in caves and bunkers, and it took quite a bit to silence them."

One try by a Jolly Green seemed to be *THE* rescue. Lieutenant Bergeron raced out to a bluff, and thought the helicopter co-pilot had spotted him.

But since the embankment was so steep, he figured the HH-3 crewman lost sight of him as he started up the incline.

The helicopter was about six feet away as Lieutenant Bergeron clawed at the slope. But the ground fire got so heavy the helicopter had to pull away.

"I could see the skin coming off the helicopters," he pointed out. He said if they were willing to hover and take "unbelievable" ground fire, then he was willing to stick it out.

More rescue attempts were made that day, but no one could get as close as before.

When darkness came, he decided to find another place to hide. At the nearby river he found a mangrove-like tree with roots exposed along the bank.

OLD HIDEOUT FOUND

Shortly after he found his new hideout, three enemy soldiers came over the edge of the river and shot into the area he had just left with automatic weapons.

After searching the area, the enemy left. The closest any of them got to him was 15 feet.

Lieutenant Bergeron then decided to try to swim across the nearby river, but he became exhausted when he was one-third of the way across. As he swam back, he spotted a bush similar to a rose bush without thorns.

Covering himself with the bush, he lay along the river bank.

In the darkness of early morning, Lieutenant Bergeron heard an F-4 streak

across the area several times.

"He had the A-1s and the rescue aircraft there at dawn," Lieutenant Bergeron said.

Knowing where Lieutenant Bergeron was located, the Skyraider pilots knew they could hit anything but the bush.

"I was calling for it all around me," he remarked. "One time they came within a foot of me on a strafing pass."

JOLLY GREEN RETURNS

After the enemy was attacked for six hours, the Jolly Green crew returned. Lieutenant Bergeron went out into the river and on the second try of the day was picked up.

"I will never forget how it feels to have that lowering device (forest penetrator) they use wrapped around me," he exclaimed. "I knew I was part of that helicopter."

Citing the efforts of the rescue team, he said, "They were there when I needed them."

Lieutenant Bergeron never lost faith in the men who were determined to rescue him.

"They'll get you out of there. Really. Just have a radio."

Behind a Banana Tree The Air Force Cross

"One thing I remember very well — one lousy little banana tree. I saw it every time I went in."

Major Leland T. Kennedy, 33, ramrod straight, articulate, composed, allowed a thin smile to curl up and away from his lips. The irony of the banana tree was obvious. Behind it was the Air Force Cross.

Before him now were images, and he averted his eyes as he described them:



Maj. Leland T. Kennedy

An F-4C pilot on the ground along the Black River which runs through North Vietnam, the dull thump of small arms fire pounding into his HH-3E rescue helicopter, the Sandies (A-1E Skyraiders) roaring along the canyon ridge above him strafing enemy positions, the pungent smell of cordite all around him, the strange feeling that he was hovering in a 45-degree angle — and a piece of chewing gum.

"Funny, isn't it," he smiled, "right in the middle of the whole thing I wanted a piece of gum. My mouth felt like cotton. I asked my copilot if

The oak leaf cluster was awarded for his valor on another mission, 15 days after the Oct. 5, 1966 effort in which he and O'Mara, a silver-haired 45-year-old veteran of World War II and Korea, were cited for "extraordinary heroism, superb airmanship and aggressiveness in the face of the opposing force."

The formality of the citation, colorless and concise, couldn't hide the torrent of emotion, determination and courage of the two pilots and their crews of the HH-3E Jolly Green Giant rescue helicopters.

"Ollie was flying low bird on the mission," Kennedy said, "and I was above and some distance behind him as we approached the area in which the two-man crew of the F-4C Phantom was downed.

"The two Sandies went down and made a low pass over the area. Nothing happened — no gunfire or anything — and Ollie dropped into the box-like canyon and lowered his hoist to pick up the pilot.

"Then all hell broke loose. I'll never forget Ollie's reaction as I listened on the radio. He was being fired on from the ridge line about 200 yards above the pilot on the ground. Ollie's chopper was taking hits and he had to pull out of the area."

O'Mara, of Kenosha, Wis., a hard-jawed realist who has been where the action was ever since he flew fighter escort for bombers over Japan in World War II and later piloted rescue helicopters in Korea, called in the propeller-driven Sandies for another run at the ridge.

Again he dropped along the canyon walls, maneuvered into a hover — and had to back off as tracers tore into the Jolly Green.

Green base at Udorn, Thailand.

"It is usual procedure for the secondary chopper to fly back with the lead ship if it is heavily damaged," Kennedy said. "Then, in case the aircraft goes down, the second chopper can pick up the crew. But as I started out with Ollie I was called on the rescue network to return and try for the pickup."

Kennedy, a 6-foot, 150-pounder with penetrating, dark eyes, didn't try to hide his feelings. "It was my first actual combat rescue attempt," he said, "and I was excited. When you are flying high above the action, listening to the radio reports, you don't feel part of the thing. When I started down into the canyon, I felt we no longer had a rescue mission — we were in a real fight."

The major came in from the south, flew over the downed pilot, dropped his hoist and quickly became the bullseye in a target. "I didn't know where all the noise was



would come out of the thing alive. But once you see the man on the ground, you want to get him. After the second pass, I felt a sense of detachment, as if I were watching the whole thing on a movie screen. You don't stop and think about it any more. You just do the things you're trained to do.

"And right in front of me on each of the five passes, there was that banana tree. Funny how something like that comes to mind."

As Kennedy made his third try, he was aware of a strong scent of cordite and thought the chopper was on fire. But he didn't know that his Jolly Green was badly damaged and streaming fuel. He was having trouble leveling his helicopter.

"The canyon wall stood at about a 45-degree angle," he explained, and everytime I looked up I felt I was in a bank."

On the fifth pass, Kennedy's crew dropped the hoist "in the lap" of the pilot, and he was reeled aboard the helicopter as Kennedy climbed out of the canyon at 80 knots.

Kennedy didn't have much time to get over a normal case of after-mission jitters. Fifteen days later he was flying again in the secondary chopper when the Jolly Green twosome was called out to pick up another Phantom crew downed in a heavily defended area.

"After the second rough mission in a couple of weeks, nobody in the squadron wanted to fly low bird with me," Kennedy laughed.

Both the Phantom crewmen had parachuted and landed in trees. Major A.D. Youngblood, pilot of the primary chopper, hovered over the pilot and dropped his hoist, but the pilot had strapped himself in the tree to keep from falling

insects coming through the grass. Two of the men were wounded in the legs."

With everybody loaded aboard, Kennedy took off while enemy gunfire cracked around the Jolly Green.

"We called the Sandies about the second man who had parachuted," he said, and an O-1E pilot had spotted him in a tree and dipped a wing to point him out. As we hovered to pick him up, three men came out in a clearing



Capt. Oliver E. O'Mara

and leveled guns at us and fired away. The Phantom copilot was shot in the foot as he came up the hoist."

With 10 men aboard, Kennedy pulled up and headed for home. As they started back, one of the Sandies reported power failure and Kennedy trailed the aircraft all the way back.

"I can't help but feel a little unworthy about the Cross," said O'Mara. "Considering that rescue is our profession, any one of our group could and would have done the same thing in the same situation."

Injured Pilot Beats the Odds Against Rescue in the North

1966

1966

SAIGON—When 1st Lt. Edward Garland parachuted into North Vietnamese territory on October 5 the odds seemed stacked against his chances of staying alive and out of enemy hands. Moments before, the F-4C pilot had been flying an escort mission over the mountains west of Hanoi. Suddenly he and his rear-seat pilot heard a loud thump, felt their Phantom buck, and saw a bank of fire warning lights blink on in both cockpits. The two-man crew ejected.

Garland felt a sharp pain in his back as he was blown out of his seat. When he hit the ground he saw that one of his boots was covered with blood.

"There was quite a bit of blood," he later reported. "It filled up a couple of handkerchiefs. It looked like something had punctured the boot."

Using a survival knife, Garland cut strips from his parachute to rig compresses for his wound.

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Minutes later, two F-105s joined the search for the downed flyers. The jets in turn, were joined by two A-1Es. Garland's chances for survival improved.

Capt. Robert A. Marron, one of the Skyraider pilots, reports, "The downed pilot was on the side of a mountain. We had to go in firing uphill and then break off as we penetrated the low-hanging overcast. We could see where the North Vietnamese were approaching and we fired out everything we had."

At this point the first two HH-3 rescue helicopters whirled overhead. A Skyraider escorted the first chopper to the pilot's position but as soon as it started down, the big helicopter was

raked by groundfire and forced to abort the pick-up attempt.

Marron and his wingman, Maj. Bruce Purdy, then made several strafing runs on the ridge line where the enemy fire came from. When their ammunition was exhausted they continued making dry runs to keep the enemy down.

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Three hours later, Garland, being treated at the dispensary at his home base, commented on the rescue force, "Their effort was beautiful."

~~CONFIDENTIAL~~

FROM: Det 7, 38th ARRS APO 96337

11 Oct 1966

Subject: Mission Narrative Report 1-3-71

#30

TO: 3rd ARRGp, APO 96307

As primary Rescue Crew Commander (Jolly Green 24) 6 October 1966, I was notified to assume cockpit alert at 0650Z. I was accompanied by Jolly Green 18 as secondary aircraft. During preparation for cockpit alert, notification was received via "cigar" radio for scramble - a B-57 (Redbird 02) down, 305°/08 NM, TACAN Channel 46, 2 parachutes observed. Scramble procedures were normal with an airborne time of 0655Z. 47

An enroute climb was initiated to the highest practicable altitude. A broken cloud deck at approximately 1500 feet MSL restricted climb to a desired minimum altitude of 4000 feet. Scattered rain showers and artillery firing over portions of my course precluded direct-line navigation. I navigated to the scene of the downed aircraft by use of the TACAN and UHF steers from transmissions of the rescap aircraft. My arrival time was 0705Z.

Enroute to the area, I learned from WaterBoy GCI the pilot of the downed aircraft had been picked up by an Army helicopter passing through the area at time of bailout. Just prior to reaching the scene UHF radio contact was made with Redbird 01 orbiting the crash. In the area, I observed the weather to be 2500 feet broken, with approximately 15 miles visibility in the Eastern quadrant and about 5 miles with haze in other directions. I immediately spotted the smoke from the aircraft wreckage. At this time I saw a Redbird aircraft in a left orbit at my altitude (2300 feet indicated). I reported visual contact to him and he replied that at that time he was directly over the beeper signal and downed air-crewman. I spotted a chute and made a rapid decent to the area, coming to a 100 foot hover over the chute. I immediately recognized the chute as other than a personnel type and initiated a take-off and climb back to altitude.

During the acceleration and climb, I began receiving a strong beeper signal to my 10 o'clock position. Simultaneously I observed a second Redbird aircraft in the orbit and realized that I must have noted the wrong aircraft when he reported "as being directly over the beeper signal". Up to this point, radio chatter rendered communications almost impossible. I was unable to receive an uninterrupted radio reply to questions necessary to obtain the status of events up to that point.

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Or Changed to UNCLAS

By Authority of EDS

By 467 (Date) 14 MAR 71

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While climbing through 1200 feet, I felt my aircraft being hit with ground fire and heard the impacts. I immediately broke to the left and increased airspeed. All instruments and controls indicated normal and an A-okay report was acknowledged from my Crew Chief, AlC Bettevy, in the cargo compartment. I then had gained sufficient altitude and airspeed to join the other orbiting aircraft, with Jolly Green 18 behind and above me. A quick inventory showed the following aircraft orbiting the area: 2 B-57's; 3 Army/Marine helicopters; 2 Air Force FAC aircraft; 2 Jolly Green helicopters. Shortly two Al-E aircraft joined the orbit. Aircraft were stacked between 1500 and 2500 feet. Aircraft congestion progressed to the point where full attention had to be devoted to the traffic situation to avoid a mid-air collision.

Observing the situation, I transmitted (on guard channel) to all aircraft to maintain radio discipline and requested the other helicopter aircraft to withdraw to a wider location. I then attempted radio contact with the downed Redbird airman while other aircraft searched for a visual sighting.

I attempted to get a positive position on the downed airman from the orbiting Redbird aircraft; however, they continued to identify a position where the strong beeper signal was being received. I flew my aircraft over the position and received a signal swing on the compass. I immediately broke left to circle the area for a broader view but saw nothing. Voice contact still had not been made. Throughout the entire area, I had continually altered aircraft heading and altitude to the extent of the confined area created by weather and other aircraft.

I ask the Al-E's (Hobo 37 & 38) to go down and observe the area of the beeper. They descended a few hundred and made a high pass over the area. I was homing on the signal again and when the needle swung, I broke to the left to circle in the opposite direction from before. Immediately as I broke left, I received heavy ground fire, picking up several hits on the aircraft. The utility hydraulic system was hit, spraying hydraulic fluid, under 3000 PSI, throughout the aircraft. The HF radio received a direct hit and became inoperative. Loss of the hydraulic system made the hoist inoperative. I immediately radioed my status to Jolly Green 18 and requested he become primary rescue aircraft.

At the time of receiving the second flurry of ground fire, I could determine from where it was coming. While relaying this to the other aircraft, Jolly Green 18 received direct hits of ground fire from approximately the same position.

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By Authority of EDS

By [Signature] (Date) 14 MAR 75

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The Redbird aircraft then informed me that was the area the downed pilot had landed and was recovered by the Army helicopter. The other Redbird crew member had landed approximately 100 yards to the south. I realized we had been receiving the "beeper" on the chute of the pilot which he had rolled up and discarded in the brush at the edge of a clearing. Adjacent to this location and to the north-west, was the area from where ground fire was coming. I then directed the Hobo aircraft into the area to dispense their ordnance and ammunition.

After several passes by the Hobo aircraft, the "beeper" signal ceased and no further ground fire was noted. The entire area was thoroughly searched for a visual sighting of the second crewmember. Later I learned from the other aircraft the downed crewmember had never been seen in person or by parachute sighting. Voice contact had never been made and no other beeper location was received. It could only be concluded, that due to the concentration of hostile forces in the area, the second crewmember had been captured immediately upon landing and his parachute disposed of. At 0805Z I recommended to "Crown Two" that all forces be withdrawn with the exception of one aircraft to remain in the general area for a short time and monitor for a possible beeper signal.

A subsequent discussion with the recovered pilot of Redbird 02 confirmed my calculation of his downed position and the location where he had hidden his parachute. He also confirmed my calculated position of the second crewmembers landing and stated he had observed his landing in a wooded area some 100 yards or so beyond his position.

This was the first time my pararescue man and flight mechanic had been under fire. Their reactions were calm and maintained their assigned observation positions. Two projectiles entered the side of the aircraft below the open cargo door; one exiting through the cargo compartment floor approximately 10 inches from where the flight mechanic (A1C Bettevy) was standing; the other exiting higher and approximately 2 feet aft, severing the hydraulic line. Airman Bettevy, being caught in a gush of hydraulic fluid, immediately reported the damage to me by intercom and attempted to wrap the line to retard the leakage. This being impossible, he then reported the hoist as being completely inoperative. During these events, Airman Bettevy displayed extreme courage in maintaining his assigned position, analysing the damage and attempting to save the system.

William O. Mayfield
WILLIAM O. MAYFIELD, Major, USAF
Rescue Crew Commander

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

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By Authority of CDS

By 0227 (Date) 14 MAR 75

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Pilot Awarded Silver Star for Rescue

AIR FORCE TIMES 29 March 1967

DA NANG, Vietnam—Maj. William O. Mayfield has been awarded the Silver Star for his efforts in attempting to rescue a downed American pilot. The major flying his HH-3C Jolly Green Giant helicopter near the Demilitarized Zone (DMZ), was under intense ground fire but remained on the scene to provide rescue capabilities despite being hit and losing vital systems.

The citation accompanying the award cited Major Mayfield for his "...gallantry in connection with military operation against an opposing armed force. The decoration was presented by Gen. John P. McConnell, Air Force chief.

Rescue Effort Wins Medal

DA NANG — Maj. William O. Mayfield of Owensboro, Ky., has been awarded the Silver Star, the Nation's third highest decoration for valor, for his efforts in attempting to rescue a downed American pilot.

The major was flying his HH-3C Jolly Green Giant helicopter near the demilitarized zone. The helicopter was under intense ground fire and despite being hit and losing vital systems in the aircraft, Major Mayfield remained on the scene to provide rescue capabilities until the mission was terminated.

The citation accompanying the award cited Major Mayfield for his "...gallantry in connection with military operation against an opposing armed force."

The decoration was presented by Gen. John P. McConnell, U.S. Air Force Chief of Staff.

7TH AIR FORCE
NEWS
17 MAR 67



Unsuccessful rescue attempt to rescue Redbird 02, Navigator B-57 north of DMZ. 6 October 1966.

Jolly Green 24 A/C 65-12786 Low Bird

P. Maj. William O. Mayfield
C.P. Maj. Jay V. Cannon
H.M. A2C. Rodney J. Bettevy
R.S. A2C. John C. Jeffers

Jolly Green 18 A/C 65-12784 High Bird

P. Maj. William V. D. Hickerson
C.P. Maj. Frank L. Trochak
H.M. SSGT. Earl E. Chambers
R.S. A2C. Robert F. Gabourel

Both aircraft sustained multiple hits by ground fire. Above picture of J.G. 18 shows 50 cal. damage on left engine.

~~CONFIDENTIAL~~

#138

FROM: Det 9, 38th ARRSq (1stLt Davis/4184)

8 October 1966

SUBJECT: Mission Narrative 9-38-30-7 Oct 66

TO: 3rd ARRGp (RGOS)
APO 96307

1. Detachment 9 was notified at 1910 hours local by the 4th Med, 4th Inf Div, that one Army soldier located at ZV109808 had a badly cut hand and required medical evacuation as soon as possible. We were advised that the Army Medical Evacuation Unit had been notified but could not accomplish the evacuation since no landing zone was available. JSARC was notified that we would launch our two helicopters as soon as fueling was accomplished and our secondary crew arrived. Re-fueling and launch reaction time was greatly hampered due to the non-availability of fuel truck (out of commission for repairs). This meant we had to fuel one bird from our bladder/pump system and fly it out of the way so the other one could be towed close enough to get fuel. Both crews were prepared to launch at 1920 hours but we ended up waiting an extra 15 minutes because of fueling. We launched at 1935 hours.

2. II DASC provided an AC-47 for RESCORT which proved to be a very essential aid in the successful accomplishment of this mission. No particular difficulties were encountered enroute. Near IFR conditions were encountered because it was totally black except for an occasional light on the ground. No horizon was visible. The AC-47 crew advised us of our position and gave estimates to the site. We were notified enroute that two people were to be evacuated.

3. Radio contact was made with the ground party and Spooky 23 dropped flares to aid in direction finding. The site was spotted through the use of flashlights held by the ground party. A low recon was flown and the site was observed to be situated on the very top of a 2500 foot ridge with a sharp drop-off on the downwind side. The terrain was very rough which created highly gusty and variable winds. We were advised that 15 knot winds out of the East prevailed on top of the ridge. An approach was made and a hover established. Without the air-drop flares the site would have presented an even more hazardous approach due to the complete darkness. The top of the ridge was hardly visible without flares.

4. Sgt Brundridge lowered Airman Rosler to the ground on the forest penetrator. The most critically injured man was sent up first. As he neared the cabin door he grabbed the sides to help himself inside and would not let go. Sgt Brundridge had to knock his arms back out of the way and forcefully turn him around to get him inside. Airman Rosler then put the other injured soldier on the hoist with himself, and both were hoisted into the helicopter. The most critically injured one reportedly had severed an artery. The second was slightly injured.

