

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.

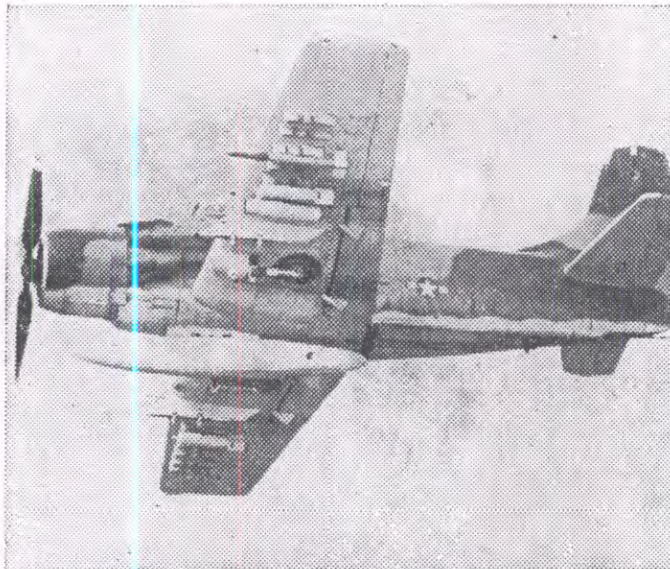
The fighters can suppress enemy fire or keep hostile forces away from the survivor. Caskey cites one case in which the fighters laid a smoke screen between the pilot and some hostile ground troops. The rescue chopper came in behind the pickup.

"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 4, 1966

VIETNAM THE AIR FORCE IN ACTION

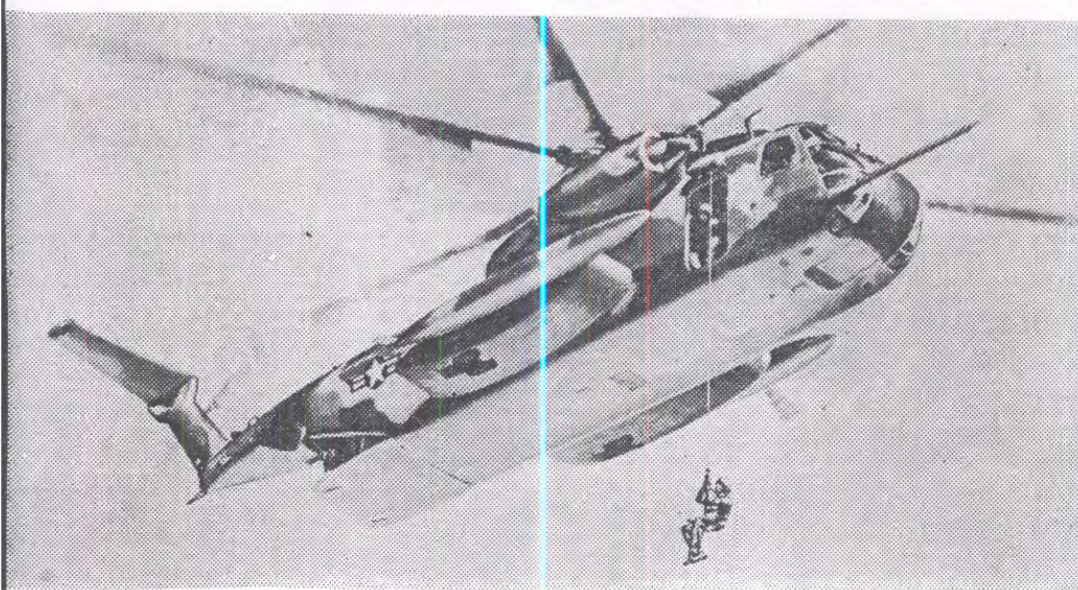


RESCUE COVER—A Douglas A-1E Skyraider is airborne to cover rescue helicopters attempting pickup of a downed pilot. Sky raiders carry a variety of ordnance, including rockets, bombs, 20mm cannon. (AFNS)

USAF PHC

W24 SEPTEMBER 28, 1966

第三種郵便物認可



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.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS EASTERN AEROSPACE RESCUE AND RECOVERY CENTER (MAC)
ROBINS AIR FORCE BASE, GEORGIA 31093

PROJECT CORONA HARVEST

DO NOT

23 October 1968

18 SEP 1990

No. 0005157

REPLY TO
ATTN OF: ERSTN (Capt Heeter/5352)

SUBJECT: Corona Harvest Study

TO: Hq ARRS (ARXDC)

1. In reply to your letter, same subject, dated 21 Sep 68, the following is submitted:

- Period assigned to SEA - Sep 66 thru Aug 67.
- Unit of assignment - Det 5, 38 ARRSq, Udorn RTAFB, Thailand.
- Duty assignment - LBR Commander.
- Type of Aircraft - HH-43B (2).
- Significant problem areas encountered:

