

Mission Narrative - 2 Nov 66

At approximately 0145Z, Jolly Green 54 and 53 were put on cockpit alert at I-36. An F-105 had been hit on a strafing pass along the Red River in North Viet Nam and was losing engine power. He punched out when station passage of Channel 97 was attained and Jolly Green 54 (Low Bird) and Jolly Green 53 (High Bird) were scrambled at 0150Z. The Jolly Greens were airborne within 2 minutes and entered the 1000 ft. overcast heading North, homing to Channel 97. After breaking out on top at 6500 ft., they were joined by Sandys 3 and 4.

Sandys 1 and 2 had proceeded to the site of the downed pilot, 135 degrees radial at 5 miles of Channel 97 and were in voice contact with him. Sandy 1 went down through the overcast, and within 10 minutes located the downed pilot on the side of a hill about 100 yards upslope from a small village. The villagers helped the slightly bruised and shaken pilot down the hill to a feasible pickup site.

Jolly Green 54 and 53 had proceeded to 5 miles South of Channel 97 and turned to intercept the 135 degree radial at 5 miles. Weather enroute was 6500 ft., top of overcast, and clear above. On arriving at the scene, at 0215Z, the Jolly Greens orbited for approximately 5 minutes until Sandy 1 directed an approach. Jolly Green 54 dived through a break in the overcast and left 53 to orbit above. An immediate sighting was made of Sandy 1 below the overcast at 4500 ft; 1000 ft above the ground. There was scattered ground fog in the valleys. Sandy 1 directed 54 over the village and 5 minutes later, (0225Z), Jolly Green 54 had punched his tanks and was in a hover over the downed pilot. Radio contact was not established with the survivor because the over-helpful villagers had packed up all of his survival gear to carry down the hill for him. However, an easy visual sighting was made.

The pickup was made at approximately 3500 feet, MSL and 100 feet of hoist cable was let out. The pilot had no trouble mounting the tree penetrator and was reeled in with 95% torque and 2400 lbs of fuel on board. Because of no communication with the downed pilot, it could only be assumed that due to lack of ground fire from the villagers, they were friendly. Since the pilot was extracted without any overt actions on the part of these villagers, this assumption proved correct.

Jolly Green 54 exited the area and joined above the breaking overcast with Jolly Green 53, Sandys 2, 3, and 4 and proceeded to I-98.

The Sandys did their usual outstanding job in all areas of the mission and greatly enhanced the speed of the rescue. No ground fire or flak was encountered.

TIME: 0225Z

DOWNED PILOT: Captain R. F. Loken, 421st TFS, Korat RTAFB, Thailand

RECOVERY AREA: 20/25'N, 103/47'E

RADIO PROCEDURES: Excellent

RESCUE COORDINATION: Excellent

CLASSIFICATION CANCELLED

Or Changed to *DECLASS*

By Authority of *EDS*

By *gtr*

(Date) *12 May 73*

~~CONFIDENTIAL~~
1/W AFR-205-2
13 MAY 1970

ARODC # *663394*

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

~~CONFIDENTIAL~~
66-AD-1453
665-00264

~~SECRET~~

~~SECRET~~

147

~~CONFIDENTIAL~~

Jolly Green 54 (Low Bird)

RCC - 1st Lt. Arlyn E. Webster
RCCP - 1st Lt. William C. Dean
HM - A2C Gary R. Meyer
PJ - SSgt Aaron D. Farrior

Arlyn E. Webster
ARLYN E. WEBSTER, 1st Lt., USAF
Rescue Crew Commander

Jolly Green 53 (High Bird)

RCC - Captain Kenneth D. Murphy
RCCP - 1st Lt. Elmer C. Lavender
HM - SSgt Jerry R. Johnson
PJ - A2C Michael L. Halvorson

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3d ARRGp Hist, Oct-Dec 66

Det 2-3-123-2 Nov (RCC Narrative)

(C) (GP-4) At approximately 0145Z, Jolly Green 54 and 53 were put on cockpit alert. An F-105 had been hit on a strafing pass along the Red River in NVN and was losing engine power. He punched out and Jolly Green 54 (Low Bird) and Jolly Green 53 (High Bird) were scrambled at 0150Z. The Jolly Greens were airborne within two minutes and entered the 1000 ft overcast heading North. After breaking out on top at 6500 ft, they were joined by Sandies 3 and 4. Sandies 1 and 2 had proceeded to the site of the downed pilot and were in voice contact with him. Sandy 1 went down through the overcast and within ten minutes had located the downed pilot on the side of a hill about 100 yds upslope from a small village. The villagers helped the slightly bruised and shaken pilot down the hill to a feasible pickup site. On arriving at the scene at 0215Z the Jolly Greens orbited for approximately five minutes until Sandy 1 directed an approach. Jolly Green 54 dived through a break in the overcast and left 53 to orbit above. An immediate sighting was made of Sandy 1 below the overcast at 4500 ft; 1000 ft above the ground. There was scattered ground fog in the valleys. Sandy 1 directed 54 over the village and five minutes later Jolly Green 54 had punched his tanks and was in a hover over the downed pilot. Radio contact was not established with the survivor because the over-helpful villagers had packed up all his survival gear to carry down the hill for him; however, an easy visual sighting was made. The pickup was made at approximately 3500 ft, MSL and 100 ft of hoist cable was let out. The pilot had no trouble mounting the tree penetrator and was reeled in with 95% torque and 2400 lbs of fuel on board. Because of no communication with the downed pilot it could only be assumed that due to lack of ground fire from the villagers, they were friendly. Since the pilot was extracted without any overt actions on the part of these villagers, this assumption proved correct. Jolly Green 54 exited the area and joined above the overcast with Jolly Green 53, Sandies 2, 3, and 4 and proceeded home. The Sandies did their usual outstanding job in all areas of the mission and greatly enhanced the speed of the rescue. No ground fire or flak was encountered.

Det 1-3-81-3 Nov

(U) Wingman of an RF-101 notified rescue of the bailout of his element leader over the Gulf of Tonkin NNE of Danang. HH-43 (call sign "Pedro") launched and made a hoist pickup of the survivor, returning him to Danang AB. Total time from launch to pickup of downed pilot was thirty minutes.

Det 2-3-125-4 Nov (RCC Narrative)

(C) (GP-4) At 1455L Jolly Green 52 was scrambled; airborne at 1500L it was advised that an F-105 pilot was leaving his aircraft in an area west of Dong Hoi. Accompanied by four Sandy aircraft (ALE), Jolly Green 52 was in orbit at 5000 ft at 1530L. Sandy 5 located the downed pilot, experienced no ground fire and escorted Jolly Green 52 into the area. Tip tanks were dropped and transfer of fuel overboard began at 4000 ft and continued throughout the pickup and climbout. Jolly Green 52 passed over the downed pilot at approximately fifty feet and the decision was made to land the helicopter next to the survivor. The landing was accomplished

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3d ARRGp Hist, Oct-Dec 66

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Det 1-3-81-3 NdV

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CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL
(SIXTH OAK LEAF CLUSTER)

TO

JOHN F. TOBEY

Airman First Class John F. Tobey distinguished himself by meritorious achievement while participating in aerial flight as a Pararescue Specialist on a HH-43F near Da Nang, Republic of Vietnam on 3 November 1966. On that date, Airman Tobey scrambled in a rescue helicopter that recovered a pilot of an RF-101 that had been downed by hostile ground fire. The professional skill and airmanship displayed by Airman Tobey reflect great credit upon himself and the United States Air Force.

Capt Hancy, RF-101 pilot.

Dr. (Capt.) Harsin, Flt Sur.

Col A.F. Rankin, CG 366TFW

Lt Gregory, RCC



The four preceding photographs were taken on 3 NOV 66 after the successful rescue of Capt Hancy, RF-101 pilot north of Da Nang.

