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DECLASSIFIED

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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2 Paramedics 50, 50, 50, Outwit Enemy

SAIGON, South Viet Nam (AP)—Two Air Force paramedics who were lowered into North Vietnamese territory near Dien Bien Phu on rescue missions, told today how they, in turn, were rescued from under the muzzles of Communist rifles.

The cat-and-mouse game began when an RF4C Phantom jet was shot down Tuesday by enemy ground fire and the two pilots bailed out. Before it was over—with all four Americans safe—three "Jolly Green Giant" helicopters had been called into the rescue effort.

The command pilot of the Phantom was recovered quickly by a rescue helicopter but the back seat pilot was injured and needed assistance.

Airman 2.C. Robert D. Bowers, 19, of Benton Harbor, Mich., the paramedic on the first helicopter to enter the fray, was lowered to help the pilot. He had succeeded in placing the pilot in the litter when Communist soldiers opened fire, raking the hovering chopper.

"I tried to get into the litter with the pilot but decided I couldn't hold on," Bowers said. He dropped off and the chopper hoisted the litter up and flew away.

Bowers ran from the hill where the firing was coming from and hid.

"Everything was quiet for about 15 minutes," he said. Then he heard the searching soldiers "whistling back and forth. There was movement in

the bushes. I covered myself up with leaves and just waited."

Bowers did not know that another paramedic, Airman 2.C. Franklin D. Stevson, 21, of Ossining, N.Y., was in the same frightening predicament nearby.

Stevson had been dropped from a second helicopter to search for Bowers but enemy fire also drove his chopper away.

"I dropped about 20 yards away from where Bowers had been lowered," Stevson said. "As soon as I sent the weight on the hoist back up to the helicopter, the ridge I was facing seemed to open up with small-arms fire. My Jolly Green was forced to take off."

When Stevson tried to move to find Bowers, the Communists opened fire, but the young airman had friends overhead.

Three Air Force A1E Skyraiders were circling and Stevson used his radio to give the location of the Communist gunners.

The Skyraider pilots—Maj. Everett L. Thomas Jr., 35, of Belton, Tex.; Capt. John V. Tiltlander of Hampton, Va.; and Capt. William D. Fuchlow of El Paso, Tex.—wheeled and dove on the Communist positions. After several passes the enemy ground fire ceased.

The third Jolly Green Giant appeared and hoisted Bowers up. He'd been on the ground for two hours. Then it picked up Stevson who had been dodging bullets for an hour and a half.

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

DECEMBER 6

DECEMBER 8

STEVSON

- 19 He got down and Capt Murphy got a engine shot out so he had to take off. They were on the ground when another J.C. from 48 came in to pick up Stevson and saw Bower on another hill. Skint P.S. no problem. They were really lucky. Bad guys were within 20 yds of them sometimes.

7 DEC.

- 19 GEN MONYER CAME IN TODAY TO PRESENT MEDALS. STEVSON DFC LLOYD, SILVER STAR - BOWERS SILVER STAR SANDY LEAD SILVER STAR. RILEY ^{H.M.} DFC, HE DID A FINE JOB. WHILE FLOWERING TO PICK UP THE STOKES THE 1ST F4 PILOT GOT HIT IN THE THIGH. SO RILEY REALLY HAD HIS HANDS FULL. DID A GOOD JOB.

- 19 Hanoi released name of pilot captured on the 5th that we just missed

- 19 Hackney and Jeffers came over in two of their birds from Da Nang to give us a hand.

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pilot into its sling. When he looked around again, only he and the flight mechanic remained in the water. The other helicopter had pulled the copilot aboard before he could tow the sling to the mechanic. Then a helicopter returned and retrieved the airman. A Navy Sky-raider was making passes at the beach to draw fire away from the rescue scene. Another helicopter took a hit in its fuel line and was forced to return to its ship.

Alone in the sea, Captain Price swam slowly and painfully for the empty raft nearby. He climbed in, but found the raft was drifting toward shore and the enemy guns, so he got out and swam seaward, towing the raft behind him.

He started to shake, so he got back in the raft and opened his survival radio. He heard the A-1 pilot calling for more air strikes. Two Air Force F-4Cs arrived and started blasting shore batteries and the enemy junks which were approaching Captain Price. They blew one out of the water close enough to the navigator that the concussion raised him out of the water.

The HU-16 had sunk. Captain Price recalled the action which followed:

"I began to shake violently all over for periods of 20 to 30 seconds. I called the Rescap but they didn't answer. I called for anyone who could read me, but still no answer. Then I spotted a chopper coming in low from the northeast."

Captain Price was lifted out of his raft into the helicopter. Inside, he stretched out on his stomach. A flight crewman tore his flight suit away and put gauze compresses on Captain Price's wounds. He was still shaking violently. Two other aircrew men took off their own flight suits and covered him.

Within minutes he was aboard an aircraft carrier, where Navy doctors picked out pieces of shrapnel and stitched his wounds. They couldn't get all the shrapnel, so Captain Price figures he'll be able to predict the weather occasionally. Within two weeks from March 14, 1966, he was back on duty with his outfit in Okinawa. He was later awarded the Air Force Cross.

