

Successful Rescue of Six Sailors from a USN barge, at night during extremely heavy seas in the South China Sea. 11 January 1967. Jolly Green 15 was escorting Pedro 96 that was transferring a bilge pump from a USN destroyer to the boat when it became necessary to evacuate the crew. Jolly Green 24 hoisted them aboard.

Pedro 96

RCC	1/Lt Fred Gregory
CP	1/Lt Al Jacox
HM	A2C Dennis Wilson
RS	SSGT Wm Tracey

Jolly Green 15

RCC	Maj A D Youngblood
CP	1/Lt Mark Mutchler
HM	TSGT Maurice Tasker
RS	A1C Wm Flower

Nine Sailors Saved in Choppy Seas

DA NANG, Vietnam (UPI)—U.S. sailors stranded aboard a ripped barge in choppy waters of the South China Sea were rescued by an Air Force "Jolly Green Giant" helicopter Wednesday night, military officials said Friday.

The HH-3E chopper, piloted by Capt. Adrian D. Youngblood, 33,

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lifted the Navy men to safety.

The sailors were "all in good shape—except for being wet and cold," said A1C William J. Flower, 22, a pararescue man.

Youngblood and his co-pilot 1st Lt. Mark H. Mutchler, 23, were en route to a navy destroyer to transfer a bilge pump to the barge, which was taking on water.

But the seas, churned up by monsoon weather, forced the sailors to make an emergency

call for help.

The barge was stranded without power about 12 miles south of Da Nang.

"When we arrived over the barge," Youngblood said, "it was raining quite hard and the winds were about 35 m.p.h."

"This made it difficult to hold the helicopter over the barge while we brought them aboard one at a time."

~~TWO SAVE SIX.~~ The 100-foot ship rocked violently against a sharp reef just offshore near Tuy Hoa AB, RVN. Six crewmen clung to the rail and watched an HH-43 from Det 11, 38th ARRSq hover overhead, attempting to lower its hoist through swaying masts and cables. Pararescuemen A1C Thomas E. Hughes and Ralph L. Baughman II watched from shore. As it became obvious that rescue by helicopter was impossible, the pararescuemen dived into the sea and began making their way along a rope which stretched from the vessel to the shore. They slowly moved hand over hand along the rope, bruised and jarred along the way by large blocks of paraffin and steel drums that had washed overboard from the stricken ship. High waves and a vicious undertow also hindered their progress. Long minutes later they reached the ship, but the crewmen had watched their dangerous journey through the water, and were reluctant to try a similar swim back. After a bit of persuasion and some sign language indicating that the boat would sink soon, one seaman agreed to enter the water and the others quickly followed suit. One by one, with the help of Hughes and Baughman, they made the precarious trip along the rope. A few hours later the ship broke up completely.

Speaking to the Chamber of Commerce in San Angelo, Texas, last month, Secretary of the Air Force Harold Brown praised the efforts of ARRS in Vietnam. The Secretary described the split-second techniques used in combat rescue operations, and spoke words that are every Rescueman's reason for being in SEA: "When a pilot is downed in the jungles of Vietnam, he is far more than just a human resource, a statistic, a part of our military strength. He is a fellow American. . . a man in trouble and he needs help fast." Secretary Brown said ARRS personnel deserve every bit of praise they receive. "They have lived up to their motto as if it were a solemn pledge; 'That Others May Live.'"

JOLLY GREEN RESCUE. An HH-3E successfully rescued two Air Force RF-4C pilots after their aircraft was hit by ground fire south of the Red River about 115 miles northwest of Hanoi last month. After circling over the approximate crash site for about 15 minutes, pararescueman A2C Luther E. Davis sighted a flare fired by one of the pilots in the heavily wooded mountainous area. The flight mechanic directed the Jolly Green pilots into the area and lowered the jungle penetrator into the trees. The first downed pilot was picked up quickly, and then another 10 minutes was spent trying to contact the other pilot. After radio contact has been established for him, the Rescue craft attempted to descend to pick him up. But loose foliage in the area forced the pilot to pull his helicopter up higher. The hoist was extended all the way to make the pickup, and the attempt was successful; both downed men were taken to safety. This was the sixth rescue for Airman Davis.