HH-43F Crew

RCC 1st Lt Fred Gregory

CP 1st Lt Tom Fehorn

HM SSGT Earl E. Chambers

RS A1C John Tobey

HANCY SAR # 3. JPK

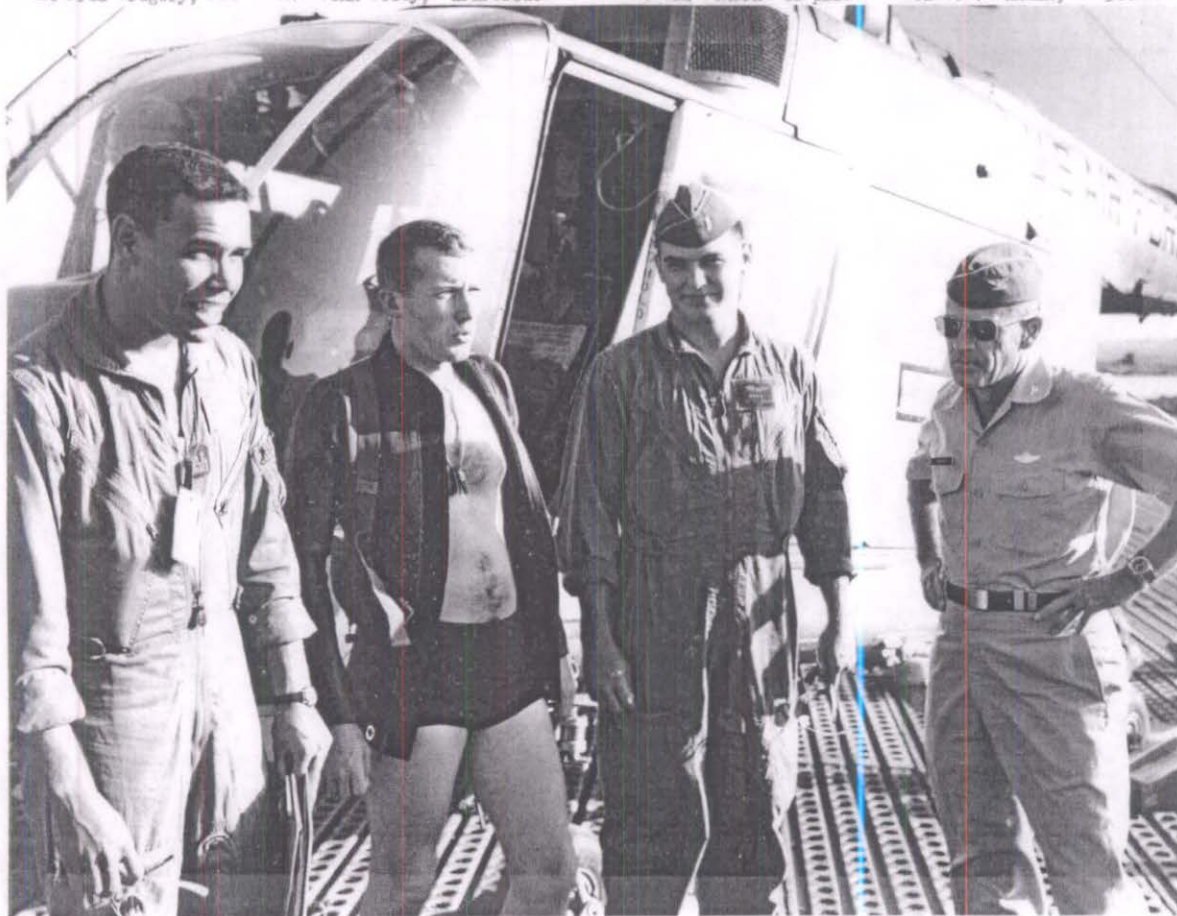
3 NOV 66

Lt Fred Gregory, RCC

A1C John Tobey, Pararescue

Lt Tom Schorn, co pilot

Col A.P. Rankin, CO 366TFW



HANEYSAR#2.JPG

Col Randels, Dep CO 366TFW Capt Haney RF-101 pilot Col A.F. Renkin CO 366TFW Dr. (Capt) Harsin, Flt Sur



HANEY SAR.JPG

~~SECRET~~
MISSION NARRATIVE 4 NOV 1966

At 1455L, Jolly Green 52 was scrambled from Nakhom Phanom RTAFB, Thailand. Jolly Green 52 was airborne at 1500L and advised that Flapper One (F-105) was leaving the aircraft approximately 34 miles due east of Nakhom Phanom. Accompanied by four Sandy aircraft (A-1E), Jolly Green 52 was in orbit at 5000 feet at 1530L. Sandy 05 located the downed pilot, experienced no ground fire, and escorted Jolly Green 52 into the area. Tip tanks were dropped and transfer of fuel overboard began at 4000 feet and continued throughout the pickup and climbout. Jolly Green 52 passed over the downed pilot at approximately fifty feet and the decision was made to land the helicopter next to the survivor. The landing was accomplished to a confined area, thirty to forty foot trees within twenty five feet of the helicopter. The pararescueman left the aircraft to retrieve the survivor who was approximately twenty feet from the helicopter and making no effort to come aboard. The survivor was placed aboard the helicopter at 1537L and Jolly Green 52 departed the area. The recovered pilot appeared to have a broken arm (later confirmed) and was suffering from shock. Jolly Green 52 landed at Nakhom Phanom at 1605L and the pilot was transferred to a base ambulance. The coordinates of the pickup point were 105°14'E, 17°18'N. Weather enroute and at pickup was 5000 feet scattered, visibility 15 miles. No radio communications were established with the downed pilot. Much of the success of the mission must be attributed to Sandy 05 for locating the downed pilot and leading Jolly Green 52 in for the pickup.

RECOVERED PILOT: Capt Dean A. Elmer.

JOLLY GREEN 52

RCC, James R. Lisko, Capt
RCCP, Douglas L. May, 1st Lt
HM, Roger L. Graham, A2C
PJ, George E. Hunt, SSgt

James R. Lisko
JAMES R. LISKO, Captain, USAF
Rescue Crew Commander

DOWNGRADED
IAW AFR-205-2

12 MAY 1970

CLASSIFICATION CANCELLED
Or Changed to UNCLASS
By Authority of EDS
By [Signature] (Date) 12 Aug 73
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

~~CONFIDENTIAL~~ ~~SECRET~~

66-AD-1378

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3d ARRGp Hist, Oct-Dec 66

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Det 1-3-82-7 Nov

(U) SAR objective: Two crewmembers of a crashed O-1E NNE of Dak To, SVN. An HH-43 helicopter in conjunction with two A-1Es (RESCORT) located scene through survivor's use of RT-10 radio and flares. Pilot was dead, however, surviving crewmember was recovered by hoist and returned to Danang AB. SAR force unable to recover deceased due to hostile forces surrounding the burning aircraft.

Det 2-3-128-11 Nov

(C) (GP-4) Search and rescue task force (SARTF) objective: Four aircrew members of two downed F-4Cs near the DMZ. The SAR force of HH-3Es, A-1Es, CH-46s and HC-130 heard beepers at the crash sites but were driven off by heavy ground fire. A Sandy A-1E was hit during search of the area and bailed out. Five minutes later Jolly Green 15 (HH-3E) made a successful pickup of the Sandy pilot. During the recovery no known ground fire was received although unfriendly personnel with hand held weapons were observed throughout the area. High altitude electronic search for F-4C pilots was continued for an hour after the Sandy incident with negative results.

Det 2-3-130-15 Nov (RCC Narrative)

(C) (GP-4) At 0140Z the Jolly Greens were scrambled by Compress. The location given for the downed A-1E pilot was an area near the DMZ. Jolly Green 52 (Low Bird) and 56 (High Bird) were airborne shortly and proceeding toward the area. Sandies 5 and 6 went direct to the downed pilot and 7 and 8 escorted the Jolly Greens. The weather enroute was approximately 8000 feet broken to overcast, clear below, with visibility 30 miles plus. After traveling 25 miles Jolly Green 52 experienced a complete loss of transmission oil pressure and made an immediate forced landing from 5000 feet. Jolly Green 56 followed 52 to the ground, determined that a safe landing was made, and began orbit to search for friendly ground troops. Since the cover ships orbiting the downed A-1E pilot's position were experiencing heavy ground fire and a swift pickup was

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FROM: Det 7, 38th ARRSq/Maj Mayfield

12 Nov 1966

SUBJECT: Mission Narrative Report 2-3-128 (U)

TO: Hq 3rd ARRGp, APO 96307

(S) As primary Rescue Crew Commander (Jolly Green 15) 11 November 1966, I was enroute from DaNang Air Base to Quang Tri, Vietnam to perform strip alert duty. At 0910L hours, notification was received from Waterboy (GCI Control) of two F4 aircraft, call sign Phantom 12 and 13, being down in the demilitarized zone (DMZ) northwest of their station. At 0915L, I was advised by Waterboy and Crown 1 to proceed from present position (110 radial/15 NM Channel 46) to the downed aircraft area, 330 radial/15 NM Channel 46 (17°01'30" N, 106°58'E).

(U) Enroute weather was clear to scattered clouds, 4000 - 6000 feet MSL and visibility 10 miles plus. In the target area, weather was a scattered to broken cloud deck 3800-4500 feet, visibility 10 miles plus.

(S) Upon approaching the area, rescap aircraft were spotted flying irregular patterns above and through the clouds. Rescap consisted of two O-1 aircraft, three F4's, four H-46 Marine Helicopters and Jolly Green 15. Automatic weapons fire had been reported by the O-1 aircraft and Marine helicopters in the vicinity of the target area. Also a report was received that two parachutes were observed after one of the Phantom aircraft had been hit.

(S) I requested two armed H-46 Marine Helicopters (Bonnie Sue 1-1 and 1-2) to assist me in pinpointing the aircraft crash and locating the survivors position. We descended to 3800 feet, parallel to a scattered deck of clouds, and proceeded toward the area. The burning aircraft were observed and strong beeper signals were being received. While approaching the burning aircraft, extremely heavy automatic weapons fire (with tracers) and 37/57mm was received from all directions. Air bursts were observed close to the port side of my aircraft and I immediately broke to the right and took cover in the cloud bank, reversing my course. I pulled back, with the other helicopter escorts, to a safe position and reported the situation to Crown.

DECLASSIFICATION CANCELLED
By Authority of GDS
By [Signature]
(Date) 14 Aug 75

DOWNGRADED
1/1 AFR-205-2
12 MAY 1976

ARODC # 663462

CONFIDENTIAL

DOWNGRADED AT 1 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

FR ARRS SC No. 663830

66-AD-1456

Det 7 38th ARRS
Commander 66-003
copy # 1

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(S) Later two A-1E aircraft (Sandy 05 and 06) arrived on scene. They made two orbits of the area at 4500 feet while being appriased of the local situation. Sandy 05 started down for a pass across the target area. Again a barrage of ground fire was received, hitting the Sandy aircraft. I maneuvered my aircraft to keep Sandy 05 in sight and saw the aircraft trailing smoke. I immediately began a descent toward the aircraft and after observing his parachute, I began a descending orbit over him. He landed in a wooded area at 16°57' N, 106°58'30" E. When I came to a hover over the pilot for a hoist pickup, I had the H-46 helicopters take up a hovering position on either side of my aircraft and slightly to the rear to give maximum coverage with their .50 cal. machine guns. Sandy 06 orbited overhead.

(U) During the pickup no known ground fire was received although unfriendly personnel with hand held weapons were observed throughout the area. No difficulties were encountered during the recovery phase. The pilot sustained a broken ankle. Crew coordination was excellent throughout the entire mission. Sandy 05 aircraft received hits at 1017L hours; bailed out at 1020L and pickup was completed at 1025L.

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

*Classification Downgraded
To UNCLASSIFIED by AUTHORITY
DF GDS, 14 MAR 75 - RES*

DOWNGRADED
12 MAY 75

12 MAY 1970

ARODC # 663462

(2)
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

STARS AND STRIPES

5 Planes Downed Over N. Vietnam

By SFC JERRY HOOK

SAS Staff Correspondent

SAIGON—Eight U.S. aircraft were shot down by communist groundfire including 5 over north Vietnam, military spokesmen reported Saturday.

Four of the planes downed Friday over the north were jets. The fifth was a Skyraider. The Skyraider pilot was rescued. Six crewmembers of the downed jets were reported missing.

Three helicopters were shot down Friday over the Republic of Vietnam. Casualties among the crews were described as heavy. The copters were supporting Operation Paul Revere IV near Phu Diereng.

A military spokesman said the aircraft downed over the north included two Air Force Phantoms, an Air Force Thunderchief, and a Marine Crusader.

The Skyraider pilot bailed out and was rescued about seven miles north of the DMZ.