ARODC # *[Signature]*

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Or Changed to UNCLAS

By Authority of GDS
By *[Signature]* (Date) 22 Mar 75

~~CONFIDENTIAL~~

5. We were asked to deliver our patients to Oasis rather than bring them back to Pleiku. This we did with navigational aid from the Spooky crew.

6. Participating Crew Members:

PRIMARY CREW

RCC - 1STLT Michael E. Davis
RCCP - Captain Fredrik M. Bergold
HM - SSgt Bertrum E. Brundridge
RS - A2C Micheal J. Rosler

SECONDARY CREW

RCC - Captain Carlton P. Vermeys
RCCP - 2ndLt George H. Bonnell, III
HM - A2C Francis D. Rice
RS - SSgt Charles (NMI) Jenkins

Michael E. Davis

MICHAEL E. DAVIS, 1STLT, USAF
Rescue Crew Commander

CONFIDENTIAL

3d ARRGp Hist, Oct-Dec 66

Fuel state at this time, 0305Z, was 1900 pounds. Sandys 1,2,3, and 4 were in the area at this time to relieve Sandy 41 and 42 who had also expended all ordnance and reached bingo fuel. Upon returning to the location, Sandy 3 took Jolly Green 02 down into the area, Jolly Green 02 had positive sighting of the parachute. Entry was made up in a small valley on an approximate heading of 070°. Jolly Green 02 then turned to parallel the slope to 030° and was established in a hover over the co-pilot when ground fire opened up again. Jolly Green 02 pulled off to a safer area after taking two hits in the right side of the aircraft in the vicinity of the cargo door. The Sandys again attempted to sterilize the ridge line where the firing was suspected to be from. Jolly Green 02 was called down again using the same entry. Again no ground fire was received until the aircraft was establishing in a hover, close to the co-pilot. Jolly Green 02 took one hit which completely penetrated the armor plating, glanced off internally, penetrated the floor, and ruptured the forward fuel cell. The Paramedic and Flight Mechanic both received slight cuts from shrapnel. The odor of smoke filled the aircraft and they retreated to a safe area. It was thought later to be the odor of cordite. The Sandys were requested to go in and hit them again. Jolly Green 02 was within 20 minutes of bingo fuel. The crew elected to try once more as the weather in the area was deteriorating. This attempt was successful with no known hits, although the Paramedic heard ground fire. At the time of the rescue, the upper ridges were in the clouds and visibility had dropped to 2 miles in haze and smoke. At no time during their attempts was the pilot sighted. Jolly Green 02 had reached bingo fuel and was advised to recover to base where arrangements had been made to air evacuate the recovered co-pilot in a C-123.

Det 9-38-30-7 Oct (RCC Narrative)

(3) (GP-4) Detachment 9 was notified at 1910 hours local by the 4th Med, 4th Inf Div, that one Army soldier had a badly cut hand and required medical evacuation as soon as possible. We were advised that the Army Medical Evacuation Unit had been notified but could not accomplish the evacuation since no landing zone was available. JS'RC was notified that we would launch our two helicopters as soon as fueling was accomplished and our secondary crew arrived. Re-fueling and launch reaction time was greatly hampered due to the non-availability of fuel truck (out of commission for repairs). This meant we had to fuel one bird from our bladder/pump system and fly it out of the way so the other one could be towed close enough to get fuel. Both crews were prepared to launch at 1920 hours but we ended up waiting an extra 15 minutes because of fueling. We launched at 1935 hours. An AC-47 was provided for RESCUE which proved to be a very essential aid in the successful accomplishment of this mission. No particular difficulties were encountered enroute. Near IFR conditions were encountered because it was totally black except for an occasional light on the ground. No horizon was visible. The AC-47 crew advised us of our position and gave estimates to the site. We were notified enroute that two people were to be evacuated.

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139

FROM: Det 7, 38th ARRSq, APO 96337

10 Oct 1966

Subject: Mission Narrative Report

TO: 3rd ARRGp, APO 96307

At approximately 1100, 8 October 1966, we were notified of a downed aircraft on the 345° radial at 37 miles from channel 37. We topped off the firebird and were airborne at 1105. After airborne we were notified by tower that the crash site was 030/13 mi from channel 37. We changed heading and followed two Marine H-46's who were heading for the site. We conducted a search after our arrival over the crash site, sighting no survivors. We were aided in our search by the two H-46's, one H-34 and a UH-1B. The seas were moderate and the weather was high overcast. Crown Charlie arrived approximately 15 minutes later and received a beeper in the vicinity of a small group of Vietnamese sampans 3-5 miles from our position. We proceeded toward the sampans and began receiving a strong beeper signal. We got a visual sighting on the Radar Operator riding in the stern of a sampan. We hovered over the sampan and hoisted the RO aboard. Upon questioning the RO we found his pilot to be in another sampan approximately 1/4 to 3/4 miles away. We sighted the second pilot and hoisted him from the sampan to the helicopter. The only difficulty encountered occurred during the first pickup. The sampan the RO was on was proceeding at 5-10 knots and was headed crosswind. Also the RO experienced some difficulty getting onto the forest penetrator. Both the pilot and the radar observer were in excellent shape.

E/7

David R. Stevenson

DAVID R. STEVENSON, 1stLt, USAF
Rescue Crew Commander

Pararescue Medic Spends 'Most Exciting' Alert Stint

DA NANG — "One of the most exciting days of my life."

That's how A2C John C. Jeffers, Blue Springs, Mo., described the day when he was involved in the rescue of three downed Air Force crew members.

The excitement began at 11:23 a.m. for the young pararescue specialist when his unit, Detachment 7, 38th Aerospace Rescue and Recovery Squadron, received a call to pick up a B-57 Canberra crew which had been forced to ditch in the South China Sea just north of Da Nang.

Traveling to the scene in the HH-43 Huskie helicopter, they

spotted the Canberra navigator, 1st Lt. Philip A. Viscasillas Bronx, N.Y., and hauled him aboard. Three minutes later they located the pilot, Capt. Robert W. Clark, Citrus Heights, Calif., and brought him in too.

Normally, Airman Jeffers' job on such missions is to drop into the water and assist the downed crewmen into the helicopter sling. He also administers any necessary first aid.

On this pickup however, both crew members were in excellent condition and he was not required to give any assistance or medical aid.

The mission completed at 11:41 a.m., the young airman joined the other members of the rescue crew in their alert quarters to wait for any other possible emergency. The other members on the pickup crew were: 1st Lt. David R. Steveson, Denver, Colo., pilot; 1st Lt. Frederick D. Gregory, Washington, D. C., co-pilot; and A2C Dennis J. Wilson, Duncan, Okla., the flight mechanic.

Six hours later Airman Jeffers was in the air again, this time with a completely different rescue crew. Their mission was the pickup of a downed O-1E Bird Dog forward air controller pilot.

The FAC pilot had been forced to crash land his Bird Dog on a sandy strip in a small valley, approximately six miles southeast of Da Nang, due to ground fire.

Approaching the scene in extremely heavy rain the helicopter pilot, Capt. Lawrence W. Marcum, Somerset, Ky., reported ground fire from a small hamlet about one-quarter mile from the crash site. They took one hit.

Arriving at the scene they found that a group of U. S. Marines had secured the area and had formed a perimeter around the crash site.

Both Airman Jeffers and the flight mechanic, SSgt. Earl E. Chambers Claremore, Okla., left the helicopter to check on the condition of the pilot, Capt. William L. Schultz, Chanute, Kan.

The pilot, who had already been treated by one of the U.S. Marine medical corpsmen in the area, was suffering from a chest wound and several lacerations and cuts.

Only 12 minutes after receiving the initial call, the wounded pilot had been picked up and was on his way to the U.S. Naval Hospital near Da Nang, where he later died.

Pedros Get Three Pick
Ups in Less Than Eight
Hours.

Two B-57 crewmembers
P. 1Lt D.R. Stevenson
C.P. 1Lt F.D. Gregory
H.M. A2C D.J. Wilson
R.S. A2C J.C. Jeffers

One O-1E pilot
P. Cpt L.W. Marcum
C.P. 1Lt D.D. Sams
H.M. SSG E.E. Chambers
R.S. A2C J.C. Jeffers

B-57 Pair Picked Up in 18 Minutes

STARS AND STRIPES

SAIGON (7AF) — "Duck soup" was the way HH-43 Huskie rescue crew commander 1st Lt. David R. Stevenson of Denver described his pickup of a downed B-57 Canberra crew.

At 11:23, Det. 7 of the 38th Air Rescue and Recovery Sq. received word that the pilot and navigator of the Canberra, Capt. Robert W. Clark of Citrus Heights, Cal., and 1st Lt. Philip A. Viscasillas of Bronx, N.Y., had ejected from their battle-damaged aircraft. Groundfire had damaged their fuel system, and the men parachuted into Da Nang Bay, four miles offshore.

Fifteen minutes later, the Huskie's flight mechanic, A2C Dennis J. Wilson of Duncan, Okla., directed Stevenson over the first downed man and had him hoisted into the helicopter. In another three minutes the second man was aboard, and the Huskie crew was on its way back to Da Nang.

"This was my first pickup," said Wilson, "and there were no problems. We got to them so fast that Clark still had his parachute and dinghy on when we brought him aboard. I had to cut the gear loose."

The pararescueman, A2C John C. Jeffers of Blue Springs, Mo., stood by in the event he had to jump into the water to help the pilots into the rescue sling. This wasn't necessary, however, as neither Clark nor Viscasillas was injured.

"This was my first pickup, too," smiled Jeffers. "Now I'll have something to write home about."

Copilot of the rescue chopper was 1st Lt. Frederick D. Gregory of Washington.



~~SECRET~~

MISSION NARRATIVE 14 Jan 1968

~~CONFIDENTIAL~~ 9

Full page 02

B
30

Jolly Green's 53 (Low Bird and 54 (High Bird) were placed on cockpit alert at 0205Z at Lima Site 98. The order to scramble was given at 0210Z and both choppers were airborne at 0214Z. Almost a direct route was flown to the coordinates 19°05' N 104°43' E, with deviations being made to avoid the heaviest gun concentrations. No sandy cover was provided enroute to the scene, but numerous Sandy aircraft were on the scene when we arrived at 0302Z. Sandy 3 did a fine job of marking the area of the downed pilot, Chicago 3. He was located halfway up a moderately sloping mountain a few miles south of a heavily populated valley containing numerous gun sites. To further pinpoint his position, Jolly Green 53 made voice contact with Chicago 3. He said he could hear and see us and was very helpful in vectoring us precisely to his spot. Although his parachute was nearby it came to rest below the tops of the trees and could not be seen until during the hover.

Trees in the pickup area were irregular in height, with the tallest ones about 200 feet. It was necessary to hover very near the tallest trees to permit the hoist cable to reach the ground, which was extended almost to its limit. The survivor reached the tree penetrator almost immediately but when attempts to raise him were made, the cable became entangled in a huge clump of bamboo. Several attempts at moving the helicopter and retracting and extending the cable were made before the survivor could be reeled up.

We departed the area at 0320Z in-bound to Udorn RTAFB. Upon arriving there at 0440Z no ambulance met the helicopter. This seemed less than desirable even though the downed pilot showed no evidence of serious injury.

Enemy groundfire was encountered during the pickup as evidenced by several bullet holes in each sponson when the helicopter was examined on ground inspection.

Coordination between all SAR forces, the Sandy's, Crown 1, and the Jolly Green's was extremely good. As a result the mission was quickly and successfully accomplished.

JOLLY GREEN 53 (LOW BIRD)

JOLLY GREEN 54 (HIGH BIRD)

Pilot, Youngblood, Adrian D. Major
Co-pilot, Burford, Edward G. 1st Lt
FM, Ely, Roger A. SSgt
PJ, Hunt, George E. SSgt

Pilot, Murphy, Kenneth D. Capt
Co-pilot, Silvis, John W. Capt
FM, Cottor, Robert G. A2C
PJ, Brotton, William F. A2C

CLASSIFICATION CANCELLED
Or Changed to UNCLAS

By Authority of GDS

By *[Signature]* (Date) 12 May 71

ADRIAN D. YOUNGBLOOD, Major, USAF
Rescue Crew Commander

DOWNGRADED

IAW AFR-205-2

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

~~CONFIDENTIAL~~
~~SECRET~~

66-AD-1342
665-00260

CONFIDENTIAL

3d ARRGp Hist, Oct-Dec 1966

Weather enroute was the same with the ceiling approximately 150 feet and 1/4 mile visibility. Spooky 77 and Lopez 27 were in the vicinity and aiding with the search. While searching, Pedro 95 received ground fire from a hamlet below. During this evasive action the wreckage was sighted on a sand bar in the Song Yen River at 1748 hrs. A circling approach was made to the wreckage and the helicopter set down in the sand. The rescue specialist got out and retrieved the injured pilot from the wreckage. He was unable to assist him because of a sucking chest wound above his heart. He was brought aboard the aircraft and administered firstaid. Pedro 95 departed the crash site at 1755 and landed at DaNang at 1801 where an ambulance and a doctor were waiting. The Doctor advised taking the pilot to Danang East Hospital. Takeoff time was 1801 and Pedro 95 landed at the hospital at 1806 hrs. Pedro 95 returned to DaNang at 1811 to close out the mission. The entire mission took place in heavy rain showers.

Det 2-3-116-14 Oct (RCC Narrative)

(C) (GP-4) Jolly Green 53 (Low Bird) and 54 (High Bird) were placed on cockpit alert at 0205Z. The order to scramble was given at 0210Z and both choppers were airborne at 0214Z. Almost a direct route was flown to the coordinates 19°05 N 104°43E, with deviations being made to avoid the heaviest gun concentrations. No Sandy cover was provided enroute to the scene, but numerous Sandy aircraft were on the scene when we arrived at 0302Z. Sandy 3 did a fine job of marking the area of the downed pilot, (F-105) Chicago 3. He was located halfway up a moderately sloping mountain a few miles south of a heavily populated valley containing numerous gun sites. To further pinpoint his position, Jolly Green 53 made voice contact with Chicago 3. He said he could hear and see us and was very helpful in vectoring us precisely to his spot. Although his parachute was nearby it came to rest below the tops of the trees and could not be seen until during the hover. Trees in the pickup area were irregular in height, with the tallest ones about 200 feet. It was necessary to hover very near the tallest trees to permit the hoist cable to reach the ground, which was extended almost to its limit. The survivor reached the tree penetrator almost immediately but when attempts to raise him were made, the cable became entangled in a huge clump of bamboo. Several attempts at moving the helicopter and retracting and extending the cable were made before the survivor could be reeled up. We departed the area at 0320Z for home base. Enemy groundfire was encountered during the pickup as evidenced by several bullet holes in each sponson when the helicopter was examined on ground inspection. Coordination between all SAR forces, the Sandys, Crown 1, and the Jolly Greens was extremely good. As a result the mission was quickly and successfully accomplished.

CONFIDENTIAL

F-105 Pilot Rescued From Bamboo Jungle

"We've got a lot of confidence in the rescue operations over here — I knew they'd get me out."

So spoke Maj. Robert Taylor of Wenatchee, Wash., in praise of Air Force search and rescue (SAR) procedures in North Vietnam. He had just been plucked out of a dense bamboo jungle deep in enemy territory by an HH-3 "Jolly Green Giant" helicopter.

The F-105 Thunderchief pilot was pulling out of a dive bomb run when his aircraft was hit by Communist ground fire.

"I felt a jolt, the aircraft 'pitched up', and one of the other pilots in the flight warned me that my plane was on fire," said Major Taylor.

He started a climb for a altitude, but the Thunderchief's cockpit filled with smoke and the engine quit.

"The smoke got so thick I couldn't see the instrument panel," Major Taylor continued, "I radioed 'I've got to go' — and ejected."

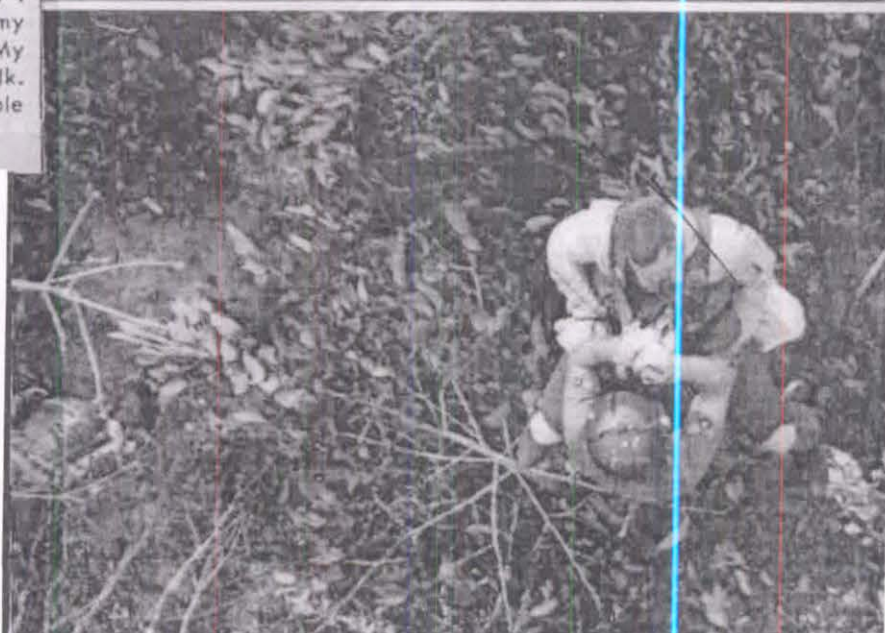
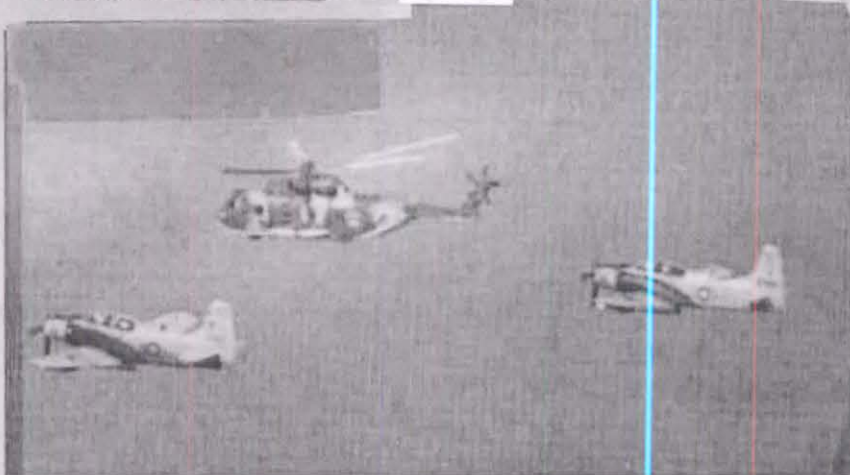
His chute operated perfectly, but Taylor suffered painful bruises to both thighs in landing in the dense forest.

"A little later an Air Force Skyraider flew overhead and I was able to talk to him on my survival radio transceiver. My legs hurt so bad I couldn't walk. I could hear gunfire and people yelling."

"When the Jolly Green Giant rescue helicopter arrived and lowered the jungle penetrator, the rotor downwash tangled the penetrator with the bamboo — I spent some anxious moments untangling it and climbing onto the metal seat" smiled Major Taylor.

The paramedic aboard the rescue chopper, SSgt George E. Hunt of Leaksville, N. C., was the first to spot Major Taylor. By this time he had been in the jungle slightly over an hour.

