

~~SECRET~~

Ref # 46093  
~~CONFIDENTIAL~~

MISSION NARRATIVE, 6 DEC 1966

msn # 2-3-137

Jolly Green 53 (low) and Jolly Green 05 (high) were standing alert at Lima Site 36 when we heard the development from Crown that a Nelson (F-4C) aircraft had possibly gone down. His latest known position was given as 8 miles west of Dien Bien Phu heading 240 degrees. Compress advised us to go on cockpit alert, we were then scrambled at 0345Z. Jolly Green 53 and Jolly Green 05 were airborne at 0350Z, weather at launch was 1400' (AGL) overcast, 15 miles visibility. We called in an ETA to the area of 0535Z and a Bingo time of 0630Z back to LS 36. Compress requested verification and we checked and revised our ETA to 0445Z and our Bingo time to 0700Z. The latest position was given as 310 degrees/73 of channel 97. At about 0400Z, Sandy 1 reported voice contact with one of the downed pilots and at 0415 reported a sighting on one pilot. He gave an updated position of 320 degrees/79 from channel 97. About 5 minutes later he reported he had voice contact with the second pilot, who was injured in the back and leg and unable to move. Coordinates of the pickup were 21 degrees 28'N 102 degrees 58'W.

Jolly Green 53 and Jolly Green 05 arrived in the area at 0440Z and Jolly Green 53 was directed by Sandy 1 to come on down. Weather in the pickup area was about 2000' (AGL) scattered with 15 miles visibility. Jolly Green 53 sighted Sandy 1 who was circling over the front seat pilot (LtCol Theodore W. Dyke, 11 TRS, Udorn). Sandy 1 told the survivor to pop a smoke flare which was sighted by Jolly Green 53's flight mechanic. I made one high speed pass over the survivor, jettisoned the external tanks and approached the survivor. The flight mechanic spotted the survivor, lowered the penetrator and had the first survivor in the helicopter in three minutes hover time. Jolly Green 53 immediately flew across the ridge to the reported area of the second survivor. Sandy 1 had located him, sighted him and directed Jolly Green 53 directly to him. As Jolly Green 53 came in to a hover, the rear seat pilot (Capt William R. Fannemel, 11 TRS, Udorn), he called that we were directly over him. The flight mechanic spotted him and started lowering the Stokes litter with the pararescueman in it down to the pilot. The pararescueman had some difficulty getting the survivor into the litter due to the slope of the hill, the nature of the man's injuries and his size. As he was arranging the survivor in the litter, securing him and preparing to enter the litter himself, Jolly Green 53 received fire from the right side and above (it was later determined). My first indication was a sort of white dust cloud in the cockpit and a couple of loud noises. Shortly after, I noticed the transmission oil pressure showed zero. I directed the flight mechanic to bring them up fast. At this time the first survivor was wounded in the hip and right leg by small arms fire. As soon as he reported they were clear of the ground, I started a vertical climb to clear the trees with the litter and move to a better area in case we had to set the aircraft down. As I climbed I noticed that the #2 engine oil pressure indicated zero also. The flight mechanic reported that the pararescueman was not in the litter, that he had dropped off. I reported this to Jolly Green 05 who said he would immediately get him. I moved out of the immediate area then slowed down to allow the flight mechanic to bring the survivor into the helicopter. As I decreased power, I noticed that my torque indicators remained at 95%, indicating failure of that indicating system. Since all my temperatures were remaining within limits, I believed that I had merely had the indication systems shot out and elected to continue to LS 20, the nearest doctor and medical facility. Sandy 3 and 4 escorted

CLASSIFICATION CANCELLED DOWNGRADED

Or Changed to

By Authority of

By

Hq ARRS SC No.

UNCLAS

(Date) 12 MAY 1970

670036

AFR-275-2

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS.

DDO DIRM 1000

ARODC #670005

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me as I remained below the clouds so I could land immediately in case my temperatures went up out of limits. The flight mechanic applied emergency first aid to the wounded pilot by placing pressure bandages on his wounds to stop the bleeding. He then reported he was unable to get the second survivor all the way into the aircraft by himself, so I sent the copilot to assist him. They got the man into the aircraft, closed the cargo door and attempted to make him more comfortable. The copilot returned to his position and the flight mechanic wrapped the second survivor in blankets and elevated the foot of the Stokes litter since the survivor was showing signs of shock. The flight mechanic continued administering to both survivors through the entire return trip, far beyond the capabilities expected of a flight mechanic. He was required to coax, comfort and restrain the second survivor from further injuring himself. Both survivors were reporting considerable pain and the second survivor was in extreme pain causing intermittent unconsciousness and attempts at violent delirium. The flight mechanic was successful in comforting and quieting both survivors until we reached Lima Site 20 where we were met by a doctor and two nurses who cared for them and prepared for immediate Air Evac by an Air America Caribou. Jolly Green 53 landed at LS 20 at 0620Z. We inspected the aircraft thoroughly inside and out and determined the only battle damage consisted of a small hole in the left side skin just forward the pararescue position and damage to wiring and destroyed switches in the pilot overhead circuit breaker panel rendering the previously mentioned indicating systems inoperative. We added minimum fuel to fly to Lima Site 98 and took off at 0855Z, landed at 0905Z. Radio discipline throughout the mission was excellent. Sandy 1 especially, did an outstanding job of communication with the downed pilots, extracting information and reassuring them of recovery. Crown 01, later replaced by Crown 02 did an outstanding job of coordination for Jolly Green 53 and relaying information to all agencies.