The spokesman said that Friday's loss did not match the most planes shot down over the north in a day since bombing runs started there in 1964. He said seven were shot down last Aug. 7, and that six were shot down on July 6, 1965.

The U.S. has now lost 426 planes in the air war over the north.

Meanwhile, Air Force, Navy and Marine pilots were held to 18 missions over the north Friday as poor weather limited strikes.

to the panhandle, Hanoi and Dien Bien Phu areas.

Pilots braved heavy antiaircraft and automatic weapons fire to bomb and strafe enemy transportation facilities, water traffic and bridges.

One flight of Air Force Thunderchiefs reported saturating a railroad yard 55 miles northeast of Hanoi with 750-pound bombs. Returning pilots reported many rail lines and roads in the area were severed, while numerous buildings were demolished in the yard complex.



NEWS 8. JPK

Capt. Dick "Rosie" Rosecrans, Dubuque, Iowa, perhaps holds the record for the shortest time in North Vietnam. He was forced to bail out of his battle damaged A-1E and landed in a tree top. Captain Rosecrans had been flying cover for a Jolly Green helicopter when he bailed out. The helicopter swooped in and made the recovery in less than five minutes. He won the Distinguished Flying Cross, the Purple Heart, and one Air Medal with 11 oak leaf clusters.



AWARDED DFC—Air Force Capt. Richardson P. Rosecrans (left) of Dubuque, Iowa, recently received the Distinguished Flying Cross from Gen. Hunter Harris, Pacific Air Forces commander. Captain Rosecrans, an A-1E Skyraider pilot, was cited for his actions during a May 1966 mission: He sustained a broken leg recently when forced to bail out of his aircraft over North Vietnam. Captain Rosecrans was rescued in less than five minutes. (U.S. Air Force Photo)



Successful rescue of A-1E (Sandy) pilot north of DMZ
11 November 1966

Jolly Green 15 A/C 65-12783 Low Bird

P. Maj. William O. Mayfield

C.P. Capt. Thomas R. Johnson

H.M. TSGT. Johnny Tindal, Jr.

R.S. SSGT. Philemon Resos

R.S. A2C. Robert F. Gabourel

Two Marine CH-46s were escort for Jolly Green 15
Sandy pilot was Capt Richard Rosecrans, Dubuque, Iowa.

SUPPORTING DOCUMENT# 16

47

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

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

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3d ARRGp Hist, Oct-Dec 66

in a confined area, thirty to forty ft trees within twenty five feet of the helicopter. The PJ left the aircraft to retrieve the survivor who was about twenty feet from the helicopter and making no effort to come aboard. The survivor was placed aboard the helicopter at 1537L and Jolly Green 52 departed the area. The recovered pilot appeared to have a broken arm (later confirmed) and was suffering from shock. Jolly Green 52 landed at home station at 1605L and the pilot was transferred to a base ambulance. Weather enroute and at the pickup site was 5000 feet scattered, visibility 15 miles. No radio communications were established with the downed pilot. Much of the success of the mission must be attributed to Sandy 5 for locating the downed pilot and leading Jolly Green 52 in for the pickup.

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(C) (GP-4) Search and rescue task force (SARTF) objective: Four aircrew members of two downed F-4Cs near the DMZ. The SAR force of HH-3Es, A-1Es, CH-46s and HC-130 heard beepers at the crash sites but were driven off by heavy ground fire. A Sandy A-1E was hit during search of the area and bailed out. Five minutes later Jolly Green 15 (HH-3E) made a successful pickup of the Sandy pilot. During the recovery no known ground fire was received although unfriendly personnel with hand held weapons were observed throughout the area. High altitude electronic search for F-4C pilots was continued for an hour after the Sandy incident with negative results.

Det 2-3-130-15 Nov (RCC Narrative)

(C) (GP-4) At 0140Z the Jolly Greens were scrambled by Compress. The location given for the downed A-1E pilot was an area near the DMZ. Jolly Green 52 (Low Bird) and 56 (High Bird) were airborne shortly and proceeding toward the area. Sandies 5 and 6 went direct to the downed pilot and 7 and 8 escorted the Jolly Greens. The weather enroute was approximately 8000 feet broken to overcast, clear below, with visibility 30 miles plus. After traveling 25 miles Jolly Green 52 experienced a complete loss of transmission oil pressure and made an immediate forced landing from 5000 feet. Jolly Green 56 followed 52 to the ground, determined that a safe landing was made, and began orbit to search for friendly ground troops. Since the cover ships orbiting the downed A-1E pilot's position were experiencing heavy ground fire and a swift pickup was

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FROM: Det 7, 38th ARRS APO 96337

28 Nov 1966

SUBJECT: Mission Narrative Report 1-3-84 15 November 1966 (U)

TO: 3rd ARRGp APO 96307

(U) Jolly Green 15

Major Youngblood	RCC
Major Hicks	CP
A1C Bettevy	HM
A2C Hackney	RS

(U) Jolly Green 18

Capt Dickey	RCC
Maj Trochak	CP
TSgt Tindal	HM
SSgt Souza	RS

(C) (Gp-4) Jolly Green 15 and 18 took off from DaNang at 0625 on 15 November 1966 to proceed to Quang Tri for the purpose of pulling strip alert. Approximately 10 minutes before arrival at Quang Tri, Water Boy (GCI) informed us that a small U.S. Navy fast-boat had overturned and sunk, but was unable to give a location of the distressed boat. We orbited awaiting further information to determine which direction to proceed. Contact was attempted with Crown to obtain more information, but could not be reached, even after numerous calls on different frequencies. Hillsboro was contacted also but he had no information. Again Water Boy was contacted, who in the meantime had obtained a tacan fix from an unknown aircraft source supposedly pinpointing the overturned boat. A direct course was flown at maximum speed to the tacan fix at low altitudes to remain clear of 200 feet ceilings. Upon arrival it was immediately determined that the fix, as reported, was erroneous. At least 15 minutes was lost because of this. Several Army helicopters were seen proceeding north, so having no better method of locating the overturned boat, we followed the helicopters to the area, arriving there approximately 30 minutes after initial notification. Two other fast-boats were in the area at the mouth of the Hue River, and numerous personnel were standing on the beach. A search pattern was begun and immediately an empty inflated life preserver was sighted. Continuing the search and approximately 6 minutes after arriving at the scene, a U. S. Navy sailor was located floating in his life preserver about one-half mile off the coast. He was in the surf with waves at least 12 feet high with gusty winds up to 35 knots, which made hovering exceedingly difficult. The sailor appeared lifeless, and it was decided he could only be recovered by lowering the pararescue specialist into the water. A2C Hackney was lowered on the hoist, attached the body to the "horse collar" and gave the signal to raise the cable. A few feet up, the body slipped from the harness and fell back into the waves. The body was again placed on the sling and this time the pararescue specialist affixed himself around the lifeless body to

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By *W. J. (Date) 11/21/73*

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Det #7 38th ARRS
66-004 copy #1

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prevent it from again falling out. Both were raised into the helicopter, where artificial respiration on the sailor was attempted until it was definitely determined that no life existed.) To go into the extremely rough sea required much courage and heroism on the part of Airman Hackney, whose professional performance made the recovery operation successful. The cadaver was flown to the nearest military facility at Hue Phu Bai and delivered to U. S. medical authorities. The Jolly Green 15 and 18 continued on to Quang Tri for strip alert.

(C) (Gp-4) The mission was hampered by insufficient and erroneous information concerning the location of the overturned fast-boat. Apparently communication between the Navy and Air Force rescue network left much to be desired.

Adrian D. Youngblood
ADRIAN D. YOUNGBLOOD, Major, USAF
Rescue Crew Commander

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By *[Signature]* (Date) *11/3/75*

Gp-4 DOWNGRADE AT 3 YEAR INTERVALS DECLASSIFIED
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the Name of the Daring Game

DA NANG, South Vietnam —at 19, Duane Hackney is tall, broad-shouldered; a

husky farm boy with a well-tanned face that seldom requires the touch of a razor.



Sikorsky Photographer Mike Grasso snapped this photo immediately following a mission by an HH-3E from Quang Tri. Airman 2/C Duane Hackney removes his swim gear, as Capt. John W. Perry, Silver Star winner, jumps down from helicopter.

He looks like he should be strolling the Flint, Michigan, high school, carrying textbooks and wearing a football letter sweater. You'd think his biggest worry would be passing an algebra test.

But for the past eight months, Hackney's biggest worry has been staying alive.

Airman 2/C Duane Hackney is a pararescueman flying with HH-3E Jolly Green helicopters, out of Da Nang Air Base.

It is the job of a pararescueman (or "PJ", as he's called) to parachute from a helicopter, drive into high seas or be lowered into combat areas on a sling beneath the HH-3E — to rescue others. The PJ is also a trained medic, administering to injured troops, often after he has risked his life in the rescue.

Why did Hackney decide to become a PJ?

Heading toward a shower, outside his hut in the Air Force Compound with a towel slung over his shoulder, Hackney paused and chuckled. "Well, just before I finished basic, we were asked to make a choice. A sergeant asked me if I ever considered jumping out of an airplane.

"I told him 'only with a parachute.' He figured I was a wise guy and 'dropped me for 20' (20 pushups). That's how I got into pararescue."

Then, turning serious, Hackney said, "I think it's the

best job in the world for me. I wouldn't trade it for anything."

Since his tour began in Vietnam, Hackney has been blown out of a helicopter by anti-aircraft fire, missed being fatally or seriously wounded twice by a fraction of an inch and almost lost his life in 12-foot waves in the recovery of a body floating in the South China Sea.

Hackney was in the doorway of an HH-3E during a recent mission when he was hit trying to pull a wounded Marine into the helicopter to administer first aid. "The bullet hit me right in the middle of my flight helmet" he said. "The round knocked me down, and as I fell, I pulled up both my legs for balance. About this time, another bullet went through the pocket on the right leg of my flight suit. It shattered my survival radio."

Then he added, "I only received a couple of scratches."

On another mission, the HH-3E was blasted by anti-aircraft fire. Hackney, standing near the cabin door, was blown out of the helicopter. Although his parachute was only loosely strung over his shoulder, he managed to pull the rip cord. The chute blossomed just before he landed in some trees. He was picked up within minutes by a second HH-3E.