The rescue, according to A-1E Skyraider pilot Capt. Charles B. Skellon, Homedale, Idaho, and Maj. Adrian D. Youngblood of Hedley, Tex., helicopter commander, was "just routine."



Two Skyriders (top) protect an Aerospace Rescue and Recovery Service HH-3E over North Vietnam as it answers a recovery call. Once over the enemy's territory (bottom) the HH-3E rescued two pilots who ejected from their jet after it was hit by enemy ground fire.

Pilot Recounts Rescue By 'Jolly Green Giant'

By EDWIN Q. WHITE
Associated Press Writer

SAIGON (AP) — The Jolly Green Giant (JGG) Club has a new member in Maj. Robert Taylor of Wenatchee, Wash. He was plucked to safety Friday by a JGG helicopter after his F-105 Thunderchief was shot down Friday over North Vietnam.

"We've got a lot of confidence in the rescue operations over here," the 37-year-old Air Force pilot said Saturday. "I knew they'd get me out."

Taylor said his trouble started when, on a bombing mission deep in North Vietnamese territory, he felt a jolt.

"The aircraft pitched upward and one of the other pilots in the flight warned me my plane was on fire," he said.

He started to climb. But

then the cockpit filled with smoke and the jet engine quit.

"The smoke got so thick I couldn't see the instrument panel," Taylor said. "I radioed 'I've got to go' and ejected."

He parachuted into a jungle that others pinpointed as 7 miles northwest of Vinh. He suffered leg bruises in the fall.

"An Air Force Skyraider flew overhead and I was able to talk to him on my survival radio," Taylor said. "My leg hurt so bad I couldn't walk. I could hear gunfire and people yelling."

"When the Jolly Green Giant helicopter arrived and lowered the jungle penetrator (a weighted lifting cable), the rotor downwash tangled the penetrator in the bamboo. I spent some anxious moments untangling it and climbing into the metal seat."

The first of the helicopter crew to spot Taylor was paramedic S Sgt. George E. Hunt of Leaksville, N.C. The commander was Maj. Adrian D. Youngblood of Hedley, Tex.

Taylor was one of perhaps 450 pilots who took part in 17 missions Friday against enemy targets in the North. That was a record high, quickly surpassed by the 175 missions flown Saturday.

14 OCT 66 SAR

F-105 Pilot Rescued From Bamboo Jungle

14 OCT 66

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So spoke Maj. Robert Taylor of Wenatchee, Wash., in praise of Air Force search and rescue (SAR) procedures in North Vietnam. He had just been plucked out of a dense bamboo jungle deep in enemy territory by an HH-3 "Jolly Green Giant" helicopter.

The F-105 Thunderchief pilot was pulling out of a dive bomb run when his aircraft was hit by Communist ground fire.

"I felt a jolt, the aircraft 'pitched up', and one of the other pilots in the flight warned me that my plane was on fire," said Major Taylor.

He started a climb for a altitude, but the Thunderchief's cockpit filled with smoke and the engine quit.

"The smoke got so thick I couldn't see the instrument panel," Major Taylor continued, "I radioed — I've got to go' — and ejected."

His chute operated perfectly, but Taylor suffered painful bruises to both thighs in landing in the dense forest.

"A little later an Air Force Skyraider flew overhead and I was able to talk to him on my survival radio transceiver. My legs hurt so bad I couldn't walk. I could hear gunfire and people dying."

"When the Jolly Green Giant rescue helicopter arrived and lowered the jungle penetrator, the rotor downwash tangled the penetrator with the bambo — I spent some anxious moments untangling it and climbing onto the metal seat" smiled Major Taylor.

The paramedic aboard the rescue chopper, SSgt George E. Hunt of Leaksville, N.C., was the first to spot Major Taylor. By this time he had been in the jungle slightly over an hour.

The rescue, according to A-1E Skyraider pilot Capt. Charles B. Skelton, Homedale, Idaho, and Maj. Adrian D. Youngblood of Hedley, Tex., helicopter commander, was "just routine."

Yes, my friends, a race it will be,
Between Air Rescue and those
damned VC.

The Jolly Green Giant is soon
in the air,

Four brave men who'll head
straight there,

Only one thought passing to and
fro,

To save their comrade from
Charlie below.

That man down there is hurting
bad,

A stranger in the enemy's land.
They know he's there and are

searching too,

To try and find him before we do.

That man down there is a lonely
man,

He came, he fought, and now he's
down.

Down on his own among the VC,
Far from the people he came to
free.

Will he ever return to his friends
and kin,

That land so far from Ho Chi
Minh?

That land he loves to call his
own,

His wife, his child, that land, his
home.

Dusk approaches, a new sound
too;

Is it? No, it can't be true,
He looks, he stares, and soon he

can see;

The friendly shape of the HH3C.
His flashlight gleams, the chop-

per turns,

The crew can see him, he's one
of theirs.

Soon they land and whisk him
free,

Free from the hand of those
damned VC.

And so, my friend, when you are
down,

Do not worry, do not frown.

Remember our motto, and our
lives we will give;

Remember our motto: "That
Others May Live."

Brian Timmers
Tech Rep.

16 Air Rescue Squadron



~~CONFIDENTIAL~~

3d ARRGp Hist, Oct-Dec 66

i. (U) In the late afternoon of 18 October 1966, Crown Bravo (HU-16, SN 517145) on orbit mission (Det 1-3-78-18 Oct) over the Gulf of Tonkin failed to return to home base at Danang. Control agency became aware of possible emergency because of lack of operations normal reports from Crown Bravo at 1700L and 1730L. Organized search began that evening and continued until 1820L on 25 October 66 with no sightings or findings reported. Aircraft was assigned to 37 ARRSq and had a total of seven crewmen aboard. Loss of the HU-16 amphibian was reported as missing due to hostile action.

j. (U) On 20 October Jolly Green 02 (SN 65-12778) on an ACR mission (Det 2-3-117-20 Oct) was disabled by suspected enemy ground fire. Oil pressure was lost and the HH-3E helicopter was forced to land in a hostile area. The crew and a recently recovered survivor were quickly taken aboard the other HH-3E (high bird) and they departed the area. RESCORT (A-1Es) destroyed the disabled Jolly Green to prevent it from falling into unfriendly hands.

k. (U) On 28 October Pedro 42 (HH-43P, SN 62-4511) on an Army Med Evac mission (Det 9-38-31-28 Oct) near Pleiku was shot down and burned. Three evacuees and the Flight Mechanic in the rear of the helicopter were killed. Army troops and the Pararescueman (PJ) on the ground helped get the Pilot and Copilot out of the burning wreckage under enemy fire. The PJ, Pilot and Copilot were flown out the next morning by another Pedro helicopter. The Copilot subsequently died from injuries received in the shooting down and crash of the helicopter.

l. (U) In the afternoon of 29 Oct Pedro 56 (SN-62-4525) flying in support of the mission (Det 9-38-31-28 Oct) in which Pedro 42 was lost, received a volley of groundfire and had to make a forced landing at Army LZ 3-Hotel, near Pleiku. Crew sustained only minor injuries and was returned to Pleiku that afternoon. HH-43 (Pedro 56) was repaired locally and is back in operation.

m. (U) On 15 November, Detachment 11, 38 ARRSq located at Tuy Hoa AB, SVN became operational. Tuy Hoa is situated approximately 50 miles north of Nha Trang on the Vietnam coast. One HH-43B is presently assigned; however, a second HH-43 will be placed there when resources permit.

n. (C)(GP-4) Jolly Green 52 (SN 64-14229) lost transmission oil pressure (15 Nov) shortly after launch on an ACR mission and made a forced landing. Parts were dispatched and maintenance performed in the field. On return, severe transmission problems developed after short flight and Jolly Green 52 was forced to land. Due to uncertain reception by local populace, crew was evacuated and friendly forces supplied to protect aircraft until repairs could be made. Aircraft subsequently repaired at landing site and flown to secure base.

~~CONFIDENTIAL~~

Rescue HU-16 SEA Losses

<i>Tail Number</i>	<i>Date</i>	<i>Unit</i>	<i>Location</i>	<i>Call Sign</i>	<i>Pilot</i>	<i>CoPilot</i>	<i>Navigator</i>	<i>Flight Engineer</i>	<i>Flight Engineer</i>	<i>Radio Operator</i>	<i>Pararescue</i>	
51-058	3 Jul 65		NVN									Not in USAF listing, Grid kilometers off the coast of N information
51-5287	19 Jun 65											Not is USAF Listing, No Gr
51-0071	14 Mar 66	33rd ARRS, Tan Son Nhut AB	NVN	Crown Bravo	Westenbar	W.E. Hall	D.S. Price	C. Jackson		Robert L. Hilton	James. E. Pleiman	Aircraft lost while flying re 64-0740, Maj J. Peerson, pil both recovered. The aircraft survivors, was hit by enemy abandoned the aircraft and i crewmembers and the crew U.S. Navy helicopter, it is a individuals went down with the crewmembers reportedly and were buried by the Nort be the buried remains were 1988. These remains were i March 1989.
51-7145	18 Oct 66	37th ARRS, Danang	NVN	Crown Bravo	Ralph H. Angstadt	John Henry S. Long	Inzar W. Rackley Jr.	Robert L. Hill	John R. Shoneck	Lawrence (NMT) Clark	Steven H. Adams	The aircraft was on a SAR to a Navy ship he was retur This was the last contact wi aircraft or crew was ever fo

Rescue HH-43 SEA Losses

Combat Loss of Personnel

Mission 1-3-78-18 October 1966. It began in a routine manner as so many others had for Major Angstadt and his crew of the HU-16B, 51-7145. The Major was scheduled to fly a precautionary orbit over the Gulf of Tonkin to aid fighter pilots who might require assistance.

The fear that all was not well with 7145 was born when one of those "Operation Normal" reports was not received. A search, which was begun immediately and was suspended on 26 March, never revealed any information on the fate of 7145 or the seven Rescuemen aboard.

A list of the crewmen who are missing follows:²⁵

<u>Crewmen</u>	<u>Position</u>	<u>Unit</u>
Angstadt, Ralph H., Maj	RCC	37th ARRSq
Long, John H. S., 1st Lt	Copilot	37th ARRSq
Rackley, Inzar W., Jr., Capt	Nav	37th ARRSq
Hill, Robert L., TSgt	FM	37th ARRSq
Clark, Lawrence (NMI), SSgt	RO	37th ARRSq
Adams, Steven H., A2C	PJ	33rd ARRSq
Shoneck, John R., SSgt	FM	Det 7, 38th ARRSq

Mission 9-38-31-29 October 1966. This was a helicopter mission for the medical evacuation of wounded

25. TSgt Philip N. McKinnon, ARPCB.

REMEMBERING STEVE

He Went to War and Never Came Home

by CMSgt. Vickie M. Graham
photos courtesy of Cindy Barnard and Bruce Adams

On Aug. 5, 1988, 21 years after her fighter-pilot husband was killed on a mission over North Vietnam, Vickie Stephensen laid to rest the remains of the only man she ever loved. "This is it," she thought to herself as Col. Mark Stephensen's casket slowly descended into the grave. "It's finally over. This is the period at the end of the sentence."

For Cindy Barnard and Bruce Adams, there is no period. Their brother, MSgt. Steve Adams, disappeared over North Vietnam on a rescue mission Oct. 18, 1966. Today, he is one of 2,264 Americans still unaccounted for in Southeast Asia.

Like all those whose fate is unknown, Steve is more than a name etched in granite on the Vietnam Veterans Memorial in Washington, D.C. He was a fun-loving kid from the Iowa Corn Belt who strapped on manhood and headed off to war.

He's still gone, but not forgotten by the younger brother and sister who still wait. Although they realize Steve may not have survived, their memories do.

This is how they remember him. . . .



Steve as a high-school student in Spencer, Iowa.

We lived in Spencer, Iowa, which is somewhere between the middle of nowhere and the middle of everything," said Cindy, 41, an elementary-school music teacher and the middle child in the Adams family. "Steve was six years older than I was, but if he ever complained about his little sister tagging along, I never knew it. He was very protective and took care of me when the older kids got a little rough. He'd show me off to his friends and did the same with Bruce."

Steve was 9 years old when Bruce was born and like most big brothers, showed his little brother the ropes of Midwestern childhood. "He got a kick out of teaching me how to sneak into the fairgrounds through a hole in the fence," said Bruce, 38, a dentist. "And it was Steve who introduced me to Playboy."

Born to Jean Chamberlain Adams and Gale Ernest Adams at 11:15 a.m. on Sept. 25, 1944, Steven Harold Adams weighed in at a hefty 9 pounds, 8 ounces and was 24 inches long. World War II captured the day's headlines, and "Going My Way" grabbed four major academy awards that year, including best picture.

Steve took his first steps at 10-and-a-half months, according to an entry in his baby book. "You have pretty teeth, but suck your thumb," his mother wrote.

Then Grandma Ruth Adams died when he was only three, and Jean scribbled, "It was quite a shock, even to a little boy. You thought God was mean to take her, and also you thought the airplanes would bump into her up in heaven."

Gale, the town's Wonder Bread man, delivered bakery goods on a route so familiar he could've driven it blindfolded. At day's end, he'd bring home a doughnut or Twinkie for each of his children, saying the corner grocer had somehow "forgotten" them on the truck. Jean, a homemaker, happily flung open the doors at 613 W. 11th St. to the entire gaggle of neighborhood ragamuffins.

"Our parents were wonderful role models for us," Cindy recalled. "We didn't have a lot, but we were comfortable. If there were any money problems, we were never told. That's just the way it was. We enjoyed a stress-free childhood where Midwestern values of church, family and respect for others were the foundation of our lives."

The family lived in a small, white Cape Cod-style home on a tree-lined street where Dennis the Menace could've wreaked his unending mischief on poor Mr. Wilson. A basketball hoop above the single-car garage provided hours of hotly contested games of H-O-R-S-E,



Steve at 2 1/2 years old with his dad, Gale, who was not only the Wonder Bread man, but a wonderful father.

and a small pine tree on the front lawn — now more than 80 feet tall — suffered collisions with out-of-control bikes and trikes boring down on it at breakneck speed.

The back yard boasted a large enclosure where Steve raised and bred fantail pigeons, which he showed at the county fair with moderate success. Aquariums containing tropical fish — which he also bred and raised to show at the fair — were stationed at strategic points throughout the house. Beyond the back yard, acres and acres of cornfields, which later gave way to grazing land for cattle, served as fertile playgrounds for inventive games of hide-and-seek.

"Whenever a tree fell, we'd make forts and huts out of it," Cindy recalled from her choir room at Davis Middle School in Evanston, Wyo. "We'd play outside until dark, when Mom would call us into the house for supper."

Tucked into the northwestern corner of Iowa where the Little Sioux and Ocheyedan Rivers meet, Spencer's townsfolk didn't worry much about kidnappers, drug dealers and drive-by shootings in the '50s and '60s. Heck, there were only about 10,000 people, and everybody knew everybody else. At Halloween, the kids didn't even have to check their treats for nasty things like razor blades or straight pins.

Gangs? Well, they weren't like the gangs you see in the news today. The most trouble any kid from Spencer ever got into was soaping the post office windows, T.P.-ing the trees at the high school or tipping over some farmer's outhouse.

"My fondest memories were our vacations at Arnolds Park on Spirit Lake," Cindy said. "It was only 17 miles from Spencer and right on the Iowa-Minnesota border, but people from all over the country would spend the entire summer there."

So did the Adams family. They'd hitch up the camping trailer and tow it to their favorite campsite shortly after school let out for the year.

Gale drove his bread route during the day while the kids swam and played. Steve, ever the protector, assumed the role of lifeguard and arbitrator in his father's absence. After work, Gale returned to the lake, where potluck dinner with the other campers became an almost everyday routine.

Little League offered an outlet for Steve's athletic prowess, and at 10 he'd already decided on a career. He wanted to be a scientist.

But academics didn't interest him much as a youngster. Teachers said the oldest Adams boy didn't pay attention in class and spent most of his classroom hours day-dreaming. It wasn't until years later that doctors discovered Steve had suffered a slight hearing loss as an infant — thought to be congenital — which could explain his seeming inattentiveness in class.

"Even so, he was an average student, preferring the social side of school rather than its academic program," Bruce said, chuckling as he read a high-school yearbook "award" for Steve's apparent ability to "make out continually until 1999."

"He was a popular, outgoing, carefree spirit, and I idolized him," Bruce added. "He loved animals, and I can still picture the day he called me up to his room, excitement ringing in his voice. When I walked in, he was lying on his back in bed with a big grin on his face. Our tabby cat had delivered its litter right on his belly!"

The two brothers spent hours in the garage, tinkering

with engines and making homemade go-karts. On one daring dash down Spencer's open streets, Bruce broke his leg at the wheel of Steve's little wonder machine. Not long after, they stopped their racing escapades, as Steve shifted his interests to more mature endeavors. Like playing baritone in the band and acting in whatever play Gordon Liggett, the high-school speech teacher, directed.

"When Steve walked on stage, he virtually became the person he was portraying," Cindy said. "He could play comedy or drama, but I remember best his role as Happy in 'Death of a Salesman.'"

Sometime during Steve's sophomore year, his dad began suffering from complications of diabetes. Trips to the lake sapped his strength, and the following summer, Steve got a job pumping gas and fixing flats at Marv's Conoco. In taking on more responsibility, he spent less and less time at the lake and continued working after school and on weekends to help with the family finances.

In 1962, at age 37, his father died. Steve, a high-school junior, became the man of the house. Jean returned to school, eventually becoming a licensed practical nurse.

He dated Cindy Dalby, Janeen Berge, Patty Lake and Mary Hallaeur, the latter being his on-and-off steady. "Mary was a spontaneous, carefree spirit just like Steve," Cindy said. "She was a ski bum of sorts, wore very little makeup and when Steve left, she vowed to wait for him. To this day, she has never married."

Following graduation, Steve headed for Still River, Mass., to live with his Uncle Harley. "He'd saved up enough money to buy his pride and joy, a 1958 baby blue Chevy convertible," Cindy said, pointing to a picture of it in her family album. "He took a couple of college courses, but found no interest in school. Steve would be the first to admit he 'ditzed' around in school, but he was no dummy."

Vietnam was quickly becoming a household word, and in 1965, he enlisted. "I guess it's no surprise he volunteered for pararescue training," Cindy said. "He always enjoyed protecting people."

And surprising people. On a short break between training classes, Steve unexpectedly walked into the house and swore Cindy to secrecy saying, "Shhhh! Don't tell Mom I'm home." She was upstairs drying her hair

and didn't hear her son burst through the door.

