

DO NOT DESTROY

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE

37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)

AND SAN FRANCISCO 96337

0002789

37th ARRS OPS

CATALOGED



20 February 1967

SUBJECT: (U) Narrative Report Mission Number 1-3-24/12 Feb 67

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TO: OL-1, 3rd ARRG
Hqs ARRS (AR00PCR)
IN TURN

(C/GP4) While on routine precautionary orbit over the Gulf of Tonkin (position 1800N/10710E) on 12 Feb 67, Crown Bravo (USAF HU-16) received notification by radio that the crewmembers of Flare 105 (USN RA5C) had bailed out at 2012N/10624E at 0543Z hours. Crown Bravo immediately contacted Astronaut (USN SAR Destroyer) and offered assistance if needed. At 0549Z hours Astronaut requested that Crown Bravo proceed to the SAR area. As Crown Bravo moved north, two Navy helicopters, Loosefoot 68 and Astronaut Angel, were dispatched to the scene. Subsequent information from Showtime 603 (USN E-2A) confirmed that the two crewmembers had ejected from Flare 105. The first survivor was sighted one half mile from the coast at 0558Z hours, the second survivor was sighted at 0612Z hours. Showtime 603 further reported that an enemy junk was approaching the two survivors. At that time one of the aircraft of a Battle Cry Flight (USN F-4B's) fired a Sparrow Missile at the junk, which was then approximately one mile from the survivors. The missile missed the junk but the attempt proved successful in causing the enemy junk to reverse his course and stay clear of the area. Crown Bravo arrived at the search area at 0634Z hours and immediately set up orbit above Loosefoot 68, which had already picked up one survivor and was attempting to recover the other. At approximately 0650Z hours the co-pilot, Lt Rapp, noticed gunfire directed at Crown Bravo and hitting the water each time Crown Bravo entered the northern portion of the orbit. Subsequent gunfire sightings were made by all other crewmembers. The crew was unable to determine the exact origin of the fire. It appeared to be small caliber and was falling short of Crown Bravo. Despite the gunfire Crown Bravo continued to orbit in order to cover Loosefoot 68 in case of trouble and to draw the enemy gunfire away from the helicopter and survivor. The enemy then began directing gunfire at Loosefoot 68 as well as at Crown Bravo. Crown Bravo immediately apprised the helicopter of this situation. After repeated unsuccessful attempts to board the survivor, Loosefoot 68 informed Crown Bravo that the survivor had a broken arm and was unable to free himself from his chute and get into the sling. Loosefoot 68 then settled on the water in an effort to recover the survivor. However, the rotor wash pushed the survivor under water, under the helicopter and he surfaced again in front. Loosefoot 68 then developed an over heated transmission and was forced to depart with only one of the survivors. An Astronaut Angel, hovering approximately 2 miles from the scene was requested to move in and attempt the recovery. At this time Crown Bravo assumed the role of On-Scene-Commander as directed by Harbor Master (USN Destroyer). The Astronaut Angel arrived over the scene and deployed a diver to cut the survivor from his chute and shroud lines. The diver was unable to free the survivor on the first attempt, so an attempt was made to lift him into the helicopter, chute and all. The RCC of Crown Bravo asked Astronaut

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5100.10

Downgraded at 3 year

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Angel if their diver was a rescue specialist or otherwise qualified to perform the activities in which he was involved. No reply was received from Astronaut Angel. The helicopter then informed Crown Bravo that they were experiencing mechanical difficulties with their hoist and would be unable to rescue the survivor. During this period, gunfire from the shore increased in intensity and appeared to be of a larger caliber. Bonecrusher (USN SAR Destroyer) which had moved to within 10 miles of the shore, then asked Crown Bravo for their recommendations. The Rescue Crew Commander, Colonel Alan R. Vette, recommended that Crown Bravo make an immediate landing and recover the distressed pilot. This decision was based on (1) the injuries of the survivor, (2) the danger of his becoming more entangled in his chute and the possibility of being dragged under the water, (3) the increased intensity of enemy gunfire and (4) the length of time required to get another helicopter on the scene. Crown Bravo then informed all agencies and rescue forces that they would land and rescue the survivor. At that time Crown Bravo called in RESCAP, Arab 501 and 506 (USN A-1H's), and requested that they suppress the enemy gunfire along the beach. During preparations for landing, Crown Bravo observed red muzzle flashes from a position approximately 1 mile north of their position. RESCAP was directed to that point, where they sighted and destroyed one enemy gun position. Crown Bravo proceeded with landing preparations, jettisoned the drop tanks and touched-down at 0712Z hours; 38 minutes after reaching the scene and 1 hour and 29 minutes after the survivor had ejected into the water. The pararescue specialist, A2C Charles Hanson, was deployed immediately, and he cut the survivor from his parachute. Captain Hall, Samuel L., the navigator, and A1C George Walker, the flight engineer, then pulled the survivor to the aircraft with a rope and hauled him aboard. The pararescue specialist boarded, all hatches were immediately secured and Crown Bravo was airborne at 0714Z hours, 2 minutes after landing. The survivor appeared to be in good condition despite his broken arm and despite the fact that he had been in the cold water for such a long period. Weather in the rescue area was approximately 800 foot overcast with 3 miles visibility. Crown Bravo then proceeded to Da Nang, arriving at 0910Z hours, where the survivor was placed aboard an USAF HH-43F helicopter and flown to a nearby USMC medical facility.

