

'Giants' Are Welcome Sight If You're Down in North

SAIGON—"Ask any man in my outfit, and he'll tell you we have the best mission in the Air Force." Speaking a bit too loudly for the size of the room, Air Force Maj. Baylor R. Haynes, commander of an Air Force rescue helicopter unit, begins to talk about the men who are responsible for rescuing downed pilots in communist north Vietnam.

"Every last one of them, and I mean the support people — clerks, supply men, the lot—as well as the chopper crews will tell you their job is to recover downed aircrew members," he continues in a loud grating voice—a result of flying helicopters since the early 1950s.

In his fatigue uniform, the burly Texan looks like the character whose name his unit bears—the "Jolly Green Giant." A veteran of World War II and the Korean War, Haynes typifies the spirit and morale of his men. He is an experienced rescue pilot with over 70 missions in H-5 and H-19 helicopters during the Korean War.

"We are called the Jolly Green Giants," Haynes says, "because of the size and coloring of our helicopters and the giant-size job my people are doing."

The rescue crews fly camouflaged HH-3C rescue helicopters, a modified version of the large, powerful CH-3C transport chopper.

For rescue work, the helicopter is equipped with armor plating, extra fuel tanks and a powerful winch with a jungle-penetrating hook for pick-ups. On rescue missions, the huge green chopper carries a crew of four—two pilots, a flight engineer and a pararescue man.

Haynes says, "We've got some of the most-experienced chopper men in the rescue business. They know their job and work as a team to get it done."

Over the jungles of communist north Vietnam, pilots are often forced to hover at tree-top level or even go into thick undergrowth to pick up a downed pilot. As the pilot lowers into the trees, the other crew members watch for limbs which can wreck the helicopter.

Last November, a crew on its first rescue mission over the communist north actually landed in thick elephant grass to pick up a downed Air Force F-105 Thunderchief pilot.

Capt. Jerry W. Jennings, 35, was aircraft commander on the flight, and Capt. James ("Dig-ger") O'Dell, 31, was co-pilot.

for their 250-foot cable would not work. It had worked during pre-flight and in another test just before the helicopter reached the pilot.

The rescue crew made two passes over the pilot and picked up more ground fire each time. They called for more help from the A-1E pilots flying air cover.

After the Skyraider pilots again strafed the area, Jennings dropped the big rescue chopper into the brush next to the trapped pilot. The flight engineer and pararescue man pulled the pilot to safety, and Jennings took off, clipping the deep brush with his rotor blades and barely missing a hill.

"Although it takes team work to do the job," says Haynes, "the individual heroism of my men never ceases to amaze me. I've got one man (SSgt Berkeley E. Naugle, 32, a flight engineer) flying over north Vietnam right now who spent seven hours up there scrambling through the bushes last November."

Naugle bailed out of a burning HH-3C when it was shot down about 40 miles southwest of Hanoi, Nov. 6. He suffered severe burns, but was rescued at night by another helicopter crew.

Flying over Naugle's position, the rescue helicopter pilot asked him if he had anything to pinpoint his location. Naugle had lost his survival gear during bail out, but he lit his cigaret lighter as a last hope.

The rescue crew spotted the dim, flickering light through the jungle canopy and made the rescue.

"The pararescue boys are some of the damndest characters you've ever met," Haynes says. "They'll go anywhere and do anything, and they act like they're spring loaded to go down the line (eager to descend on the pilot to aid a downed pilot)."

Recently, one of the pararescue men did "go down the line" to find a Navy A-4 pilot.

Hovering directly over the pilot's position, the rescue crew could hear his beeper and voice radio, but they could not locate him in the thick, jungle cover.

The pararescue man rode the cable into the trees and walked around until he located the Navy airman. He then directed the HH-3C to their position and a safe rescue was made.

Like other rescue crew members, pararescue medic are among the best trained men in the Air Force. Each is a qualified parachutist, SCUBA diver and medical corpsman.

All rescue crew members are trained in escape and evasion and jungle, desert and water survival, as well as rescue techniques. Most are trained at Stead Air Force Base, Nev.

Haynes' rescue crews were formed and trained at Stead and came to Southeast Asia to replace a temporary unit in October, 1965.

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3 U.S. 'Copters Make Daring Rescue in North

Paramedics Help Bring Back Pair

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IN THE SAME AREA, government spokesmen said, 64 Viet Cong turned themselves in to authorities. In the jungles northwest of Saigon, South Vietnamese forces captured a record cache of 30,000 Viet Cong khaki and black pajama-type uniforms.

In the air war, a U.S. spokesman announced that the two U.S. planes downed Monday were an air force thunderchief jet and an RF101 voodoo reconnaissance plane.

~~The two~~ ~~hit as~~ U.S. pilots plunged deep into the heavily defended Red River Valley and hit a vital railyard at Yen Bay, 75 miles northwest of Hanoi. Both pilots were missing and feared dead.

The third American plane was shot down Tuesday during fresh American raids near Dien Bien Phu, the historic French battlefield of the Indochinese war some 230 miles northwest of Hanoi near the Laotian border.

THIS WAS the scene of the daring rescue. The first two helicopters sent to the rescue were forced to leave the scene due to mechanical difficulties after picking up the two pilots, and had to leave the two paramedics behind on the ground.

The paratroop-trained medics held on in the Communist countryside while Sky-raider fighter planes flew cover overhead until a third rescue helicopter picked them up about two hours later.

The three plane losses reported Tuesday brought to 438 the total number of U.S. warplanes lost over North Viet Nam in the war.