The South China Sea incident came during a scramble from Quang Tri, the forward

outpost (about 15 miles south of the DMZ) of the 37th Aerospace Rescue and Recovery Squadron. A Navy patrol boat had sunk, most of the survivors had been picked up by other helicopters when the HH-3E arrived at the scene. Scouting the area, Hackney spotted a man in a May West floating in the sea.

The waves were too high to pancake the helicopter on the water. Struggling against the wind-whipped waves, Hackney finally reached the man. With one arm around the man, Hackney managed to grab the rescue hoist and attach it to the "survivor".

Twice, the man slipped from the harness back into the sea. Realizing there was no other way out, Hackney hefted the seaman over his shoulder and grabbed the rescue hoist with both hands.

As the hoist was being raised with Hackney and the seaman dangling from the end, the helicopter rolled slightly and Hackney was smashed into the side of the sponson, bruising his forehead.

Once inside the helicopter, Hackney ripped off the seaman's clothing, and began mouth-to-mouth resuscitation. After 20 minutes, exhausted, Hackney leaned back. "He's gone."

Capt. John Perry, one of the Jolly Gren pilots with whom Hackney has often flown (and a Silver Star winner), remarked recently. "That kid Hackney . . . he's really something."

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Mission Narrative Report (1-3-84 15 November 1966) dated 28

November 1966, illustrates the need for the flexibility and varied capabilities of the Pararescuemen: 10

. . . . A search pattern was begun and immediately an empty inflated life preserver was sighted. Continuing the search and approximately six minutes after arriving at the scene, a U. S. Navy sailor was located floating in his life preserver about one-half mile off the coast. He was in the surf with waves at least 12 feet high with gusty winds up to 35 knots, which made hovering exceedingly difficult. The sailor appeared lifeless, and it was decided he could only be recovered by lowering the pararescue specialist into the water. A Pararescueman was lowered on the hoist, attached the body to the "horse collar" and gave the signal to raise the cable. A few feet up, the body slipped from the harness and fell back into the waves. The body was again placed on the sling and this time the pararescue specialist affixed himself around the lifeless body to prevent it from again falling out. Both were raised into the helicopter, where artificial respiration on the sailor was attempted until it was definitely determined that no life existed. . . .

All ACR aircraft utilized in SEA prior to the HH-53 possessed a common failing; the inability to support adequate crew members and lift sufficient numbers of survivors. The ACR operational concept for pararescue utilization required a minimum of two-men. The HU-16 operated through 1964 and early 1965 with the two-man pararescue team. As enemy activity and aircraft losses increased the HU-16's were required to land in the Gulf of Tonkin more frequently to recover downed personnel. These

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CORONA HARVEST SEA SAR 1954-31 MAR 62

hazardous tactical water operations demanded that the load be lightened to the greatest possible extent.¹¹

Pararescuemen continued to be utilized as crew members on HU-16 aircraft. As the level of conflict increased. . . . The decision was made to utilize (1) pararescueman as a water retrieval expert and to provide survivor care and medical treatment. The pararescuemen's water operating capability effectively reduced the exposure time to enemy fire during water landings and survivor pick-up. This concept continued until the HU-16 was phased out of the theater of operations.

HU-16, HH-43, and HH-3 aircraft were severely weight restricted when combat-configured, and particularly when operated over the mission profiles required in SEA.¹² Gross weight and mission profile restrictions were not unique; they should have been anticipated and provided for insofar as possible. The senior Pararescue NCOIC of 3d Group stated:¹³

The decision was made during the latter part of 1967 to no longer utilize two pararescuemen on the HH-3E in SEA, due to the critical weight factor affecting the hover capability of the aircraft. . . .

D. General Problem Areas

As previously mentioned, shortages of pararescue personnel during the buildup of forces in SEA caused unprogrammed expenditures in recruiting and training.¹⁴ The pararescue pipeline production time in 1964 was approximately 18 months from selection to duty with a field unit. The present pipeline is 12 to 13 months and no appreciable decrease in that

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Mission Narrative - 15 Nov 66

#151

At 0140Z, the Jolly Greens were scrambled out of Channel 89 by Compress. The coordinates given for the downed ALE Pilot were the 100 degree radial of Channel 89 at 76 miles.

Jolly Green 52 (Low Bird) and 56 (High Bird) were airborne shortly and proceeded toward the area. Sandys 5 and 6 went direct to the downed pilot and 7 and 8 escorted the Jolly Greens. The weather enroute was approximately 8000 feet broken to overcast, clear below, with visibility 30 miles plus.

After traveling 25 miles out, the 100 degree radial Jolly Green 52 experienced a complete loss of transmission oil pressure and made an immediate forced landing from 5000 feet. Jolly Green 56 followed 52 to the ground, determined that a safe landing was made, and began an orbit to search for Pathet Lao Troops.

Since the cover ships orbiting the downed ALE pilot's position were experiencing heavy ground fire and a swift pickup was imperative, it was necessary that loiter time around Jolly Green 52 be held to a bare minimum.

Since to proceed on the original mission would mean going single ship through known AAA areas, into an area of intense ground fire, the RCC of Jolly Green advised his crew of the situation. Though being fully aware of the hazards of the mission, each crew member volunteered to attempt the pickup.

A headwind of twenty plus knots delayed the arrival considerably. While proceeding on course at 6500 MSL, two areas of moderate 37mm flack was encountered. Evasive action was taken, and no damage to the aircraft was sustained. Sandy 7 and Jolly Green 56 arrived on scene at 0235Z.

By this time, the Sandy and Firefly ALE's had located the downed pilot and were ringing the area with their ordinance to prevent the enemy from closing in. They were experiencing extremely heavy ground fire from automatic weapons. Sandy 7, with Jolly Green 56 in trail, made an immediate descent below the 3500 ft. broken cloud deck and made straight for the downed pilot's position. On this initial approach, heavy ground fire was encountered and Jolly Green 56 had to break off while the ALE's laid a smoke screen to the Southeast of the position, the area of heaviest ground fire. Another approach was made, tip tanks punched, and voice contact made with the downed pilot, Captain Fowler. Captain Fowler talked the Jolly Green into a hover over his position, and while he mounted the tree penetrator, the PJ fired at automatic weapons flashes through the smoke screen.

The survivor was on a small hill which over-looked the river valleys for a few kilometers. He greatly aided his recovery by climbing near the top of the hill. This greatly expedited the time required to hover, and in my estimation, coupled with the survivor's excellent knowledge of rescue equipment, was instrumental in the success of the recovery without further loss or battle damage.

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Light flack was encountered on exit but was inaccurate and posed no threat to the returning SAR forces. Jolly Green 56, with the exhausted survivor on board, landed at Channel 89 at 0330Z.

It should be emphasized that it was only through the determination and superb skill of RESCAP that this mission was successful. Captain Norman Leggett, the RESCAP on-scene Commander did an exceptionally competent and professional job in his coordination of the entire mission.

During the entry to, during, and on exit from the hover over the downed pilot, the PJ was methodically raking the ground fire flashes with an M-16. this weapon is entirely inadequate in such situations and proposed M-60 machine guns are badly needed.

Jolly Green 56 (Pickup Bird)

RCC - 1st Lt. Arlyn E. Webster
RCCP - 1st Lt. William C. Dean
HM - A2C Gary R. Meyer
PJ - SSgt Aaron D. Farrior

Arlyn E. Webster
ARLYN E. WEBSTER, 1st Lt., USAF
Rescue Crew Commander

Jolly Green 52 (Low Bird)

RCC - Captain Kenneth E. Murphy
RCCP - 1st Lt. David J. Feigert
HM - SSgt Jerry R. Johnson
PJ - A2C Michael L. Halvorson

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3d ARRGp Hist, Oct-Dec 66

in a confined area, thirty to forty ft trees within twenty five feet of the helicopter. The PJ left the aircraft to retrieve the survivor who was about twenty feet from the helicopter and making no effort to come aboard. The survivor was placed aboard the helicopter at 1537L and Jolly Green 52 departed the area. The recovered pilot appeared to have a broken arm (later confirmed) and was suffering from shock. Jolly Green 52 landed at home station at 1605L and the pilot was transferred to a base ambulance. Weather enroute and at the pickup site was 5000 feet scattered, visibility 15 miles. No radio communications were established with the downed pilot. Much of the success of the mission must be attributed to Sandy 5 for locating the downed pilot and leading Jolly Green 52 in for the pickup.

Det 1-3-82-7 Nov

(U) SAR objective: Two crewmembers of a crashed O-1E NNE of Dak To, SVN. An HH-43 helicopter in conjunction with two A-1Es (RESCORT) located scene through survivor's use of RT-10 radio and flares. Pilot was dead, however, surviving crewmember was recovered by hoist and returned to Danang AB. SAR force unable to recover deceased due to hostile forces surrounding the burning aircraft.

Det 2-3-128-11 Nov

(C) (GP-4) Search and rescue task force (SARTF) objective: Four aircrew members of two downed F-4Cs near the DMZ. The SAR force of HH-3Es, A-1Es, CH-46s and HC-130 heard beepers at the crash sites but were driven off by heavy ground fire. A Sandy A-1E was hit during search of the area and bailed out. Five minutes later Jolly Green 15 (HH-3E) made a successful pickup of the Sandy pilot. During the recovery no known ground fire was received although unfriendly personnel with hand held weapons were observed throughout the area. High altitude electronic search for F-4C pilots was continued for an hour after the Sandy incident with negative results.