Walter S. Johnson
WALTER S. JOHNSON, Lt Col, USAF
Operations Officer

1st Ind
OL-1 3AFMGP, APO San Francisco 96337

20 Feb 67

TO: ARES (AMCOOP)
John F. Silvertson
JOHN F. SILVERTSON, CAPT, USAF
BOC Controller

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GROUP 1
Excluded at 3 year
Intervals: declassified
after 12 years

Jolley Green - 37

Pilot: Captain Robert M. Powell
Co Pilot: Major Powell L. Moore
SSgt John P. Rogerson
AIC David W. Sliger

On 16 February 1967, at 1240 hours local, I ejected from a F-100 aircraft, call sign, Dusty 71, due to flight control failure and fire caused by enemy automatic weapons fire, in the Tiger Mound Area. The valley I parachuted into was heavily infested with unfriendlies; consequently, I was continually on the move evading them. Strike aircraft continually pounded the surrounding terrain, permitting me to move to a small area devoid of overhead growth canopy. Sandy aircraft pinpointed my position and Jolley Green - 56 flew into extremely intense, and accurate, automatic weapons and small arms fire to a position over me. When the bird stopped, it received a continuous hail of gun fire, forcing the crew to withdraw. Under the cover of exploding munitions, I was able to proceed north, up and over the ridge, where I signaled (mirror) my position to a Sandy aircraft. Shortly thereafter, Jolley Green 36 appeared overhead through a rain of intense and accurate ground fire. Once again, as the machine stopped over me, it was hit badly and forced to retire.

I had given up being rescued by air, and formulated my plan to continue evading, and walk-out. Sandy 05 then directed strikes into the north valley. I was able to move rapidly toward the strike area. On completion of the strike, and at the base of the ridge, I located a cleared area that was clear of overhead canopy and settled in. I gave my signal mirror on the Sandy

bird, I indicated my position. The bird straffed the ridge from my position south, up the ridge. Jolley Green - 37 appeared over my clearing, overshot, returned and successfully picked me up. The pickup as in the first two attempts, was made under intense and accurate small arms fire.

The bravery, self-sacrifice professional airmanship, and determination evidenced leaves me a most humble and grateful airman.

Recommend that the above cited crews be awarded the highest possible decoration befitting their extraordinary bravery and fearless conduct in face of the enemy sustained intense and accurate fire, to save a fellow airman.

The actions taken by the above crews to affect my pickup was in the finest tradition of the Air Force.

Frank C. Buzze
FRANK C. BUZZE

No Pilot Bad Mouths Jolly Green Giants

By JOHN T. WHEELER

DA NANG, South Vietnam — (AP)—As the sleek fighter rolled in for another strafing pass, its doom already was a fact. The neat row of machine-gun bullet holes marked the points where steel-jacketed slugs had punched through to the vital innards of the American jet.

One red light winked on, an uncompromising announcement of the plane's death throes. Below the light on the F-100's instrument panel was the small sign: "Flight Control Fail."

COL. FRANK C. Buzze felt the stick between his feet freeze.

Buzze, of Solvay, N.Y., pushed the radio transmit button on his stick and called back, "Roger, Dusty 71 punching out."

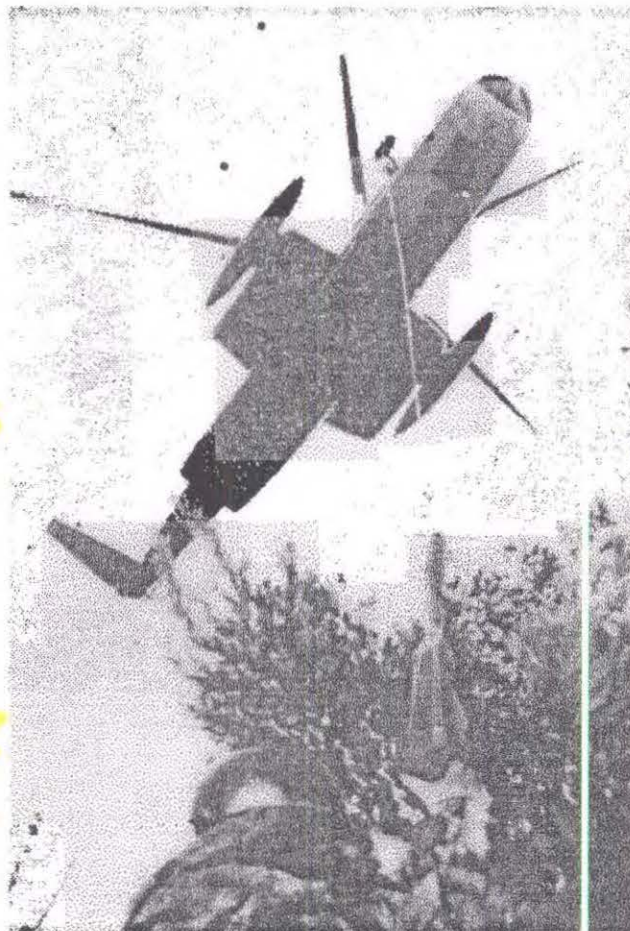
He armed and then fired his ejection seat. Then he was tumbling through space above a Communist strongpoint along North Vietnam's supply line into the south.

The peaceful-looking jungle below was crawling with enemy troops. Their natural hostility for American airmen had not been diminished by the bombing and strafing attacks just carried out by Buzze's flight of Super-Sabers.

At this point in any other war, Col. Buzze would have been almost certain of being captured or killed. He certainly could not have expected the scores of warplanes which saturated the countryside around him to hold off the enemy troops.

And although there were helicopter rescues during the Korean war, there has never been anything like the Jolly Green Giants.

THE JOLLY Greens, as they are called with near reverence by U.S. combat pilots, have rescued more than 500 downed crewmen in North Vietnam, Laos and South Vietnam. The cost to the members of the 37th Aerospace Rescue and Recovery squadron has been about 40 killed, wounded or missing. About 10 choppers have been lost.



'JOLLY GIANT' HOISTS PILOT FROM JUNGLE
Copter Teams Have Rescued 500 Jet Crewmen.—AP.