JOLLY GREEN 53 (Low)

RCC - Capt William H. Lloyd  
RCCP - Capt Gilbert W. Hester  
HM - SSgt Robert S. Riley  
RS - A2C Robert D. Bowers

JOLLY GREEN 05 (High)

RCC - Capt Kenneth D. Murphy  
RCCP - 1st Lt Douglas L. May  
HM - SSgt Jack Picklesimer  
RS - A2C Franklin A. Stevson

*William H. Lloyd*  
WILLIAM H. LLOYD, Capt, USAF  
Rescue Crew Commander

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

DOWNGRADED  
14W AFR-205-2

12 MAY 1970

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

~~CONFIDENTIAL~~

ARODC # 670005

CLASSIFICATION CANCELLED  
Or Changed to UNCLAS  
By Authority of GDS  
By *RK* (Date) 12 May 75

~~SECRET~~

Hq ARRS SC No. 670036



Almost Guests of North...

# Paramedics Rescue Pilots Downed At Dien Bien Phu

SAIGON — Two Air Force paramedics braved heavy enemy gun fire near the North Vietnam village of Dien Bien Phu Dec. 6. They descended from "Jolly Green Giant" helicopters in connection with the dramatic rescue of two RF-4C Phantom pilots.

One reconnaissance pilot, the aircraft commander, had been quickly recovered but the back seat pilot was injured and required assistance.

Paramedic A2C Robert D. Bowers, 19, of Benton Harbor, Mich., descended from the first Jolly Green with a litter. The

medic secured the pilot for hoist, but was left aground when enemy gunfire raked and disabled his hovering chopper. The chopper hoisted the injured pilot aboard and withdrew from the area.

"I tried to get into the litter with the pilot but decided I couldn't hold on," Airman Bowers said he heard automatic fire from a nearby hill after the chopper left. He moved away from the area and hid in the brush.

"Everything was quiet for about 15 minutes. Then I heard whistling back and forth. There

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

Airman Bowers was unaware that a pararescue man had later dropped from another Jolly Green to search for him. He was A2C Franklin D. Stevson, 21, Ossining, N.Y.

"I dropped about 20 yards away from where Airman Bowers had been lowered. As soon as I sent the penetrator 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," Airman Stevson said.

Airman Stevson lay face down until the ground fire subsided. Each time he arose to seek Airman Bowers, the gunfire opened up from the opposite ridge. "I made contact with the 'Sandy' aircraft (A-1E Skyraiders) circling above and directed him to drop ordnance near the heavy gunfire."

The Sandys, Maj. Everett L. Thomas Jr., Belton, Tex.; Capt. John P. Tillander, Hampton, Va., and Capt. William D. Fuchlow, El Paso, Tex., made passes on the weapons site and stilled the gunfire.

Another Jolly Green, the third helicopter to enter the rescue operation, came in and spotted Airman Stevson and Bowers. Airman Bowers was rescued first and a minute later Airman Stevson was hoisted to the chopper.

Airman Bowers had been down for two hours, Airman Stevson an hour-and-a-half.

The paramedics agreed that the whistles they heard were from enemy troops combing the jungle.



BACK FROM THE NORTH — Pararescue specialists A2C Robert D. Bowers of Benton Harbor, Mich. (left), and Franklin D. Stevson, Ossining, N.Y., have good reason for their smiles. They both spent almost two hours on the ground after the rescue of two reconnaissance pilots near Dien Bien Phu in North Vietnam. (U.S. Air Force Photo)

6 DEC 66 SAR





# AF Rescue, Recovery Service Had Active, Productive Year

SAIGON — A large hook at the end of a 200-foot cable snakes its way through a dense jungle canopy. Minutes later, an American pilot is lifted to safety from North Vietnam by a Kaman HH-43 Huskie rescue helicopter.

A Grumman HU-16 Albatross lands in the sea off the coast of North Vietnam in the middle of geysers kicked up by artillery shells. Two men are quickly hoisted aboard and the lumbering amphibian shoots skyward with a jet-assisted takeoff.

Since Dec. 1, 1964 in Southeast Asia, these scenes or variations of them have taken place 522 times under combat conditions. Thus far (mid-December) 395 service men have been rescued during 1966.

The Aerospace Rescue and Recovery Service of the Military Airlift Command designates a save as one in which the serviceman, usually an air crewman, would have been killed or captured by the enemy, or who in the opinion of the doctor would have died if

the patient had not been brought immediately to the hospital by the rescue aircraft.