(1) Facilities were the biggest headache for the LBR. Until the end of Jan 67, the LBR was one flight of four (the other three being HH-3E's) in Det 5, 38 ARRSq. Facilities were shared with the Jolly Greens until the LBR moved into its own facilities in Apr 67. The new facilities were completely revamped, inside and out, by a self-help project. A new concrete pad for both helicopters was constructed. No hangar facilities were available and three hootches were used for maintenance and supply storage. Our problems encountered with inadequate facilities were, I presume, no more than any other detachment in SEA. However, they seemed mighty big at the time! Close liaison with base officials, a lot of hard work and a couple of good scroungers proved invaluable.

(2) The only operational problem encountered was the lack of defining the area of responsibility for in-country (Thailand) SAR mission for the HH-43B's and HH-3E's co-located at Udorn. On one occasion, an HH-3 scrambled on a F-105 bail-out 15 miles from base while the HH-43 was already airborne for the same emergency. The Udorn RCC had scrambled the HH-3. Another time, an HH-3 was scrambled on a bail-out while it was performing a FCF in the local area and the HH-43 was enroute to the bail-out area. Coordination with the Jolly Green operations and the Udorn RCC resulted in a temporary understanding, however nothing in writing ever came out of this. This lack of definitive guide lines caused a lot of misunderstanding and hard feelings. Established areas of SAR responsibility would have alleviated this situation.

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RETURN TO:

Director
Aerospace Studies Inst
ERSTN: Archives Branch
Maxwell AFB Alabama

1348-0181
Heeter, Owen A.

PACIFIC AEROSPACE RESCUE & RECOVERY UNITS - (Southeast Asia)

<u>UNIT</u>	<u>LOCATION</u>	<u>AIRCRAFT ASSIGNED</u>		
		<u>Number</u>	<u>Type</u>	
3 AEROSPACE RESCUE AND RECOVERY GROUP (ARRGp)	Tan Son Nhut, RVN	None	None	SAR Advisor to 7thAF. Deputy Commander for PARRC in SEA.
1, 3 ARRGp	Danang, RVN	None	None	Rescue Coordination Center (RCC)
2, 3 ARRGp	Udorn, Thailand	None	None	RCC
37 ARRSq	Danang, RVN	5	HU-16B	
		0	HC-130H	
DET 1, 37 ARRSq	Udorn, Thailand	4	HC-130H	
		1	HC-130P	
38 AEROSPACE RESCUE AND RECOVERY SQUADRON (ARRSq)	Tan Son Nhut, RVN	3	HH-43B	
DET 1, 38 ARRSq	Phan Rang, RVN	2	HH-43B	
DET 2, 38 ARRSq	Takhli, Thailand	3	HH-43B	
DET 3, 38 ARRSq	Ubon, Thailand	3	HH-43B	
DET 4, 38 ARRSq	Korat, Thailand	2	HH-43B	
DET 5, 38 ARRSq	Udorn, Thailand	6	HH-3E	
		2	HH-43B	1/43B asgd to Det 7, APRFE
				1/43B asgd to Det 4, APRFE
DET 6, 38 ARRSq	Bien Hoa, RVN	3	HH-43F	
DET 7, 38 ARRSq	Danang, RVN	4	HH-3E	
		2	HH-43F	
DET 8, 38 ARRSq	Cam Ranh Bay, RVN	2	HH-43B	
DET 9, 38 ARRSq	Pleiku, RVN	1	HH-43F	
DET 10, 38 ARRSq	Binh Thuy, RVN	2	HH-43F	
DET 11, 38 ARRSq	Tuy Hoa, RVN	1	HH-43B	
DET 12, 38 ARRSq	Nha Trang, RVN	2	HH-43E	

DOAR 31 Dec 66

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'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 damnest 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.

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 medics 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.

APC NEWSMAN

NAUGLE SAR 6 NOV 65

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

FOR IMMEDIATE RELEASE

Jan 67-136 A

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 Laurenceville, 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.

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.