"Jet pilots are a pretty individualistic lot and will argue about almost anything," one squadron commander said. "But the sure way to start a fight is for someone to bad mouth the Jolly Greens. No one does."

Col. Buzze wasn't thinking of rescue as his parachute opened, even though alert aircraft were already flashing news of his fate.

As he neared the ground, bullets began whizzing by his head as the Communist soldiers opened fire. Buzze dropped into a bamboo thicket.

One of the first things he heard were "many voices shouting what appeared to be commands. Then the firing died down."

ARMED ONLY with a pistol and hunting knife, Buzze began moving away from the voices hoping to find an area where the Jolly Greens could pick him

Minutes later the Skyraiders arrived and Buzze flashed a mirror signal through an opening in the jungle canopy. A Skyraider pilot spotted the flash and wiggled his wings to let Buzze know he had been seen.

The Skyraiders began rolling in one by one to "sanitize" the area. That meant dropping napalm and antipersonnel bombs around Buzze and shooting up the area with 20 mm shells.

The attack was in the nick of time. Buzze heard the searching enemy troops closing in on him from all directions.

MINUTES LATER the unmistakable noise of helicopter blades announced the arrival of Jolly Green 56. The camouflaged helicopter spotted a green gun flare fired by Buzze and stopped right over the downed colonel. The Communist troops opened up with everything they had.

Another helicopter already was on the way together with more fighter bombers racing ahead of it. They tried to keep a box of fire around Buzze to screen him from the enemy troops.

But some of the troops were inside the box with Buzze. As one crashed through the jungle close to the airman, the pilot dived under some fallen bamboo to hide. The soldier came within a few feet of him and called out in broken English: "American pilot, me Communist soldier." The searcher missed Buzze and moved on down the hill.

"RESCUE FROM the air seemed impossible," Buzze remembered thinking. "It appeared senseless to expose any further rescue crews to the terrible gunfire."

Jolly Green 56 took it for several minutes while the crew

tried to get a rescue line to Buzze. But they had to abandon the try and turned back toward Da Nang. Capt. Angelo Pullara, of Lubbock, Tex., the pilot, was dead and Capt. Jerrold D. Ward, the copilot, was wounded. Jolly Green 56 had done its best and more.

For Buzze and his would-be captors, the violent drama went from a nearly unbearable peak to still higher levels as the minutes turned into hours.

But for the pilots, isolated in their cockpits, there was almost a ho-hum tone in their radio conversations.

The forward air controller (FAC) in a monotone: "He should be just about under us now. Paste that ridge line again, please."

A SKYRAIDER pilot: "Okay, we're attacking the gun positions now."

Rescue commander, "Uh, Roger."

"I've got the pilot in sight." This from Jolly Green 37, the third rescue helicopter.

"Uh, Roger, can you get him?"

"I wouldn't be surprised. I think it's pretty safe. The area's bombed out."

Jolly Green 37 was commanded by Capt. Robert L. Powell of Framington, Mass. He and his copilot, Maj. Powell Moore of Wheaton, Md., scanned the area below for enemy troops while the mechanic, S-Sgt. John P. Rogerson of Williamston, N.C., and the pararescueman, Airman 1-C David W. Singer of Trenton, Fla., got ready for the rescue attempt.

COMMAND: "Want to give it a try?"

"I'm trying right now." A few minutes and Jolly Green 37 added, "I think we've got a good chance if you work over the area real well."

"Hit west of the chopper and north of the smoke. Jolly Green's getting fire." The tension was building in everyone's voice now.

"Hits, hits, hits. I'm hit, I'm hit." This from Jolly Green 37 who was being raked by automatic weapons fire as he lowered the rescue seat into the jungle for Buzze. Despite the fire he stayed put over the colonel.

"Come on, baby," someone radioed in encouragement.

"PUT SOME fire on the north side of the chopper. I saw some rifle flashes there."

"Uh, Roger."

Then the triumphant shout, "We got the boy."

The airwaves were jammed immediately with "yippees," "yahoos," and cries of "good work."

"This is control. Thanks a lot and your buddies too. Without it we never would have gotten him." This to the leader of a fighter bomber flight.

Buzze was offered the big shot of whisky reserved for all rescued airmen. It was 4 hours and 20 minutes since all those red lights had flashed on in Buzze's cockpit.

DEDICATION

This scrapbook showing the activities of Rescue units at Da Nang, RVN is humbly dedicated to Captain Angelo Pullara who gave his life in a rescue attempt on 16 February 1967. The articles, letters and pictures that follow tell a little about Ange and how he met his untimely death but the real story of Ange Pullara exists in the hearts of those of us who worked with him, flew with him, lived with him and loved him. In the words of his good friend and co-pilot, Captain Jack Perry, "Ange was a guy who had as much talent in his little finger as all the rest of us have in our whole being."

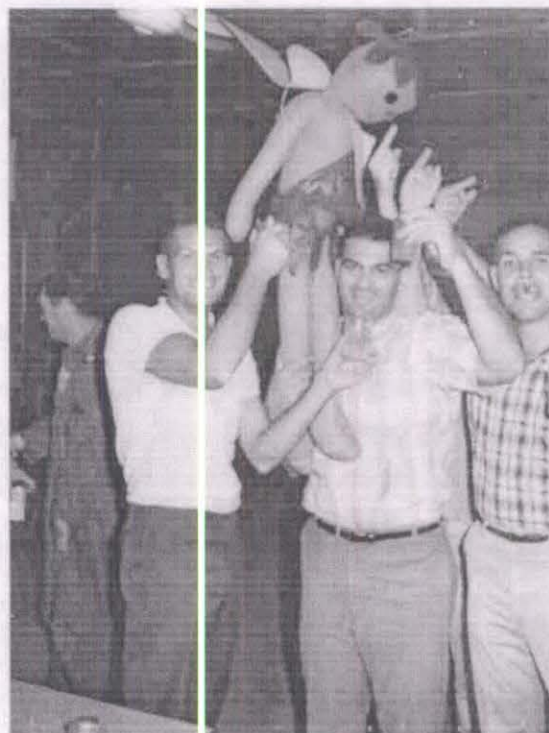


Air Force Deaths

Name, Rank, Service Number, place and date of death, and station of deceased. The letter in parenthesis before each name denotes the cause of death. (A for aircraft accident; B for battle death; V for vehicle accident; N for natural; U for unknown; O for other).