In addition to those 522 plucked from death or capture, ARRS has also saved 75 others in Southeast Asia under noncombat conditions.

Of the 597 combat and non-combat saves in Southeast Asia, 437 have been air crewmen.

Rescue and recovery is a dangerous business. The 3rd ARRS Group, headquartered here, and its two squadrons and 13 detachments spotted throughout Southeast Asia, are the most decorated outfits in the Vietnam war.

For men who are still with ARRS units, 1,223 awards and decorations have been made up to Dec. 7, 1966. No record is kept at ARRS Headquarters of those awards made to men who have been reassigned to other Air Force units.

Two men have been awarded Air Force Crosses. A1C William H. Pitsenbarger, a pararescuer who volunteered for a mission on a day off, was killed in action as he tried to help the wounded and fight the Viet Cong.

"Pits," just 21-years-old, had been lowered from a Huskie helicopter to treat and evacuate wounded. Because the Viet Cong often and deliberately kill wounded men, he stayed with the Army squad to protect the injured. He was last seen calmly firing at the enemy.

the North Vietnam coast. It was hit by shells from shore batteries, set ablaze and was sinking.

Captain Price — severely wounded himself — helped one pilot into the water and the other into a helicopter sling. He then jumped into the water and floated until everyone else had been taken to an aircraft carrier. A helicopter then returned to pick him up.

Another man, MSgt. Charles P. Walther, has earned two Airmen Medals for heroic action. The first time Sergeant Walther covered a magnesium bomb with sand — using only his hands. The bomb was too hot for standard fire-fighting foam to put out and could have set off fuel tanks and bombs in aircraft along the flightline.

The second time Sergeant Walther kept alive a Vietnamese pilot whose plane had crashed off the end of the runway and had flipped upside down in a quicksand-like swamp.

The pilot could not escape and Sergeant Walther went up to his own neck in the mud keeping an air hole open to the pilot until help arrived.

The 38th ARRS Squadron was awarded the Presidential Unit Citation for heroic action in 1965.

ARRS uses four types of aircraft in Vietnam. The Lockheed C-130 Hercules is used as a communications and control ship. The HU-16 Albatross, the HH-43 helicopter, and the Sikorsky HH-3 amphibious heli-

DECORATED FOR BRAVERY — A2C Robert D. Bowers, 19, of Benton Harbor, Mich., receives the Silver Star for his rescue of two Air Force F-4C Phantom pilots in North Vietnam Dec. 6. The Jolly Green Giant paramedic braved heavy enemy ground fire for two hours while aiding one of the injured pilots near the Village of Dien Bien Phu. Presenting the medal is Lt. Gen. William W. Momyer, 7th Air Force commander.



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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

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



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...it would be like to be a pilot in Vietnam and have your plane shot down over enemy territory?

Printed below are excerpts from letters written by Air Force Capt. Fred Howard Porter III, a 1960 graduate of the U.S. Air Force Academy and husband of a former Denver girl, whose F4C Phantom fighter-bomber was hit by Viet Cong anti-aircraft fire on take-off from an air base in South Vietnam.

Da Nang  
9 Dec., Friday

#### "My Dearest Family:

"Well the last 17 hours have been rather exciting, to say the least. I got off on my mission all right early this morning, but we never got to North Vietnam.

"We took off at 0120 (1:20 a.m.) and were turning out of traffic, climbing in a left turn at about 4500 feet. I was adjusting our radar to look for other traffic. We were in clouds.

"As Maj. John Young (the aircraft commander) pulled the throttles out of after-burner, the left engine exploded with two loud bangs, closely together.

"Fire shot out of the left engine about 20 feet in front of the plane's nose and the entire left side of the airplane was engulfed in flames.

#### Power Went Off

"All my electrical power went off. I had no instrument lights and I had lost all interphone contact with Major Young. The fire provided plenty of illumination, however. Major Young shut down the left engine and I waited to see if the fire was going to go out.

"There still was no voice contact so I watched for the "Eject" light to come on (This is an alternate means to tell the rear-seat pilot to eject if the interphone is out. The rear-seater must eject first.)

"Then came two more explosions. I thought about all those bombs and magnesium flares hanging under the wings and the auxiliary fuel tank hung externally on the aircraft's centerline.

"I could see fire trailing a great distance behind us. Then the aircraft controls went out. The bird slid violently to the right, then rolled down and inverted with the nose left about 20 degrees.

"That was all I needed. There was no possibility of landing by then. I knew I had to go first and there wasn't much altitude left. I ought 'all right you lousy V.C., it's your chance. You better make it good."



Capt. Fred Porter

"I sat erect and as the aircraft rolled inverted, reached for the "D" (detonation) ring between my legs and pulled. We were going 350 knots (403 land miles) per hour.