Det 2-3-130-15 Nov (RCC Narrative)

(C) (GP-4) At 0140Z the Jolly Greens were scrambled by Compress. The location given for the downed A-1E pilot was an area near the DMZ. Jolly Green 52 (Low Bird) and 56 (High Bird) were airborne shortly and proceeding toward the area. Sandies 5 and 6 went direct to the downed pilot and 7 and 8 escorted the Jolly Greens. The weather enroute was approximately 8000 feet broken to overcast, clear below, with visibility 30 miles plus. After traveling 25 miles Jolly Green 52 experienced a complete loss of transmission oil pressure and made an immediate forced landing from 5000 feet. Jolly Green 56 followed 52 to the ground, determined that a safe landing was made, and began orbit to search for friendly ground troops. Since the cover ships orbiting the downed A-1E pilot's position were experiencing heavy ground fire and a swift pickup was

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imperative, it was necessary that loiter time around Jolly Green 52 be held to a bare minimum. Since to proceed on the original mission would mean going single ship through known AAA areas, into an area of intense ground fire, the RCC of Jolly Green advised his crew of the situation. Though being fully aware of the hazards of the mission each crewmember volunteered to attempt the pickup. A head wind of twenty plus knots delayed the arrival considerably. While proceeding on course at 6500 MSL, two areas of moderate 37MM flak was encountered, evasive action was taken, and no damage to the aircraft was sustained. Sandy 7 and Jolly Green 56 arrived on scene at 0235Z. By this time the A-1Es had located the downed pilot and were ringing the area with their ordnance to prevent the enemy from closing in. They were experiencing extremely heavy ground fire from automatic weapons. Sandy 7, with Jolly Green 56 in trail, made an immediate descent below the 3300 ft broken cloud deck and made straight for the downed pilot's position. On this initial approach heavy ground fire was encountered and Jolly Green had to break off while the A-1Es laid a smoke screen to the SW of the position, the area of heaviest fire. Another approach was made, tip tanks punched and voice contact made with the downed pilot. The pilot talked the Jolly Green into a hover over his position and while he mounted the tree penetrator, the PJ fired at automatic weapons flashes through the smoke screen. The survivor had been on a small hill over looking the river for a few kilometers. He greatly aided his recovery by climbing up the top of the hill. This expedited the time required to hover and in my estimation, the survivor's knowledge of rescue equipment, was instrumental in the success of the recovery without further loss or battle damage. Light flak was encountered on exit but was inaccurate and posed no threat to the returning SAR force. Jolly Green 56 with the exhausted survivor on board landed at home at 0330Z. NOTE: Concerning Jolly Green 52 which lost transmission oil pressure and made forced landing - Parts were dispatched and maintenance was performed in the field. On return, severe transmission problems developed after short flight and Jolly Green 52 again was forced to land. Crew was evacuated by UH-1F helicopter and friendly forces were supplied to protect the downed Jolly Green helicopter until repairs could be made.

Det 1-3-86-16 Nov (RCC Narrative)

(C) (GP-4) On 16 Nov 66 at 0332Z, Jolly Green 18 and 15 were scrambled in hopes of picking up three crew members that had bailed out of an A-1E that developed engine trouble SW of Danang. After climbing enroute through weather for about twenty minutes, the Jolly Greens broke out on top at 9000 feet. Contact was made with Sandy 5 and 6 approximately thirty minutes from the crash site and definite location was confirmed. The Sandies told us they were estimating the scene twenty minutes after us and if we elected to go down to be careful. Enroute weather was 8000 ft overcast with unlimited visibility above the clouds. Weather in the pickup area was 4000 ft scattered, 6000 ft broken and good visibility. When we arrived over the area at 0420Z, Red Flash flight was

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FROM: Det 7, 38th AHS APO 96337

19 Nov 1966

SUBJECT: Mission Narrative Report 1-3-86 (U)

TO: 3rd ARRGp APO 96307

(C) On 16 November 1966, at 0332Z, Jolly Green's 18 & 15 were scrambled from Quang Tri, RVN, to 15°25½' N, 106°42½' E in hopes of picking up three crew members that had bailed out of an A-1E that developed engine trouble. After climbing enroute through weather for approximately 20 minutes, the Jolly Greens broke out on top at 9000 feet. Contact was made with Sandy 5 & 6 approximately 30 minutes from the crash site and definite location was confirmed as stated above. The Sandy's told us they were estimating the scene, 20 minutes after us, and if we elected to go down to be careful. Enroute weather was 8000 ft overcast with unlimited visibility above the clouds. Weather in the pickup area was 4000 ft scattered, 6000 ft broken and good visibility.

(U) When we arrived over the area at 0420Z, Red flash flight was orbiting the area and reported no enemy ground fire. To save precious time I immediately elected to descend and start the rescue operation while Jolley Green 15 orbited at altitude and served as our communications and backup rescue aircraft. When we descended beneath the lowest puffy clouds we plainly saw Crown I and the two Red flash aircraft. They had not located the downed crew members so I asked Red flash lead to come up UHF Guard and everyone else to terminate transmission on this frequency. I requested the #1 survivor of Commander Ol to work his beeper if he read me. Immediately the beeper sounded. Since our homing feature of the UHF was inoperative, the rescue was delayed and extensive time was required to locate the first survivor. Only by voice contact were we able to locate the survivor and he guided Jolley Green 18 over his position. After visual seeking by the hoist operator, I asked that the downed pilot terminate transmissions. This pickup occurred without major complications and at 0430Z the first pilot was on board our helicopter.

(U) Again we asked the second survivor to talk us over his location. Because of heavy foliage and towering trees the downed person said he could hear us but no visual contact was possible. On advise from the 1st rescued pilot we moved NW off the 1st pickup and started a small orbit. The downed survivor then stated that we were getting closer. Sideward hover to the NW was initiated about 15 feet above the trees tops. We kept in constant contact with the man and finally he guided us over his position. During the search phase for the second survivor, we requested that he discontinue beeper operation since we had inoperative equipment. The second pickup was very pretty as the copilot held a beautiful hover and at 0443Z, the second survivor, another pilot, was on board the helicopter.

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(c) The two rescued pilots told me that the third and last crewmember was a flight mechanic and that maybe he had ~~been~~ bailed out with any survival equipment. They did see a good chute and know he landed safely. We hovered for approximately 5 more minutes without locating the mechanic. At this time the two Sandy's arrived over the area and after a short briefing via rescue frequency they assumed the search and we climbed to 5000 ft and orbited to conserve fuel. The Sandy's did everything possible to locate the third survivor, without any luck.

← without →

(c) From altitude we saw what we thought to be the third chute and asked the Sandy's to give us rescap as we descended for a closer look. From this point on the mission deteriorated to near catastrophic portions. During the descent Sandy lead requested we lower the rescue specialist to the ground in an attempt to quickly locate the third man. After analyzing all aspects; approaching low fuel conditions, no previous ground fire during 25 minutes of hover work, and exceptionally good rescap, I decided to lower the PJ to the ground for 10 minutes. We came to a hover over the third chute and immediately put the PJ on the ground and then flew away so as not to give away his position. After 7 minutes on the ground the PJ came up on his survival radio and said he had located nothing and the dense underbrush made searching hazardous. I decided his being there endangered his life so we went in for a pickup on the PJ. We came into the hover and lowered the hoist, the PJ climbed on and strapped in. Just as the hoist operator started the PJ up the hoist the Jolley Green was hit by about 4-5 rounds of .30 cal ammunition on the port side. I elected to remain in the hover for approximately 5 seconds and allow the PJ a fair shake on making it back into the bird. After taking more hits and still the PJ was not on board the helicopter, I elected to pull up and off target with him still on the forest penetrator. About 50 yards down stream we paused momentarily and allowed the hoist operator to pull the PJ on board. Immediate assessment of the damage showed continued flight was not practical. We were directed to the nearest landing site, PS-22, and landed without further incident at 0540Z.

Oh Boy!

(c) Evaluation of the battle damage showed: one of the survivors we had just rescued was shot through the left arm, the bullet exiting through his back, the PJ was severely damaged being jerked through the trees - received 20 stitches in his head and 2 in his arm, 2 hydraulic lines were severed which sent hydraulic fluid all over the inside of the helicopter, 2 electrical lines were severed causing failure of the #2 generator and transformer rectifier, one rotor

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blade was hit causing a vibration in the helicopter, the two left tires were punctured and extensive holes and tears were inflicted into Jolly Green 18.

(U)The two pilots and the PJ were immediately air evacuated via Air America from PS 22 to DaNang for prompt medical treatment. Since Jolly Green 18 needed repairs, that crew was flown home by Jolly Green 15. Flight terminating at 0735Z.

(U)Although our aircraft was hit hard during a critical phase of the rescue operation, my crew displayed remarkable courage, composure, and skill. Only by crew integrity and job knowledge did we manage to safely return two airmen who might otherwise have been captured.

(C)Two factors which seriously detracted from the rescue effort were:

(C)1. The ADF function of the UHF radio was inoperative and this caused excessive delay in locating the downed crewmembers. Recommend a better and more efficient supply channel be set up whereby crews will be given a fair shake on their rescue attempts.

*this is a
major
problem
?*

(C)2. The pararescue specialist received extensive damages because of no head gear. I recommend that immediate attention be given to adoption of the URT-10 radio which may be plugged into the helmet and thus the PJ's may wear their helmets and also have contact with their helicopters. Local base policies are not acceptable when individual's lives are at stake.

?

(U)My crew who contained the "moxie" and dedication required for this outstanding effort were:

RCCP Major Frank L. Trochak
HM TSgt Charles R. McGatha
RS SSgt James Souza

David E. Dickey
DAVID E. DICKEY, Captain, USAF
Rescue Crew Commander

*Survivors: A1E W9 Commander
Col Bradburn, Gordon F.
FR 9226
LT COL Smith, Charles
(new commander for 20th Helo
Co)*

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imperative, it was necessary that loiter time around Jolly Green 52 be held to a bare minimum. Since to proceed on the original mission would mean going single ship through known AAA areas, into an area of intense ground fire, the RCC of Jolly Green advised his crew of the situation. Though being fully aware of the hazards of the mission each crewmember volunteered to attempt the pickup. A head wind of twenty plus knots delayed the arrival considerably. While proceeding on course at 6500 MSL, two areas of moderate 37MM flak was encountered, evasive action was taken, and no damage to the aircraft was sustained. Sandy 7 and Jolly Green 56 arrived on scene at 0235Z. By this time the A-1Es had located the downed pilot and were ringing the area with their ordnance to prevent the enemy from closing in. They were experiencing extremely heavy ground fire from automatic weapons. Sandy 7, with Jolly Green 56 in trail, made an immediate descent below the 3300 ft broken cloud deck and made straight for the downed pilot's position. On this initial approach heavy ground fire was encountered and Jolly Green had to break off while the A-1Es laid a smoke screen to the SW of the position, the area of heaviest fire. Another approach was made, tip tanks punched and voice contact made with the downed pilot. The pilot talked the Jolly Green into a hover over his position and while he mounted the tree penetrator, the PJ fired at automatic weapons flashes through the smoke screen. The survivor had been on a small hill over looking the river for a few kilometers. He greatly aided his recovery by climbing up the top of the hill. This expedited the time required to hover and in my estimation, the survivor's knowledge of rescue equipment, was instrumental in the success of the recovery without further loss or battle damage. Light flak was encountered on exit but was inaccurate and posed no threat to the returning SAR force. Jolly Green 56 with the exhausted survivor on board landed at home at 0330Z. NOTE: Concerning Jolly Green 52 which lost transmission oil pressure and made forced landing - Parts were dispatched and maintenance was performed in the field. On return, severe transmission problems developed after short flight and Jolly Green 52 again was forced to land. Crew was evacuated by UH-1F helicopter and friendly forces were supplied to protect the downed Jolly Green helicopter until repairs could be made.