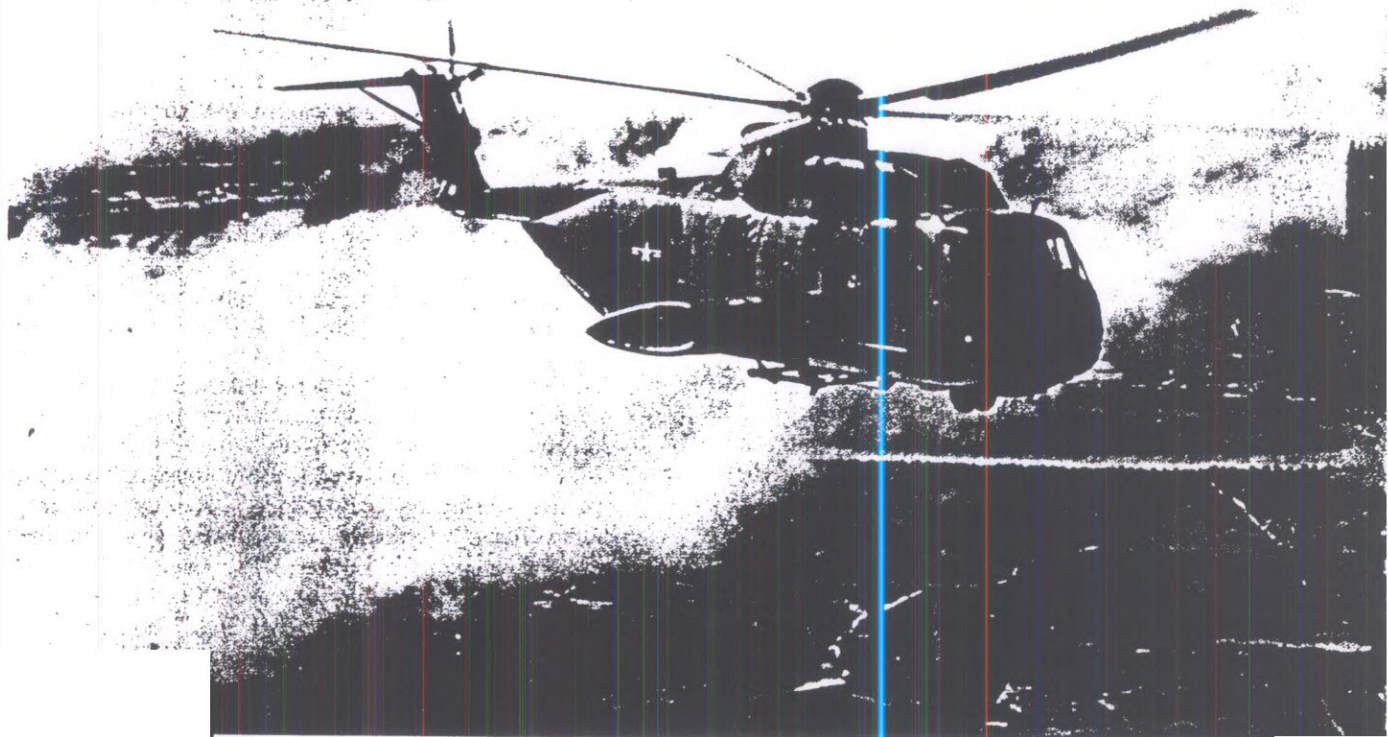
. Thirty-five missions - Combat support missions, such as airlift, air refueling, psychological warfare, airborne early warning control and courier. Tankers will receive two-for-one credit on certain missions flown. (PACAF NS)

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

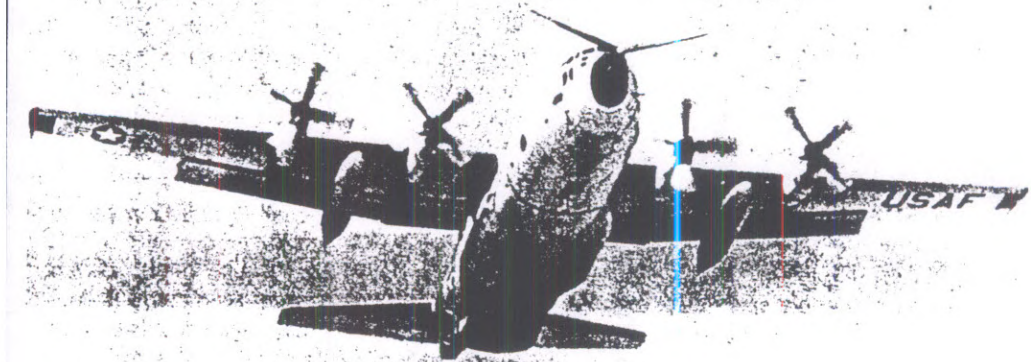
CROWN BIRD OVER VIETNAM

by MSgt. IRVIN H. LEE
Hq. MACV

1966



During dramatic and often hazardous rescue missions in Southeast Asia, HC-130 Crown Bird directs rescue chopper, A1Es



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 dropped 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 one 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'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.

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 Air Rescue Squadron has lived by its motto, 'That Others May Live.'"

1966

HU-16 SAR'S

GENERAL INFO