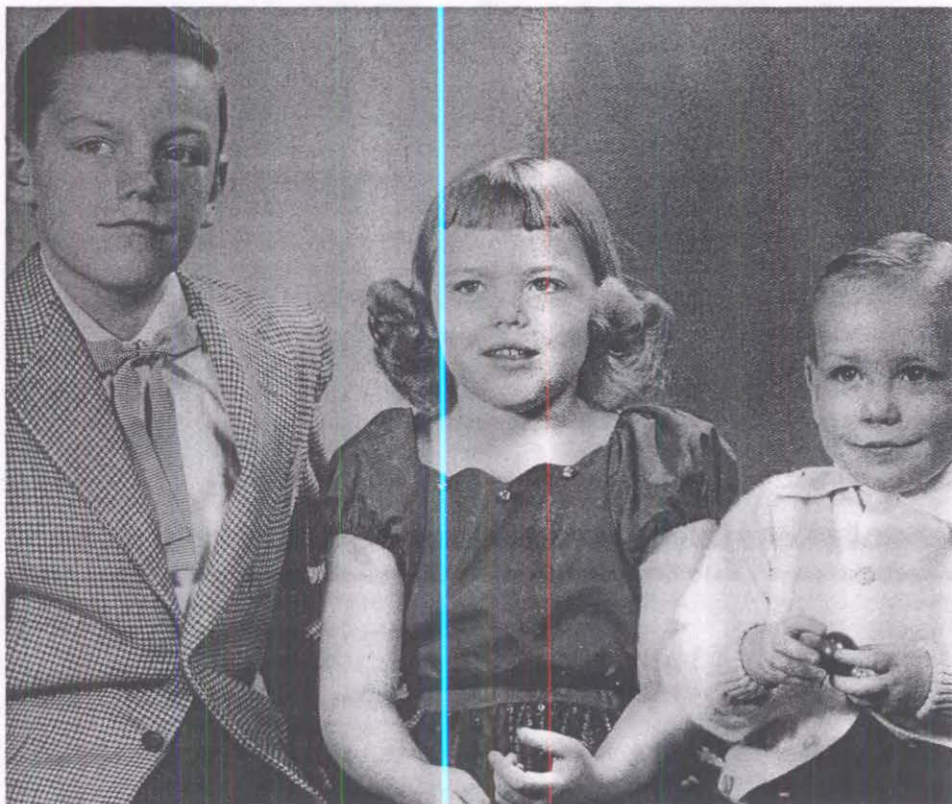
"He loved doing things like that," Cindy said. "He had a mischievous bent and got a big kick out of it."

On another occasion, the baby-faced young man asked for some help with his macho appearance. "He couldn't even grow a healthy stubble," Cindy recalled. "So he asked if I could put some mascara on his upper lip to fill in his mustache!"

When he'd earned the coveted maroon beret of a pararescuer, he supported a few Apollo moon missions, standing by in case of an emergency. On Mother's Day 1966, he said goodbye to his family and headed for Okinawa as part of the rescue backup for yet another moon launch. It was during that assignment he was tasked for a temporary duty assignment, flying search and rescue missions. In Vietnam.

On Oct. 18, he departed Da Nang AB aboard an HU-16 Albatross. His mission: pick up a downed pilot about 80 miles off the China coast in the northern sector of the Gulf of Tonkin.

Two A1-E Skyhawks escorted the rescue plane, returning to base only after the pilot was safely on board the Albatross. The last radio transmission with Steve's



The Adams' kids (from left): Steve, Cindy and Bruce. They grew up in northwestern Iowa in the '50s and '60s where the worst "crimes" were soaping windows and turning over outhouses.



plane occurred at 5:45 p.m. Although flying in marginal weather, the seven-member crew gave no indication of trouble.

They were never heard from again.

"I can remember what I was wearing and what I was doing the day I learned he was missing," Cindy said. "I was walking home with my boyfriend, Ron Johnson, when Bruce rode up on his bike, screeched to a halt and shouted, 'Get home — NOW!' I told him to bug off — a typical response to a little brother."

When she walked into the house, her mother was in tears. "She had remarried during the time Steve left, and she and my step-father told us what had happened," Cindy said. "Worst of all, we were told by the government not to tell anyone because Steve was on a highly classified mission. We couldn't share our shock or grief with anyone — not even relatives. Thinking back on it, that was more than anyone should ask of another human being."

Why Steve Adams?

When POW/MIA bracelets first hit the runway in the late '60s, I looked specifically for one engraved with the name of an enlisted airman. It wasn't easy. Most of the names belonged to pilots shot down on missions over North Vietnam.

But near the bottom of the box containing dozens of silver bracelets, lay a single silver band etched with the words:

**S/Sgt. Steven Adams
10-18-66**

I'd found "my man." Like many who purchased the metal bands, I never removed it from my wrist, thinking something bad would happen to Steve if I did. It finally irritated my skin to the point where I was forced to coat the inside with clear nail polish — a small sacrifice compared to what Steve was experiencing. If he was still alive.

When Operation Homecoming kicked off at Clark AB in the Philippines, I hoped to see Steve step off one of the C-141s that brought our POWs their first taste of freedom. Assigned to the base at the time, I was determined to meet him and return his bracelet. If he was still alive.

But his name never appeared on the list of returning POWs. I'd often wondered what Steve looked like, where he grew up and what he was like. Then, this summer, I noticed a newspaper article containing his name. It also mentioned a brother, Bruce, who lived in Laramie, Wyo. I quickly called the information operator, hoping he was listed. My heart

beat faster as I dialed the number, silently thanking God that Bruce didn't live in New York City. But no matter, I'd have called every Adams in New York to find him.



I learned Steve also had a younger sister, Cindy, and worried they might not want to relive their grief by telling a complete stranger who Steve was and what he was like. A few weeks later, I visited them in Wyoming, looked at old scrapbooks, laughed at the stories from their childhood, held one of Steve's baby teeth in my hand and, yes, even shed a few tears with them.

In that regard, I consider myself lucky. Because unlike the thousands who wore POW bracelets and whose "men" never returned, I got to know the man on my wrist. I considered giving my bracelet to Bruce or Cindy, but decided to keep it. Steve's bracelet is safely tucked away now, waiting for him to come home and claim it. If he's still alive. . . .

— CMSgt. Vickie M. Graham

About a year later, the family received a call from an American Red Cross worker who had attended a closed-door meeting in which Steve's name was mentioned. "He's alive, well and presumed to be in a hospital in Southeast Asia," the caller said. "Upon exiting the aircraft, his left side was severely injured."

Within a few days, two Air Force casualty officers cautioned the family "not to listen to outsiders," Bruce said. "They told us that only a government source could be trusted. Now, I'm not so sure."

Ignoring their advice in an attempt to learn what had happened to her son, Jean notified a friend in the intelligence community who spoke with the caller and confirmed the information given to the family. She died from breast cancer in 1980 at age 56, never knowing the fate of her first-born son.

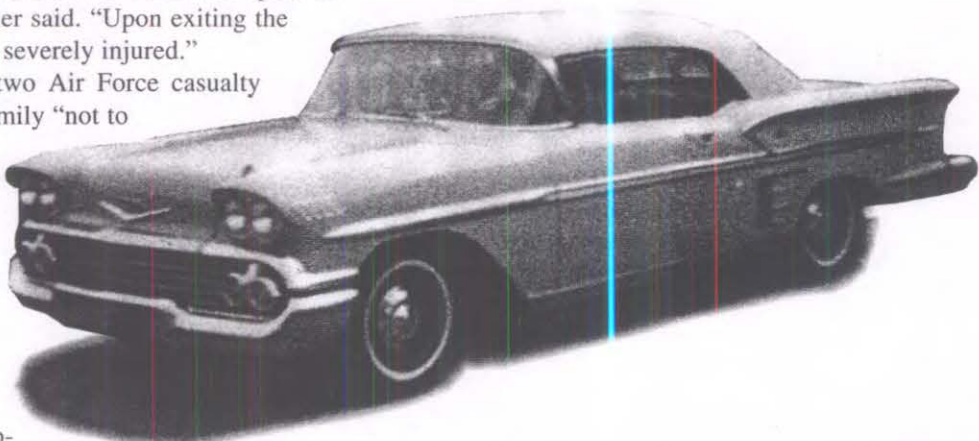
"My grandmother died of the same thing," Cindy said. "But I'll always believe the stress surrounding Steve's disappearance speeded up the disease. Looking back, with my parents dying so young and Steve missing when I was still in school, you know, Bruce and I were robbed. By the time I was 30, I had no parents and only one brother instead of two."

It's been 27 years since Cindy or Bruce saw their brother. And no one knows when they'll find out what happened to him. They're frustrated and bitter, wanting only to know the truth.

"I wish more than anything that Steve would walk through that door right now," Cindy said. "But I realize that's probably not going to happen. I wonder how long it will be before we find out what really happened. If we ever do."

Until then the questions remain. Because of that, for Cindy and Bruce, and especially for Steve, there is no period at the end of this sentence ☛

Steve (upper left) played baritone in the school band. That's him standing on the left. Like most young men, Steve's pride and joy was his car (top), a baby blue Chevy convertible. Steve as a two-striper (right) wearing his hard-earned maroon beret.



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Mission Narrative - 20 Oct 66

Jolly Green 02 (Low Bird) and Jolly Green 36 (High Bird) were scrambled from Nakhon Phanom at 0030Z. Take-off was accomplished at 0034Z and both helicopters proceeded to coordinates 16°/58 N, 105°/53 E, where two F-4C pilots (Avenger 3) had ejected. Enroute to the scene, a revised position of 99°/79 N.M. from TACan Channel 89 was received, which later proved to be more accurate than the original coordinates. The Jolly Greens were escorted to the area by Sandy 07 and 08. Sandys 2 and 3 were on the scene when we arrived at 0120Z, and through use of UHF/DF and visual sightings on the Sandy aircraft, we determined the general location of the downed pilots. Voice contact on guard channel was made and Jolly Green 02 established a hover over the rear seat pilot. His parachute was entangled in the top of a 200 foot tree, which the rotor wash came dangerously close to untangling from the limbs. The survivor had difficulty transferring from his parachute harness to the jungle penetrator, and this increased the time required for the pick-up. Intense ground fire from nearby automatic weapons was heard and could be felt hitting the helicopter from the left side before the pilot could position himself on the penetrator. Ordinance was requested from Sandy 5, but since the exact location of the second downed pilot was unknown, he deemed it inadvisable to expend ordinance. The tail of the helicopter was turned into the on-coming ground fire and the pick-up continued. The survivor was wounded in two places while being raised on the hoist. The pick-up was completed after 8 minutes of hovering. Immediately after take-off with the survivor on board, the transmission oil pressure dropped to zero and the warning light illuminated. Flight was continued for approximately six miles.

Jolly Green 36 had established an orbit on the 100°/74 N.M. radial of Channel 89 while Jolly Green 02 dropped below the cloud deck to effect the recovery. Visual monitoring of Jolly Green 02 was impossible because of the clouds and he was last observed on a heading of 140°. As Jolly Green 02 disappeared from view, Sandy 05 reported ground fire in the vicinity of the survivors. Shortly afterwards, Jolly Green 02 also reported ground fire during his pick-up effort on the front seat man. Approximately three minutes later, 02 reported that he had zero transmission oil pressure, that he was going to land, and requested that Jolly Green 36 come down and try to pick them up. 36 immediately began a circling descent, visually located 02 upon breaking out below the cloud cover, and maneuvered into a trail position approximately one-half mile behind, and above 02. 02 was observed at approximately 500 feet altitude, descending, and heading for a clearing. Jolly Green 36 observed a village located on the edge of 02's intended landing area and so advised him. 02 acknowledged and continued to fly at approximately 100 feet above the trees to another clearing about one half mile further away where he executed his landing and shut down. Jolly Green 36 dropped his tips,

DOWNGRADED
IAW AFR-205-2

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ARDC 663380
~~SECRET~~

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

Hq ARRS SC No. 663343
66-AD-1273
668-0025?

DECLASSIFICATION CANCELLED
Or Changed to

By Authority of
By (Date)

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#142

began dumping fuel during the approach, and landing which was about 25 yards from 02. Dense elephant grass separated the two aircraft. Ground fire was again encountered by 02 as the crew-members evacuated their aircraft. Two crew-members received superficial wounds from bullet fragments, (The Flight Mechanic and Paramedic). When the four helicopter crewmen and the survivor had boarded, a maximum performance take-off was made, climbing to 2000 feet above the terrain. During the climb out, Jolly Green 36 directed Sandys 07 and 08 to destroy Jolly Green 02. Sandys 07 and 08 rolled in on the downed helicopter and when it was last seen, dense white smoke was rising from it. Upon request, Sandy 05 and 07 victored 36 into the area of the back seat pilot and around several populated areas. A Nail aircraft orbiting the downed pilot spotted his location for 36 by pointing with his left wing. This marking saved valuable time in locating the survivor because of the large number of white parachutes throughout the entire area. Voice communication with the survivor was established but only 50% of his transmissions were readable. As 36 came to a hover over the trees, ALC Ward saw several armed men start from the jungle into a clearing about 75 yards away. He leveled his M-16 and fired from the hip at the men. All men disappeared immediately, but ground fire continued throughout the pickup. The firing of the M-16 in automatic made without prior warning from ALC Ward led 36 to believe he was under fire from beneath the aircraft and 36 departed the scene. This mistake was discovered and 36 returned to the area where the pickup was made at approximately at 0300Z. Sandy 05 advised a departure heading and all aircraft began a return to Channel 89. 222

During the return flight and join-ups, Sandy 08 was unaccounted for. Sandy 05 was encountering engine difficulties at the same time. Wreckage of Sandy 08 was discovered in the recovery area by unknown aircraft. Additional SAR effort was impossible by Jolly Green 36 because of fuel state (750 lbs) and recovery was made at Channel 89 at 0405Z. Weather generally was good throughout the mission. Cloud conditions in the pick-up area were 3500 AGL broken and visibility 10 miles.

Radio discipline was good except by the fighter aircraft flying high cover. Unnecessary radio chatter on UHF on the scene was excessive.

Numerous white parachutes in trees in the area of the downed pilots caused difficulty in pin-pointing the downed pilot's location. It is impossible to differentiate between a personnel chute and a flare chute from the air. Since the size cannot be determined when the chutes are hanging from the limbs of a tree.

TIME: 00128Z

DOWNED PILOT: 1st Lt. Joseph E. Merrick

RECOVERY AREA: 099°/79 N.M.

RADIO PROCEDURES: Excellent

CREW COORDINATION: Excellent

JOLLY GREEN - 02

RCC - Major Adrian D. Youngblood

RCCP - 1st Lt. Edward G. Burford

HM - A2C Gary R. Meyer

PJ - A2C Thomas C. Davis

ADRIAN D. YOUNGBLOOD, Major, USAF

RCC

TIME: 00142Z

DOWNED PILOT: Major Lacey Breckenridge

RECOVERY AREA: 099°/79 N.M.

RADIO PROCEDURES: Excellent

CREW COORDINATION: Excellent

JOLLY GREEN 36

RCC - Captain Leland T. Kennedy

RCCP - 1st Lt. Elmer C. Lavender

HM - SSgt Raymond Godsey

ALC Robert J. Ward

DOWNGRADED

1AM AFR-2052

AROPC 663380

Hq ARRS SC No. 663743

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~~SECRET~~

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3d ARRGp Hist, Oct-Dec 66

Det 2-3-117-20 Oct (RCC Narrative)

(C) (GP-4) Jolly Green 02 (Low Bird) and Jolly Green 36 (High Bird) were scrambled at 0030Z. Take-off was accomplished at 0034Z and both helicopters proceeded to a point SW of Dong Hoi, where two F-4C pilots (Avenger 3) had ejected. Enroute to the scene, a revised position was received, which later proved to be more accurate than the original coordinates. The Jolly Greens were escorted to the area by Sandy 07 and 08. Sandys 2 and 3 were on the scene when we arrived at 0120Z, and through use of UHF/DF and visual sightings on the Sandy aircraft, we determined the general location of the downed pilots. Voice contact on guard channel was made and Jolly Green 02 established a hover over the rear seat pilot. His parachute was entangled in the top of a 200 foot tree, which the rotor wash came dangerously close to untying from the limbs. The survivor had difficulty transferring from his parachute harness to the jungle penetrator, and this increased the time required for the pick up. Intense ground fire from nearby automatic weapons was heard and could be felt hitting the helicopter from the left side before the pilot could position himself on the penetrator. Ordnance was requested from Sandy 5, but since the exact location of the second downed pilot was unknown, he deemed it inadvisable to expend ordnance. The tail of the helicopter was turned into the on-coming ground fire and the pick-up continued. The survivor was wounded in two places while being raised on the hoist. The pick-up was completed after 8 minutes of hovering. Immediately after take-off with the survivor on board, the transmission oil pressure dropped to zero and the warning light illuminated. Flight was continued for approximately six miles. Jolly Green 36 had established an orbit while Jolly Green 02 dropped below the cloud deck to effect the recovery. Visual monitoring of Jolly Green 02 was impossible because of the clouds and he was last observed on a heading of 140°. As Jolly Green 02 disappeared from view, Sandy 05 reported ground fire in the vicinity of the survivors. Shortly afterwards, Jolly Green 02 also reported ground fire during his pick-up effort on the rear seat pilot. Approximately three minutes later, 02 reported that he had zero transmission oil pressure, that he was going to land, and requested that Jolly Green 36 come down and try to pick them up. 36 immediately began a circling descent, visually located 02 approximately one-half mile ahead and below. 02 was observed at approximately 500 feet altitude, descending, and heading for a clearing. Jolly Green 36 observed a village located on the edge of 02's intended landing area and so advised him. 02 acknowledged and continued to fly at approximately 100 feet above the trees to another clearing about one half mile further away where he executed his landing and shut down, Jolly Green 36 dropped his tips, began dumping fuel during the approach, and landing which was about 25 yards from 02. Dense elephant grass separated the two aircraft. Ground fire was again encountered by 02 as the crew-members evacuated their aircraft. Two crew-members received superficial wounds from bullet fragments, (The Flight Mechanic and Paramedic). When the four helicopter crewmen and the survivor had boarded, a maximum performance take-off was made, climbing to 2000 feet above the terrain.

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3d ARRGp Hist, Oct-Dec 66

During the climb out, Jolly Green 36 directed Sandys 07 and 08 to destroy Jolly Green 02. Sandys 07 and 08 rolled in on the downed helicopter and when it was last seen, dense white smoke was rising from it. Upon request, Sandy 05 and 07 vectored 36 into the area of the back seat pilot and around several populated areas. A Nail aircraft orbiting the downed pilot spotted his location for 36 by pointing with his left wing. This marking saved valuable time in locating the survivor because of the large number of white parachutes throughout the entire area. Voice communication with the survivor was established but only 50% of his transmissions were readable. As 36 came to a hover over the trees, ALC Ward saw several armed men start from the jungle into a clearing about 75 yards away. He leveled his M-16 and fired from the hip at the men. All men disappeared immediately, but ground fire continued throughout the pickup. The firing of the M-16 in automatic mode without prior warning from ALC Ward led 36 to believe he was under fire from beneath the aircraft and 36 departed the scene. This mistake was discovered and 36 returned to the area where the pickup was made at approximately 0300Z. Sandy 05 advised a departure heading and all aircraft began a return to base. During the return flight and join-ups, Sandy 08 was unaccounted for. Sandy 05 was encountering engine difficulties at the same time. Wreckage of Sandy 08 was discovered in the recovery area by unknown aircraft. Additional SAR effort was impossible by Jolly Green 36 because of fuel state (750 lbs); recovery was made at 0405Z. Weather generally was good throughout the mission. Cloud conditions in the pick-up area were 3500 AGL broken and visibility 10 miles. Radio discipline was good except by the fighter aircraft flying high cover. Unnecessary radio chatter on UHF on the scene was excessive. Numerous white parachutes in trees in the area of the downed pilots caused difficulty in pin-pointing the downed pilot's location. It is impossible to differentiate between a personnel chute and a flare chute from the air. Since the size cannot be determined when the chutes are hanging from the limbs of a tree.