Det 1-3-86-16 Nov (RCC Narrative)

(C) (GP-4) On 16 Nov 66 at 0332Z, Jolly Green 18 and 15 were scrambled in hopes of picking up three crew members that had bailed out of an A-1E that developed engine trouble SW of Danang. After climbing enroute through weather for about twenty minutes, the Jolly Greens broke out on top at 9000 feet. Contact was made with Sandy 5 and 6 approximately thirty minutes from the crash site and definite location was confirmed. The Sandies told us they were estimating the scene twenty minutes after us and if we elected to go down to be careful. Enroute weather was 8000 ft overcast with unlimited visibility above the clouds. Weather in the pickup area was 4000 ft scattered, 6000 ft broken and good visibility. When we arrived over the area at 0420Z, Red Flash flight was

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3d ARRGp Hist, Oct-Dec66

orbiting the area and reported no enemy ground fire. To save precious time, I immediately elected to descend and start the rescue operation while Jolly Green 15 orbited at altitude and served as our communications and backup aircraft. When we descended beneath the lowest puffy clouds we plainly saw Crown I and the two Red Flash aircraft. They had not located the downed crew members so I asked Red Flash lead to come up UHF Guard and everyone else to terminate transmission on this frequency. I requested the first survivor to work his beeper if he read me. Immediately the beeper sounded. Since our homing feature of the UHF was inoperative, the rescue was delayed and extensive time was required to locate the first survivor. Only by voice contact were we able to locate the survivor and he guided Jolly Green 18 over his position. After visual acquisition by the hoist operator, I asked the downed pilot to terminate transmissions. The pickup occurred without major complications and at 0430Z the first pilot was on board our helicopter. Again we asked the second survivor to talk us over his location. Because of heavy foliage and towering trees the downed person said he could hear us but no visual contact was possible. On advice from the first rescued pilot we moved NW off the first pickup and started a small orbit. The downed survivor then stated that we were getting closer. Sideward hover to the NW was initiated about 15 feet above the tree tops. We kept in constant contact with the man and finally he guided us over his position. During the search phase for the second survivor, we requested that he discontinue beeper operation since we had inoperative equipment. The second pickup was very pretty as the copilot held a beautiful hover and at 0443Z the second survivor, another pilot, was on board the helicopter. The two rescued pilots told me that the third and last crew member was a flight mechanic and that maybe he had not bailed out with any survival equipment. They did see a good chute and knew he landed safely. We hovered for about five minutes without locating the mechanic. At this time the two Sandies arrived over the area and after a short briefing via rescue frequency they assumed the search and we climbed to 5000 feet and orbited to conserve fuel. The Sandies did everything possible to locate the third survivor without any luck. From altitude we saw what we thought to be the third chute and asked the Sandies to give us Rescap as we descended for a closer look. From this moment on the mission deteriorated to near catastrophe. During the descent Sandy lead requested we lower the rescue specialist (PJ) to the ground in an attempt to quickly locate the third man. After analyzing all aspects, approaching low fuel conditions, no previous ground fire during 25 minutes of hover work, and exceptionally good Rescap, I decided to lower the PJ to the ground for ten minutes. We came to hover over the third chute and put the PJ on the ground and then flew away so as not to give away his position. After seven minutes on the ground the PJ came up on his survival radio and said he had located nothing and the dense underbrush made searching hazardous. I decided his being there endangered his life so we went in for a pickup on the PJ. We came into the hover and lowered the hoist, the PJ climbed on and strapped in. Just as the hoist operator started the PJ up

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3d ARRGp Hist, Oct-Dec 66

the hoist the Jolly Green was hit by about 4-5 rounds of .30 cal ammunition on the port side. I elected to remain in the hover for approximately five seconds and allow the PJ a fair shake on making it back into the bird. After taking more hits and still the PJ was not on board the helicopter, I elected to pull up and off target with him still on the forest penetrator. About fifty yards down stream we paused momentarily and allowed the hoist operator to pull the PJ on board. Immediate assessment of the damage showed continued flight was not practical. We were directed to the nearest landing site and landed without further incident at 0540Z. Evaluation of the battle damage showed: One of the survivors we had just rescued was shot through the left arm, the bullet exiting through his back; the PJ was severely damaged being jerked through the trees, requiring 20 stitches in his head and two in his arm; two hydraulic lines were severed which sent fluid all over the inside of the helicopter, two electrical lines were severed causing failure of the #2 generator and transformer rectifier; one rotor blade was hit causing a vibration in the helicopter; the two left tires were punctured and extensive holes and tears were inflicted on Jolly Green 18. The two pilots and the PJ were immediately air evacuated for prompt medical treatment. Since Jolly Green 18 needed repairs, the crew was flown home by Jolly Green 15.

Det 2-3-131-17 Nov (RCC Narrative)

(C) (GP-4) Jolly Green 56 (Low Bird) and Jolly Green 36 (High Bird) were scrambled at 0755Z. Some indigenous personnel involved in a mission were seen by an O-1E waving a distress panel. Jolly Green 56 and 36 were off shortly and proceeded to the area, at 7000 feet. The weather enroute was approximately 9000 feet overcast, clear below, with visibility 30 miles plus. Sandies 5 and 6 proceeded direct to a rendezvous with the O-1E and Sandies 7 and 8 escorted the Jolly Greens. While enroute it was determined that an observer on board the spotting O-1E had made a positive visual identification of the five people on the ground. Because of the positive identification from the Nail flight, a direct entry was made into the area. Sandy 5 led Jolly Green 56 over the waving personnel, tip tanks were punched and a hover was entered. The people on the ground were lacking in tree penetrator operation knowledge so the PJ was lowered to the ground to assist them. The surrounding jungle was extremely thick and ground fire was expected at any time but never came. Three of the people were lifted aboard and the other two indicated reluctance to ride by disappearing into the jungle. The pickup was accomplished at 0858Z and Jolly Green 56 departed the area, met Jolly Green 36 above the 5000 foot deck and proceeded to home base. The Sandies provided their usual excellent cover and the whole mission ran smoothly.

Det 2-3-133-22 Nov (RCC Narrative)

(C) (GP-4) While standing strip alert on 22 Nov word was received from Compress at 0330Z that a mission was to be performed that afternoon by the Jolly Greens and Sandies and that a briefing would be given about 0800Z.

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3d ARRGp Hist, Oct-Dec 66

o. (C) (GP-4) On 16 November while in a hover on an ACR mission (Det 1-3-86-16 Nov) in a hostile area, Jolly Green 18 (HH-3E, SN 65-12786) sustained battle damage from enemy ground fire and was forced to withdraw and land at the nearest friendly site. One of two recovered pilots and the PJ were injured. The two recovered Pilots and the PJ were immediately air evacuated for medical treatment. The rest of the crew was returned to home station by Jolly Green 15. Jolly Green 18 was repaired and returned to service.

p. (C) (GP-4) At 1805L, 29 Nov 66 an HH-3E, SN 64-14231 assigned to Det 5, 38 ARRSq crashed while landing at a classified destination. Aircraft was engulfed in dust during night landing touchdown and the Pilot evidently lost control; helicopter was totally destroyed by post impact fire. Four aircrew members aboard the HH-3E escaped with only minor injuries.

q. (U) During the period of this history, the aircraft assigned to the 3d ARRGp were operationally ready 82.7% of the time. The 17.3% of time not operationally ready (NOR) were contributed to 9.1 NOR (Maintenance) and 8.2 NOR (Supply). Greater battle damage was sustained by our helicopters in this quarter than the previous one, accounting for a higher NOR(M) rate.

r. (U) Members of the 3d ARRGp have been awarded 6 Purple Hearts, 20 Silver Stars, 102 Distinguished Flying Crosses, 11 Bronze Stars, 13 AF Commendation Medals, 233 Air Medals and 4 Airmen Medals, during the period of this report.

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Letters to the Editor

Activity

I entitled "Stacked a distinct disserv- and State Teachers sing it of not being fiscal needs of the ol system.

unconscious did anyone get the mes- sage that he was dying—except the boy, that is.

The superintendent of the Maryland Correctional Institute was quoted as saying that an examination given two days before the boy's unconsciousness

ent symptoms of having "alar- ming." I, for one, old that caused a loss

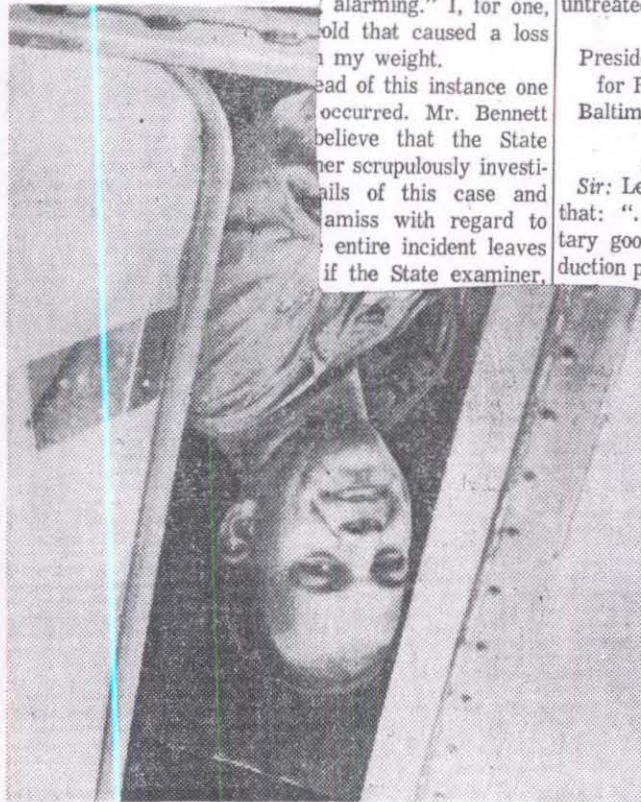
my weight. head of this instance one

occurred. Mr. Bennett believe that the State

per scrupulously investi-ails of this case and

amiss with regard to entire incident leaves

if the State examiner,



port of the screening program by such conservative groups as the American Medical Association and the American Academy of Pediatrics. Also ignored are the nation-wide findings which are considered to be in marked contrast to the expected results of severe retardation in a comparable group of untreated phenylketonurics.