For the second straight day on Monday, American jets tangled with Communist MIGs as U.S. Air Force, Navy and Marine pilots flew 85 missions over the Communist north, highlighted by the devastating Air Force attack on the Yen Bay rail installa-

7 DEC 66



AIR MEDAL CRITERIA

Hq. PACAF, Hawaii--The Chief of Staff, USAF, has announced a change to Air Medal criteria for sustained operational activities in Southeast Asia.

Previously, criteria required a minimum of 25 combat or operational missions without regard to type of mission or degree of combat exposure.

The new criteria is as follows:

. Ten missions - Combat operational missions over North Vietnam, such as air strike, air cover, escort, flare drop reconnaissance, search and rescue, ECM and ELINT.

. Twenty missions - Combat operational missions over South Vietnam and other SEA areas (exclusive of North Vietnam), such as air strikes, air cover, escort, air interception, defoliation, reconnaissance, airborne forward air controller, search and rescue, ECM and ELINT.

. Thirty-five missions - Combat support missions, such as airlift, air refueling, psychological warfare, airborne early warning control and courier. Tankers will receive two-for-one credit on certain missions flown. (PACAF NS)

THE JOLLY GREEN GIANTS

Hq. 2 AIR DIV, Saigon--"Ask any man in my outfit, and he'll tell you we have the best mission in the Air Force." Speaking a bit too loud for the size of the room, Air Force Maj. Baylor R. Haynes, commander of an Air Force rescue helicopter unit, begins to talk about the men who are responsible for rescuing downed pilots in Communist North Vietnam.

"Every last one of them, and I mean the support people--clerks, supply men, the lot--as well as the chopper crews will tell you their job is to recover downed aircrew members," he continues in a loud gravelly voice--a result of flying helicopters since the early 1950s.

In his fatigue uniform, the burly Texan looks like the character whose name his unit bears--the "Jolly Green Giant." A veteran of World War II and the Korean War, Haynes typifies the spirit and morale of his men. He is an experienced rescue pilot with over 70 missions in H-5 and H-19 helicopters during the Korean War.

"We are called the Jolly Green Giants," Haynes says, "because of the size and coloring of our helicopters and the giant-size job my people are doing."

The rescue crews fly camouflaged HH-3C rescue helicopters, a modified version of the large, powerful CH-3C transport chopper.

For rescue work, the helicopter is equipped with armor plating, extra fuel tanks and a powerful winch with a jungle-penetrating hook for pick ups. On rescue missions, the huge green chopper carries a crew of four--two pilots, a flight engineer and a pararescue man.

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Last November, an HH-3C crew on its first rescue mission over the Communist North actually landed in thick elephant grass to pick up a downed Air Force F-105 Thunderchief pilot.

Capt. Jerry W. Jennings, of El Paso, Tex., was aircraft commander on the flight, and Capt. James (Digger) O'Dell, of Charleston, S.C., was copilot.

When they went in to pick up the pilot, they discovered the hoist for their 250-foot cable would not work. It had worked during preflight and in another test just before the helicopter reached the pilot.

After Skyraider pilots strafed the area, Jennings dropped the big rescue chopper into the brush next to the trapped pilot. The flight engineer and pararescueman pulled the pilot to safety, and Jennings took off, clipping the deep brush with his rotor blades and barely missing a hill.

Returning to base, they found they had gone deeper into the Communist North than any other rescue crew at that time.

"Although it takes team work to do the job," says Haynes, "the individual heroism of my men never ceases to amaze me. I've got one man (SSgt. Berkeley E. Naugle, of Gettysburg, Pa., a flight engineer) flying over North Vietnam right now who spent seven hours up there scrambling through the bushes last November."

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Flying over Naugle's position, the rescue helicopter pilot asked him if he had anything to pinpoint his location. Naugle had lost his survival gear during bail out, but he lit his cigarette lighter as a last hope.

The rescue crew spotted the dim, flickering light through the jungle canopy and made the rescue.

"After two weeks of no flying, Naugle came to me and asked to be put back in the bird," says Haynes.

"The pararescue boys are some of the damndest characters you've ever met," Haynes says. "They'll go anywhere and do anything, and they act like they're spring loaded to go down the line (eager to descend on the hoist to aid a downed pilot)."

Recently one of the pararescue men did "go down the line" to find a Navy A-4 pilot.

Hovering directly over the pilot's position, the rescue crew could hear his beeper and voice radio, but they could not locate him in the thick, jungle cover.

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All rescue crew members are trained in escape and evasion and jungle, desert and water survival, as well as rescue techniques. Most are trained at Stead AFB, Nev.

Haynes' rescue crews were formed and trained at Stead and came to Southeast Asia to replace a temporary unit in October 1965.

Since their assignment here, Haynes' crews have made 17 rescues in hostile territory. They share the Presidential Unit Citation with other members of the Military Airlift Command's 38th Aerospace Rescue and Recovery Squadron for rescue work in Southeast Asia.

Pointing to the Aerospace Rescue and Recovery Service emblem, Haynes says, "We're just like everyone else over here--doing a job to the best of our ability but we are all dedicated to the Rescue Service motto--'That Others May Live.' That is our sole purpose for flying over North Vietnam or anywhere else." (PACAF NS)

THE VALLEY OF THE JOLLY GREEN GIANTS
DA NANG AIR BASE, REPUBLIC OF VIETNAM

On 18 July 1966 two Sikorsky HH-3E helicopters, serial numbers 65-12783 and 65-12784 with borrowed crews from Det. 5, 38th ARRS at Udorn, Thailand landed at Da Nang marking the employment of South Vietnam based Jolly Green Giants for the first time. Two days later on 20 July 1966, the two choppers flew north for their first recovery, US Navy Lt JG Dieter Dengler, whose five months imprisonment and 23 day escape and evasion ordeal has become legendary.