#### "What a Blast"

"What a blast! I was whipped around, thrashed and tumbled as fire, flames and blackness whirled relentlessly by. My arms and legs flailed. I thought I was being torn apart, then whump and sweet, quiet bliss!

"I looked up and there was that beautiful white canopy! I was glad, however. It was night. It would have made a nice target in daylight.

"In the distance I could see old 544 rolling and spiraling down, in and out of clouds, intermittently exploding and trailing about 100 yards of flame.

"I took stock of myself and found I had a shroud line tangled around my gear and face and my oxygen mask had been torn loose. My helmet stayed on, even with the visor open. My parachute started oscillating but by pulling on the risers I could control it.

"I could hear another plane circling around. I extended the antenna on my little guard radio and could hear them talking about us. Thank God. I didn't have time to talk to them as I could see I'd hit the ground soon."

Capt. Porter then described how he deployed his seatpack survival kit. In being strapped into the Phantom, one of the straps that connect the survival kit with the parachute harness could not be engaged.

He wrote that he told his crew

night to eject. He's probably still wondering about that."

#### Reach the Kit

Capt. Porter, however, was able to reach the survival kit in time to deploy it.

"I looked down again and wondered what kind of reception committee was waiting for me. The ground appeared to be moving upward very rapidly.

"Wham! Did I hit hard! I grabbed frantically for the parachute release and unsnapped it before the chute could drag me across the ground.

"I was about 10 feet from a ditch where some bushes were on the bank. I balled up my chute, took off my helmet and stuffed them under the bushes. I followed.

"Flares were going off and I could see our aircraft burning about a mile away. The bombs and flares were exploding intermittently.

"I could not hear anything moving near me. I checked for my .38 revolver — it was there. I took out the radio again. The No. 2 man in our flight was circling overhead. I called him and told him I was directly under him.

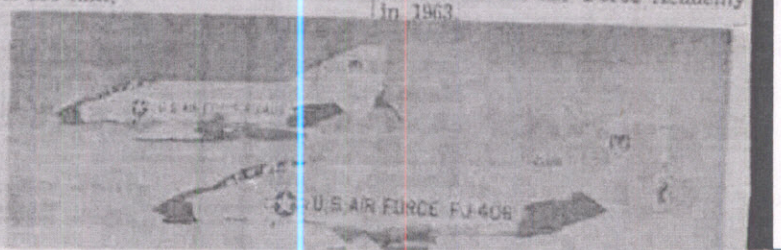
"He answered that he read me loud and clear. He said he had radio contact also with Major Young and a rescue helicopter was on the way.

#### Hit "Hot" Area

"I knew we had gone down in a relatively 'hot' area where there was quite a concentration of V. C. So, I remained hidden for what seemed like hours.

"It really was only 25 minutes when the chopper appeared. I signaled him and he got a visual sighting on my signal immediately. He landed about 20 yards away. I ran up when the chopper stopped moving. They pulled me in and we headed back to the base.

"They already has picked up Maj. Young and it surely was good to see him.



Successful rescue at night of Maj. John Young and Capt. Fred H. Porter III southeast of Da Nang by HH-43 crews from Det. 7, 38th ARRS (MAC), Da Nang AB, RVN.

Primary aircraft.

HH-43

RCC 1st Lt Fred Gregory  
CP 1st Lt Al Jacox  
HM A2C Paul Vann  
RS A2C J. W. Duffy

Secondary aircraft.

DENVER POST

8 DEC 66 SAR



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

6-38-135  
13 DEC 66

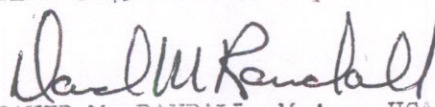
am

SUBJECT: Narrative Summary of Mission 6-38-135-11

13 December 1966

TO: 38th GCO

At 0910Z (1710L) hours on 11 Dec 66, Bien Hoa Tower advised the Detachment that there had been a bailout at 11° 22'N 106° 29'E. The alert helicopter was immediately launched with the second HH-43F following close behind. An armed HU-1B was met 5 miles NW of the base and the HH-43F's were escorted to the bailout site. The pilot had landed in a heavy jungled area approximately 2 miles SE of the Michelin Rubber Plantation, his bailout being witnessed by a FAC. The HH-43F's were lead to the bailout site by the FAC. Had the FAC pilot not done this difficulty would have arisen in finding the pilot due to the dense growth. A hoist was established at approximately 110 feet, the hoist penetrator was lowered and the pilot boarded the penetrator for his return to the HH-43F. While rescue of the down pilot was being effected, one of the Army gun ships was hit by ground fire, he was approximately 300 feet from the rescue helicopter at this time. A rapid turning climb was made by the Rescue Crew Commander and no hits on the HH-43F were realized. The crew of the HH-43F consisted of: Major David M. Randall, RCC; 1st Lt Robert A. Reilly, Co-Pilot; SSgt Robert A. Loud, Pararescueman; and A1C Melvin G. Goff, helicopter mechanic. The crew of the second HH-43F was Captain James F. Jansa, RCC; 1st Lt Charles I. Rice, Co-Pilot; SSgt Barry Sherman, helicopter mechanic; and A2C John J. Dagneau III, Pararescueman. This was the first "save" Airman Goff ever made with a rescue hoist, he had just recently been fully qualified as a crew member. Both helicopters flew 0:45 minutes a piece for a total of 2 sorties and 1:30 minutes.