(N) BARTEL, A2C John Christopher, AF 19 790 192, San Diego, Calif., Feb. 16, APO NY, 09140.
(V) BURNEY, A1C Elmo, Jr., AF 12 639 325, Vietnam, Feb. 15, APO SF 96316.
(N) CAMERON, A1C Charlie Melvin, AF 14 421 497, La Grange, Ga., Jan. 12, Tyndall AFB, Fla.
(V) CLARK, A1C Gerald H., AF 16 763 623, Montgomery, Ala., Feb. 19, Maxwell AFB, Ala.
(N) CONLEY, A1C Ronald W., AF 17 451 755, Wiesbaden, Germany, Dec. 29, APO NY 09404.
(N) CONN, S5pt Thomas Louis, AF 14 420 699, Randolph AFB, Tex., Feb. 21, Blytheville AFB, Ark.
(V) DUFF, S5pt Clarence Franklin, AF 13 412 892, Jacksonville, Stevenage, England, Feb. 18, APO NY 09288.
(B) GOODMAN, M1t Russell Clemensen, FR 574, N. Vietnam, Feb. 20, Nellis AFB, Nev.
(A) HENDRICKSON, MSgt Clarence Donald, AF 37 806, 596, Nantucket Island, Mass., Nov. 17, Otis AFB, Mass.
(V) HILLARD, A1C Bobbie Gene, AF 23 173 540, Columbus, Ohio, Feb. 20, Lockbourne AFB, Ohio.
(O) HOLMES, Capt. Gilbert Bruce Jr., FR 48 452, Derby, Kans., Jan. 17, McConnell AFB, Kans.
(N) JONES, TSgt George Edward, Jr., AF 21 140 365, S. Vietnam, Jan. 25, APO SF 96295.
(N) KELLER, TSgt John Holder, AF 14 551 709, Goodfellow AFB, Texas, Feb. 18, Goodfellow.
(N) LINDBERG, A2C Ronald Douglas, AF 16 853 287, Ellsworth AFB, S. D., Feb. 21, Ellsworth.
(V) LINDSEY, A1C Dennis Craig, AF 14

838 913, Spangdahlem AB, Germany, Feb. 7, APO NY 09123.
(V) LIVELY, 2d Lt. Eloise Miller, FV 3 179 322, Jackson, Miss., Feb. 18, Keesler AFB, Miss.
(N) LOSHY, MSgt Audrey Elwood, AF 16 268 896, Lackland AFB, Tex., Feb. 18, Lackland.
(V) MARTINEZ, A2C Angel, Jr., AF 18 767 546, Ft. Dix, N. J., Feb. 14, McGuire AFB, N. J.
(N) MILLHOLLAND, SSgt Lawrence Newell, AF 13 409 767, Ft. Walton Beach, Fla., Feb. 18, Eglin AFB, Fla.
(N) MULLIKIN, SSgt Richard James, AF 15 408 910, Robins AFB, Ga., Feb. 11, Robins.
(N) MUNDIE, CMSgt Clarence Ryland, AF 13 033 879, Camarillo, Calif., Feb. 18, Orchard AFB, Calif.
(V) NEVILLE, SSgt David Marshall, AF 12 575 586, Southeast Asia, Feb. 21, APO SF 96320.
(V) NOWLAN, A2C Howard Gene, AF 15 740 946, Toledo, Ohio, Feb. 22, Custer AFS, Mich.
(V) O'BRIEN, SMSgt John Albert, AF 6 944 404, Denver, Colo., Feb. 20, Ent AFB, Colo.
(V) O'DELL, A2C William Wayne, Jr., AF 15 739 158, Webb AFB, Tex., Feb. 18, Webb.
(V) OLD, A1C James Albert, Jr., AF 16 316 461, St. Louis, Mo., Feb. 23, Scott AFB, Ill.
(N) POLK, TSgt John Stillman, AF 14 472 576, Urbana, Ill., Jan. 19, Barksdale AFB, La.
(B) PULLARA, Capt. Angelo, FV 3 835 409, Southeast Asia, Feb. 16, APO SF 96337.
(V) QUICK, SSgt Charles Edward, AF 13 269 316, Sewart AFB, Tenn., Feb. 20, Sewart.
(O) RYAN, SSgt Bernard Francis, AF 17 543 265, Southeast Asia, Feb. 20, APO SF 96304.
(N) RYAN, SMSgt Glen Kendall, AF 18 331 736, Eglin AFB, Fla., Feb. 17, Eglin.
(V) STITT, A1C Alden Dent, AF 13 783 203, British Columbia, Feb. 15, APO Seattle 98742.
(V) TELTSCH, A2C Arpad Ivan John, AF 14 918 191, Tyndall AFB, Fla., Feb. 21, Tyndall.
(B) WILBANKS, Capt. Hilliard Almond, FV 3 056 748, S. Vietnam, Feb. 24, APO SF 96240.
(N) ZAWACKI, Maj. Henry Bernard, FR 49 072, Fairfax, Va., Feb. 24, Wash., D. C.