Flight and ground crews to man the new operation had been in the training pipeline since February. Places like Sheppard, Stead, Turner and Albrook had seen these new Jolly Greens and would not soon forget them. In July, the first contingent arrived at Da Nang to take over from the Udorn crews. Late in August, the second batch arrived and by the first week in September, the Da Nang crews were operating on their own. On 4 September 1966 the third Jolly Green, number 65-12786 taxied onto the hot PSP ramp at Da Nang. The next morning at daylight it made its way north to Quang Tri and later that day it crossed the DMZ for its first pickup 15 miles west of the heavily defended North Vietnamese city of Dong Hoi, sustaining a hit in one main rotor blade spar for its first taste of fire.

The combat loss of one Jolly Green by Det. 5 with a Det. 7 pilot flying it and the loss of two others through landing accidents has robbed us of much needed aircraft but with grim determination our ground crews patch the bullet holes, clean the dust and salt spray from the engines, curse the lack of supplies and maintenance facilities and somehow, with scotch tape and bailing wire and a full AFTO Form 781-B, send them out each morning. Occasionally, the weary craft can't make it safely without some part so our Marine Corps friends with CH-46s called Bonnie Sue, Northbrook or Buffalo City, stand in for us.

In spite of everything, our list is growing. An A-1E crew, an F-4C, an F-105, another A-1 and an OV-1 are added. Christmas 1966 finds us with eleven presents to offer; a husband, a father, an only son. We pray each day that the list will grow no more. When it does, it represents a multimillion dollar aircraft destroyed and an irreplaceable crew in jeopardy. But if they are down, we also pray that our skills will be manifested and we can bring one more Satisfied Jolly Green Customer home to place his name with those below.

Major William V. D. Hickerson
Information Officer
28 December 1966



PARARESCUEMAN A2C Franklin D. Stevson is introduced to the audience by Bob Hope and Reita Faria of India, Miss World, during a recent show in Southeast Asia. Stevson sang his "Ballad of the Jolly Greens" for the servicemen.

'Jolly Greens' Praises Sung

SAIGON—A 21-year-old Air Force pararescueman, who has twice been decorated for daring rescues of downed pilots in North Vietnam, is singing his unit's praises via folk song ballads. His "Ballad of the Jolly Greens" was heard by thousands of servicemen in Southeast Asia as he performed on the Bob Hope Christmas show.

A2C Franklin D. Stevson flies with the Jolly Green Giants, a helicopter-equipped Air Force unit charged with rescuing pilots from North Vietnam.

Airman Stevson's Jolly Green crew has penetrated the North Vietnam border 11 times, working rescue pickups on five occasions. Twice the young pararescueman has dropped from his chopper to assist crew members injured or lost in the jungle. One such recent venture, staged near Dien Bien Phu, earned Stevson an Oak Leaf Cluster to his Distinguished Flying Cross. His other jungle adventure was the rescue of an RF-101 pilot who had been down for 27 hours. Stevson later received a letter from the pilot's family, expressing their gratitude for his role in the successful recovery.

"This meant more to me than any medal I could have received," says Stevson.

When the Jolly Greens are not actually on a mission they are on alert. During these waiting hours Stevson's guitar is his constant companion. He has combined musical talent and deep belief in the rescue effort to create his own ballad. The song depicts the danger of the rescue mission and the valor of Jolly Green crews.

Stevson is impressed by his unit's mission, esprit de corps and the environment in which it operates.

"Folk ballads are my way of telling people about the Jolly Greens," he says.



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Downed Pilots Cited For Their Calmness

By SSgt Chuck Framie

SAIGON—"Our search and rescue mission is the most dangerous part of our operation in Vietnam," says Capt. Jerry L. Caskey, "but it's also the most rewarding." Caskey, a 1960 graduate of the AF Academy, is an A-1E pilot of the 602d Fighter Sq. Since November, the squadron has directed rescue of more than 70 downed pilots over North Vietnam.

A rescue force generally consists of A-1Es and HH-3Cs. In some instances, a force may orbit over North Vietnam while a major strike at a particularly heavily defended target is in progress.

"When a pilot realizes he's going to have to punch out," Caskey said, "he can improve his chances by landing in the most isolated area he can find.

"If he lands in a populated area, he can be captured immediately. And the ground fire may deny access to the area for the rescue force."

PILOTS FLYING over North Vietnam wear survival vests which carry several signaling devices. One is a small two-way radio which can be operated as a homing beacon.

As a parachuting crew member floats to earth, the remaining members of his flight orbit overhead to mark his location. As soon as the pilot lands, he tries to talk on his emergency radio with fighters overhead.

The orbiting pilots call for a rescue force in case the bailed-

out pilot didn't have time to do so.

"If the man on the ground can talk to us, we can learn his physical condition, something about his environment, and if there's any enemy activity in the area," said Caskey.