Colleen Depkin, President, Maryland Association for Retarded Children. Baltimore.

Arms Production

Sir: Leon Shapiro states in his letter that: "... the manufacture of mili- tary goods is the most wasteful pro- duction possible because it results in no production." It is my opinion the opposite is true.

duction of military equipment ew jobs and purchasing power turn stimulates the economy. purchasing power creates and more purchasing power ce again stimulates the econ- are experiencing this situa-

apiro presents statistics by

BY ROBERT A. ERLANDSON

Went Down

Pilot Of One That

Baltimore Lieutenant Is

2 Viet Copters Are Reluctant Fish

THE SUN, BALTIMORE, THURSDAY MORNING, DECEMBER 29, 1

Successful rescue of Col Gordon P. Bradburn and Lt Col Charles Smith, A-1G, 16 Nov 66. While retrieving SSGT Souza, who had been on the ground looking for the 3rd survivor, Jolly Green 18 came under intense automatic weapons fire. Lt Col Smith was seriously wounded, the aircraft was damaged and it was necessary to drag Sgt Souza through the trees to escape the fire. Despite injuries that required 26 stitches to his face and scalp, Sgt Souza administered to Col Smith's shoulder and arm wound. For this he received the Silver Star. Capt Dickey put the aircraft into a special forces camp and transferred the survivors and Sgt Souza to an Air America Caribou. His crew was extracted by the High Bird. They returned the next day, repaired the aircraft and flew it home. Low. RCC Capt David B. Dickey High. RCC Maj Wm V D Hickerson CP Maj Frank L. Trochak HM 1SGT Chas. R. Mcgatha RS 1SGT James Souza RS 2SGT Joseph W. Duffy

Huntingdon Copter Pilot In Daring Viet Rescue

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

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

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

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

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

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



CAPT. DAVID DICKEY

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

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

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

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

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

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

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

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

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



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

THE DAILY NEWS

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3d ARRGp Hist, Oct-Dec 66

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3d ARRGp Hist, Oct-Dec 66

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NK	Lt Webster Lt Dean	A2C Meyer SSgt Farrior	107	Capt Luken	2 Nov 66	USAF	LAOS	F-105
NK	Capt Lisko Lt May	A1C Graham SSgt Hunt	108	Capt Elmer	4 Nov 66	USAF	LAOS	F-105 Under Fire
NK	Capt Hartwig Lt Lavender	A2C Cotter A2C Bowers	109 110	Maj Wright Capt Hetcher	6 Nov 66	USAF	THAI	U-6A
NK	Lt Webster Lt Dean	A2C Meyer SSgt Farrior	111	Capt Fowler	15 Nov 66	USAF	LAOS	A-1E Under Fire
NK	Lt Webster Lt Dean	A2C Meyer SSgt Farrior	112 113 114	3 man ground party (class)	17 Nov 66	LAOS	LAOS	
NK	Capt Hartwig Lt Gunnin	A1C Whisehunt A2C Bowers	115 thru 130	15 man ground party (class)	22 Nov 66	LAOS	LAOS	
NK	Lt Webster Lt Dean	A2C Meyer A2C Davis	131	Capt Roper (deceased)	29 Nov 66	USAF	LAOS	A-1E
NK	Capt Lloyd Capt Hester	SSgt Riley A2C Bowers	132 133	L/C Dyke Capt Fannemel	6 Dec 66 6 Dec 66	USAF USAF	NVN NVN	RF-4C RF-4C Under Fire
NK	Capt Fivse Maj Shows	SSgt Johnson SSgt Hunt	134 135	A2C Bowens A2C Stevson	6 Dec 66 6 Dec 66	USAF USAF	NVN NVN	HH-3E HH-3E Under Fire
NK	Capt Hartwig Lt Hall	A1C Whisenhunt A2C Stevson	136	Capt Cowley	14 Dec 66	USAF	NVN	F-105 Under Fire

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MISSION NARRATIVE 22 NOV 1966 (u)

1. (u) While standing strip alert at Nakhom Phanom RTAFB on 22 Nov 1966 word was received from Compress at 0330Z that a mission was to be performed that afternoon by the Jolly Green's and Sandy's and that a briefing would be given by personnel from Udorn RTAFB.
2. (s) The briefing was begun at 0800Z, it included the following information:
 - a. (s) a 15 man team located in the area of 17°27' N 105°51' E were reported to have been surrounded by unfriendly forces. The briefer had detailed maps and pictures of the area.
 - b. (u) Jolly Green's 36 and 53, Sandy's 5, 6, 7 and 8 departed Nakhom Phanom at 0835Z. Sandy's 5 and 6 proceeded directly to the area to try and locate the ground party while Sandy's 7 and 8 escorted the Jolly Green's.
4. (c) Sandy's 5 and 6 arrived in the search area at 0915Z and located the signal panel almost immediately. Jolly Green's 36 and 53, Sandy's 7 and 8 arrived at 0925Z. Sandy 5 reported that he had made several low passes over the area and had not received any ground fire nor had he spotted the friendly ground party. Jolly Green 36 descended into the area and made a thorough low recon. The party was finally sighted at this time. The ground party had cleared an area on top of a small hill that was slightly larger than the helicopter, so it was decided that Jolly Green 36 would attempt a landing. As soon as 36 landed the people started to get aboard, however, it took 5 minutes to get all of them aboard because some of them were down the steep hill and had to climb up to the landing site.
5. (u) At 0935Z all forces departed the area. Jolly Green's 36 and 53, Sandy's 7 and 8 returned to Nakhom Phanom landing at 1030Z. Sandy's 5 and 6 returned to Udorn.
6. (u) The weather during the entire mission was clear with 10 miles visibility.
7. (u) The coordination between all forces was excellent. As a result the mission was quickly and successfully accomplished.

JOLLY GREEN 36 (LOW BIRD)
RCC, Capt James A. Hartwig
RCCP, 1st Lt William W. Gunnin
HM, A1C John W. Whisenhunt
PJ, A2C Robert D. Bowers

JOLLY GREEN 53 (HIGH BIRD)
RCC, Capt James R. Lysk
RCCP, 1st Lt Donald R. Harris
HM, SSgt Roger A. Ely
PJ, A2C William D. Brotton

James A. Hartwig
JAMES A. HARTWIG, Capt, USAF
Rescue Crew Commander

ARODC =

66-3589
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
CD DIR 5200.10

CLASSIFICATION CANCELLED
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(Date)
12 May 75

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DOWNGRADED
AFR-2

DOWNGRADED
1/11 AFR-205-2

8/21

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3d ARRGp Hist, Oct-Dec 66

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3d ARRGp Hist, Oct-Dec 66

The briefing included the following information. A 15 man team located in a certain area were reported to have been surrounded by unfriendly forces. The Briefer had detailed maps and pictures of the area. Jolly Green's 36 and 53, Sandy's 5, 6, 7, and 8 departed home base at 0835Z. Sandy's 5 and 6 proceeded directly to the area to try and locate the ground party while Sandy's 7 and 8 escorted the Jolly Green's. Sandy's 5 and 6 arrived in the search area at 0915Z and located the signal panel almost immediately. Jolly Green's 36 and 53, Sandy's 7 and 8 arrived at 0925Z. Sandy 5 reported that he had made several low passes over the area and had not received any ground fire nor had he spotted the friendly ground party. Jolly Green 36 descended into the area and made a thorough low recon. The party was finally sighted at this time. The ground party had cleared an area on top of a small hill that was slightly larger than the helicopter, so it was decided that Jolly Green 36 would attempt a landing. As soon as 36 landed the people started to get aboard, however, it took 5 minutes to get all of them aboard because some of them were down the steep hill and had to climb to the landing site. At 0935Z all forces departed the area. Jolly Green's 36 and 53, Sandy's 7 and 8 returned to home base landing 1030Z. The weather during the entire mission was clear with 10 miles visibility. The coordination between all forces was excellent. As a result the mission was quickly and successfully accomplished.

Det 11-38-2-23 Nov (RCC Narrative)

(C) (GP-4) Tuy Hoa tower called Detachment 11 at 1545 local and stated "An Army O-1E Bird Dog aircraft had crashed. Immediately thereafter 3rd ARRGp JSARC called and requested that the Detachment obtain Army gunship escort and attempt to make pickup of O-1E crew. The Army Tactical Operations Center was contacted and coordinates verified. UH-1B Gunships were taking off at that time. Crash site was located in extremely hostile area. It was not known whether aircraft crashed because of mechanical failure or because of ground fire. HH-43B (Pedro 46) was airborne at 1600 local. Enroute, Pedro 46 contacted O-1E (BORON 03) that had witnessed crash and was circling the area. Boron 03 had VHF contact with survivors. Both were in good condition. Survivors would not attempt to mark position until Pedro 46 was in the area. Pedro 46 arrived at crash coordinates at 1635 local. Numerous Army helicopters and O-1E aircraft were circling in area. Contacting survivors through Boron 03 was difficult because of extensive chatter on UHF guard channel. The survivors ignited a smoke grenade. Smoke filtered up through the heavy jungle canopy and gave an excellent reference. The helicopter was hovered over a few broken branches in the tops of the trees, but the aircraft wreckage was not visible. After two or three minutes one of the survivors was spotted. The helicopter was lowered into a depression in the trees and two hoist pickups were made using the forest penetrator. Pickups were completed at approximately 1645 local. The survivors were scratched and bruised but otherwise in good condition. The helicopter transmission chip detector light illuminated during the flight to home station. A precautionary landing was made at Tuy Hoa North Army Base and the survivors released to their own organization. After maintenance, Pedro 46 returned to home base. The survivors emergency radios were inoperative. The downed aircraft VHF radio was used for communication with rescue aircraft. Search and recovery could have been more effective if Pedro 46 had FM or VHF radios.