And, somewhere in the Air Force, an F-4C pilot thanks God for rescuemen like Don Price.

Other Rescue Efforts

Paramedics A2C Robert D. Bowers and A2C Franklin D. Stevson spent nearly two hours in dense undergrowth near a North Vietnamese village before being rescued by a helicopter.

On a rescue mission to recover two RF-4C pilots, Airman Bowers' HH-3E helicopter was forced to leave him on the ground after he had assisted one of the injured pilots into the litter for hoisting aboard the hovering craft.

Hearing automatic fire nearby, Bowers hid in the brush. Then Airman Stevson was lowered to the ground

to search for him. He was almost immediately pinned down by enemy small arms fire and his helicopter was also forced to withdraw. Stevson contacted A-1E Sky-raid-ers in the area and gave directions for an air strike.

Then a third "Jolly Green Giant" helicopter entered the operation and picked up both of the paramedics.

An adviser to the VNAF's 213th Helicopter Squadron, Capt. Paul H. Schnucker, and a Vietnamese lieutenant flew a helicopter into an area near Dong Ha in a medical evacuation mission. Two Marine Corps choppers had already gone down on the mission.

"We were hit when about 50 feet in the air," Captain Schnucker said later. A Vietnamese soldier on board the helicopter was hit in the shoulder and leg, so the crew took him back to the Dong Ha dispensary for medical care. Their oil lines had been damaged, so they switched helicopters.

Going back into the mission area, Captain Schnucker and his VNAF crew took several more rounds in a fuel section, but managed to load 13 casualties aboard and complete the evacuation mission. They went back to the area a third time and evacuated 10 more casualties, then had to abandon their aircraft because it was leaking fuel.

Capt. David W. Haines, 1961 graduate of the Air Force Academy, landed his HU-16 *Albatross* in the South China Sea, close to a Viet Cong-held shoreline, to rescue a downed Vietnamese airman. His HU-16 rescue crew ignored bursting mortar shells raining down around them, and evacuated the VNAF pilot to Da Nang Air Base.

A veteran combat pilot and vice commander of the 12th Tactical Fighter Wing in Vietnam recently compared his own World War II rescue to current rescue operations:

Col. Joel D. Thorvaldson, now an F-4C pilot, was shot down over New Guinea in 1943. "I had to float down river for nine days, even though I was spotted by an observation plane, before I could be rescued. We didn't have choppers then."

Commenting on the dramatic recent rescue of a downed F-105 pilot in North Vietnam—which took 22 minutes—Colonel Thorvaldson said, "During World War II the pilot would have been captured, or might have waited several days and traveled many miles on foot before being picked up."

Colonel Thorvaldson flew 186 combat missions during World War II (he downed three *Zeros* and was credited with six "probables"), and flew 59 combat missions over Korea. He is now flying missions in Vietnam.

These few examples of Air Rescue and Recovery Service's daring and bravery under fire in Vietnam barely begin to tell the dramatic story of combat rescue. THE AIRMAN joins aviators everywhere in saluting the men of ARRS for their heroism and life-saving operations.

—J.A.G.

DECEMBER 5

- 19 Helverson and Williamson headed
for the bay on Red River. They
lost voice contact 20 minutes
out, compass had held them at
19 the border for 45 minutes
before sending them in. We listened
on the radio in Ops. They
searched for 20 minutes but
19 no sign of him. Bad guys
must have got him. Lots of
ground fire and flack.

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DECEMBER 6

1 BIRD pilot

- 19 2 F4 B from Udon down at
Nien Bien Phu. Bowers on low
bird. Capt Lloyd pilot. Picked 1st
one up all night. 2nd has back
19 injury so Bowers takes the
stokes later down for him. Puts
him in the stokes and tries to
get in it but the thing picked up
19 as the bird took off. They had
opened up on them and shot one
engine out so Capt Lloyd had to
take off. Bowers held on to
19 stokes for a few feet then dropped
off. Good thing because he would
have never made it up. High
bird came in and hovered to pick
19 him up but he had to cut out
cause bad guys were after him.
High bird thought he was hurt
so Stevenson went down to look.

1967: North Vietnam. Pararescuemen Robert Bowers and Franklin Stevson spend nearly two hours in dense undergrowth near a North Vietnamese village before being rescued by helicopter. When an RF-4C Phantom is shot down and its crew bails out over densely populated enemy territory, Airman Bowers is sent in to recover them. He immediately begins his ground search and locates one of the crew who is seriously injured and requires the use of the Stokes litter. No sooner does Bowers get the man secured to the hoist and on his way up than intense enemy ground fire forces him to discontinue his search for the other crewmember and seek concealment in the thick underbrush. The enemy passes within mere feet of his position, but fails to detect him. Meanwhile, Stevson, onboard the high bird, is inserted to locate Bowers. His helicopter, too, is immediately taken under fire and is forced to withdraw, leaving him in an identical situation to Bowers! Stevson wastes no time in determining the enemy locations and calls in A-1 Skyraider close air support (CAS). In the deadly battle that follows, the enemy is repelled and the two PJs are recovered by a third Jolly Green. The remaining crewmember of the Phantom was not found.