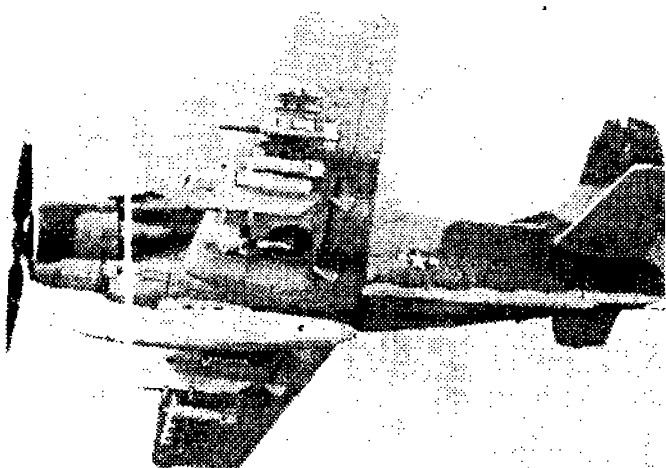
The fighters can suppress enemy fire or keep hostile forces away from the survivor. Caskey cites one case in which the fighters laid a smoke screen between the pilot and some hostile ground troops. The rescue chopper came in behind the pickup.

"I'm always amazed at how calm these pilots are when they're on the ground," Caskey said. "I've talked to men on the ground who had ground troops all around them but the survivor stayed calm. Several times, downed pilots even suggested courses of action which helped us considerably. You've got to respect men like that."

7TH AF NEWS

FRI. NOVEMBER 1, 1966

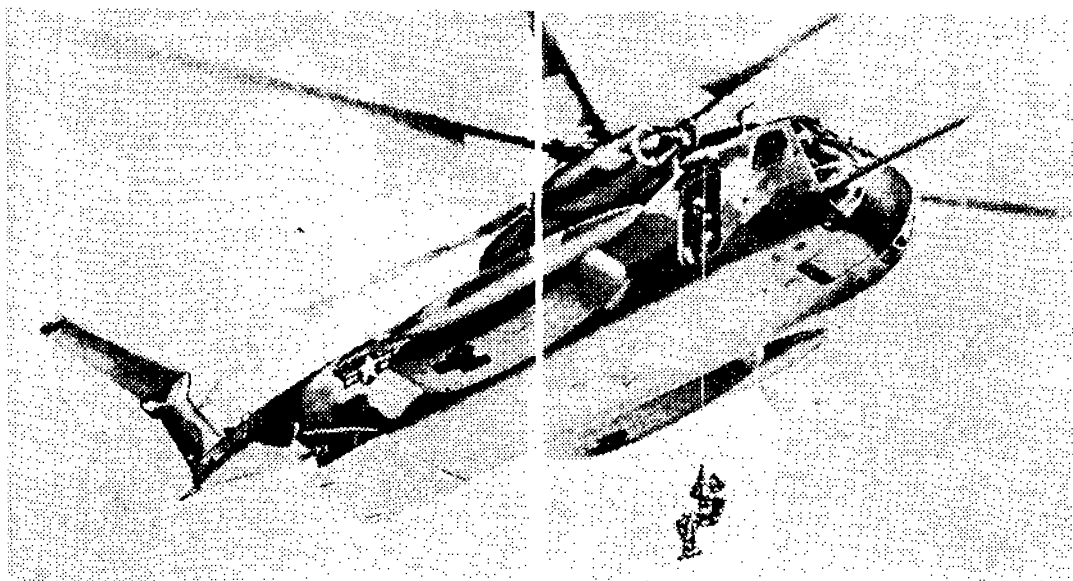
VIETNAM THE AIR FORCE IN ACTION



RESCUE COVER—A Douglas A-1E Skyraider is airborne to coordinate rescue helicopters attempting pickup of a downed pilot. Sky raiders carry a variety of ordnance, including rockets, bombs, 20mm cannon. (AFNS)

USAF PHC

W24 SEPTEMBER 28, 1966



AF'S AEROSPACE Rescue and Recovery Service next year gets eight Sikorsky HH-53B heavy-lift 'copters. In this artist's conception, one of the new choppers plucks a downed airman from the jungle. The HH-53B, AF version of the CH-53A used by the Marine Corps, will be the largest and fastest helicopter in Air Force's inventory.

Charlies and Green Giants, Toc

SAIGON Some people call them Jolly Green Giants. Some call them Big Charlies. Some call them unbelievable. The Air Force CH-3Cs and Aero-Rescue and Recovery HH-3Es are proving themselves in this helicopter war. They have flown deep into North Viet Nam to pick up downed pilots. They have rescued Marines in the northern provinces, and Army soldiers in the delta region. HH-3Es of Detachment 5 of the 38th Aerospace Rescue and Recovery Squadron are

stationed in Thailand under Maj. Baylor Haynes. Since November when the first HH-3Es arrived, 22 pilots have been rescued, most in North Viet Nam, some in Laos, some in Thailand.

Mayday

When a Mayday is received, two HH-3Es head for the trouble spot, one flying high to direct the operation, the other low. Usually, A-1E Skyraiders fly cover. The helicopters home in on the beep from the radio that every pilot carries in his sur-

vival kit. When the HH-3Es get close, the low bird makes a quick pass, then gets in and out in a hurry. Vines and trees can make a horsecollar pickup tough, so a special jungle penetrator is used—a heavy, torpedo-shaped object with three arms that make a folding seat. Paramedics accompany the HH-3Es—and often are called to “invade” North Viet Nam. Recently, one spent 15 minutes on the ground, ranging through the brush until he

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Charlies and Giants

continued from Page 1
found an unconscious pilot.

The 20th Helicopter Squadron, under Lt. Col. Lawrence Cummings, has its headquarters at Tan Son Nhut. It has 13 CH-3Cs at its disposal.