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FROM: DET 11, 38ARRSQ, APO 96316

SUBJECT: Narrative Report Mission No. 11-38-2-23 Nov 1966 (u)

TO: 3rd ARRGF

3 December 1966

1.(u) Tuy Hoa tower called Detachment 11 at 1545 local and stated, "An Army O-1E Bird Dog aircraft crashed at coordinates BQ6477". Immediately thereafter 3rd ARRGF JSARC called and requested that the Detachment obtain Army gunship escort and attempt to make pickup of O-1E crew at coordinates BQ6477. The Army Tactical Operations Center was contacted and coordinates verified. HULB Gunships were taking off at that time. Crash site was located in extremely hostile area. It was not known whether aircraft crashed because of mechanical failure or because of ground fire. HH-43D (Pedro 46) was airborne at 1600 local. Enroute, PEDRO 46 contacted O-1E (BORON 03) that had witnessed crash and was circling in the area. Boron 03 had VHF contact with survivors. Both were in good condition. Survivors would not attempt to mark position until Pedro 46 was in the area. Pedro 46 arrived crash coordinates at 1635 local. Numerous Army helicopters and O-1E aircraft were circling in area. Contacting survivors through BORON 03 was difficult because of extensive chatter on UHF guard channel. The survivors ignited a smoke grenade. Smoke filtered up through the heavy jungle canopy and gave an excellent reference. The helicopter was hovered over a few broken branches in the tops of the trees, but the aircraft wreckage was not visible. After two or three minutes one of the survivors was spotted. The helicopter was lowered into a depression in the trees and two hoist pickups were made using the forest penetrator. Pickups were completed at approximately 1645 local. The survivors were scratched and bruised but otherwise in good condition. The helicopter transmission chip detector light illuminated during the flight to home station. A precautionary landing was made at Tuy Hoa North Army Base and the survivors released to their own organization. After maintenance, Pedro 46 returned to home base.

2.(c) The survivors emergency radios were inoperative. The downed aircraft VHF radio was used for communication with rescue aircraft. Search and recovery could have been more effective if Pedro 46 had FM or VHF radios. 9/21

Edmund W. Fischbeck Jr.
EDMUND W. FISCHBECK JR, Captain, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED
Or Changed to *UNCLASS*

By Authority of *EDS*

By *[Signature]*

(Date) *12 May 75*

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 42 YEARS
GDD DIR 5200.10

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3d ARRGp Hist, Oct-Dec 66

The briefing included the following information. A 15 man team located in a certain area were reported to have been surrounded by unfriendly forces. The Briefer had detailed maps and pictures of the area. Jolly Green's 36 and 53, Sandy's 5, 6, 7, and 8 departed home base at 0835Z. Sandy's 5 and 6 proceeded directly to the area to try and locate the ground party while Sandy's 7 and 8 escorted the Jolly Green's. Sandy's 5 and 6 arrived in the search area at 0915Z and located the signal panel almost immediately. Jolly Green's 36 and 53, Sandy's 7 and 8 arrived at 0925Z. Sandy 5 reported that he had made several low passes over the area and had not received any ground fire nor had he spotted the friendly ground party. Jolly Green 36 descended into the area and made a thorough low recon. The party was finally sighted at this time. The ground party had cleared an area on top of a small hill that was slightly larger than the helicopter, so it was decided that Jolly Green 36 would attempt a landing. As soon as 36 landed the people started to get aboard, however, it took 5 minutes to get all of them aboard because some of them were down the steep hill and had to climb to the landing site. At 0935Z all forces departed the area. Jolly Green's 36 and 53, Sandy's 7 and 8 returned to home base landing 1030Z. The weather during the entire mission was clear with 10 miles visibility. The coordination between all forces was excellent. As a result the mission was quickly and successfully accomplished.

Det 11-38-2-23 Nov (RCC Narrative)

(C) (GP-4) Tuy Hoa tower called Detachment 11 at 1545 local and stated "An Army O-1E Bird Dog aircraft had crashed. Immediately thereafter 3rd ARRGp JSARC called and requested that the Detachment obtain Army gunship escort and attempt to make pickup of O-1E crew. The Army Tactical Operations Center was contacted and coordinates verified. UH-1B Gunships were taking off at that time. Crash site was located in extremely hostile area. It was not known whether aircraft crashed because of mechanical failure or because of ground fire. HH-43B (Pedro 46) was airborne at 1600 local. Enroute, Pedro 46 contacted O-1E (BORON 03) that had witnessed crash and was circling the area. Boron 03 had VHF contact with survivors. Both were in good condition. Survivors would not attempt to mark position until Pedro 46 was in the area. Pedro 46 arrived at crash coordinates at 1635 local. Numerous Army helicopters and O-1E aircraft were circling in area. Contacting survivors through Boron 03 was difficult because of extensive chatter on UHF guard channel. The survivors ignited a smoke grenade. Smoke filtered up through the heavy jungle canopy and gave an excellent reference. The helicopter was hovered over a few broken branches in the tops of the trees, but the aircraft wreckage was not visible. After two or three minutes one of the survivors was spotted. The helicopter was lowered into a depression in the trees and two hoist pickups were made using the forest penetrator. Pickups were completed at approximately 1645 local. The survivors were scratched and bruised but otherwise in good condition. The helicopter transmission chip detector light illuminated during the flight to home station. A precautionary landing was made at Tuy Hoa North Army Base and the survivors released to their own organization. After maintenance, Pedro 46 returned to home base. The survivors emergency radios were inoperative. The downed aircraft VHF radio was used for communication with rescue aircraft. Search and recovery could have been more effective if Pedro 46 had FM or VHF radios.

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

REPLY TO ATTN OF: Det 1, 38ARRSq (00)

25 Nov 1966

SUBJECT: Narrative Report for Mission #1-38-11-24 Nov 1966 (u)

TO: 3d ARRGp (RGRC)
APO 96307

- (c) At 1410L, we were notified by MAC-V that three ARVN soldiers were in need of immediate medical evacuation. The ARVN's were engaged in a search and destroy operation 10 miles South East of the base. At 1415L, two AH-43B's were scrambled. At 1418L radio contact was made with Cagey 61, an O-1E, for further directions to the ARVN force, who stated that there was no enemy contact at that particular time. Upon arrival at the scene, a smoke bomb was set by ARVN's for positive identification. Pedro 92 went in for the first landing while Pedro 44 remained high. Two of the patients were picked up by Pedro 92, and then took off to maintain a high cover position while Pedro 44 landed and picked up the remaining patient. The three were then taken to a field near the town of Phan Rang and turned over to ARVN medical authorities. All three patients were litter patients and unconscious due to shock.
- (u) The crew of Pedro 92, the alert bird was:
- RCC - Capt Clarence N. Cochran, Amarillo, Texas
 - CP - Capt Leonard D. Fliako, Utica, New York
 - HM - A2C Daniel P. Kimball, Campbell, California
 - MT - SSgt Howard D. McClellan, Aliquippa, Pennsylvania
- (u) The crew of Pedro 44, the backup bird was:
- RCC - Capt Larry A. Nitz, Billings, Montana
 - CP - Capt LaMonte M. Kahler, Idaho Falls, Idaho
 - HM - SSgt William R. Dunbar, Philadelphia, Pennsylvania
 - RS - SSgt William B. Kimmel, Aldophia, Maryland

Clarence N. Cochran
CLARENCE N. COCHRAN, Capt, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED
Or Changed to UNCLAS
By Authority of GDS
By *[Signature]* (Date) 12 May 75
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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3d ARRGp Hist, Oct-Dec 66

Det 1-38-11-24 Nov (RCC Narrative)

(C) (GP-4) At 1410L, we were notified by MAC-V that three ARVN soldiers were in need of immediate medical evacuation. The ARVN's were engaged in a search and destroy operation 10 miles South East of the base. At 1415L, two HH-43B's were scrambled. At 1418L radio contact was made with Cagey 61, an O-1E, for further directions to the ARVN force, who stated that there was no enemy contact at that particular time. Upon arrival at the scene, a smoke bomb was set by ARVN's for positive identification. Pedro 92 went in for the first landing while Pedro 44 remained high. Two of the patients were picked up by Pedro 92, and then took off to maintain a high cover position while Pedro 44 landed and picked up the remaining patient. The three were then taken to a field near the town of Phan Rang and turned over to ARVN medical authorities. All three patients were litter patients and unconscious due to shock.

Det 2-3-137-6 Dec

(C) (GP-4) SAR Objective: Two RF-4C pilots downed in area near Dien Bien Phu. Four Sandy aircraft and two Jolly Green helicopters were diverted to the scene. Sandy A-1E's picked up beeper signals and then established voice contact with both pilots. Condition of the first survivor was reported good but the second one had bad leg and back injuries. Jolly Green 53 moved into position and hoisted the first pilot aboard using the forest penetrator. The pararescueman (PJ) had to be lowered with litter to aid the injured pilot. As the litter containing the survivor was being raised the HH-3E received battle damage from ground fire and had to withdraw due to the loss of oil pressure leaving the PJ on the ground. Jolly Green 05 moved in to recover the PJ but could not locate him visually or by radio so elected to lower his PJ to search for the one from Jolly Green 53. After about five minutes hovering Jolly Green 05 observed a fire light on number one engine and was forced to pull off the hover to gain airspeed. Crew prepared for forced landing, however, aircraft remained flyable on one engine and a landing was made at a site for emergency repairs. Enroute Jolly Green 05 received several hits from groundfire. Both pararescuemen left on the ground evaded for almost two hours. Although they heard many shots and much activity in the immediate area, they never saw or heard each other until another Jolly Green arrived and recovered them.

Det 1-3-91-8 Dec

(U) SAR Objective: Two crewmembers of an F-4C down near Danang. Two HH-43F's were scrambled to the scene and made contact with the downed pilots by radio and flare signalling. One helicopter landed and the two survivors climbed aboard for the return to Danang AB. Time from launch to pick-up was ten minutes.

Det 6-38-135-11 Dec

(U) F-100 pilot ejected in an area north of Bien Hoa. Pilot landed in jungle in trees 75 to 100 feet high. UH-1Bs (Hueys) and F-100s flew protective cover while HH-43Fs were enroute. One of the UH-1s received battle damage from groundfire in the vicinity. Survivor recovered by HH-43 using

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