CAPT JOHNSON, CAPT FULLER, LT CRENSHAW



U.S. Pilots Trust In 'Copter Crews

In any other war, Col. Frank C. Buzze, of Solvay, N. Y., would have faced almost certain capture or death. But when he parachuted out of his shot-up jet fighter over North Vietnam, he knew that help would be on the way. The only question was whether it would reach him in time.

Although there were helicopter rescues during the Korean War, there had never been anything like the Jolly Green Giants. The Jolly Greens, as they are called with near reverence by United States combat pilots, have rescued more than 500 downed crewmen in North Vietnam, Laos, and South Vietnam. The cost to the members of the 37th Aerospace Rescue and Recovery Squadron has been about 40 killed, wounded, or missing. About 10 choppers have been lost.

FIRST I HEARD OF Dangerous Descent

Col. Buzze wasn't thinking only of rescue as his parachute opened, even though alert aircraft were already flashing news of his fate, and at Da Nang, a helicopter and a flight of Skyraiders were already being launched.

Buzze was worried about getting on the ground alive. The shock of the chute opening ripped two panels out of the orange nylon canopy when it blossomed over his head. As he neared the ground, bullets began whizzing by his head as communist soldiers opened fire.

More panels ripped away, and Buzze dropped heavily into a bamboo thicket.

Minutes later the Skyraiders arrived, and Buzze flashed a mirror signal through an opening in the jungle. The Skyraiders spotted it and began rolling in one by one to "sanitize" the area. That meant dropping napalm and anti-personnel bombs around Buzze and shooting up the area. They came in the nick of time. Buzze heard searching enemy troops closing in from all directions.

Minutes later, the unmistakable noise of helicopter blades announced the arrival of Jolly Green 56. The camouflaged helicopter spotted a flare fired by Buzze and stopped right over the downed flier.

Jolly Green withstood withering enemy fire for several minutes while the crew tried to get a rescue line to Buzze. But they had to abandon the try and turn back toward Da Nang. Capt. Angelo Pullara, of Lubbock, Tex., the pilot, was dead, and Capt. Jerrold D. Ward, the co-pilot, was wounded. Jolly Green 56 had done its best.

Rescue Seat Used

So, while the Skyraiders continued to do their best to protect Buzze, Jolly Green 37 made its way to the scene. Jolly Green 37 was commanded by Capt. Robert L. Powell, of Framingham, Mass. He and his co-pilot, Maj. Powell Moore, of Wheaton, Md., were accompanied by S/Sgt. John P. Rogerson, of Williamston, N. C., and Airman 1/c David W. Slinger, of Trenton, La.

While the chopper took a stream of hits from automatic weapons, the crew lowered a rescue seat into the jungle for Buzze. He made it into the seat and was lifted into the 'copter.

Buzze recalled later that as the rescue seat was being winched up to the chopper, he was "happy and relieved."

"But, most of all, I was humble over the self-sacrifice, raw courage, and determination demonstrated by all those who fought to rescue me," he said.

Jolley Green - 37

Pilot: Captain Robert A. Powell
Co Pilot: Major Powell B. Moore
SSgt John P. Rogerson
AIC David W. Sliger

On 16 February 1967, at 1240 hours local, I ejected from a A-1H aircraft, call sign, Dusty 71, due to flight control failure and fire caused by enemy automatic weapons fire, in the Tiger Hound Area. The valley I parachuted into was heavily infested with unfriendlies; consequently, I was continually on the move evading them. Strike aircraft continually pounded the surrounding terrain, permitting me to move to a small area devoid of overhead growth canopy. Sandy aircraft pinpointed my position and Jolley Green - 56 flew into extremely intense, and accurate, automatic weapons and small arms fire to a position over me. When the bird stopped, it received a continuous hail of gun fire, forcing the crew to withdraw. Under the cover of exploding munitions, I was able to proceed north, up and over the ridge, where I signaled (mirror) my position to a Sandy aircraft. Shortly thereafter, Jolley Green 36 appeared overhead through a rain of intense and accurate ground fire. Once again, as the machine stopped over me, it was hit badly and forced to retire.

I had given up being rescued by air, and formulated my plan to continue evading, and walk-out. Sandy 05 then directed strikes into the north valley. I was able to move rapidly toward the strike area. On completion of the strike, and at the base of the ridge, I located a cleared area that was clear of overhead canopy and settled into it, holding my signal mirror on the Sandy

bird, I indicated my position. The Sandy flight straffed the ridge from my position south, up the ridge. To my surprise, Jolley Green - 37 appeared over my clearing, overshot, returned and successfully picked me up. The pickup as in the first two attempts, was made under intense and accurate small arms fire.

The bravery, self-sacrifice professional airmanship, and determination evidenced leaves me a most humble and grateful airman.

Recommend that the above cited crews be awarded the highest possible decoration befitting their extraordinary bravery and fearless conduct in face of the enemy sustained intense and accurate fire, to save a fellow airman.

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Frank C. Buzze
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S T A [REDACTED] T

I, Frank C. Buzze, Colonel, USAF, FR34392, Deputy Commander for Operations, 31st Tactical Fighter Wing, Tuy Hoa Air Base, RVN, do hereby make the following voluntary statement.

The purpose of this statement is to point out the extraordinary professional airmanship, bravery, determination and self-sacrifice demonstrated by the following Jolley Green Crews of the 37th AFS, Da Nang Air Base, RVN:

Jolley Green - 56

Pilot: Captain A. ^{Pullara}~~Pullara~~ (KIA)
Co Pilot: Captain Jerrold D. Ward (WIA)
A1C William T. Lowe
A1C William J. Flower

Jolley Green - 36

Pilot: Captain Leland T. Kennedy
Co Pilot: Captain James A. Calyer
SSgt Raymond Godsey
[REDACTED] Powers

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The peaceful-looking jungle below was crawling with enemy troops. Their natural hostility for American airmen had not been diminished by the bombing and strafing attacks just carried out by Buzze's flight of Super-Sabers.