Six Navy personnel were picked up from a powerless barge in choppy seas 12 miles south of DaNang 11 January, by an HH-3E crew from Det 7, 38th ARRSq. The emergency call directed them to transfer a bilge pump to the barge, but immediately after takeoff, they were directed directly to the barge to evacuate the men since seas were getting very rough and it was in danger of sinking. When the Rescuemen arrived at the barge it was raining heavily and winds were 20 to 30 knots, making it very difficult to hold the chopper over the barge. The Navy men were removed one by one, and for 30 minutes while the pickups were in progress, waves were so high that TSgt Maurice F. Pasker, flight mechanic, felt he could reach out and touch them. Pasker handled the hoist expertly under almost impossible conditions and all six crewmembers were removed uninjured and taken to safety.

Interservice Team Saves Powerless Tug

DA NANG, Vietnam (PAO)—A Navy destroyer, a tugboat, a Coast Guard Cutter, and Air Force and Marine helicopters teamed up recently to save lives and money off the coast of Vietnam.

The Charter tug Santiam, with a refrigerated barge in tow, lost power in high seas approximately 15 miles from Da Nang, and radioed for help.

The destroyer Hull, commanded by Cdr. R. E. Weeks, answered the call, and the Santiam requested portable pumps to eliminate sea water she had taken on. An Air Force rescue helicopter attempted to transfer the pumps, but was foiled by high winds and seas.

The skipper of the Santiam, fearing a collision of his powerless boat and the refrigerated barge, cut loose his tow, and another Air Force chopper, piloted by Maj. Adrian D. Youngblood, rescued the crew of the barge.

The heavy harbor tug YTB 779 also on the scene requested an Air Force flare helicopter to illuminate the area. The YTB Pilot, Chief Boatswain's Mate Bill Williams, and the Craftmaster, Boatswain's Mate 1C Fred Brunson, moved her alongside the Santiam, took the stricken vessel in tow and headed for Da Nang.

A Coast Guard cutter, the Pt. Doone, remained with the abandoned barge through the night, and another tug, the Lipan, launched a raft, to connect a towline when the seas calmed a bit.

The barge was successfully hooked up, and a Marine helicopter brought the barge engineer back aboard the Lipan.

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'Jolly Green' Saves Naval Barge Crew

DA NANG — An Air Force HH-3E Jolly Green Giant helicopter rescue crew picked up six U.S. Navy personnel from a powerless barge in choppy seas 12 miles south of Da Nang.

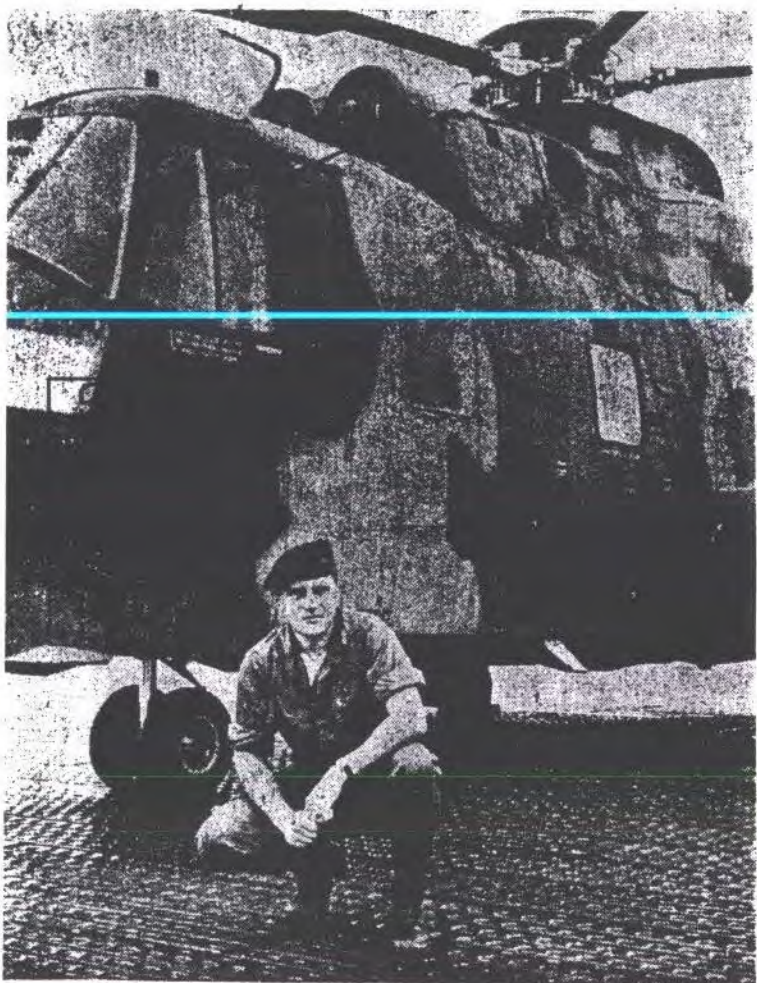
The HH-3E crew from the 38th Aerospace Rescue and Recovery Squadron, Detachment 7, received the emergency call at 6:30 p.m. They were asked to transfer a bilge pump from a Navy destroyer to the barge which was taking on water.