Det 2-3-121-26 Oct (RCC Narrative)

(C) (GP-4) While standing strip alert on 26 Oct 1966 word was received from Compress at 1130L that a mission was to be performed that afternoon by the Jolly Greens and that the briefing would be given by representatives who were enroute. Beginning at 1220L, the briefing was given which included the following background information: A 9 man team was discovered by enemy forces on the morning of 25 Oct 1966. At least one of the team was killed. The team apparently split up and were taking E and E action carrying a radio with a very weak battery. The last transmission received was about noon on 25 Oct. The briefer assumed that the team was out of food and in grave danger of being killed and/or captured. The weather in the search area was, at briefing time, very poor but forecasted to improve in the afternoon. Mission planning called for first aircraft (42 Zulu) to depart first to check weather and initiate the search with Sandy's 04 and 05 to escort him and if visual sighting was made Sandy 04 to be low lead. Their departure time to be at 1315L. Jolly Green's 36 and 52 were to depart about 30 minutes later escorted by Sandy's 06 and 07.

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3d ARRGp Hist, Oct-Dec 66

i. (U) In the late afternoon of 18 October 1966, Crown Bravo (HU-16, SN 517145) on orbit mission (Det 1-3-78-18 Oct) over the Gulf of Tonkin failed to return to home base at Danang. Control agency became aware of possible emergency because of lack of operations normal reports from Crown Bravo at 1700L and 1730L. Organized search began that evening and continued until 1820L on 25 October 66 with no sightings or findings reported. Aircraft was assigned to 37 ARRSq and had a total of seven crewmen aboard. Loss of the HU-16 amphibian was reported as missing due to hostile action.

j. (U) On 20 October Jolly Green 02 (SN 65-12778) on an ACR mission (Det 2-3-117-20 Oct) was disabled by suspected enemy ground fire. Oil pressure was lost and the HH-3E helicopter was forced to land in a hostile area. The crew and a recently recovered survivor were quickly taken aboard the other HH-3E (high bird) and they departed the area. RESCORT (A-1Es) destroyed the disabled Jolly Green to prevent it from falling into unfriendly hands.

k. (U) On 28 October Pedro 42 (HH-43F, SN 62-4511) on an Army Med Evac mission (Det 9-38-31-28 Oct) near Pleiku was shot down and burned. Three evacuees and the Flight Mechanic in the rear of the helicopter were killed. Army troops and the Pararescueman (PJ) on the ground helped get the Pilot and Copilot out of the burning wreckage under enemy fire. The PJ, Pilot and Copilot were flown out the next morning by another Pedro helicopter. The Copilot subsequently died from injuries received in the shooting down and crash of the helicopter.

l. (U) In the afternoon of 29 Oct Pedro 56 (SN-62-4525) flying in support of the mission (Det 9-38-31-28 Oct) in which Pedro 42 was lost, received a volley of groundfire and had to make a forced landing at Army LZ 3-Hotel, near Pleiku. Crew sustained only minor injuries and was returned to Pleiku that afternoon. HH-43 (Pedro 56) was repaired locally and is back in operation.

m. (U) On 15 November, Detachment 11, 38 ARRSq located at Tuy Hoa AB, SVN became operational. Tuy Hoa is situated approximately 50 miles north of Nha Trang on the Vietnam coast. One HH-43B is presently assigned; however, a second HH-43 will be placed there when resources permit.

n. (C)(GP-4) Jolly Green 52 (SN 64-14229) lost transmission oil pressure (15 Nov) shortly after launch on an ACR mission and made a forced landing. Parts were dispatched and maintenance performed in the field. On return, severe transmission problems developed after short flight and Jolly Green 52 was forced to land. Due to uncertain reception by local populace, crew was evacuated and friendly forces supplied to protect aircraft until repairs could be made. Aircraft subsequently repaired at landing site and flown to secure base.

CONFIDENTIAL

Eight Rescued on Two Days

Jim Reeves was all involved in the one.

Rescuemen Match Efforts With Fate

DA NANG—The men involved in rescues at Da Nang had two hectic days recently in which they saved eight aircrew members, including four of their own.

On Oct. 20, all the guns of North Vietnam's Tigre Island couldn't stop one of the most dramatic rescue efforts in the Gulf of Tonkin.

Six Air Force personnel were pulled from the enemy's grasp near the island stronghold about four miles away. The quick re-

sponse of tactical airpower and the courage of Air Force crews made the daring escape possible.

Two days earlier, the rescue team saved two RF-4B Marine crewmembers after they had parachuted into the stormy, windlashed Gulf of Tonkin. The Marine pilots climbed aboard a Jolly Green rescue helicopter of the 37th Aerospace Rescue and Recovery Squadron exactly 23 minutes after they had been forced to bail out.

The Oct. 20 rescue began early in the morning when an F-4 Phantom from the 366th Tactical Fighter Wing was crippled by enemy fire over the southern panhandle of North Vietnam. The two crewmembers headed for the coastline and ejected near Tigre Island.

Jolly Green Giant helicopters from the rescue squadron immediately were vectored to the area to make the pickup. A-1 Skyraider pilots from a detachment element of the 6th Special Operations Squadron were scrambled to direct about a dozen tactical fighters called to provide fire support for the rescue.

As the fighters headed for the rescue site, Communist gunners on Tigre Island opened fire. The first hit blew a chopper's tail off after it had landed to make the pickup.

"Our rescue attempt was over at that time and we became a part of the surviving party," recalled Jolly Green pilots Captains Gerald M. Moore and Laurence C. Davis Jr. Once in their rafts they rowed against the mounting seas away from the enemy fire.

Helping the F-4 pilot — who had suffered serious back injuries — were pararescueman Sgt. Steve T. White of Los Altos, Calif., and the copter's flight engineer, Sgt. Robert T. Anderson of St. Louis.

After facing 10-foot swells and continued enemy fire for almost an hour, two Jolly Greens attempted a multiple pickup. Fighter pilots temporarily suppressed some of the enemy fire and a smoke screen was laid for the descending, zig-zagging choppers.

"The seas were pretty rough and we couldn't land so we had to use the hoist," commented

Maj. Charles Wicker, the rescue crew commander. "Each time we went into a hover, the people on the island started zeroing in on us. I've never made faster pickups in my life, because the enemy was just walking them up to the chopper."

It took only three to four minutes to pick up all six men — four on Major Wicker's aircraft and two on the chopper commanded by Capt. Jerry M. Griggs, Kannapolis, N.C.

Two days earlier, the two Marine pilots were rescued by a Jolly Green scrambled from Quang Tri Marine Corps base, 23 miles from the crash scene.

Making the pickup were Captains Richard D. Griffiths, Pembroke, Mass., and George Stokes, Houston, AIC Robert Cassidy, Mercer, Pa., and Sergeant Anderson who was to play another life-saving role two days later.

*Check,
Major James Reeves was
the Spad Leader on
this mission
Don Dineen*

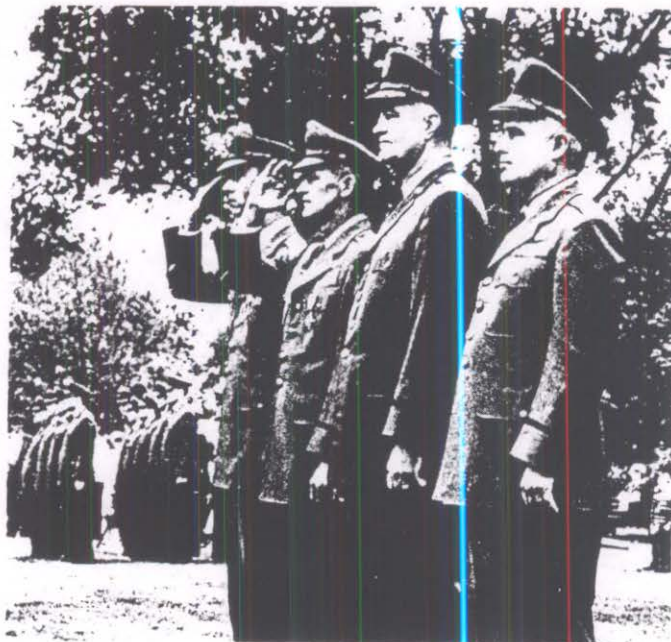
20 OCT 66

NK	Capt O'Mara Lt Harris	SSgt Riley A2C Halvorson	87	Lt Glover	30 Sep 66	USAF	NVN	F-4C
NK	Capt Murphy Lt Lyall	SSgt Godsey A1C Kellerman	88	Maj Waxman (Deceased)	1 Oct 66	USAF	NVN	F-4C
NK	Lt Webster Lt Dean	SSgt Riley A2C Hackney	89	Capt Lockhard	2 Oct 66	USAF	LAOS	F-104 Under Fire
NK	Capt Kennedy Lt Harris	SSgt Hall A2C Williamson	90	Lt Garland	5 Oct 66	USAF	NVN	F-4C Under Fire
NK	Maj Youngblood Lt Burford	SSgt Ely SSgt Hunt	91	Maj Taylor	14 Oct 66	USAF	NVN	F-105 Under Fire
2	Maj Youngblood Lt Burford	A2C Meyer A2C Davis	92	Lt Merrick	20 Oct 66	USAF	LAOS	F-4C Under Fire
6	Capt Kennedy Lt Lauvender	SSgt Godsey A1C Ward	93 94 95 96 97	Maj Youngblood Lt Burford A2C Meyer Lt Merrick A2C Davis	20 Oct 66	USAF	LAOS	HH-3E Under Fire
NK	Capt Kennedy Lt Lauvender	SSgt Godsey A1C Ward	98	Maj Brelkerridge	20 Oct 66	USAF	LAOS	F-4C Under Fire
NK	Maj Wood Lt Feigert	A2C Cotter A1C Kellerman	99 100 101 102 103 104 105 106	8 man ground party (class)	26 Oct 66	LAOS	LAOS	

1966 (cont)

23 Jul 66 (cont) when he flew from Lima, Peru, and snatched a packet on Easter Island.

5 Oct 66 Captains Leland T. Kennedy and Oliver E. O'Mara, both assigned to Detachment 5, 38th ARR Squadron, piloted H-3s during a mission to rescue a downed F-4 crew in Laos. With an escort of "Sandy" aircraft, Captain O'Mara repeatedly attempted to reach the downed airmen, despite intense ground fire. Captain O'Mara's H-3 was damaged, forcing a withdrawal, but Captain Kennedy persisted, and after more unsuccessful attempts, his crew rescued the F-4 copilot.



Air Force Cross Ceremony at Scott AFB, Illinois, in 1967. Officers in foreground are Major Leland Kennedy, Captain Oliver O'Mara, General Howell M. Estes, Jr., and Colonel Allison C. Brooks.

Both Captains Kennedy and O'Mara received the Air Force Cross.

20 Oct 66

Captain Leland T. Kennedy, piloting an H-3, again qualified for another Air Force Cross. On this mission two H-3s attempted to rescue two F-4 pilots downed near Dong Hoi. The first aircraft, piloted by Major A. D. Youngblood, picked up one of the pilots, but the H-3 was damaged and he was forced to land in the vicinity of the pickup site. Then Captain Kennedy descended and rescued the H-3 crew and the F-4 pilot. The crippled H-3 was destroyed by a "Sandy," and another H-3 pilot, Captain Henderson, ultimately rescued the other F-4 pilot.

14 Dec-
15 Dec 66

First actual in-flight transfer of fuel from an HC-130 tanker to an HH-3 helicopter was accomplished during tests near Wright-Patterson AFB, Ohio.



Major A. D. Youngblood will never forget this one.

On 20 Oct 66 while Tdy with Det 5, 38th ARRS Major Youngblood in Jolly Green 02 with his crew from Det. 5 and backed up by Capt. Lee Kennedy, was scrambled on an F-4 crew that had successfully bailed out. While picking up one pilot, J.G. 02 took heavy automatic weapons fire knocking out the transmission oil system. Major Youngblood nursed the aircraft about 6 miles to an elephant grass clearing and Capt. Kennedy and crew landed in front of 02 and recovered the crew under fire. Major Youngblood's H.M. and P.J. were both wounded while running between the two aircraft. J.G. 02 was destroyed by a Sandy pilot who was shot down on his second pass. Capt. Kennedy recovered the other F-4 pilot. The Sandy pilot was MIA.



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MISSION NARRATIVE 26 OCT 1966

While standing strip alert at channel 89 on 26 Oct 1966 word was received from Compress at 1130L that a mission was to be performed that afternoon by the Jolly Green's and that the briefing would be given by an Air Americo representatives who were enroute to channel 89 from Savannaket.

Beginning at 1220L, the briefing was given by a Mr. Sheldon, of Air America, which included the following background information:

a 9 man team located in the area of 17°16' N, 10°27' E were discovered by enemy forces on the morning of 25 Oct 1966. At least one of the team was killed. The team apparently split-up and were taking E and E action carrying a radio with a very weak battery. The last transmission received was about noon on 25 Oct. The briefer assumed that the team was out of food and in grave danger of being killed and/or captured. The weather in the search area was, at briefing time, very poor but forecasted to improve in the afternoon.

Mission planning called for the Air America aircraft (42 zulu) to depart first to check weather and initiate the search with Sandy's 04 and 05 to escort him and if visual sighting were made Sandy 04 to be low lead. Their departure time to be at 1315L. Jolly Green's 36 and 52 were to depart about 30 minutes later escorted by Sandy's 06 and 07.

The lead element departed channel 89 as scheduled. Jolly Green's 36 and 52 with Sandy's 06 and 07 departed at 1340L. Weather at channel 89 was 2000 overcast to broken, visibility 5 miles with rain cells in the area. Flight to search area was at 7000' to 7500' above cloud deck and around the large cumulus-type build ups. Weather in search area was still poor when the lead element arrived but began to improve with the low broken deck of clouds moving away from the mountain ridge where the team was believed to be located.

Jolly Green's 36 and 52 arrived in the search area at 1425L just as 42 Zulu spotted a signal panel. About 3 minutes later 42 Zulu spotted a second signal panel about 200 yards from the first panel. Area of panels was on a shallow saddle of a mountain ridge, elevation about 3400' at the original coordinates given. Area was covered with low trees and scrub bushes.

After a thorough low level recon by 42 Zulu and Sandy's 04 and 05, Sandy 04 directed Jolly Green 36 into the saddle area. Jolly Green 36 descended to the area and circled the western most panel. The men on the ground around the panel were positively identified by an Air America representative aboard Jolly Green 36. The tip tanks were jettisoned and a low hover was established over the panel and 5 personnel were hoisted aboard. Jolly Green 36 then circled once over the second panel and, after positive identification, a low hover was established

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and 3 personnel were hoisted aboard.

Sandy 04 directed Jolly Green 36 out of the area and turned lead over to Sandy 06 who, with Sandy 07, escorted Jolly Green's 36 and 52 back to channel 89. Jolly Green 36 and 52 landed at channel 89 at 1540L.

The team showed excellent knowledge of the use of signal equipment. One person was seen by 42 Zulu trying to use his radio but by then it was believed that the battery was dead. One of the team had been wounded in the foot. All the others were physically OK.

Since the mission entailed no quick scramble, the briefing and pre-planning resulted in excellent coordination throughout the mission.

Sandy 04's directions to the Jolly Green's were clear and short and his supervision of all aircraft in the area to insure no collision courses was outstanding. There was no enemy action involved during the mission.

TIME: 1400L (2100Z) 26 Oct 1966

DOWNED PERSONNEL: 8 members of a ground team

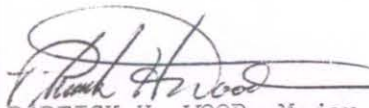
RECOVERY AREA: 17°16' N, 105°27' E

JOLLY GREEN 36 (LOW BIRD)

RCC, Major Patrick H. Wood
RCCP, 1st Lt David J. Feigert
HM, A2C Robert G. Cotter
PJ, ALC Laverne W. Kellerman

JOLLY GREEN 52 (HIGH BIRD)

RCC, Capt Kenneth D. Murphy
RCCP, Capt Robert E. Dowdy
HM, SSgt Jerry R. Johnson
PJ, A2C Michael L. Halvorson


PARTICK H. WOOD, Major, USAF
Rescue Crew Commander

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3d ARRGp Hist, Oct-Dec 66

During the climb out, Jolly Green 36 directed Sandys 07 and 08 to destroy Jolly Green 02. Sandys 07 and 08 rolled in on the downed helicopter and when it was last seen, dense white smoke was rising from it. Upon request, Sandy 05 and 07 vectored 36 into the area of the back seat pilot and around several populated areas. A Nail aircraft orbiting the downed pilot spotted his location for 36 by pointing with his left wing. This marking saved valuable time in locating the survivor because of the large number of white parachutes throughout the entire area. Voice communication with the survivor was established but only 50% of his transmissions were readable. As 36 came to a hover over the trees, ALC Ward saw several armed men start from the jungle-into a clearing about 75 yards away. He leveled his M-16 and fired from the hip at the men. All men disappeared immediately, but ground fire continued throughout the pickup. The firing of the M-16 in automatic made without prior warning from ALC Ward led 36 to believe he was under fire from beneath the aircraft and 36 departed the scene. This mistake was discovered and 36 returned to the area where the pickup was made at approximately 0300Z. Sandy 05 advised a departure heading and all aircraft began a return to base. During the return flight and join-ups, Sandy 08 was unaccounted for. Sandy 05 was encountering engine difficulties at the same time. Wreckage of Sandy 08 was discovered in the recovery area by unknown aircraft. Additional SAR effort was impossible by Jolly Green 36 because of fuel state (750 lbs); recovery was made at 0405Z. Weather generally was good throughout the mission. Cloud conditions in the pick-up area were 3500 AGL broken and visibility 10 miles. Radio discipline was good except by the fighter aircraft flying high cover. Unnecessary radio chatter on UHF on the scene was excessive. Numerous white parachutes in trees in the area of the downed pilots caused difficulty in pin-pointing the downed pilot's location. It is impossible to differentiate between a personnel chute and a flare chute from the air. Since the size cannot be determined when the chutes are hanging from the limbs of a tree.

Det 2-3-121-26 Oct (RCC Narrative)

(C) (GP-4) While standing strip alert on 26 Oct 1966 word was received from Compress at 1130L that a mission was to be performed that afternoon by the Jolly Greens and that the briefing would be given by representatives who were enroute. Beginning at 1220L, the briefing was given which included the following background information: A 9 man team was discovered by enemy forces on the morning of 25 Oct 1966. At least one of the team was killed. The team apparently split up and were taking E and E action carrying a radio with a very weak battery. The last transmission received was about noon on 25 Oct. The briefer assumed that the team was out of food and in grave danger of being killed and/or captured. The weather in the search area was, at briefing time, very poor but forecasted to improve in the afternoon. Mission planning called for first aircraft (42 Zulu) to depart first to check weather and initiate the search with Sandy's 04 and 05 to escort him and if visual sighting was made Sandy 04 to be low lead. Their departure time to be at 1315L. Jolly Green's 36 and 52 were to depart about 30 minutes later escorted by Sandy's 06 and 07.