At this point in any other war, Col. Buzze would have been almost certain of being captured or killed. He certainly could not have expected the scores of warplanes which saturated the countryside around him to hold off the enemy troops.

And although there were helicopter rescues during the Korean war, there has never been anything like the Jolly Green Giants.

THE JOLLY Greens, as they are called with near reverence by U.S. combat pilots, have rescued more than 500 downed crewmen in North Vietnam, Laos and South Vietnam. The cost to the members of the 37th Aerospace Rescue and Recovery squadron has been about 40 killed, wounded or missing. About 10 choppers have been lost.



'JOLLY GIANT' HOISTS PILOT FROM JUNGLE
Copter Teams Have Rescued 500 Jet Crewmen.—AP.

"Jet pilots are a pretty individualistic lot and will argue about almost anything," one squadron commander said. "But the sure way to start a fight is for someone to bad mouth the Jolly Greens. No one does."

Col. Buzze wasn't thinking of rescue as his parachute opened, even though alert aircraft were already flashing news of his fate.

As he neared the ground, bullets began whizzing by his head as the Communist soldiers opened fire. Buzze dropped into a bamboo thicket.

One of the first things he heard were "many voices shouting what appeared to be commands. Then the firing died down."

ARMED ONLY with a pistol and hunting knife, Buzze began moving away from the voices hoping to find an area where the Jolly Greens could pick him

Minutes later the Skyraiders arrived and Buzze flashed a mirror signal through an opening in the jungle canopy. A Skyraider pilot spotted the flash and wiggled his wings to let Buzze know he had been seen.

The Skyraiders began rolling in one by one to "sanitize" the area. That meant dropping napalm and antipersonnel bombs around Buzze and shooting up the area with 20 mm shells.

The attack was in the nick of time. Buzze heard the searching enemy troops closing in on him from all directions.

MINUTES LATER the unmistakable noise of helicopter blades announced the arrival of Jolly Green 56. The camouflaged helicopter spotted a pen gun flare fired by Buzze and stopped right over the downed colonel. The Communist troops opened up with everything they had.

Another helicopter already was on the way together with more fighter bombers racing ahead of it. They tried to keep a box of fire around Buzze to screen him from the enemy troops.

But some of the troops were inside the box with Buzze. As one crashed through the jungle close to the airman, the pilot dived under some fallen bamboo to hide. The soldier came within a few feet of him and called out in broken English: "American pilot, me Communist soldier." The searcher missed Buzze and moved on down the hill.

"RESCUE FROM the air seemed impossible," Buzze remembered thinking. "It appeared senseless to expose any further rescue crews to the terrible gunfire."

Jolly Green 56 took it for several minutes while the crew

tried to get a rescue line to Buzze. But they had to abandon the try and turned back toward Da Nang. Capt. Angelo Pullara, of Lubbock, Tex., the pilot, was dead and Capt. Jerrold D. Ward, the copilot, was wounded. Jolly Green 56 had done its best and more.

For Buzze and his would-be captors, the violent drama went from a nearly unbearable peak to still higher levels as the minutes turned into hours.

But for the pilots, isolated in their cockpits, there was almost a ho-hum tone in their radio conversations.

The forward air controller (FAC) in a monotone: "He should be just about under us now. Paste that ridge line again, please."

A SKYRAIDER pilot: "Okay, we're attacking the gun positions now."

Rescue commander, "Uh, Roger."

"I've got the pilot in sight." This from Jolly Green 37, the third rescue helicopter.

"Uh, Roger, can you get him."

"I wouldn't be surprised. I think it's pretty safe. The area's bombed out."

Jolly Green 37 was commanded by Capt. Robert L. Powell of Framington, Mass. He and his copilot, Maj. Powell Moore of Wheaton, Md., scanned the area below for enemy troops while the mechanic, S-Sgt. John P. Rogerson of Williamston, N.C., and the pararescuer, Airman 1-C David W. Slinger of Trenton, Fla., got ready for the rescue attempt.

July 10, 1961

U.S. Pilots Trust In 'Copter Crews

In any other war, Col. Frank C. Buzze, of Solvay, N. Y., would have faced almost certain capture or death. But when he parachuted out of his shot-up jet fighter over North Vietnam, he knew that help would be on the way. The only question was whether it would reach him in time.

Although there were helicopter rescues during the Korean War, there had never been anything like the Jolly Green Giants. The Jolly Greens, as they are called with near reverence by United States combat pilots, have rescued more than 500 downed crewmen in North Vietnam, Laos, and South Vietnam. The cost to the members of the 37th Aerospace Rescue and Recovery Squadron has been about 40 killed, wounded or missing. About 10 choppers have been lost.

**FIRST I HEARD OF
DANGEROUS DESCENT THIS**

Col. Buzze wasn't thinking only of rescue as his parachute opened, even though alert aircraft were already flashing news of his fate, and at Da Nang, a helicopter and a flight of Skyraiders were already being launched.

Buzze was worried about getting on the ground alive. The shock of the chute opening ripped two panels out of the orange nylon canopy when it blossomed over his head. As he neared the ground, bullets began whizzing by his head as communist soldiers opened fire.

More panels ripped away, and Buzze dropped heavily into a bamboo thicket.

Minutes later the Skyraiders arrived, and Buzze flashed a mirror signal through an opening in the jungle. The Skyraiders spotted it and began rolling in one by one to "sanitize" the area. That meant dropping napalm and anti-personnel bombs around Buzze and shooting up the area. They came in the nick of time. Buzze heard searching enemy troops closing in from all directions.

