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The second chopper, piloted by Maj. Adrian D. Youngblood of Hedley, Tex., immediately flew to the downed HH-3E and began taking the crew aboard by use of the hoist.

"The water was extremely rough," explained Maj. William O. Mayfield, Owensboro, Ky., aircraft commander of the crashed helicopter, "and the waves were completely overlapping our bird at times. Major Youngblood did an excellent job of holding his aircraft still while bringing us aboard one at a time."

Major Mayfield continued, "Now I know how other pilots must react and think of our rescue operation. It is really a great feeling."

The second rescue came about one hour later, at 6:55 p.m. Major Youngblood's crew had just landed at Da Nang when the 3rd Aerospace Rescue and

Board Mission Center received an emergency call from a U.S. Navy tug with five people aboard which had run aground in the Da Nang Bay.

The small harbor tug (YTL-386) had begun to flounder in rough water near the Da Nang River breakwater. Boatswain Mate Second Class Robert T. Brittingham of Plainville, Mass., held the small craft to the last minute before taking aid from the Air Force rescue unit.

The rescue was accomplished within 10 minutes after the HH-3E reached the scene.

Although cold and wet, the Navy men were in excellent condition.

Other members aboard the Jolly Green Giant making the pickup were: 1st Lt. Jerrold D. Ward, Castle Creek, N. Y., co-pilot; TSgt. Fred C. Williams, Phoenix, Ariz., flight mechanic, and A1C William J. Flower, Milwaukee, Wis.

On 15 January 1967, Jolly Greens 18 & 15 were returning from Quang Tri. At the mouth of Da Nang bay, JG 18 encountered transmission difficulty forcing it to land in the water in a high sea state with 30 knot winds. JG 15 recovered the crew and JG 18 blew on to the rocks at the base of Monkey Mountain. JG 15 dropped the crew off at Da Nang and was again scrambled to recover 5 sailors and their mascot from a foundering tug.

Jolly Green 15

RCC Maj. A. D. Youngblood
CP 1st Lt Jerrold D. Ward
HM TSgt Fred C. Williams
RS A1C William J. Flower

Jolly Green 18

RCC Maj. Wm O. Mayfield
CP Maj. Frank L. Trochak
HM A1C Michael W. Mulvaney
RS SSGT Wm P. Tracey

Pararescueman Tells of Unusual Chopper 'Save'

DA NANG — "One of the most unusual missions I've ever been associated with."

The speaker was A2C John C. Jeffers, a 22-year-old pararescueman assigned to the 38th Aerospace Rescue and Recovery Squadron's Detachment 7 here.

The native of Blue Springs, Mo., was speaking of the recovery operation of a HH-3E Jolly Green Giant helicopter which had crashed in Da Nang Bay 10 miles north of the base, due to mechanical troubles.

Airman Jeffers and another pararescueman were sent to the crash scene to secure the downed bird so that rough seas would not tear it up too badly on the rocky shore. The crew of the crashed aircraft had already been safely recovered by a sister ship.

"When we arrived at the crash site the Jolly Green Giant had already washed ashore," he said, "so we left our scuba

gear in the aircraft and took only ropes and other necessary equipment to secure the chopper."

"After we had secured the HH-3E by rope," Airman Jeffers continued, "we inflated a 20-man life raft inside the fuselage of the chopper so that if the mooring rope broke the raft would keep it from sinking."

Plans were for them to be picked up as soon as they had secured the helicopter. It was later decided that they would not be picked up that evening. They contacted a U. S. Navy outpost nearby and arranged for a place to eat and sleep.

"However, it was necessary for one of us to stand guard during the remainder of the night as there were Communist insurgents in the area," the pararescueman related.

The next morning the two were returned to Da Nang and another crew took over until a U.S. Army hellicrane picked up the chopper and returned it to Da Nang.





HELPING HAND—An Army HH-54 Flying Crane, airlifts a Jolly Green Giant rescue helicopter back to the 37th Aerospace Rescue and Recovery Squadron here, after the Jolly Green was damaged by enemy ground fire in a rescue attempt in the southern Panhandle of North Vietnam. Three other Jolly Greens were damaged before the pilot, who remained in the jungle overnight with an injured back, was hoisted to safety.