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3d ARRGp Hist, Oct-Dec 66

The lead element departed as scheduled. Jolly Green's 36 and 52 with Sandy's 06 and 07 departed at 1340L. Weather was 2000 overcast to broken, visibility 5 miles with rain cells in the area. Flight to search area was at 7000' to 7500' above cloud deck and around the large cumulus-type build ups. Weather in search area was still poor when the lead element arrived but began to improve with the low broken clouds moving away from the mountain ridge where the team was believed to be located. Jolly Green's 36 and 52 arrived in the search area at 1425L just as 42 Zulu spotted a signal panel. About 3 minutes later 42 Zulu spotted a second signal panel about 200 yards from the first panel. Area of panels was on a shallow saddle of a mountain ridge, elevation about 3400' at the original coordinates given. Area was covered with low trees and scrub brushes. After a thorough low level recon by 42 Zulu and Sandy's 04 and 05, Sandy 04 directed Jolly Green 36 into the saddle area. Jolly Green 36 descended to the area and circled the western most panel. The men on the ground around the panel were positively identified by Jolly Green 36. The tip tanks were jettisoned and a low hover was established over the panel and 5 personnel were hoisted aboard. Jolly Green 36 then circled once over the second panel and, after positive identification, a low hover was established and 3 personnel were hoisted aboard. Sandy 04 directed Jolly Green 36 out of the area and turned lead over to Sandy 06 who, with Sandy 07, escorted Jolly Green's 36 and 52 back home. The team showed excellent knowledge of the use of signal equipment. One person was seen by 42 Zulu trying to use his radio but by then it was believed that the battery was dead. One of the team had been wounded in the foot. All the others were physically OK. Since the mission entailed no quick scramble, the briefing and preplanning resulted in excellent coordination throughout the mission. Sandy 04's directions to the Jolly Green's were clear and short and his supervision of all aircraft in the area to insure no collision courses was outstanding. There was no enemy action involved during the mission.

Det 9-38-31-28 Oct (RCC Narrative)

(C) (GP-4) Det 9, 38th ARRSq was notified at 2115 hours on 28 October 1966 by the AF AIO at 3-Golf of the need to med evac nine wounded U.S. Army soldiers, members of the 25th Inf Div, from 14-06N 107-33E. Three of the wounded were listed as critical and it was doubtful that they would make it through the night. JSARC was contacted and told of the circumstances and gave the approval to launch. The secondary crew was in the EOQ and barracks and after notification arrived at the line at 2130. The aircraft were refueled and launched at 2140. The full moon aided in navigation and Plei Djereng was visible from 10 miles East. Contact was made with Compose 02 who was controlling the operation in the area. As we came up on channel, Compose 02 was briefing a flight of A-1Es and an AC-47 for air strikes into the area just east of the point of pick-up. Compose 02 stated that the air strikes would be held until after the med evac was completed.

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FROM: Det 9, 38th ARRSq (Capt Tyree/4134)

3 November 1966

SUBJECT: Mission Narrative, 9-38-31-28 October 1966

TO: 3rd ARRGp
APO 96307

9/6

1. (S) On 29 October 1966, Pedro 56 had returned to Pleiku at 1200L for needed equipment and a crew change. Det 9 was informed the following med-evac requirements existed: (1) three seriously wounded plus our two personnel (PJs) at the crash site; (2) one seriously wounded at 14-00N, 107-29E; (3) and 3 critically wounded at 14-00N, 107-29E. We were given FAC and ground call signs and frequencies.

2. (S) We departed Pleiku at 1300L. When we arrived over Poley Ijerang, we contacted the FAC and were advised the first order of business was at the site of Pedro 42's crash. Two gunships that were waiting for us just south of the pickup point were contacted, and the flight flew up the valley to the site. The UH-1s made two low level passes over the area and Pedro 56 made an approach.

3. (S) Because we were heavy on fuel, only one man was recovered and returned to Landing Zone (LZ) 3-Golf. The ground party requested we med-evac about 10 more out, but another agency, presumably the Battalion Commander, came up on frequency and advised differently. Because none of the remaining personnel required immediate med-evac, he wanted them to wait until an LZ could be hacked out for dust-off aircraft in order to cut down our exposure. We agreed. We then returned and picked up our two PJs and lowered a chain saw and fuel to the ground party. At this point, our fuel state was such that we could pick up one additional man, so we proceeded to the second point before dropping our two PJs off at LZ 3-Golf. It took several minutes to contact the ground party, and then found they had only a heat stroke victim who was up and walking. They were in pursuit of enemy forces and did not want us to pick up their man as it would alert them to the situation. We explained to the FAC that we could not expose our aircraft for a non-serious case. We then proceeded to LZ 3-Golf to drop off our two PJs and to refuel.

4. (S) The last portion of the mission was to extract 3 critically wounded from a partially cleared LZ at 14-00N, 107-29E. After refueling, we once again linked up with our FAC and our two gunships. We arrived over the LZ and the gunships looked it over. It seemed quiet and the ground party said the area had been quiet all afternoon. He requested we expedite as three of the thirty wounded were fading. While we were on final approach, he reported one man had died.

5. (S) The LZ was not suitable for landing, but we were able to hover below the tops of the trees, greatly cutting down our exposure. We lowered Amn Kelsey to the ground and quickly hoisted two aboard. Sgt

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Brundridge advised one man was in very bad shape, bleeding badly and had a weak pulse. We immediately took off for LZ 3-Golf. After we off-loaded the two men, we were advised the one man had died enroute (later were told the man was the one reported having died while we were on final).

6. (3) After about 10 minutes ground time, we departed, joining up with gunships and FAC over the pickup point. Two UH-1s had been in the LZ for a low hover pickup of 2 men each. Then an Army Hiller came in and picked up two more. By the time we arrived over the area, a CH-47 Chinook helicopter was in the LZ at a low hover. Picking up the rest of the wounded and all of the KIA victims, the Chinook departed. We then went in, dropped off three chain saws and picked up Amn Kelsey and one heat exhaustion case.

7. (3) We took off and started our climbout. After flying a short distance and climbing to about 7-900 feet, we came under automatic weapons fire. We heard several shots, then several hits, then several more shots. The enemy gunner had caught us briefly in the middle of a 5-7 second volley. We called ground fire and maintained course, discovering the helicopter was apparently not significantly damaged to prevent flight. No control or engine damage was apparent, so we continued east toward LZ 3-Golf, which was now about seven miles away.

8. (S) Meanwhile, during the ground fire, Sgt Brundridge saw the Pyrotechnics container take a round. It began smoking, followed by an intense fire between it and the M-16 ammo container. Without hesitation, Sgt Brundridge tossed out the pyro container and observed it to explode with an approximately ten-foot fireball after falling a few yards away from the helicopter. He still had the ammo can in his left hand and noticed a six-inch torch flame emitting from a bullet hole. Out it went also. Sgt Brundridge's presence of mind and unhesitating action saved the aircraft and crew.

9. (3) About five miles short of the LZ 3-Golf, Amn Kelsey saw smoke trailing from the bottom of the helicopter. I gave a may-day and began an immediate power-off approach to a U.S. Army artillery battallion, LZ 3-Hotel, which lay conveniently dead ahead. Sgt Brundridge, with Amn Kelsey holding his legs, hung out the cabin door and by holding on to a bear-paw, scanned the bottom of the helicopter. A minimum hover to a power on landing was made and the aircraft was quickly evacuated by one very fortunate crew plus med-evacuee. The smoke must have been pyro smoke that had filled the fuel tank area through the bullet hole.

10. (S) A total of seven 12.75 mm bullets had struck the helicopter. One through a blade outboard of the flap. Another through the main spar of a blade just inboard of the spring constant area. It left a 2-inch exit hole, destroying about half of the spar, chord wise, in that area. One bullet drilled a neat hold through the engine oil inlet line continuing into and out of the right shaft housing and damaging the right tower bearing assembly. One came up through the left forward fuel tank,

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through the AEC-34 radio, the pyro container, deflected through the M-16 ammo container, through a frame member and was stopped by the co-pilot's shoulder-level armor plating. One bullet came up through the chin, then back out just above the chin armor, taking off quite a large portion of the PA horn mount. Two more went through the empanage.

11. (S) The helicopter was secured and stripped of equipment, and the crew began coordinating for a ride back to Pleiku. The Air Force Liaison officer at LZ 3-Golf was contacted and he began coordinating for any Army helicopters enroute to Pleiku to stop at LZ 3-Hotel to pick us up. However, Pedro 98, an HH-43F from Det 12, Nha Trang had been dispatched into the area and arrived on scene. The crew, commanded by Lt William Tharston, took three of us with equipment back to Pleiku, and then made another sortie for the remaining three members of our unit.

12. (S) As a result of the series of sorties flown during this mission, several things have come to light. The URT-10 radio is not reliable when the PJ is directly under the hovering helicopter. Sgt Jenkins had to relay through the company FM radio which was several yards away. This added to the hover time. Although we can never be guaranteed safety, I feel the med-evac mission can be continued with good results by minimizing the danger: (1) by lowering the PJ, all of the litters and a chain saw, the pilots can depart while the PJ completely prepares the area; (2) the PJ then can cut either an LZ or a low-hover area to cut down on the exposure radius; (3) while the hoist operator is arranging an evacuee in the rear of the helicopter, the pilot can lower the hoist for the next pickup. Note: only when the clearing is large enough, and with the HM checking the progress; (4) and by insuring the ground party understands we only bring out the critical cases, leaving the others to wait until an LZ can be built for Army UH-1 dust-off aircraft. During this series of missions, the problem of litter spinning was frequently encountered. A 200' rope will be used so the PJ can stabilize the litter from the ground. The litter can be untethered and the rope dropped as soon as the HM lays hands on the litter. It is virtually impossible to take on two or more litter cases when the rear armor doors are closed. Det 9 suggests they be relocated further aft. The semi-rigid litters should be rolled up before lowering to the ground by the hoist as rotor wash swings them around too much. A fast wind, variable speed hoist should be developed for combat use. We further suggest that pyrotechnics aboard the aircraft be carried in an armor plated container. It is the plan of this unit to construct a container from salvaged armor from Pedro 42.

13. (S) Crewmembers:

RCC - Captain Dale R. Tyree
CP - Captain Fredrik M. Bergold
HM - SSgt Bertrum E. Brundridge
RS - A2C Roy E. Kelsey

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

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12 MAY 70

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By *[Signature]* (Date) *12 May 70*

AMTC # 663361

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Hq ARAS SL NO. 663721

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3d ARRGp Hist, Oct-Dec 66

The lead element departed as scheduled. Jolly Green's 36 and 52 with Sandy's 06 and 07 departed at 1340L. Weather was 2000 overcast to broken, visibility 5 miles with rain cells in the area. Flight to search area was at 7000' to 7500' above cloud deck and around the large cumulus-type build ups. Weather in search area was still poor when the lead element arrived but began to improve with the low broken clouds moving away from the mountain ridge where the team was believed to be located. Jolly Green's 36 and 52 arrived in the search area at 1425L just as 42 Zulu spotted a signal panel. About 3 minutes later 42 Zulu spotted a second signal panel about 200 yards from the first panel. Area of panels was on a shallow saddle of a mountain ridge, elevation about 3400' at the original coordinates given. Area was covered with low trees and scrub brushes. After a thorough low level recon by 42 Zulu and Sandy's 04 and 05, Sandy 04 directed Jolly Green 36 into the saddle area. Jolly Green 36 descended to the area and circled the western most panel. The men on the ground around the panel were positively identified by Jolly Green 36. The tip tanks were jettisoned and a low hover was established over the panel and 5 personnel were hoisted aboard. Jolly Green 36 then circled once over the second panel and, after positive identification, a low hover was established and 3 personnel were hoisted aboard. Sandy 04 directed Jolly Green 36 out of the area and turned lead over to Sandy 06 who, with Sandy 07, escorted Jolly Green's 36 and 52 back home. The team showed excellent knowledge of the use of signal equipment. One person was seen by 42 Zulu trying to use his radio but by then it was believed that the battery was dead. One of the team had been wounded in the foot. All the others were physically OK. Since the mission entailed no quick scramble, the briefing and preplanning resulted in excellent coordination throughout the mission. Sandy 04's directions to the Jolly Green's were clear and short and his supervision of all aircraft in the area to insure no collision courses was outstanding. There was no enemy action involved during the mission.

Det 9-38-31-28 Oct (RCC Narrative)

(C) (GP-4) Det 9, 38th ARRSq was notified at 2115 hours on 28 October 1966 by the AF AIO at 3-Golf of the need to med evac nine wounded U.S. Army soldiers, members of the 25th Inf Div, from 14-06N 107-33E. Three of the wounded were listed as critical and it was doubtful that they would make it through the night. JSARC was contacted and told of the circumstances and gave the approval to launch. The secondary crew was in the BOQ and barracks and after notification arrived at the line at 2130. The aircraft were refueled and launched at 2140. The full moon aided in navigation and Plei Djereng was visible from 10 miles East. Contact was made with Compose 02 who was controlling the operation in the area. As we came up on channel, Compose 02 was briefing a flight of A-1Es and an AC-47 for air strikes into the area just east of the point of pick-up. Compose 02 stated that the air strikes would be held until after the med evac was completed.

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3d ARRGp Hist, Oct-Dec 66

Compose 02 contacted Cobra 19, the company commander requesting the med evac, and he stated that there had been no contact for forty five minutes. Compose 02 led Pedro 42 into the pick up point and Cobra 19 ignited a flare to mark his exact position. Pedro 56 maintained an orbit at 4,000 feet, while the AC-47 held 4,500 and the A-1Es held 5,000. Compose 02 orbited at minimum terrain clearance. Pedro 42 established his hover and lowered the hoist with the pararescue specialist and two semi-rigid letters. The trees were 100 to 150 feet and it was difficult to thread the cable down, as it was catching on the tree limbs. Pedro 42 picked up the three most critically wounded and lowered the hoist for the fourth pickup. Pedro 42 had been hovering for approximately 25 minutes at the time. Pedro 56 had requested 42 to give some time prior to leaving the spot so that 56 could make his approach to the spot in minimum time. Prior to raising the hoist, Pedro 42 was told, "Pedro, you better get out, we're " and 56 looked to the spot and saw a white flash. There was no radio transmission from 42 or from Cobra 19. Pedro 42 could be seen burning on the jungle floor. The time was 2240. Compose 02 immediately called in the air strikes for the area as planned, napalm and 260 frags. The strikes were directed at an area 100 meters East, 100 meters North and 200 meters South of 42's position. The air strikes by the A-1E's (1st ACS and the AC-47 (4th ACS) were outstanding. Both hit the exact area assigned and both received secondary explosions. The following events took place almost simultaneously and several details only became known after the pararescue specialist Airman Second Class Allen R. Stamek was picked up later on, 29 October 1966. The attack on Pedro 42 was the start of an offensive thrust by the North Vietnamese Forces. Cobra 19 company was hit with small arms fire. The helicopter crashed through 150 foot trees cartwheeled forward and landed inverted. Airman Stamek and several soldiers rushed to the wreckage, and even though it was burning, they broke through the bubble and extracted the pilot. The fire was too intense in the cabin, and though a trench was dug to get the spilled fuel to run off, they were unable to get the occupants out. The four men in the cabin, three wounded and the crew chief, Airman Second Class Francis Rice perished. While the men extracted the pilot and copilot, the company suffered several WIA by exposing themselves. As soon as the pilots were out of the wreckage, Cobra 19 had hand combat at several positions along the defense perimeter. Airman Stamek reported that the NVN Army made suicidal attacks and resorted to jumping into defensive positions. Pedro 56 continued to orbit the area until after the air strikes were completed in the hope that we could return to the site and pickup survivors. Cobra 19 transmitted after 15 minutes and stated that the fighting was heavy. Pedro 56 stayed in the area for another five to ten minutes and then followed Compose 02 to a forward med evac station, 3-Golf, five miles South of the Plei Djereng Special Forces Camp. The company commander told Airman Stamek that he saw the helicopter get shot down. He heard and saw the 81 mm anti-tank rocket leave the tube and followed it to the helicopter. Several of the other men said that they saw the rocket leaving a trail of sparks on its way towards the helicopter. The man that fired the rocket was killed and the company captured the weapon.

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3d ARRGp Hist, Oct-Dec 66

We landed at 2310 and contacted Pleiku AB via field phone, notifying them of the status. At 2345 Cobra 19 advised us not to try and return to the area until daylight. We were told that the pilot and copilot had survived the crash but were injured. We departed 3-Golf at 0005L 29 October and landed at Pleiku at 0030L. This was the first mission that Det 9 received any hits from ground fire. Det 9 has received ground fire on several previous missions both ACR and med evac, but did not sustain any hits. I have several recommendations to make. First I suggest that a hoist with a faster re-wind capability be installed on the HH-43F. Second, as mentioned on previous narratives, I suggested that the heavy armor vests (bullet proof) be made available to all ACR detachments. Though vests are programmed for September 1967, I feel that this is not soon enough. We have a requirement for them now. Several detachments are finding used vests available from some that the Army has discarded. However, I find this less than satisfactory. Third, I suggest that serious considerations be given to the continuance of the med evac mission. It is a necessary one, but gives several detachments much over exposure to hostile action. I do not feel that Air Rescue Recovery Service can say no to the Army, when they have men dying on the battlefield and we have the only means of saving their lives. It is a high risk mission, but one we must be willing to assume.* We departed Pleiku at 0720 on 29 October 1966 to pick up Captain Vermeys and Lt Bornell and A2C Stanek and one WIA at the crash site of Pedro 42 (14-06N 107-33E). Weather was VFR with patchy ground fog which presented no problem. We landed at Landing Zone 3-Golf at 0745 for briefing on security of area and arrangement of Gunships. After departing the LZ we were advised by the FAC, COMPOSE 05, to sneak up a valley from the south at low level to avoid being seen or heard until we had at least reached the pickup point. This we did at about 90 knots and established a hover over the spot at about 0825. We lowered Sgt Jenkins, our Pararescue Specialist, with semi-rigid litters, to help Airman Stanek who had been out there all night. We hovered for about five minutes when we heard gunfire and the people on the ground waved us off. We had the hoist out about 50 feet and ALC Hull, our Crew Chief, began pulling in what he could by hand while we took off. No hits were taken. We headed out the same way we had come in and orbited at the end of the valley for about five minutes and went back in. The FAC advised us that what we had heard was probably the Gunships making passes nearby and the ground party told us to get out, after experiencing what had happened the night before at this same spot. We went up the valley again and hovered behind a tree over the ground troops. Airman Hull pulled up Lt Bornell first and then Captain Vermeys. Lt Bornell was having trouble breathing and blood was bubbling up through the tracheotomy tube so we decided to take them to LZ 3-Golf immediately so they could be evacuated to Pleiku. It took us about 20 minutes to get them into our bird. We were hovering at approximately 100 feet. It was a 10 minute flight to the LZ where medical help was waiting. We were low on fuel at this time so we flew to the Plei Djereng Special Forces Camp and refueled before going to pick up the Army WIA, Airman Stanek and SSgt Jenkins.

* Continuation of mission the following morning.

CONFIDENTIAL

PEDRO

42

Reg # 38596

~~SECRET~~
~~CONFIDENTIAL~~

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

FROM: Det 9, 38th ARRSq (Capt Bergold/4184)

2 November 1966

SUBJECT: Mission Narrative, 9-38-31-28 October 1966

TO: 3rd ARRGp (RGOS)
APO 96307

1. (S) Det 9 38th ARRSq was notified at 2115 hours on 28 October 1966 by the AF ALC at 3-Golf of the need to med evac nine wounded U. S. Army soldiers, members of the 25th Inf Div, from 14-06N 107-33E. Three of the wounded were listed as critical and it was doubtful that they would make it through the night. JSARC was contacted and told of the circumstances and gave the approval to launch. The secondary crew was in the BOQ and barracks and after notification arrived at the line at 2130. The aircraft were refueled and launched at 2140. The full moon aided in navigation and Plei Djereng was visible from 10 miles East. Contact was made with Compose 02 who was controlling the operation in the area. As we came up on channel, Compose 02 was briefing a flight of A-1E's and an AC-47 for air strikes into the area just east of the point of pick up. Compose 02 stated that the air strikes would be held until after the med evac was completed. Compose 02 contacted Cobra 19, the company commander requesting the med evac, and he stated that there had been no contact for forty five minutes. Compose 02 lead Pedro 42 into the pick up point and Cobra 19 ignited a flare to mark his exact position. Pedro 56 maintained an orbit at 4,000 feet, while the AC-47 held 4,500 and the A-1E's held 5,000. Compose 02 orbited at minimum terrain clearance. Pedro 42 established his hover and lowered the hoist with the pararescue specialist and two semi-rigid litters. The trees were 100 to 150 feet and it was difficult to thread the cable down, as it was catching on the tree limbs.