Minutes later, the unmistakable noise of helicopter blades announced the arrival of Jolly Green 56. The camouflaged helicopter spotted a flare fired by Buzze and stopped right over the downed flier.

Jolly Green withstood withering enemy fire for several minutes while the crew tried to get a rescue line to Buzze. But they had to abandon the try and turn back toward Da Nang. Capt. Angelo Pullara, of Lubbock, Tex., the pilot, was dead, and Capt. Jerrold D. Ward, the co-pilot, was wounded. Jolly Green 56 had done its best.

Rescue Seat Used

So, while the Skyraiders continued to do their best to protect Buzze, Jolly Green 37 made its way to the scene. Jolly Green 37 was commanded by Capt. Robert L. Powell, of Framingham, Mass. He and his co-pilot, Maj. Powell Moore, of Wheaton, Md., were accompanied by S/Sgt. John P. Rogerson, of Williamston, N. C., and Airman 1/c David W. Slinger, of Trenton, La.

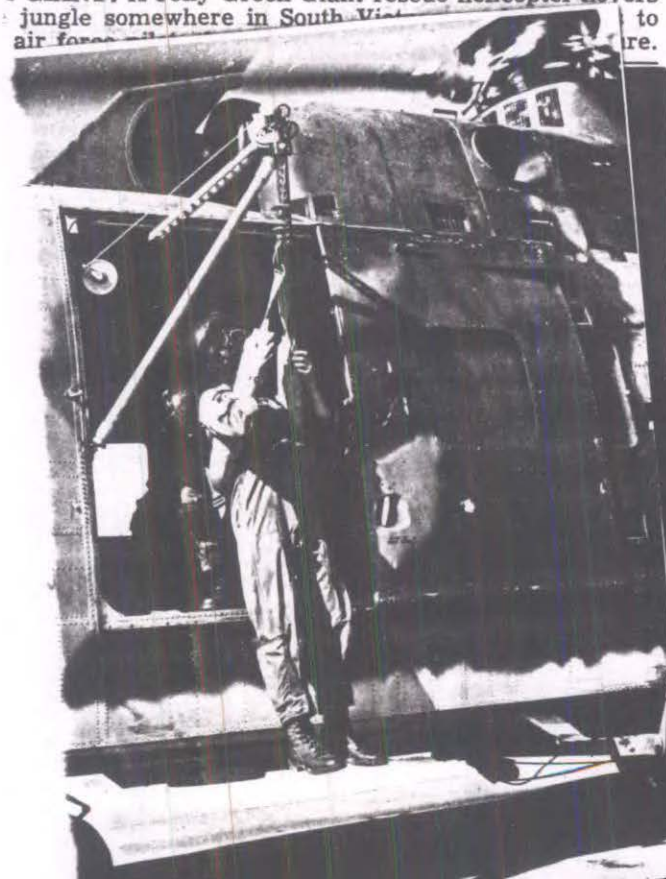
While the chopper took a stream of hits from automatic weapons, the crew lowered a rescue seat into the jungle for Buzze. He made it into the seat and was lifted into the 'copter.

Buzze recalled later that as the rescue seat was being winched up to the chopper, he was "happy and relieved."

"But, most of all, I was humble over the self-sacrifice, raw courage, and determination demonstrated by all those who fought to rescue me," he said.



GIANT: A Jolly Green Giant rescue helicopter hovers over a jungle somewhere in South Vietnam to air force.



William H. Pitsenbarger was the first airman to be awarded the Air Force Cross posthumously. The Air Force Sergeants Association presents an annual award for valor in his honor.

The Aerospace Rescue and Recovery Service is legendary for heroism in peace and war. No one better exemplifies its motto, "That Others May Live," than Bill Pitsenbarger. He descended voluntarily into the hell of a jungle firefight with valor as his only shield--and valor was his epitaph.

First appeared in October 1983 issue.

Tail No.: 62-4511 Model: HH-43 Date of Loss: 28 Oct 66 Unit: 38th ARRS, Pleiku
Country of Loss: SVN Call Sign: Pedro 42

Co-Pilot: George H. (Spike) Bonnell (12E-62)
Position Unk: Francis D. Rice (11E-124)

Notes: Aircraft crashed while attempting to take off from base on a medical evacuation mission.

Tail No: 65-12779 Model: HH-3E Date of Loss: 6 Feb 67 Unit: 38th ARRS
Country of Loss: NVN Call Sign: Jolly Green 05

Pilot: Patrick H. Wood (15E-1)
Co-Pilot: Richard A. Kibbey (14E-129)
Flight Engineer: Donald J. Hall (14E-129)

Notes: Helicopter was hit by ground fire while flying SAR for NAIL 65; crash site located atop 900 meter karst.

Additional Notes: Shot down 6 Feb 67 on his first mission flying an HH3E Jolly Green Giant rescue chopper. They just picked up a downed pilot and were leaving the area when they were hit with AA. The pararescueman, Duane Hackney was rescued shortly after winning the AF Cross for his efforts and eventually became a Chief Master Sergeant in the Security Police. He retired from a squadron which I commanded. Three others and my dad were MIA from that flight. Lucius Heiskell, Donald Hall, and the other pilot were listed as missing in action and still are (I can't remember the pilots name, I'll send it later). He left behind my mom, me 45, brothers David 37 and John 32 and sister 44. Mom died eleven years later of a broken heart. She never remarried and only found contentment the last year of her life when the AF had a final determination board to settle life insurance and give finality that she really needed. She didn't want to let go, but had given up all hope. We miss them both and remember them with fondness and much love. They were perfect parents like June and Ward Clever. Thanks Lt. Col. Richard A. Kibbey Jr., USAF Tuesday, January 26, 1999

Tail No.: Model: HH-3E Date of Loss: 16 Feb 67 Unit: 37th ARRS, Quang Tri
Country of Loss: Laos Call Sign: Jolly Green 56

Pilot: Angelo Pullara (15E-50)

Notes: Low Jolly Green was Jolly Green 56. High Jolly was Jolly Green 07. Attempted rescue of F-100 pilot Dusty 71. Dusty 82 was orbiting overhead 'till JG arrived. Location given as 045/19 off channel 72. Also given as XC8752 and later as coordinates 1555-10645.