Eight are at Da Nang in the north, helping Marines in daily airlifts that surprise the troops—and sometimes their own pilots. Last month the eight flew more than 285 hours carrying 710,000 pounds of cargo and 1,180 passengers.

Big Charlies

CH-3Cs at Da Nang are called Big Charlies (the Marines fastened the Jolly Green Giants label earlier on their own CH-37s). One important mission is airlifting 105 mm howitzers; the Marines now have highly mobile artillery

support. Other missions include medical evacuation, search and rescue, supply for forward troops and Special Forces camps, airlift of downed aircraft, and troop shifts.

Two CH-3Cs are kept at Tan Son Nhut, three in Thailand. Last month, the two at Tan Son Nhut moved American and Australian artillery (105 mm howitzers), gun crews, ammunition, and jeeps 17 miles (with the temperature at 90 degrees) in one day. The normal load for one CH-3C was a 3,000-pound gun carried in a sling, five-man crew, and 1,000 pounds of field equipment. By the end of the day the two helicopters had moved 90,000 pounds of cargo and 100 men; they flew 14 hours.

Early this month, a CH-3C lifted 12,500 pounds of drilling equipment to a location south of Saigon—where a government contractor had been waiting three months for delivery.

Maj. Herbert R. Zehnder, head of the Da Nang detachment, says of CH-3C loads: “If we can put a sling on it or get it aboard, we can deliver it anywhere, anytime, regardless of the weather.” The 20th was activated in November, 1965, at Eglin Air Force Base in Florida.

Capt. Jerry W. Jennings and Capt. James O'Dell flew the first CH-3C mission into North Viet Nam. An F-105 pilot was down near Dien Bien Phu. The CH-3C, with Jennings pilot and O'Dell copilot, took off quickly from a

jungle outpost and headed north. Flak followed the CH-3C's tail. When it reached the pickup area, Jennings saw the fighter pilot up to his shoulders in elephant grass and vines, unable to move. He dumped his extra fuel and hovered, but the hoist was blocked. The CH-3C went down twice and met heavy enemy fire. Jennings radioed for help, and A-1Es sprayed the area. The CH-3C went down again, blades cutting the undergrowth, tips dangerously near a rise in the land. Back safely, the crew found the tip of one blade gone, the others bent, and a piece of tree trunk in the cowling.

Jolly Green Giants

Capt. James L. (Larry) Butera of the 38th says the camouflage painted HH-3Es are called Jolly Green Giants because of “the gusto with which we go about our work”.

Butera took part in the rescue of four downed pilots in North Viet Nam. He calls the HH-3Es the real heroes of the missions. Last month, an HH-3E on a rescue flight was hit eight times by enemy gunfire during its approach, hover, and departure; one rotor blade took a direct hit, and other hits were dangerously close to the fuel lines. Two downed pilots were picked up at the same time on the same hoist in another mission.

CH-3Cs and HH-3Es in Viet Nam are acting out the words of one pilot who says: “The book on helicopter warfare is being written over here. We get a new chapter every day.”



During a rescue mission, Crab Apple, Sandy and Jolly Greer Giant rely heavily on

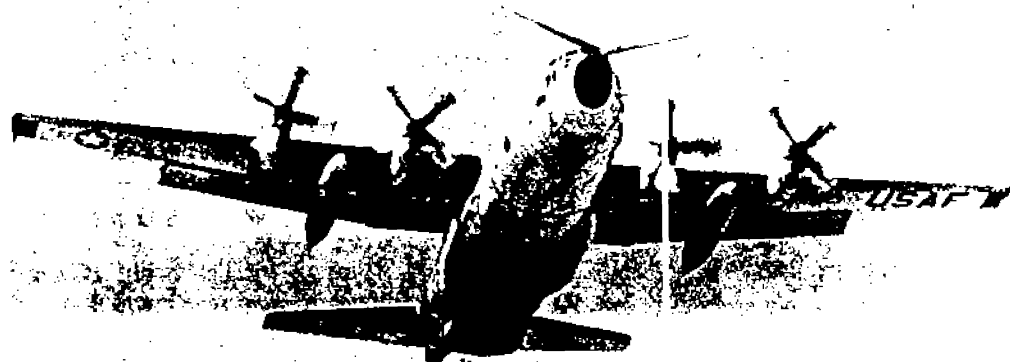
CROWN BIRD OVER VIETNAM

by MSgt. IRVIN H. LEE
Hq. MACV

1966



During dramatic and often hazardous rescue missions in Southeast Asia, HC-119 Crown Bird directs rescue choppers. A1 Ex



DRAMATIC, daring rescues are a daily occurrence in the Vietnam war. In 1966 for example, rescue units in Southeast Asia completed more than 400 combat air crew recoveries in battle areas. During that year rescue personnel earned more than 1,041 military decorations, including several Air Force Crosses, for their performance in Vietnam.

It was no accident that these humanitarian acts were successful. Moreover, not once will you hear a rescued air crewman refer to his removal from dense jungle foliage or the open sea as "luck." It takes patience, determination, skill, teamwork and guts.

The responsibility for coordinating on-scene rescue operations in Vietnam is vested in the "Crown" aircraft. No, you won't find "crown bird" in any dictionary, but this "bird" is well known to US Air Force and other combat crews who daily pound strategic targets in-country.

The Crown bird is an HC-130 *Hercules*. It serves as an airborne extension of the 3rd Aerospace Rescue and Recovery Group's Joint Search and Rescue Center at Tan Son Nhut Air Base. When directed by the Center, the turbojet flies pre-planned orbits during strike missions and directs rescue activities.