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Board Mission Center received an emergency call from a U.S. Navy tug with five people aboard which had run aground in the Da Nang Bay.

The small harbor tug (VTL-586) had begun to flounder in rough water near the Da Nang River breakwater. Boatswain Mate Second Class Robert T. Brattingham of Plainville, Mass., held the small craft to the last minute before taking aid from the Air Force rescue unit.

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Office of Information

ISAT RAY WEDDEL
ADC JOHN JEFFERS

SUPPORTING DOCUMENT# 16

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The following documentation is an attempt to verify the number of saves recorded by the 37 ABRS. The historian, Captain Campbell has researched all existing sources within his control and unless any direct discrepancies are found this document shall be considered official.

<u>SAVE NO</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>DATE</u>	<u>SOURCE</u>
1	Dieter Dengler	Lt JG-N	UNK	20 Jul 66	Sq Scrapbook
2	James R. Mitchell	Capt-AF	UNK	27 Jul 66	Sq Scrapbook
3	E. Dobbs	Capt-AF	UNK	5 Sep 66	2-3-107 M.N.
4	Phillip R. O'Brian	LtCol-AF	UNK	8 Sep 66	1-3-59 M.N.
5	H.J. Knoch	1/Lt-AF	UNK	16 Sep 66	1-3-64 M.N.
6	D.D. Giere	1/Lt-AF	UNK	16 Sep 66	1-3-64 M.N.
7	Alan K. Rutherford	Capt-AF	UNK	17 Sep 66	1-3-65 M.N.
8	Richard Rosecrans	Capt-AF	UNK	11 Nov 66	2-3-128 M.N.
9	Gordan F. Bradburn	Col-AF	UNK	16 Nov 66	1-3-86
10	Charles Smith	LtCol-AF	UNK	16 Nov 66	1-3-86
11	Kulmayer	Capt-A	UNK	20 Dec 66	Sq Scrapbook
12-17	UNK	UNK-N	UNK	11 Jan 67	1-3-08
18	William O. Mayfield	Maj-AF	UNK	15 Jan 67	1-3-13
19	Frank L. Trochak	Maj-AF	UNK	15 Jan 67	1-3-13
20	Michael W. Mulvany	AlC-AF	UNK	15 Jan 67	1-3-13
21	William P. Tracey	SSgt-AF	UNK	15 Jan 67	1-3-13
22-26	UNK	UNK-N	UNK	15 Jan 67	1-3-12
27	Eugene R. West	Capt-AF	UNK	28 Jan 67	1-3-20
28	Robert C. Mays	Capt-AF	UNK	2 Mar 67	1-3-34

JULY
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Report From Vietnam

HH-3E Down — But Not Out

Robert F. Hickox, editor of the Sikorsky News, and Michael F. Grasso, Sikorsky photographer, arrived in Vietnam last month. Their interest is helicopters. Their mission is news. The story that follows is their first from the land of "the world's first helicopter war".

DA NANG A Sikorsky HH-3E helicopter, called Jolly Green Giant by the men of the Aerospace Rescue and Recovery Service, outlasted a Navy tug in a seaworthiness test on the choppy waters of Tonkin Gulf 10 miles north of this air base.

The HH-3E remained afloat for 16 hours until another Sikorsky helicopter, a CH-54A Flying Crane, serving in Vietnam with the U.S. Army, retrieved it.

The Navy tug sank. The two incidents occurred

less than three miles apart in mid-January. They served to increase the number of rescues by Detachment 7 of the 37th Aerospace Rescue and Recovery Squadron by 10. The four-man crew of the downed HH-3E and six sailors from the tug. Not counted was a dog, also rescued from the tug.

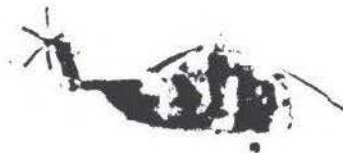
Maj. William O. Mayfield and Maj. Adrian D. Youngblood, flying separate HH-3Es, were returning from combat support missions to the 37th's forward operating position

when Mayfield's helicopter developed transmission trouble. The time was 4:30 p.m., surface winds were gusting up to 35 miles an hour, and waves up to 12 feet high were sweeping across the gulf below.