Almost immediately after takeoff, they were contacted and diverted directly to the barge to pick up the Navy men as the seas were getting very rough and the barge was in danger of sinking.

"As we arrived over the barge, it was raining quite hard and the winds were 20 to 30 knots," explained the aircraft commander, Maj. Adrian D. Youngblood of Hedley, Tex. This made it very difficult to hold the helicopter over the barge. We had to bring them aboard one at a time," he continued.

"The waves were so high at





RARESCUE TECHNICIAN — A1C William J. Flowers of Milwaukee poses in front of a HH-3E Jolly Green Giant helicopter. Airman Flowers, who is assigned to the 38th Aerospace Rescue and Recovery Squadron's Detachment 7, participated in the rescue of 19 persons in a seven-day period recently.

'Most Rewarding Job' Claims Pararescueman

DA NANG — "The most rewarding job anyone could have," is the way A1C William J. Flowers describes his work.

The 22-year-old native of Milwaukee is well qualified to make such a statement. Of the 28 persons he has rescued in two tours here, 19 were picked up in a recent seven-day period.

Assigned to the 38th Aerospace Rescue and Recovery Squadron's Detachment 7, the young airman is a pararescue technician on a HH-3E Jolly Green Giant helicopter.

The first of the recent rescues in which he was involved took place on Jan. 11 when six U. S. Navy personnel were picked up from a powerless barge in choppy seas 12 miles south of here.

"When we got them aboard, however, all the sailors were in good shape except for being wet and cold," he continued.

The next rescue came four days later when Airman Flowers picked up nine U. S. servicemen in the span of about one hour.

At 5:50 p. m., two Jolly Green Giants were returning to Da Nang when one was forced to crash land due to mechanical difficulties in the Da Nang Bay some 10 miles north of the base. The second helicopter, with Airman Flowers aboard, went to the scene and made the pickup.

Due to weight limitations, Airman Flowers was left behind.

"I didn't know I was going to be left," he said, "and was surprised when the helicopter took off without me.

"I had no way to contact them as my radio was out," he continued, "and I felt a little excited and apprehensive as I knew there were enemy forces in the area. But I knew they would come back and get me.

His confidence was confirmed when the helicopter returned in about an hour to pick him up.

Airman Flowers' first tour in Vietnam was also at Da Nang

where he was a pararescue technician aboard an HH-43 Huskie helicopter. He departed here in 1965 and served a year at Prestwick Airport, Scotland, before volunteering to return.

When asked why he volunteered, Airman Flowers said, "I never really gave it much thought. I heard they were looking for volunteers and it seemed like the right thing to do — so I volunteered."