The HC-130 has some special characteristics. These include a nose yoke, which is part of the Fulton Recovery System, and new, highly sophisticated navigational and communications equipment. The Crown bird carries seven crewmen. Their work begins with a distress signal.

"I'm hit and heading west," Crab Apple One radioed as his F-105 *Thunderchief* limped downward toward the jungle in North Vietnam. Then the signal went dead.

One of Crown's loadmasters, acting as scanner, watched the bomber as it fell. "The landing gear popped off and she's smoking," the scanner reported to his pilot.

"Roger, we have a fix on him," the pilot replied.

"Jolly Green, Jolly Green, you have a customer at six o'clock," he instructs the rescue helicopter.

"Roger, Crown, we're on our way."

"Sir, I see some VC in a clearing about six o'clock. They are heading toward Crab Apple," warned another HC-130 scanner.

"Roger. Sandy this is Crown. VC are moving toward Crab Apple at six o'clock. Give us some ordnance in that area."

"Crown this is Sandy. We'll be all over 'em."

Here is where patience, determination, skill and teamwork pay off during a rescue mission.

Jolly Green is an HH-3E rescue helicopter. It is fondly known as "The Jolly Green Giant" because of its size and color.

"Sandy" is an A-1E *Skyraider*. This propeller-driven special air warfare fighter carries a massive bomb load of 6,000 pounds, plus other ordnance. Its role in this rescue is to keep the enemy from the downed man.

"Say, buddy," said the Crown's pilot to Crab Apple,

the downed pilot, "we are sending Sandy in after some VC heading your way. Turn on your beacon so we can pinpoint your position."

Jolly Green picked up the signal and headed toward the downed pilot's position. En route, the Crown pilot told the victim to turn off his beacon. Then the two began a conversation designed to keep up the downed airman's spirit.

"How'd ya feeling buddy," the Crown pilot asked.

"Pretty good. At least I don't think I have any broken bones," was the reply.

"Great! Jolly Green is heading your way. We'll get you out as soon as Sandy says the area is clean."

Meanwhile, miles away, Sandy had unloaded some ordnance and was now circling the area where the Viet Cong had been sighted. When he saw no further enemy activity he radioed an okay to proceed with the rescue, then headed for the fringes of the rescue area to fly cover.

"Okay Jolly Green, go get our man," the Crown pilot said to the rescue helicopter. Then he advised the downed pilot to be alert for pickup.

"Crab Apple, Jolly Green should be approaching you now. Do you see him?"

"No, but I can hear him. I doubt if he can see me because of the thick foliage. Tell him to look for my parachute and a dead tree. I'm between the two." There was a brief delay, then the F-105 pilot radioed: "I see him, I see him" as Jolly Green maneuvered overhead.

"Jolly Green, this is Crown. Do you see Crab Apple?"

"No, Crown. I can't see him. The foliage is too thick."

"Roger, Jolly Green. I'll ask him to give you some smoke."

"Never mind, Crown, I see his parachute. How far is he from that?"

"I'm about 200 feet away," Crab Apple broke into the conversation. "Keep coming, Jolly Green. Move out about 180 or 200 yards to the right. Not too much. Now do you see a dead tree? I'm near a ridge in a little valley. Okay, now turn 90 degrees left."

"Crown, this is Jolly Green. I see him."

"Roger, Jolly Green. Sandy keep your eyes open for snipers." The A-1E pilot continued to patrol.

"Go to it, Jolly Green, so we can get out of here."

The HH-3E hovered over the downed airman and a crewman lowered the forest penetrator rescue seat. The seat was attached to extra long hoist cables. In a matter of minutes the pilot climbed onto the seat, strapped himself in, and was lifted aboard the chopper. Crown gave Jolly Green coordinates to the nearest air base and the three aircraft headed home.

The success of this rescue mission is typical of the patience and teamwork required during search and rescue operations. The Crown bird calls the shots, but it's teamwork that wins the game — a game that is played for keeps.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SEVENTH AIR FORCE (PACAF)
APO SAN FRANCISCO 96307

FOR IMMEDIATE RELEASE

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PLEIKU RESCUE DETACHMENT SETS OUTSTANDING RECORD

Pleiku (7AF) — JUNGLE RESCUE — Airman Second Class Allen R. Stanek, 20, of Boyd, Wis., rides a forest penetrator up into a hovering Air Force H-43 rescue chopper during a training operation. Staff Sergeant Charles L. Barrix of Lawrenceville, Ind., operates the hoist from the chopper. Both men are assigned to Detachment #9, 38th Aerospace Rescue and Recovery Squadron at Pleiku air base. The squadron is credited with 92 combat pick ups which include 60 combat saves in just one year in Southeast Asia. (AIR FORCE PHOTO).

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NOTE: This item has been cleared for release by MACV.

By Lt. Jerry Poppink

SCOTT AIR FORCE BASE

A NAVY COMBAT PILOT shot down over North Viet Nam, ditched his jet in the South China Sea and began a long and lonely vigil. He floated for two days and nights, scorched by the blazing sun and chilled by the night winds. His raft, which was torn when he hit the water, had to be reinflated by mouth every 20 minutes. The pilot had suffered internal injuries, and each inflation was new agony.

"At night the going really got tough," he reported. "Communist gunboats came out looking for me with searchlights. I guess they had seen my chute when I ditched. I had to get out in the water again and hide under my raft till they finally gave up the search. Trying to climb back into the raft was agony."