  
DAVID M. RANDALL, Major, USAF  
Rescue Crew Commander



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(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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3d ARRGp Hist, Oct-Dec 66

hoist/forest penetrator and flown to Bien Hoa AB.

Det 2-3-139(140)-14 Dec

(C) (GP-4) Orbiting HC-130 (Crown 2) reported that an F-105 had been shot down 43NM WSW of Hanoi and the wingman reported a good chute and beeper. Two Jolly Greens and four Sandys were launched and MIG CAP was provided the SAR Task Force. On arriving in the area the Sandies established voice contact with the pilot. At 1743 local Jolly Green 36 recovered the downed airman using the hoist forest penetrator. Surprisingly, no ground fire was experienced; however, both helicopters were fired upon at three different points enroute to recovery base. As the SARTF was in the process of returning to base from the above mission, Compress Control advised that an A-26 with three crewmembers aboard crashed SW of Dong Hoi. At 1927 local, Jolly Green 55 was instructed to overfly his recovery base and proceed to the crash scene. Crown 2 reported voice contact with one crewmember, beeper contact with the second and nothing with the third; however, three people were observed firing flares in the vicinity. At 2009 local time with the aid of a flare ship, Jolly Green 55 rescued the pilot of the A-26 after considerable difficulty. The delays encountered and difficulties experienced were apparently caused by the fact that the A-26 crew expended all of their flares prior to the arrival of the helicopter. No flares to fire coupled with the darkness made visual acquisition of the survivors difficult. The second crew member was finally located and recovered by Jolly Green 55 at 2059L; Jolly Green 55 was then forced to retire from the area due to low fuel state. A UH-1F helicopter made the third pickup at 2116L. No hostile fire was encountered although unfriendlies were in close proximity. This is believed to be one of the first night combat rescues in Southeast Asia.

Det 1-3-94-20 Dec

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**CONFIDENTIAL**



**CONFIDENTIAL**

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**CONFIDENTIAL**



~~SECRET~~

Ref 40093  
~~CONFIDENTIAL~~

MISSION NARRATIVE JOLLY GREEN'S 36 AND 56 14 DEC 66

Msn. # 2-3-139

Jolly Green's 36 and 56 were scrambled at 0830Z from L-36 on Fosdick 3, no position given. Jolly Green's were airborne at 0835Z and instructed to proceed to the border. We received coordinates at 0845Z as 20°46'N 105°05'W. We joined Sandie's 3 and 4 20 miles across the border and were escorted in.

Sandie's 1 and 2 had proceeded directly to the area from orbit and located the pilot immediately. They reported ground fire, and also the area was heavily populated. The Sandie's suppressed the ground fire while awaiting the arrival of the Jolly Green's.

Jolly Green 36 arrived in the area at 0935Z. Sandy 1 made a low pass over the pilots position and asked for smoke. The pilot set off smoke and it was immediately spotted by the Helicopter Mechanic. Jolly Green 36 came to a hover and had the pilot on board in 3 minutes.

All aircraft departed the area at 0945Z. Sandy 1 as on scene commander ran an excellent mission. This undoubtedly made the mission proceed so fast and smoothly.

Excellent radio discipline was used by all aircraft.

Jolly Green's 36 and 56 landed at L-36 at 1045Z, refueled, launched at 1220Z and landed at Udorn at 1400Z.

Weather in the area was 7500 scattered 15 miles visibility.

JOLLY GREEN 36 (LOW BIRD)

JOLLY GREEN 56 (HIGH BIRD)

RCC, Capt James A. Hartwig  
RCCP, 1st Lt Johnnie H. Hall  
HM, ALC John W. Whisenhunt  
PJ, A2C Franklin D. Steverson

RCC, Capt Robert L. Powell  
RCCP, Capt Gilbert W. Hester  
HM, ALC Robert G. Cotter  
PJ, A2C William O. Brotton

DOWNGRADED  
I/W AFR-205

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

DOWNGRADED  
I/W AFR-205-2

12 MAY 1970

~~CONFIDENTIAL~~

CLASSIFICATION CANCELLED  
Or Changed to UNCLAS  
By Authority of GRS  
By [Signature] (Date) 12 May 75