"I got ready for a sea landing," Mayfield said. "Ten feet above the water I went into a hover to time my contact with the waves. A large wave was approaching from the front so I pancaked the aircraft onto its crest. From the time of contact, I concentrated on keeping the blades from hitting the water, letting the rotor coast to a stop."

He credits the auxiliary fuel tanks, which he did not jetti-

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HH-3E helicopter, down in Tonkin Gulf for 16 hours, is lifted by CH-54A Flying Crane and carried to repair base.



SIKORSKY NEWS

Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION
STRATFORD, CONN.

FEBRUARY, 1967

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JANUARY 28 1967

Folly Green Jeffers. Gabourel
HH-43. Weddel

Low Bird (Gabourel) made pickup
of F-104 pilot in Gulf of Tonkin.
Pilot in good shape.

Successful recovery of USAF Captain Eugene West, F-104 pilot from the Gulf of Tonkin near the heavily defended city of Dong Hoi on 28 January 1967. This rescue was accomplished after approximately 1:30 of searching in an extremely dense fog bank with 50 feet ceilings and less than 150 yards visibility.

RCC Captain Robert E. Prince

CP Major Carl W. Olsson

HM SSGT Earl E. Chambers

RS A2C Robert F. Gabourel

HH-3E Stays Afloat 16 Hours

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son, for keeping the HH-3E afloat for 16 hours. "Since the tip tanks were practically empty, I lowered the landing gear to further aid in stability and had the crew chief deploy the anchor."

Mayfield said the aircraft rolled considerably, "but generally stayed weather-vaned in the wind. On three occasions it seemed nearly



Ever present, ever curious are the children.

parallel to the waves, and rolled so it was impossible to maintain footing in the forward cabin." Waves broke over the aircraft. Youngblood, hovering above the scene, was in radio contact with Mayfield.

After trying to squeeze unsuccessfully through a cabin window, Mayfield led his crew through the side door and onto the top of the floating aircraft, where they were hoisted aboard Youngblood's helicopter. The crew of the downed HH-3E had stayed with their helicopter for 30 minutes. Aboard Youngblood's helicopter, Mayfield watched his HH-3E smash into rocks as the anchor line snapped.

Youngblood returned with Mayfield and his crew to Da Nang. "As soon as we touched down," Youngblood said, "a man came running out and told us to scramble." A Navy tug had run aground in the same area. Within 30 minutes, Youngblood — who holds the

Aerospace Rescue and Recovery Service record for rescues with 19 — picked up six sailors, the last one carrying a dog.

Mayfield, a sandy-haired, 17-year Air Force veteran, said of his rescue: "That makes an even dozen times I've gone down." He had made forced landings or had been shot down in a P-40, a P-51, RF-80, C-54, L-20, four times in an H-13, once in an H-19, and, the latest, in the HH-3E.

The Owensboro, Ky., native arrived in Da Nang last August, and flew 18 missions his first week. Now, with 20 pilots and only three HH-3Es here, each pilot flies only every four days.

Youngblood, a native of Hedley, Tex., has been in the Air Force 12 years. He was shot down last October while flying with the Aerospace Rescue and Recovery Service. At that time, he had hovered for anxious minutes over Viet Cong territory until a dazed

F-4B pilot, caught in high trees, finally grabbed the rescue hoist.

By then the HH-3E was badly damaged by ground fire. The F-4B pilot was hit in the leg as he was hoisted aboard. Youngblood quickly found a clearing and landed. Another HH-3E landed near him, and Youngblood's crew raced across an open field to get aboard. His pararescue-man and crew chief were both wounded in the open-field run — but everyone got out. Youngblood returned hours later in another HH-3E to rescue another F-4B pilot.

Relying on his Tonkin Gulf experience, Mayfield advises pilots to retain the HH-3E's auxiliary fuel tanks, especially if they are nearly empty, to aid in flotation. "We'd like to have a detonating devise for the tanks when we drop them prior to land pickups. We could dump them right on top of Charlie," he said.

— Robert F. Hickox



Robert Hickox



Michael Grasso

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