Airman Flowers has been awarded the Distinguished Flying Cross, the Bronze Star and the Air Medal with oak leaf clusters.

Helicopter Pilot Decorated For Rescue Attempt

(THE AIR FORCE NEWS 10 Mar)

Da Nang — Capt. John W. Perry of Piedmont, Calif., has been awarded the Silver Star, the Nation's third highest decoration for valor, for his efforts in attempting to rescue a downed American flier.

On Oct. 5, Captain Perry voluntarily flew his HH-3C Jolly Green Giant helicopter into an area under heavy enemy fire. The captain remained in the area until his aircraft became too badly damaged to realize the pickup.

The citation accompanying the decoration reported "... although his attempts were unsuccessful, Captain Perry's action paved the way for a successful pickup by another helicopter."

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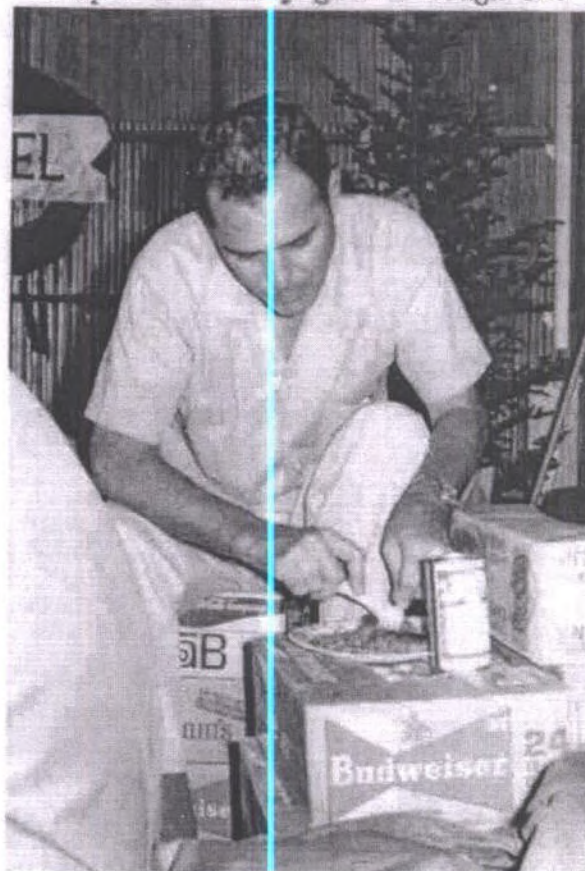
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Capt Jack Perry gets a tough one



DECORATIONS and AWARDS

SILVER STAR

Lt Col George M. WALLACE USAF;
Lt Col William C. LOUISELL, Jr.,
USA, Maj Charles E. GOODWIN,
USAF, Maj. Bert D. LASSMAN,
USAF, Capt William H. LLOYD,
USAF, Capt John W. PERRY USAF;
Capt Van Houn USAF, Capt. Roger
D. MELEY USAF, Capt. Chas C.
ANDERSON USAF, Capt. Alfred R.
MASON USAF, Capt. James E.
TILK USAF, 1st Lt. Klaus J.
KLause USAF, 1st Lt. Wilbur J.
LATHAM Jr. USAF, 1st Lt. John J.
BARRETT Jr. USAF, 1st Lt. Donald
R. HARRIS USAF, 1st Lt. David R.
MCCLINTOCK USA, WO Peter MAS-
KUNAS USA, GS Sgt W. B. E.
GROES Jr. USMC, 1st Sgt. Howard
A. MASSENGALE USAF, SSgt. C. P.
BUTLER, USMC, SSgt. Aaron D.
FARRIOR USAF, SSgt. Donald J.
HALL USAF, Sgt. B. M. BARBER,
USMC, Sgt John R. CANTU USA;
Sgt. B. Frank PALMER USA, LCDR
L. J. INMAN USMC, A2C Robert
B. WILLIAMSON USAF, SSgt. Cesar
D. RIVERA USA, Sgt John M.
MADDY USA, PFC Dale E. ATKINS,
USA