On the morning of the third day, he heard the drone of aircraft engines, and a Grumman HU-16 Albatross amphibian landed a few yards away for the pickup.

"The rescueman in the door seemed hesitant to jump," the pilot recalled. "And when he did jump, a second man in the doorway was covering him with an M-16 carbine. Not until I got aboard the plane did I find out what they were concerned about—my raft was surrounded by a big school of sharks!"

THE RESCUE ITSELF—despite the sharks and the threat of enemy gunboats—was pretty routine. The airborne lifeguards were members of the Aerospace Rescue and Recovery Service, a subcommand of the Military Airlift Command, and their work in Viet Nam has become something of a legend.

The unit responsible for this

work in the Southeast Asia area is the Thirty-eighth Aerospace Rescue and Recovery Squadron. It has more than 300 men on duty at Tan Son Nhut and at detachments at Bien Hoa, Da Nang, Pleiku and Binh Thuy. Those at outlying bases fly Kamman HH-43 Huskie helicopters, while open-sea rescues are flown with the HU-16 Albatross. A new helicopter, the Sikorsky CH-3C, complete with armor plating and long-range external fuel tanks, recently was put in service for rescue missions deep into North Viet Nam.

Since December 1964 the unit has been credited with 423 "saves," 135 of which involved combat flyers. A "save" is logged when it is evident that the person would have died had it not been for air rescue.

Rescue personnel have received 300 awards and decorations. But the most moving awards are the words of praise from combat pilots. One Air Force F-105 pilot, picked up by a helicopter in North Viet Nam, hugged his rescuers.

"They were like angels from heaven—simply the greatest!" he said.

The combat pilots should know. They figure that they have a 75 per cent chance of

being rescued if shot down on a strike mission. They are advised to head due east for the open sea if hit, so they can bail out over water where the chance of rescue is even better.

"Rescuemen often face as many hazards as the fighter pilots," said one helicopter commander, "and they don't have the speed, the maneuverability or the firepower of the jets. They come under pretty heavy ground fire and take a lot of hits from the VC. When they've seen the pilot jump, it's a race to see who gets to him first."

ONE F-105 pilot came down in the midst of North Viet Nameese troops near the port city of Vinh. In the face of heavy fire, an air rescue helicopter hovered above 100-foot bamboos and lowered a sling while Navy fighters flew protective cover, pounding the advancing troops with rockets. The pilot reached the sling before the enemy reached him, and he was hoisted aboard as the Navy fighters closed in for a final rocket salvo.

"The open-sea rescues aren't any easier," said the pilot of an amphibious Albatross. "Often it's pretty rough and choppy out there — once we had to taxi almost all the way to the beach just to find water calm enough for takeoff. When there's no fighter cover overhead, it can be pretty much touch and go. We've been attacked by gunboats, armed junks. When we're in sight of shore, the VCs will fire anything they can at us."

The HU-16s have been credited with 23 open-sea rescues. The star of the team in the opinion of many is the pararescueman. He must be a skilled parachutist, an excellent swimmer — both on the surface and using scuba gear — and a do-it-yourself medic to provide emergency treatment for injured flyers. He must also be a marksman.

RESCUE IN Viet Nam is only one part of the over-all mission of the Aerospace Rescue and Recovery Service. It has headquarters at Orlando Air Force Base, in Florida, but its detachments are all over the world. They have helped recover astronauts and spacecraft, as was done when the two Gemini pilots came down in the Pacific last month.

But their principal role today is in Viet Nam, where the Thirty-Eighth Aerospace Rescue and Recovery Squadron was awarded the Presidential Unit Citation in January.

In presenting the award, President Johnson said: "Time and time again these men have reached into the jungle, the mountains and the sea to rescue other brave men who have been downed in combat . . . So men live today, carry on freedom's struggles today and will return to their families tomorrow because the Thirty-Eighth Aerospace Squadron has lived by its motto, 'That Others May Live.'"



Gulf Stream

GAZETTE

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DA NANG AIR BASE

FEBRUARY 21, 1970

Two Jolly Green Crewmen Awarded DFCs

Capt. Charles W. Hoilman, Jr., an HH-3 Jolly Green Giant helicopter pilot and

with the 37th Aerospace Rescue and Recovery Squadron, recently were awarded the Distinguished Flying Cross for heroism while particip-

ating in aerial flight.

Captain Hoilman was cited for a Dec. 3, 1969 flight when he penetrated an extremely hostile area to effect the rescue of two downed Air Force pilots. Even after his aircraft had sustained severe battle damage, he persisted until both pilots had been safely hoisted aboard from the midst of surrounding enemy troops.

On Oct. 6, Sergeant Southward participated in an aerial flight which penetrated an area of known hostile activity in

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6 Injured in Laos Search

Six crewmen from the 37th Aerospace Rescue and Recovery Squadron were injured and the F-4 Phantom II was damaged Saturday in an unsuccessful attempt to rescue a fighter plane shot down in Laos.

Lt. Col. Royal Brown, squadron commander, piloted the first aircraft to go in for an attempted pickup. "We took small arms fire for the entire mile of our run-in and then we began to hover over the river to wait for the plane opened up on us," said the colonel.

A Broken Leg

The downed pilot suffered a broken leg and broken arm during his escape so it was necessary for a pararescuer (PJ) to descend and help him board the chopper. In doing so the PJ was hit by small arms fire and Colonel Brown pulled his chopper out of the area and took stock of the situation.