2. (S) Pedro 42 picked up the three most critically wounded and lowered the hoist for the fourth pickup. Pedro 42 had been hovering for approximately 25 minutes at this time. Pedro 56 had requested 42 to give some time prior to leaving the spot so that 56 could make his approach to the spot in minimum time. Prior to raising the hoist, Pedro 42 was told, "Pedro, you better get out, we're" and 56 looked to the spot and saw a white flash. There was no radio transmission from 42 or from Cobra 19. Pedro 42 could be seen burning on the jungle floor. The time was 2240. Compose 02 immediately called in the air strikes for the area as planned, napalm and 260 frags. The strikes were directed at an area 100 meters East, 100 meters North and 200 meters South of 42's position. The air strikes by the A-1E's (1st ACS) and the AC-47 (4th ACS) were outstanding. Both hit the exact area assigned and both received secondary explosions.

3. (S) The following events took place almost simultaneously and several details only became known after the pararescue specialist Airman Second Class Allen R. Stanek was picked up on 29 October 1966. The attack on Pedro 42 was the start of an offensive thrust by the North Vietnamese Forces. Cobra 19 company was hit with small arms fire. The helicopter crashed through 150 foot trees cartwheeled forward and landed inverted. Airman Stanek and several soldiers rushed to the wreckage, and even though it was burning, they broke through the bubble and extracted the pilot. The fire was too intense in the cabin, and though a trench was dug to get the spilled fuel to run off, they were unable to get the occupants out. The four men in the cabin, three wounded and the crew chief Airman 2C Francis Rice perished. While the men extracted the pilot and copilot, the

66-AD-1314

663721

BASM - 00291

ARODC # 663361

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company suffered several WIA by exposing themselves. As soon as the pilots were out of the wreckage, Cobra 19 had hand combat at several positions along the defense perimeter. Airman Stanek reported that the NVA's made suicidal attacks and resorted to jumping into defensive positions. Pedro 56 continued to orbit the area until after the air strikes were completed in the hope that we could return to the site and pickup survivors. Cobra 19 transmitted after 15 minutes and stated that the fighting was heavy. Pedro 56 stayed in the area for another five to ten minutes and then followed Compose 02 to a forward med evac station, 3-Golf, five miles South of the Plei Djerang Special Forces Camp. The company commander told Airman Stanek that he saw the helicopter get shot down. He heard and saw the 81 mm anti-tank rocket leave the tube and followed it to the helicopter. Several of the other men said that they saw the rocket leaving a trail of sparks on its way towards the helicopter. The NVA that fired the rocket was killed and the company captured the weapon. We landed at 2310 and contacted Pleiku AB via field phone, notifying them of the status. At 2345 Cobra 19 advised us not to try and return to the area until daylight. We were told that the pilot and co-pilot had survived the crash but were injured. We departed 3-Golf at 0005L 29 October and landed at Pleiku at 0030L. This was the first mission that Det 9 received any hits from ground fire. Det 9 has received ground fire on several previous mission, both ACR and med evac, but did not sustain any hits.

4. I have several recommendations to make. First I suggest that a hoist with a faster re-wind capability be installed on the HH-43F. Second, as mentioned on previous narratives, I suggested that the heavy armour vests (bullet proof) be made available to all ACR detachments. Though vests are programmed for September 1967, I feel that this is not soon enough. We have a requirement for them now. Several detachments are finding used vests available from some that the Army has discarded. However, I find this less than satisfactory. Third, I suggest that serious considerations be given to the continuance of the med evac mission. It is a necessary one, but gives several detachments much over exposure to hostile action. I do not feel that Air Rescue Recovery Service can say no to the Army, when they have men dying on the battlefield and we have the only means of saving their lives. If it is a high risk mission, but one we must be willing to assume.

5. Crewmembers:

PEDRO 42

RCC - CAPTAIN CARLTON P. VERNEYS
CP - 2ND LT GEORGE H. BONNELL, III
HM - A2C FRANCIS D. RICE
RS - A2C ALLEN R. STANEK

PEDRO 56

RCC - CAPTAIN FREDRIK M. BERGOLD
CP - CAPTAIN DALE R. TYREE
HM - A2C ROBERT L. RYBAK
RS - A2C MICHEAL J. ROSLER

Fredrik M. Bergold
FREDRIK M. BERGOLD, Captain, USAF
Rescue Crew Commander

ARODC # 663361

DOWNED
DECLASSIFIED
DOD DIR 5200.10

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~~CONFIDENTIAL~~

AFHS SC NO. 663721

CLASSIFICATION CANCELLED
Or Changed to *DECLASS*
By *AG* Authority of *CDS*
(Date) *12-2-72*

UNCLASSIFIED
IAW AFR-205-2

RESCUE OF PEDRO 42'S CREW

Reg # 385-96

#141

~~CONFIDENTIAL~~

FROM: Det 9, 38th ARRSq (Lt Davis/4184)

2 November 1966

SUBJECT: Mission Narrative, 9-38-31-28 October 1966

TO: 3rd ARRGp (RCOS)
AFO 96307

with 401
a/c

1. (S) We departed Pleiku at 0720 on 29 October 1966 to pick up Captain Vermeys and Lt Bonnell and A2C Stanek and one WIA at the crash site of Pedro 42 (14-06N 107-33E). Weather was VFR with patchy ground fog which presented no problem. We landed at Landing Zone 3-Golf at 0745 for briefing on security of area and arrangement of Gunships. After departing the LZ we were advised by the FAC, COMPOSE 05, to sneak up a valley from the south at low level to avoid being seen or heard until we had at least reached the pickup point. This we did at about 90 knots and established a hover over the spot at about 0825. We lowered Sgt Jenkins, our Paramedic Specialist, with semi-rigid litters, to help Airman Stanek who had been out there all night. We hovered for about five minutes when we heard gunfire and the people on the ground waved us off. We had the hoist out about 50 feet and ALC Hull, our Crew Chief, began pulling in what he could by hand while we took off. No hits were taken. We headed out the same way we had come in and orbited at the end of the valley for about five minutes and went back in. The FAC advised us that what we had heard was probably the Gunships making passes nearby and the ground party told us to get out, after experiencing what had happened the night before at this same spot. We went up the valley again and hovered behind a tree over the ground troops. Airman Hull pulled up Lt. Bonnell first and then Captain Vermeys. Lt. Bonnell was having trouble breathing and blood was bubbling up through the tracheotomy tube so we decided to take them to LZ 3-Golf immediately so they could be evacuated to Pleiku. It took us about 20 minutes to get them into our bird. We were hovering at approximately 100 feet. It was a 10 minute flight to the LZ where medical help was waiting. We were low on fuel at this time so we flew to the Plei Djereng Special Forces Camp and refueled before going to pick up the Army WIA, Airman Stanek and SSgt Jenkins. We were orbiting to the south waiting to go in when Compose 05 advised us that the area was under attack again and the ground party said to stay out. During our orbit we were advised that a UH-1 had gone down near the river. When we arrived at the crash all crewmen were being picked up by another UH-1. We returned to LZ 3-Golf to wait. While at the LZ a Dustoff pilot asked us to help them pickup eight wounded troops at 14-01N 107-28E. We were told it would be at least an hour before we could get back to our first pickup point, so we followed the Dustoff bird to the new area. We had trouble contacting the people on the ground and orbited for about 30 minutes looking for them. The Dustoff bird had found them and taken two out. We finally spotted the smoke grenade and went in. We were in a hover at 1100 and lowered our last semi-rigid litter. The man we picked up had a bad abdominal wound and could not be taken off the litter so we had no other means to pick up another man, as our forest penetrator had been left on the ground with Sgt Jenkins. The other wounded were not critical so we pulled off the spot at 1110 and took our wounded to LZ 3-Golf. Captain Lowery and I decided to return to Pleiku for horse collars and semi-rigid litters. We refueled once more and returned to Pleiku at 1200 hours.

CLASSIFICATION CANCELLED
Or Changed to UNCLASSIFIED
By Authority of GDS
By [Signature] (Date) 12 MAY 1970

12 MAY 1970
12 MAY 1970
12 MAY 1970

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

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BASIN - 0029 ARODC

Hq ARRS SC No. 663721

66-AD-1314 Atch 1

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2. (S) Captain Tyree and Captain Bergold took over during the afternoon. A helicopter and complete crew were due in that afternoon from Nha Trang and Captain Lowery and myself were to take their bird and return to LZ 3-Golf. Pedro 56 was shot down about 3 hours later and our Headquarters advised us to suspend med evac missions. Pedro 98, from Nha Trang, was restricted to LBR only.

3. (S) The recommendation for a high-speed hoist cannot be overemphasized. We were put in a danger position by having to pull off the spot with 50 feet of cable out. With a faster re-wind capability, we could be assured of not dragging the cable through tree tops and reducing the possibility of snapping a badly needed cable.

4. (S) Crewmembers:

RCC - 1STLT MICHAEL E. DAVIS, FV3137964
CP - CAPTAIN DARRELL A. LOWERY, FV3117446
RS - SSGT CHARLES JENKINS, AF21964225
HM - ALC HARRY J. HULL, AF19788850

Michael E Davis

MICHAEL E. DAVIS, 1STLT, USAF
Rescue Crew Commander

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3d ARRGp Hist, Oct-Dec 66

We landed at 2310 and contacted Pleiku AB via field phone, notifying them of the status. At 2345 Cobra 19 advised us not to try and return to the area until daylight. We were told that the pilot and copilot had survived the crash but were injured. We departed 3-Golf at 0005L 29 October and landed at Pleiku at 0030L. This was the first mission that Det 9 received any hits from ground fire. Det 9 has received ground fire on several previous missions both ACR and med evac, but did not sustain any hits. I have several recommendations to make. First I suggest that a hoist with a faster re-wind capability be installed on the HH-43F. Second, as mentioned on previous narratives, I suggested that the heavy armor vests (bullet proof) be made available to all ACR detachments. Though vests are programmed for September 1967, I feel that this is not soon enough. We have a requirement for them now. Several detachments are finding used vests available from some that the Army has discarded. However, I find this less than satisfactory. Third, I suggest that serious considerations be given to the continuance of the med evac mission. It is a necessary one, but gives several detachments much over exposure to hostile action. I do not feel that Air Rescue Recovery Service can say no to the Army, when they have men dying on the battlefield and we have the only means of saving their lives. It is a high risk mission, but one we must be willing to assume.* We departed Pleiku at 0720 on 29 October 1966 to pick up Captain Verneys and Lt Bonnell and A2C Stanek and one WIA at the crash site of Pedro 42 (14-06N 107-33E). Weather was VFR with patchy ground fog which presented no problem. We landed at Landing Zone 3-Golf at 0745 for briefing on security of area and arrangement of Gunships. After departing the LZ we were advised by the FAC, COMPOSE 05, to sneak up a valley from the south at low level to avoid being seen or heard until we had at least reached the pickup point. This we did at about 90 knots and established a hover over the spot at about 0825. We lowered Sgt Jenkins, our Pararescue Specialist, with semi-rigid litters, to help Airman Stanek who had been out there all night. We hovered for about five minutes when we heard gunfire and the people on the ground waved us off. We had the hoist out about 50 feet and ALC Hull, our Crew Chief, began pulling in what he could by hand while we took off. No hits were taken. We headed out the same way we had come in and orbited at the end of the valley for about five minutes and went back in. The FAC advised us that what we had heard was probably the Gunships making passes nearby and the ground party told us to get out, after experiencing what had happened the night before at this same spot. We went up the valley again and hovered behind a tree over the ground troops. Airman Hull pulled up Lt Bonnell first and then Captain Verneys. Lt Bonnell was having trouble breathing and blood was bubbling up through the tracheotomy tube so we decided to take them to LZ 3-Golf immediately so they could be evacuated to Pleiku. It took us about 20 minutes to get them into our bird. We were hovering at approximately 100 feet. It was a 10 minute flight to the LZ where medical help was waiting. We were low on fuel at this time so we flew to the Plei Djereng Special Forces Camp and refueled before going to pick up the Army WIA, Airman Stanek and SSgt Jenkins.

* Continuation of mission the following morning.

CONFIDENTIAL

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3d ARRGp Hist, Oct-Dec 66

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* Continuation of mission after crew change.

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3d ARRGp Hist, Oct-Dec 66

It took several minutes to contact the ground party, and then found they had only a heat stroke victim who was up and walking. They were in pursuit of enemy forces and did not want us to pick up their man as it would alert them to the situation. We explained to the FAC that we could not expose our aircraft for a non-serious case. We then proceeded to LZ 3-Golf to drop off our two PJs and to refuel. The last portion of the mission was to extract 3 critically wounded from a partially cleared LZ at 14-00N, 107-29E. After refueling, we once again linked up with our FAC and our two gunships. We arrived over the LZ and the gunships looked it over. It seemed quiet and the ground party said the area had been quiet all afternoon. He requested we expedite as three of the thirty wounded were fading. While we were on final approach, he reported one man had died. The LZ was not suitable for landing, but we were able to hover below the tops of the trees, greatly cutting down our exposure. We lowered Amn Kelsey to the ground and quickly hoisted two aboard. Sgt Brundridge advised one man was in very bad shape, bleeding badly and had a weak pulse. We immediately took off for LZ 3-Golf. After we off-loaded the two men, we were advised the one had died enroute (later were told the man was the one reported having died while we were on final). After about 10 minutes ground time, we departed, joining up with gunships and FAC over the pickup point. Two UH-1s had been in the LZ for a low hover pickup of 2 men each. Then an Army Hiller came in and picked up two more. By the time we arrived over the area, a CH-47 Chinook helicopter was in the LZ at a low hover. Picking up the rest of the wounded and all of the KIA victims, the Chinook departed. We then went in, dropped off three chain saws and picked up Amn Kelsey and one heat exhaustion case. We took off and started our climbout. After flying a short distance and climbing to about 7-8000 feet, we came under automatic weapons fire. We heard several shots, then several hits, then several more shots. The enemy gunner had caught us briefly in the middle of a 5-7 second volley. We called ground fire and maintained course, discovering the helicopter was apparently not significantly damaged to prevent flight. No control or engine damage was apparent, so we continued east toward LZ 3-Golf, which was now about seven miles away. Meanwhile, during the ground fire, Sgt Brundridge saw the Pyrotechnics container take a round. It began smoking, followed by an intense fire between it and the M-16 ammo container. Without hesitation, Sgt Brundridge tossed out the pyro container and observed it to explode with an approximately ten-foot fireball after falling a few yards from the helicopter. He still had the ammo can in his left hand and noticed a six inch torch flame emitting from a bullet hole. Out it went also. Sgt Brundridge's presence of mind and unhesitating action saved the aircraft and crew. About five miles short of the LZ 3-Golf, Amn Kelsey saw smoke trailing from the bottom of the helicopter. I gave a may-day and began an immediate power-off approach to a U.S. Army artillery battalion, LZ 3-Hotel, which lay conveniently dead ahead. Sgt Brundridge, with Amn Kelsey holding his legs, hung out the cabin door and by holding on to a bear-paw, scammed the bottom of the helicopter.

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CONFIDENTIAL

3d ARRGp Hist, Oct-Dec 66

A minimum hover to a power on landing was made and the aircraft was quickly evacuated by one very fortunate crew plus med-evacuee. The smoke must have been pyro smoke that had filled the fuel tank area through the bullet hole. A total of seven 12.75 mm bullets had struck the helicopter. One through a blade just inboard of the spring constant area. It left a 2 inch exit hole, destroying about half of the spar, chord wise, in that area. One bullet drilled a neat hole through the engine oil inlet line continuing into and out of the right shaft housing and damaging the right tower bearing assembly. One came up through the left forward fuel tank, through the ARC-34 radio, the pyro container, deflected through the M-16 ammo container, through a frame member and was stopped by the co-pilot's shoulder-level armor plating. One bullet came up through the chin, then back out just above the chin armor, taking off quite a large portion of the PA horn mount. Two more went through the empanage. The helicopter was secured and stripped of equipment, and the crew began coordinating for a ride back to Pleiku. The Air Force Liaison Officer at LZ 3-Golf was contacted and he began coordinating for any Army helicopters enroute to Pleiku to stop at LZ 3-Hotel to pick us up. However, Pedro 98, an HH-43F from Det 12, Nha Trang had been dispatched into the area and arrived on scene. The crew, commanded by Lt William Wirstrom, took three of us with equipment back to Pleiku, and then made another sortie for the remaining three members of our unit. As a result of the series of sorties flown during this mission, several things have come to light. The URT-10 radio is not reliable when the PJ is directly under the hovering helicopter. Sgt Jenkins had to relay through the company FM radio which was several yards away. This added to the hover time. Although we can never be guaranteed safety, I feel the med-evac mission can be continued with good results by minimizing the danger: (1) by lowering the PJ, all of the litters and a chain saw, the pilots can depart while the PJ completely prepares the area; (2) the PJ then can cut either an LZ or a low-hover area to cut down on the exposure radius; (3) while the hoist operator is arranging an evacuee in the rear of the helicopter, the pilot can lower the hoist for the next pickup. Note: only when the clearing is large enough, and with the HM checking the progress; (4) and by insuring the ground party understands we only bring out the critical cases, leaving the others to wait until an LZ can be built for Army UH-1 dust off aircraft. During this series of missions, the problem of litter spinning was frequently encountered. A 200' rope will be used so the PJ can stabilize the litter from the ground. The litter can be untethered and the rope dropped as soon as the HM lays hands on the litter. It is virtually impossible to take on two or more litter cases when the rear armor doors are closed. Det 9 suggests they be relocated further aft. The semi-rigid litters should be rolled up before lowering to the ground by the hoist as rotor wash swings them around too much. A fast wind, variable speed hoist should be developed for combat use. We further suggest that pyrotechnics aboard the aircraft be carried in an armor plated container. It is the plan of this unit to construct a container from salvaged armor from Pedro 42.

CONFIDENTIAL

38 ARRS
(plm)

7/20/66 3909

VV SAA282CZCMSC859MVV KBB015

PP RUMNTB

DE RUMSBJ 19A 2110125

ZNR UUUUU

P 300124Z

X 3D ARRG TXN AB RVN

TO DET 9 38 ARRS PLEIKU AB RVN

BT

UNCLAS RGC0 01108 JULY 66. PERSONAL BALL TO TYREE.

MY CONGRATULATION FOR A FINE RESCUE OF THE DONED HEUY CREW ON
28 (PLUS 29) JUQ. YOU HAVE AGAIN DEMONSTRATED YOUR SUPERB ABILITY
TO COORDINATE AND COMPLETE UCOMPLEX MISSION. KEEP UP THE
EXCELLENT WORK.

BT

TNA=17CPAD3632CRPB557

RR RUMNTB

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282092 NOV 66

FM PARRC HICKAM AFB HAWAII

TO RUMNTB/DET 9 38 ARRS PLEIKU AB VIETNAM

INFO RUMSBJ/38 ARRS TAN SON NHUT AFLD VIETNAM

RUMSBJ/74 -4440 5-, 9, ,75 -176 ;335,-.