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

ARODC = 670004

~~SECRET~~

66-AD-1628  
665-00276





Saigon (7AF)-- AIR FORCE RESCUE CREW.. Air Force Jolly Green Giant rescue crewmen catch their breath after rescuing a downed F-105 Thunderchief pilot 50 miles southwest of Hanoi recently. The F-105 was downed by enemy air action. The rescue was termed a "text book" operation although the pick-up area was defended by anti-aircraft fire and MIGs. Air Force rescue crewmen are (l, to r.). First Lieutenant Johnnie Hall, 25, of Crossville, Tenn., pilot; Captain James A. Hartwig, 30, of Hutchinson, Minn., aircraft commander; Airman First Class John W. Whisenhunt, 22, of Orangeburg, S.C., flight mechanic; Airman Second Class Franklin D. Stevson, 23, of Ossining N.Y. paramedic. (USAF PHOTO). *14 DEC 66*

## "Jolly Green Giants" Conduct Daring Rescue Near Hanoi

*rescued Capt Crowley 14 DEC 66*

Saigon (7AF). Two Air Force A-1E pilots shielded a downed F-105 Thunderchief pilot's position 50 miles southwest of Hanoi near the Black River recently (Dec. 14) enabling a "Jolly Green" crew to effect a "text book" rescue.

The Thunderchief was downed by enemy air action. The Air Force jet, after flying through heavy flak had departed the target area, the Yen Vien railroad classification yard, when he was downed.

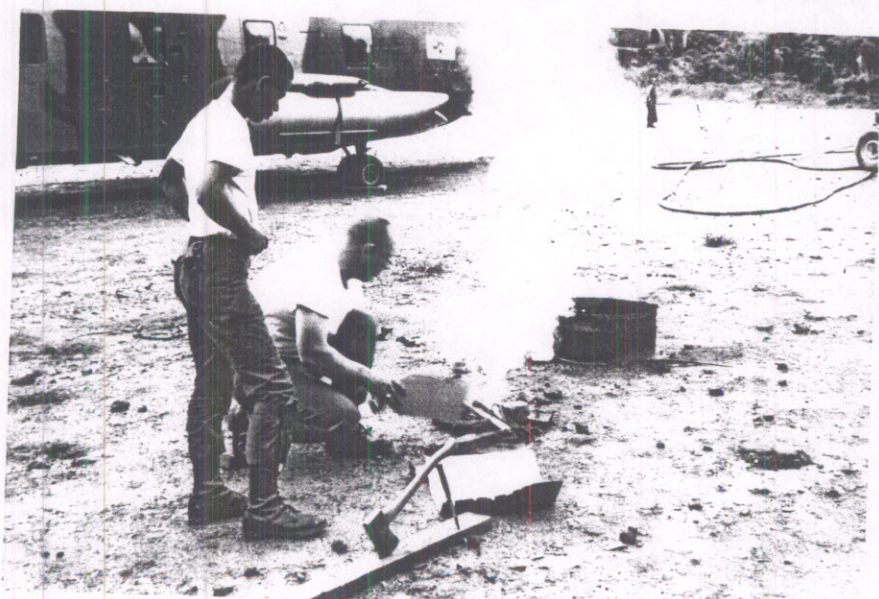
The A-1E Sandy pilot, orbiting in heavy flak and MIG country, managed to stave off enemy ground troops bent on capturing the pilot. The Sandy pilots were Air Force Captain Anthony J. Bartalo, 35, of Caledonia, N.Y., and Air Force Captain William D. Fuchlow, of El Paso, Tex.

The Sandies were first to reach the F-105 pilot's position. He had parachuted into a thick jungle 200.

300 yards from a large village. Small arms ground fire soon crackled around the downed pilot.

"We arrived in the area about 19 minutes after he went down," said Captain Bartalo. "He was in a favorable location. We managed to get the Jolly Green chopper in about an hour later. They spotted him immediately, hovered and picked him up in less than five minutes."

Air Force Captain James A. Hartwig, 30, of Hutchinson, Minn., commanded the Jolly Green rescue helicopter.



## Pilot Plucked From Tree

S&S Vietnam Bureau  
SAIGON — An Air Force captain was rescued by a Jolly Green Giant helicopter crew less than two hours after his F-105 Thunderchief fighter bomber was shot down by enemy ground fire in north Vietnam Tuesday.

"It was a storybook rescue and a beautiful job," said Capt. James S. Walbridge, of Williamsport, Pa., who bailed out of his disabled Thunderchief and was plucked from a tree in which he had been hanging from his parachute harness for an hour and a half.

Walbridge was rescued north of the Mu Gia Pass.

The Jolly Green Giant crewmen are assigned to the 3d Aerospace Rescue and Recovery Group at Tan Son Nhut AB.

Making the rescue were Capt. James Hartwig, Capt. Evan G. Thompson Jr., A1C John W. Hisehunt and A2C Franklin D. Stevson. The pickup was Stevson's eighth rescue.