The colonel continued, "I decided at the aircraft and the PJ and decided we could risk a second try before heading back to base."

On the second attempt the downed pilot was hit again. Colonel Brown decided to head back to Quang Tri and the nearest medical facility.

F-4 Phantoms from the 366th TFW "Gunfighters" then came in and worked over

the surrounding area. Evidently the enemy troops were waiting for another chopper for the second time. The fire still the fighters were off and Maj. Donald L. Jensen took over the mission.

This time the enemy was in and both pilots on the ground and Major Jensen was forced to leave the area without picking up the pilot.

For a third time the fighters went in and plastered the area, bombing and strafing enemy positions. Then it was Lt. Col. Jerry S. White's turn to pilot the rescue chopper. He skimmed in over the downed pilot and was slightly wounded in the hand by enemy fire.

Bullets raked the chopper fore and aft, injuring a PJ and damaging one engine. With this engine shut down, the colonel turned around and headed back for Quang Tri.

Too Dark To Continue

By the time it was too dark to continue the search, the area and rescue operation was halted until morning. The search was in and in the rescue area was about 30 miles from the base and temporarily out of mission.

The downed pilot broke radio contact during the night and after a specified period of time, the SAR was officially terminated. "It's very seldom you don't get a pilot related to a crashed color. I don't know where here, this is the first time I can remember, but we'll find him if we had to. The BUFFs are a good crewmember's insurance policy and there's not a one of us here who wouldn't do it all over a-

AF Copter Rescues Pilot Near Hanoi

S&S Vietnam Bureau

SAIGON—Two Air Force helicopter crews braved intense enemy sniper fire northwest of Hanoi Wednesday and rescued a surrounded F4C pilot.

The other crew member of the Phantom could not be reached and is reported missing.

The Phantom was returning from an air strike when it was downed. Both crewmen ejected and were able to make radio contact.

Two helicopters from the 3 Aerospace Rescue and Recovery Group were soon overhead and had the two men in sight. With Air Force Skyraiders flying cover, the helicopters dropped down for the pickup. Sniper fire knocked out the hoist mechanism on one of the helicopters and wounded one of the crew.

With the damaged helicopter forced to pull out, the second moved in and picked up one of the pilots. The weather closed in before the other pilot could be reached.

U.S. pilots hit the Hanoi-Haiphong area Wednesday with 13 missions.

Pilots reported moderate to heavy ground fire.

Phantoms from the carrier Coral Sea struck the Van Ly storage area, 4 miles northeast of

Than Hoa, with 250-pound bombs and reported a secondary explosion and smoke to 1,000 feet.

Navy pilots from the carrier Intrepid also hit in the Thanh Hoa area and destroyed 4 railcars and damaged 4 others.

In other air action, 232 sorties were flown over South Vietnam in support of 8 ground operations. Air Force pilots reported destroying or damaging 111 enemy buildings, 13 sampans, 8 bunkers and several fortified positions.

Jolly Greens ... Civic

Action Workers Routine Trip Turns Into 'Hair-Raiser'

By TSGT. JERRY ODOM

DA NANG—Nine members of an Air Force civic action team recently were evacuated from a besieged compound near the province capital of Hoi An by a Jolly Green rescue helicopter from the 37th Aerospace and Recovery Squadron (MAC).

The rescue came after a 26-hour ordeal that started as a routine civic action trip and quickly turned into a life-or-death situation. Capt. Paul R. Stankiewicz, Danvers, Mass., civic action officer for the 366th Tactical Fighter Wing, and his assistant, Sgt. Joseph L. Langlois, New Roads, La., led the mission of seven civic action volunteers.

The ordeal began when the nine-man team left Da Nang AB for Hoi An, 18 miles southeast of the base. On their truck, they carried empty 55-gallon oil drums, 200 pounds of clothing and some documents for the province senior advisor.

"We drove down Route 4 until flagged down and told we could not proceed any further because the road was mined by the enemy," Captain Stankiewicz said.

The captain decided to turn around and try to make it through the hail of fire near Vinh Dien so they could make it back to Da Nang.

However, when they neared the intersection of Highway 1 and Route 4, "we ran into a terrific amount of automatic weapons fire," said the captain.

"We ran for a house back down Route 4 toward Hoi An."

"We were pinned down for an hour and a half," said Captain Stankiewicz. "Then there was a small break in the firing so I decided to get out of there."

The team then headed for a nearby compound on Route 4 that held Korean Marines.

"The night was something else," Captain Stankiewicz recalled. "All during the night we were shelled with mortars. There must have been 50 or 60 rounds. They didn't seem to be aiming at the compound, but some of them came mighty close."

"Throughout the night, AC-47 Dragonships from Da Nang's 4th Special Operations Squadron were called into the area to fire upon the enemy."

"By dawn, we decided to get out there," said Captain Stankiewicz. "We radioed the 366th Tactical Fighter Wing. We requested air evacuation by the Jolly Green helicopters and got confirmation that they were on their way."

The compound was still under attack when the Jolly Green helicopter arrived.

"As the helicopter lifted off, we started taking ground fire and two rounds hit the aircraft," commented Capt. John F. Shelby, Shrewsbury, Mass., another member of the civic action team.

Tired but uninjured, the team stepped off the chopper at Da Nang AB.

Other team members were Capt. Raymond E. Headlee, Kirkwood, Mo.; Sergeants Oscar Perez, San Antonio; Norman E. Goldblatt, Queens, N.Y.; Melvin Hickson, Ranway, N.J.; and Roger E. Welle.