3348-/ARRS ORLANDO AFB FLA

DECLAS E F T O PRCCO 01906 NOV 66

PERSONAL COL SMITH TO CAPT TYREE, LT DAVIS AND CREWS.

CONGRATULATIONS OUTSTANDING PERFORMANCES 23 OCT 66. EXCEPT IT
ALPHANSHIP, TEAMWORK ; 3498. DISPLAYED DURING MEDICAL EVACUATION
MISSION OF DOWNED HH-43F CREW AND U. S. ARMY COMBAT CASUALTIES
REFLECTS MISSION DEDICATION, PROFESSIONALISM FINEST TRADITION
UTROSPACE RESCUE AND RECOVERY SERVICE. WELL DONE ALL PARTICIPANTS.
BT

NNNN

PEDRO 42 DOWNED ON 28 OCT 66

PEDRO 56 DOWNED 29 OCT 66

CONFIDENTIAL

3d ARRGp Hist, Oct-Dec 66

i. (U) In the late afternoon of 18 October 1966, Crown Bravo (HU-16, SN 517145) on orbit mission (Det 1-3-78-18 Oct) over the Gulf of Tonkin failed to return to home base at Danang. Control agency became aware of possible emergency because of lack of operations normal reports from Crown Bravo at 1700L and 1730L. Organized search began that evening and continued until 1820L on 25 October 66 with no sightings or findings reported. Aircraft was assigned to 37 ARRSq and had a total of seven crewmen aboard. Loss of the HU-16 amphibian was reported as missing due to hostile action.

j. (U) On 20 October Jolly Green 02 (SN 65-12778) on an ACR mission (Det 2-3-117-20 Oct) was disabled by suspected enemy ground fire. Oil pressure was lost and the HH-3E helicopter was forced to land in a hostile area. The crew and a recently recovered survivor were quickly taken aboard the other HH-3E (high bird) and they departed the area. RESCORT (A-1Es) destroyed the disabled Jolly Green to prevent it from falling into unfriendly hands.

k. (U) On 28 October Pedro 42 (HH-43P, SN 62-4511) on an Army Med Evac mission (Det 9-38-31-28 Oct) near Pleiku was shot down and burned. Three evacuees and the Flight Mechanic in the rear of the helicopter were killed. Army troops and the Pararescueman (PJ) on the ground helped get the Pilot and Copilot out of the burning wreckage under enemy fire. The PJ, Pilot and Copilot were flown out the next morning by another Pedro helicopter. The Copilot subsequently died from injuries received in the shooting down and crash of the helicopter.

l. (U) In the afternoon of 29 Oct Pedro 56 (SN-62-4525) flying in support of the mission (Det 9-38-31-28 Oct) in which Pedro 42 was lost, received a volley of groundfire and had to make a forced landing at Army LZ 3-Hotel, near Pleiku. Crew sustained only minor injuries and was returned to Pleiku that afternoon. HH-43 (Pedro 56) was repaired locally and is back in operation.

m. (U) On 15 November, Detachment 11, 38 ARRSq located at Tuy Hoa AB, SVN became operational. Tuy Hoa is situated approximately 50 miles north of Nha Trang on the Vietnam coast. One HH-43B is presently assigned; however, a second HH-43 will be placed there when resources permit.

n. (C)(GP-4) Jolly Green 52 (SN 64-14229) lost transmission oil pressure (15 Nov) shortly after launch on an ACR mission and made a forced landing. Parts were dispatched and maintenance performed in the field. On return, severe transmission problems developed after short flight and Jolly Green 52 was forced to land. Due to uncertain reception by local populace, crew was evacuated and friendly forces supplied to protect aircraft until repairs could be made. Aircraft subsequently repaired at landing site and flown to secure base.

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3d ARRGp Hist, Oct-Dec 66

i. (U) In the late afternoon of 18 October 1966, Crown Bravo (HU-16, SN 517145) on orbit mission (Det 1-3-78-18 Oct) over the Gulf of Tonkin failed to return to home base at Danang. Control agency became aware of possible emergency because of lack of operations normal reports from Crown Bravo at 1700L and 1730L. Organized search began that evening and continued until 1820L on 25 October 66 with no sightings or findings reported. Aircraft was assigned to 37 ARRSq and had a total of seven crewmen aboard. Loss of the HU-16 amphibian was reported as missing due to hostile action.

j. (U) On 20 October Jolly Green 02 (SN 65-12778) on an ACR mission (Det 2-3-117-20 Oct) was disabled by suspected enemy ground fire. Oil pressure was lost and the HH-3E helicopter was forced to land in a hostile area. The crew and a recently recovered survivor were quickly taken aboard the other HH-3E (high bird) and they departed the area. RESCORT (A-1Es) destroyed the disabled Jolly Green to prevent it from falling into unfriendly hands.

k. (U) On 28 October Pedro 42 (HH-43F, SN 62-4511) on an Army Med Evac mission (Det 9-38-31-28 Oct) near Pleiku was shot down and burned. Three evacuees and the Flight Mechanic in the rear of the helicopter were killed. Army troops and the Pararescueman (PJ) on the ground helped get the Pilot and Copilot out of the burning wreckage under enemy fire. The PJ, Pilot and Copilot were flown out the next morning by another Pedro helicopter. The Copilot subsequently died from injuries received in the shooting down and crash of the helicopter.

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Combat Loss of Personnel

Mission 1-3-78-18 October 1966. It began in a routine manner as so many others had for Major Angstadt and his crew of the HU-16B, 51-7145. The Major was scheduled to fly a precautionary orbit over the Gulf of Tonkin to aid fighter pilots who might require assistance.

The fear that all was not well with 7145 was born when one of those "Operation Normal" reports was not received. A search, which was begun immediately and was suspended on 26 March, never revealed any information on the fate of 7145 or the seven Rescuemen aboard.

A list of the crewmen who are missing follows:²⁵

<u>Crewmen</u>	<u>Position</u>	<u>Unit</u>
Angstadt, Ralph H., Maj	RCC	37th ARRSq
Long, John H. S., 1st Lt	Copilot	37th ARRSq
Rackley, Inzar W., Jr., Capt	Nav	37th ARRSq
Hill, Robert L., TSgt	FM	37th ARRSq
Clark, Lawrence (NMI), SSgt	RO	37th ARRSq
Adams, Steven H., A2C	PJ	33rd ARRSq
Shoneck, John R., SSgt	FM	Det 7, 38th ARRSq

Mission 9-38-31-29 October 1966. This was a helicopter mission for the medical evacuation of wounded

25. TSgt Philip N. McKinnon, ARPCB.

U.S. Army soldiers from a point near Pleiku AB, Vietnam. Captain Carlton P. Vermeys was departing the pickup point with three wounded soldiers when his helicopter, HH-43F 62-4511, was struck and downed by hostile fire. Of this four-man crew from the Detachment 9, 38th ARRSq, two escaped serious injury, one was seriously injured, and one was killed at the time the helicopter crashed. A2C Francis D. Rice, AF22028911, helicopter mechanic, died in the crash,²⁶ while 2nd Lt George H. Bonnell, III, FR80250, copilot, was severely injured in the crash and died on 12 November in the hospital at Clark AB, Philippines.

From 1 July to 31 December 1966, ARRS had the total of nine men lost -- seven missing and two killed.

Personnel Manning

Hq MAC requested that ARRS make an evaluation of a regulation proposed by USAF for the purpose of standardizing personnel functions at major command and intermediate command headquarters. The DCS for Personnel, who made the evaluation, stated that, while the regulation would

26. A2C Rice was killed at 2250 hours local time, 28 Oct 66 according to the casualty report. Since mission reports are based on Greenwich Mean Time, the mission occurred on 29 Oct 1966.

<u>Date</u>	<u>Unit</u>	<u>Aircraft</u>	<u>Personnel</u>
20 29 Oct	Det 9, 38th ARRSq	HH-43F, 62-4511	1 killed; 1 injured, died later
29 Nov	Det 5, 38th ARRSq	HH-3E, 64-14231	

Sea Water Sampling

ARRS became involved in Water Sampler Recovery Tests with the U.S. Naval Radiological Defense Laboratory (NRDL), San Francisco, California, in September 1966.³⁰

A Hq ARRS Test Directive, 19 September 1966, was prepared for those who were to perform the test.³¹ The test involved dropping the sampler, which weighed 60 pounds, into the water from an HC-130H flying at 130 knots, indicated air speed, and 100 feet above the water surface. The sampler was allowed to fall free, sink, and rise, during which time it filled with water. As it rose to the surface, it was reeled in with the surface-to-air recovery sub-system of the aircraft. The 48th ARRSq was assigned the task.

30. Ltr, 934D, Mr. Ray H. Heiskell, NRLD, to Lt Col Ernest J. Trexler, Hq ARRS, 14 Sep 66, SD Vol. IV, P. 291.

31. Hq ARRS Test Directive, subj: Water Sampler Recovery Tests, 19 Sep 66, SD Vol. IV, p. 293.

29 DEC 1966

Release No. 12-29-66

PLEIKU RESCUE DETACHMENT SETS OUTSTANDING RECORD

Although its first permanently assigned personnel reported for duty less than a year ago, in Jan 1966, Detachment 9 of the 38th ARRSq has already established one of Southeast Asia's most outstanding records.

By the end of October the detachment had made a total of 92 combat pickups, of which 60 were logged as combat saves. (Two of these saves were made in November 1965 as temporary duty (TDY) personnel were setting up the unit.

This total represents one fifth of all combat saves logged in SEA during the first ten months of 1966. It is even more remarkable when it is noted that Det 9 has operated with only two HH-43F helicopters and an average of six pilots, four crew chiefs, and four pararescue specialists during this period.

Operations 'Hawthorne', 'Paul Revere II' and 'Paul Revere IV', all waged in Vietnam's Central Highlands, presented the busiest operational challenges to the unit.

During Hawthorne, 25 members of the 101st Airborne Division and one North Vietnamese were retrieved from the battlefield. This required seven night sorties, five of which were flown by Capt. Lawrence F. Marcum, Somerset Kentucky.

Two day sorties were flown during the operation by Capt. Darrell A. Lowery, Tecumseh, Michigan, who made the pickup of the captured North Vietnamese soldier.

Two other sorties were flown into the area in an effort to extract the wounded of the company of Army Capt. Bill Carpenter, but heavy .50 cal fire prevented the hovering that was necessary.

During 'Paul Revere II' the detachment was called on to assist the 1st Air Cavalry Division in the evacuation of wounded. With the aid of ground radar, Capt Fredrik M. Bergold, Cincinnati Ohio, led a flight of two helicopters into the hostile and fog shrouded Chu Pong Mountain area to evacuate two wounded soldiers.

A short time later, in August, Capt. Richard L. Cardwell, Pendleton, Oregon., led two helicopters into the same area to evacuate five wounded soldiers. This was another minimum weather rescue that required instrument flying.

In late October, the 4th and 25th Infantry Divisions made heavy contact near the Cambodian border west of Plei Djereng, and Paul Revere IV was underway, with Det 9 again called upon to make battlefield pickups.

On a night mission Capt. Carlton P. Vermeys, Berkeley, California, and crew began hoisting the wounded through a canopied jungle with some trees growing to 150 ft. As the hoist was lowered the fourth time, the helicopter was hit by ground fire and crashed into the jungle. Three wounded that had been hoisted from the jungle and the crew chief were lost in the fiery crash.

The second helicopter pickup of the pilot and copilot that night because, but the following morning 1st Lt. Michael E. Davis, w were able to get into the area and retrieve the pair d only slight injuries, but the copilot later died at the Clark AB Hospital, P.I. from his severe injuries.

29 OCT 66

That afternoon the detachment's second helicopter, flown by Capt. Dale R. Tyree, Nashville Tennessee, detachment commander, evacuated six personnel from the jungle. On the last sortie of the day this helicopter was also seriously hit by .50 cal fire, but made it to a forward operating area for

a forced landing.

This helicopter was returned to Pleiku AB in November by Chinook helicopter, and the detachment maintenance personnel replaced components and patched damage done by eight 50 cal. hits and the forced landing.

This was the third time a helicopter had been rebuilt during the year by these maintenance men under the supervision of SMSgt Elton L. Tisdale, Chandler, Arizona.

Capt Tyree strongly praises these maintenance personnel.

"Our missions usually come in big bunches," he says, "and these men always had our two choppers available when most needed."

The detachment had flown 329 missions through the end of October. Of these 252 were local base rescue, 22 aircrew recovery, 13 medical evacuation, and 42 base support. The two helicopters logged 608 hours of which 205 were in combat, and the incommision rate averaged 91%.

The small unit's members have individually received to date 14 Distinguished Flying Crosses, two Airman's Medals, 21 Air Medals, two AF Commendation Medals, and five purple hearts. Several other awards, including four Silver Stars, are pending.

Additionally, in the past four months that the new fast growing Pleiku AB has conducted an Airman of the Month program, members of Det 9 have twice been selected for this honor.

This detachment is setting an outstanding record as its talents are de-

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GROUP-4
downgraded at 8 year intervals;
Declassified after 12 years. *just*

#146
FROM: Det 1, 38th Aerospace Rescue & Recovery Squadron (MAC)
APO 96321

REPLY TO ATTN OF: Det 1, 38ARRSq

1 November 1966

SUBJECT: Narrative Report for Mission #1-38-9-31 Oct 1966

TO: 3d ARRGp (RGOP)
APO 96307

At 0202Z the 35TFW TUOC telephoned us with a medical evacuation request. A unit of Army engineers were involved in a fire fight 5 miles from Phan Rang Air Base at coordinates 109-02W, 11-36N. One soldier was reported to have stepped on a land mine and was in danger of bleeding to death. They had requested helicopter evacuation. The Deputy Commander for Operations cleared us to go; we topped off the fuel tanks and scrambled at 0212Z. Just before we took off an unidentified army captain drove up in a jeep. He confirmed that the pinned down unit had no radio or smoke, and he added the information that the wounded soldier's leg had been almost blown off. He also informed us that "Rascal 21", a FAC was orbiting the area. I asked the captain to give the FAC our UHF frequency and took off. Shortly after take off, I heard Pedro 92 check in on tower frequency from a base support mission. I requested them to fly cover for us. When we arrived in the area Rascal 21 called us but was unable to add much information. He was in intermittent radio contact with the ground party, but the reception was so weak and spotty he hadn't learned much. I could see several stalled vehicles on a dirt road located near the base of a large rocky hill. Rascal 21 pointed out the area of the supposedly secure landing site, however the sight of personnel on the ground crouched behind their vehicles and firing up at the mountain made me doubt the security of the site. I made two passes at an altitude of 200-300 ft and could see 2 individuals waving me toward a small landing spot behind a large crane pulled up along the road. I also noticed 2 men carrying the wounded man toward the landing area dodging from vehicle to vehicle. On the third pass, I intended to land but the copilot and the crew chief saw ground fire hitting the water directly below the helicopter. I took the helicopter around once more and requested Rascal 21 to ask the ground party to try to evacuate the wounded man by jeep. He seemed to have difficulty getting the message through to the ground party, but he informed me that the ground party was unable to evacuate him and intended to cover my next pass with maximum return fire. I had considerable difficulty on my approach because of turbulence and a gusty cross wind of 22 knots. At 0217Z Pedro 92 flew low over the hill while we landed 100 ft from the road, partially protected by a 3 ft earth bank and the crane. We were probably only on the ground 30 seconds. The hoist operator jumped out and helped load the wounded man. An army Lt. ran up and shouted a message in my ear, (which was obscured by the din of popping M-16s and the helicopter) then we took off. We returned the survivor to Phan Rang AB dispensary.

CLASSIFICATION CANCELLED

Or Changed to *UNCLAS*

By Authority of *GPS*

By *RMS* (Date) *12 May 75*

DOWNGRADED AT 8 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5500.10

PICKUP CREW

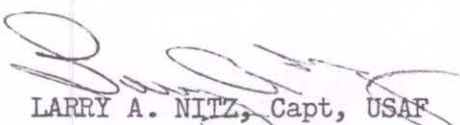
Pilot * Captain Larry A. Nitz, FR61627 - Billings, Montana
Copilot * Captain Michael C. Tennery, FV3096361 - Birmingham, Alabama
Hoist Operator * SSgt William R. Dunbar, AF13678550, Philadelphia, Pa.
Medical Technician * A1C Warren T. Hope, AF13791112, Philadelphia, Pa.

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GP-4

HIGH BIRD CREW

Pilot * Captain LaMonte M. Kahler, FV3100317 - Idaho Falls, Idaho
Copilot * Captain Clarence N. Cochran, FV3118977 - Amarillo, Texas
Hoist Operator * A1C Robert A. Rohrbach, AF13725166 - Reading, Pa.


LARRY A. NITZ, Capt, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

UNCLAS
GDS
(Date) 12 May 75

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UNCLASSIFIED

3d ARRGp Hist, Oct-Dec 66

Det 6-38-131-31 Oct

(U) Two HH-43Fs were scrambled to recover survivors of a C-123 crash NW of Bien Hoa. Three crewmen were recovered using the hoist/forest penetrator and flown to Tan Son Nhut AB. No hostile action encountered and no battle damage sustained by the helicopters during the mission.

Det 1-38-9-31 Oct (RCC Narrative)

(U) At 0202Z the 35TPW TUOC telephoned me with a medical evacuation request. A unit of Army engineers were involved in a fire fight 5 miles from Phan Rang Air Base. One soldier was reported to have stepped on a land mine and was in danger of bleeding to death. They had requested helicopter evacuation. The Deputy Commander for Operations cleared us to go; we topped off the fuel tanks and scrambled at 0212Z. Just before we took off an unidentified Army captain drove up in a jeep. He confirmed that the pinned down unit had no radio or smoke, and he added the information that the wounded soldier's leg had been almost blown off. He also informed us that "Rascal 21", a FAC was orbiting the area. I asked the captain to give the FAC our UHF frequency and took off. Shortly after take off, I heard Pedro 92 check in on tower frequency from a base support mission. I requested them to fly cover for us. When we arrived in the area Rascal 21 called us but was unable to add much information. He was in intermittent radio contact with the ground party, but the reception was so weak and spotty he hadn't learned much. I could see several stalled vehicles on a dirt road located near the base of a large rocky hill. Rascal 21 pointed out the area of the supposedly secure landing site, however the sight of personnel on the ground crouched behind their vehicles and firing up at the mountain made me doubt the security of the site. I made two passes at an altitude of 200-300 ft and could see 2 individuals waving me toward a small landing spot behind a large crane pulled up along the road. I also noticed 2 men carrying the wounded man toward the landing area dodging from vehicle to vehicle. On the third pass, I intended to land but the copilot and the crew chief saw ground fire hitting the water directly below the helicopter. I took the helicopter around once more and requested Rascal 21 to ask the ground party to try to evacuate the wounded man by jeep. He seemed to have difficulty getting the message through to the ground party, but he informed me that the ground party was unable to evacuate him and intended to cover my next pass with maximum return fire. I had considerable difficulty on my approach because of turbulence and a gusty cross wind of 27 knots, at 0217Z Pedro 92 flew low over the hill while we landed 100 ft from the road, partially protected by a 3 ft earth bank and the crane. We were probably on the ground 30 seconds. The hoist operator jumped out and helped load the wounded man. An Army Lt ran up and shouted a message in my ear, (which was obscured by the din of popping M-16s and the helicopter) then we took off. We returned the survivor to Phan Rang AB dispensary.

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