Reg # 37428  
~~CONFIDENTIAL~~

FROM: Det 7, 38th ARRS APO 96337

22 Dec 1966

SUBJECT: Mission Narrative Report 1-3-94 20 December 1966 (U)

TO: 3rd ARRGp APO 96307

(C) (Gp-4) The crews of Jolly Green 24 (Low) and 15 (High) received orders to scramble at 1025L from a forward operating at Quang Tri on 20 December 1966. Both helicopters were airborne at 1030L and enroute to the downed aircraft reported at 260°/30NM from channel 46. We flew a direct course to the crash site, but enroute the position was revised to 260°/44NM. Arrival at the crash scene was 1100L and an orbit was established at a safe altitude to await the Sandys from Nakhon Phanom. Smoke from the crash was seen one mile northeast of a major highway, with two white parachutes near the wreckage. Several small villages surrounded the vicinity. An AF FAC aircraft and an Army Mohawk, Iron Spud 05, were providing cover over the downed airman. Spud 05 made voice contact and the pilot on the ground stated he was not seriously injured. Finally, at 1120L, Sandys 5 & 7 arrived, and made a low pass to check the area for groundfire. Ground fire from the nearby road was encountered, so on the next pass they dropped ordinances to discourage hostile activity. In the meantime, the survivor popped his flare, even though he was advised to wait until the chopper was ready to come in for the pickup too avoid giving his position away to the enemy. Immediately after the Sandys cleared the area, Jolly Green 24 descended for the rescue attempt. The survivors approximate location was known, but he was not pinpointed. Despite repeated calls on guard, he would not reply or give instructions toward his position. We came to a hover at about 50 feet altitude and scanned the area. After about 2 minutes of low level searching, the downed pilot was seen waving his arms at us. He was standing in waist high brush, surrounded by a few scattered trees in an area of moderately rolling hills. We hovered over to him and A1C William T. Lowe, Jr, the flight mechanic, lowered the hoist with a jungle penetrator attached. The survivor encountered trouble getting onto the penetrator, evidently as a result of not being familiar with it's operation. He finally managed to wrap the straps around his arms and held on while being raised into the helicopter. As soon as he was safely on board, we departed the area, detouring around the numerous nearby villages and climbed to a safe altitude. After interrogation the rescued pilot stated that a total of two pilots were on board the downed aircraft, but that he doubted the other pilot bailed out before the crash. Sandy 5 was advised, and he again went in for a low recon to check the second parachute earlier seen in the area. He reported it appeared to be a flare chute and could see no sign of the second pilot. This information was passed on to "Crown", who RTB'd the rescue forces.

(C) (Gp-4) Enroute back to channel 46, the rescued pilot was thoroughly checked over by the paramedic A1C William J. Flower. The only apparent injuries appeared to be a bruised arm. He was off-loaded at Dong Ha, where a C-123 flew him to DaNang for medical treatment.

Classification (cancelled) (changed to UNCLASS)  
effective on 14-5-75, under the authority of 645, by 11

~~CONFIDENTIAL~~

Det #7 38th ARRS  
66-005  
Gp #1  
2



~~CONFIDENTIAL~~

(U) Weather at the time of scramble was 2000 feet broken, which became clear at the scene of the crash.

(U) Radio discipline was relatively good throughout the mission.

(U) Crew coordination on Jolly Green 24 was excellent, which contributed greatly to the fast and efficient recovery operation.

(C) (Gp-4) A better understanding of rescue procedures and techniques by the downed airman would have aided the rescue. To remedy this situation a briefing team from Det 7, 38th ARRS has already been sent to the survivors unit, to provide a better understanding of the rescue mission and specifically the use of the jungle penetrator.

(U) Survivor: Captain Joseph L. Kulmayer (US Army)  
131st Aviation Company (AS)  
APO 96308

(U) Jolly Green 24

Major Adrian D. Youngblood RCC  
1stLt John E. Halligan RCCP  
ALC William T. Lowe HM  
ALC William J. Flower RS

(U) Jolly Green 15

Major William O. Mayfield RCC  
2ndLt Jerrold D. Ward RCCP  
ALC Francis E. Grenier HM  
A2C John C. Jeffers RS

*Adrian D. Youngblood*  
ADRIAN D. YOUNGBLOOD, MAJOR, USAF  
Rescue Crew Commander

Gp-4 DOWNGRADE AT 3 YEAR INTERVALS DECLASSIFIED  
AFTER 12 YEARS.

(2)

~~CONFIDENTIAL~~



**CONFIDENTIAL**

3d ARRGp Hist, Oct-Dec 66

hoist/forest penetrator and flown to Bien Hoa AB.

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Det 1-3-94-20 Dec

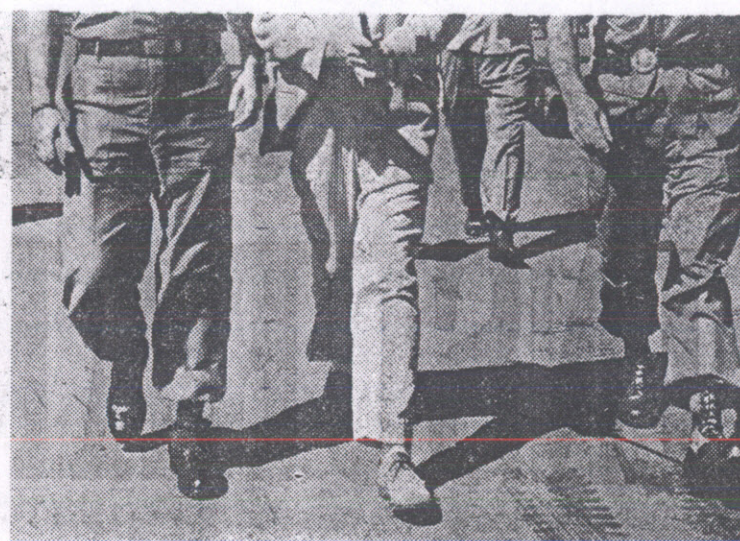
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Swain at Chung Chuan Kang AB, Taiwan, following the cardinal's address to airmen at the base. In photo at right, Bob Hope is shown arriving at Pleiku AB, Vietnam, en route to Dragon Mountain to give a show for servicemen. Maj. Gen. A. S. Collins Jr., commanding general of the 4th Inf. Div., and AF Col. William K. Bonneaux, left, 633d Combat Support Gp. commander, welcomed the Hope troupe. About 400 AF personnel from Pleiku joined some 4500 Army men to watch the show on Dragon Mountain.



## Glance at 1966

AF TIMES 18 JAN 67

# Vietnam Was Everywhere

THE YEAR 1966 was a busy one for Air Force men, units and bases. Activities ranged from humanitarian airlifts to missile launches and the scene was busy in Vietnam to Snow Mountain, Ky. For Tactical Air Command, headquartered at

AFB, Va., much of the year revolved around Vietnam. Increased airpower and a number of TAC combat aircraft, fighter, recon and support units were deployed to Vietnam.

In addition to the SEA needs, continued to meet other commitments, including the deployment of an F-100 wing to Spain.

The command also gained bases during the year, bringing its total to 19. The additions are Connally AFB, Tex., and Home AFB, Idaho, and from AFB, Tex.

The Tactical Airlift Center, AFB, N.C., and the Fighter Weapons Center, AFB, Nev., and the Engineering Field Activity Center, Eglin AFB, Fla., were set up.

Continental Air Command units were on the go much of the year, much busier than the "weekend warrior" would

have computed. Included in the space-bound hardware were the Titan II, the Titan IIIB, the Minuteman II, and the newest configurations of the Atlas and Thor.

Among the most significant achievements was the first salvo-firing of ICBMs. Strategic Air Command crews launched two Minuteman missiles twice during the year.

Also, the maiden flight of the Titan IIIB was made in July. And the base set a record for total number of flights in one

day when four "birds" screamed aloft March 25. They were the Titan II, a Minuteman I, a Scout and a Nike-Javelin.

AT THE AF Eastern Test Range, Patrick AFB, Fla., 63 launches were recorded during the year, including Gemini 12, which brought the highly successful Project Gemini to a close.

In support of Gemini, AF/contractor crews under the direction of the 6555th Aerospace Test Wg. launched all the Gemini-Titan IIs for the

National Aeronautics and Space Administration. The wing also launched the Atlas-Agenas used for docking maneuvers with the Gemini spacecraft.

Also, three Titan III-Cs were launched, 19,240 associated tests were carried out and 670 weather rockets were launched to make it a busy year.

GROWTH keynoted the year at the AF Academy, Colo. Prompting the activity was the authorization to expand the Cadet Wing from 2529 to 4417 students.

A \$40 million expansion program was approved to provide facilities for the larger wing, and last spring construction began on the first elements, including new cadet quarters just west of Mitchell Hall, a field house east of the Cadet gym, and an extension to Fairchild Hall, the academic building.

There was some sadness, too. Sixteen Academy grads died in Vietnam.

THE MILITARY build-up had

## ARRS Saves Exceed 600

HQ. MAC, SCOTT AFB, Ill.—The Aerospace Rescue and Recovery Service recorded its 600th world-wide save of 1966 on Christmas Eve in Vietnam.

The 1966 total jumped from 599 to 612 on one mission, December 24, after a civilian CL-44 crashed into a Vietnamese village and burst into flames. Two Rescue HH-43Fs removed 13 injured Vietnamese villagers from the burning crash site to a marine field hospital for treatment.

Of its 600 plus rescues during 1966, more than 400 have been saves under combat conditions. A save is recorded when a person is removed from an environment where death or capture is imminent.

Crew members for the Christmas Eve mission were 1st Lts. David R. Steveson, Alfred R. Jacox Jr., A1Cs Wayne L. Boteler and Russell W. Price on the primary aircraft. Crewing the second helicopter were Capt. Lawrence F. Marcom, 1st Lt. Donald D. Sams, SSgt Hubert O. Marsh, and A1C John F. Tobey.

R.P., where they flew combat missions over Vietnam.

Crews and aircraft also were busy in Norway and Germany with Exercise Winter Express; in Germany with Exercise South-

24 DEC 66