Covey 54 (FAC) was overhead. Jolly Greens were out of Quang Tri. Info given (first) that ground fire came from left side, then right side. Last report from crew was "from 12 o'clock." Pullara died almost instantly after being hit. Co-pilot wounded in arm and somewhat confused as to where fire came from. Dusty 71 was on the side of a hill and ground fire was coming from valley floor and also from ridge line above pilot. Both Jolly Greens departed for Saravane without picking up the pilot. Sandy 5, Hobo 3 and others sanitized the area. Jolly Green 36 & 37 from NKP arrived. JG 36 (low bird) hit in aft end and reported a fuel cell hit also. More sanitation including napalm when Sandy 7 & 8 arrived. JG 37 made successful pickup of the pilot and RTB NKP.

From Tom Garcia.

Tail No.: 65-07932	Model: UH-1F	Date of Loss: 31Mar 67	Unit: 20 th Helicopter Sq.
Country of Loss: Laos	Call Sign: Green Hornet		

Pilot: Robert L. Baldwin (17E-77)

Notes: Unarmed aircraft were performing a number of outstanding missions. Maj. Baldwin was the commander of "E" flight. Shot while in flight.

Tail No.:	Model: GND	Date of Loss: 7Nov 67	Unit: 39 th ARRS,
Country of Loss: SVN	Call Sign:		

Non-Crew: Melvin O. Welborn (29E-46)

Notes:

Tail No: 66-13279	Model: HH-3E	Date of Loss: 9 Nov 67	Unit: 37th ARRS, DaNang
Country of Loss: Laos	Call Sign: Jolly Green 26		

Co-Pilot: Ralph W. Brower (29E-56)

Flight Engineer: Eugene L. Clay (29E-57)

P.J.: Larry W. Maysey (29E-60)

Location of Loss: 161458N 1065258E (YC012973)

Notes: Aircraft was hit on takeoff by ground fire after MEDEVAC of USA personnel. Pilot awarded MOH for this mission. Additional Information: On November 8, 1967, two Air Force "Jolly Greens" (#26 and #29) from the 37th Aerospace Rescue and Recovery Squadron were scrambled from DaNang Air Base at 1505 hours for an emergency extraction of five surviving members of a Special Forces reconnaissance team which had suffered heavy casualties while operating deep in a denied area in Laos. The recovery effort was to be recorded by the Squadron as one of the largest and most hazardous on record.

The two Air Force helicopters were advised by forward air control to hold while three Army UH1B gunships softened the area with rockets and machine gun fire. An Air Force C130 gunship, meanwhile, provided flare support for the mission. At 1630Z, Jolly Green 29 picked up the three indigenous personnel before being driven off by hostile fire. Damaged, Jolly Green 29 left and made an emergency landing at Khe Sanh. 20 minutes later,

in northern Laos, very close to the North Vietnamese border, surrounded by enemy troops. He kept his head, aided the Search and Rescue Task Force, and although in an indisputably hazardous position, was recovered safely. In the other, the pilot went down "feet wet" in the Gulf of Tonkin, under circumstances which should have led to an easy recovery. Instead, he panicked, complicated the efforts of his would-be rescuers, and in an unlikely sequence of events, managed to make the Killed in Action lists.

Everything Right

On 27 February 1967, Captain James S. Walbridge led an F-105 flight in a strike against a truck park and suspected truck convoy in northeastern Laos. While preparing for a strafing pass against the convoy, Otter 1, Captain Walbridge's aircraft, was hit by AAA fire and flamed out. With his aircraft on fire, he headed in a westerly direction in an attempt to reach a safe bailout area, and when repeated attempts at airstarts failed, he set himself up and ejected at 8,500 feet. The following, in his words, was extracted from his debrief. It shows the many correct actions he took; actions which immeasurably aided him and the SAR Task Force in his recovery. ^{1/}

...I trimmed the nose high, airspeed at 220 knots, placed my feet back, sat erect, pulled leg braces up, gripped arm rests, and squeezed the trigger. The chute deployed automatically about 60 feet above the falling aircraft with minimal shock. After putting my visor up, I checked the canopy and all was O.K. I then unfastened my oxygen mask to breathe easier, and noticed the aircraft impact

[REDACTED]

in a dense jungle area 1 and 1/2 miles to the east, and while doing this, turned my beeper radio off. I looked for a landing area, and slipped my chute up a hill toward an open flat rock area on top of the mountain. I made it about three quarters of the way up the mountain side, and as I approached the jungle canopy, I saw that I would land in the trees. So I reconnected the oxygen mask, put the helmet visor down for protection, put my head in my arms with palms of hands under my armpits, and crossed my legs.

FOR OFFICIAL USE ONLY

Captain Walbridge came to rest against a tree trunk about 85 feet above the ground. He straddled a large branch, and after contacting his flight on his RT-10 survival radio to give them his position and physical condition, secured himself to the tree. The SAR effort was already under way, and Otter 2 descended to get a closer look at the situation. ^{2/}

...As Otter 2 came down, I could see him through a small hole in the tree canopy, and as he came past, I heard about ten small arms shots. I called him on the radio and said, "They are shooting at you, stay high!" I then took one large drink from my baby bottle supply which I carried in my G-suit. I tied the parachute shrouds and survival kit to the tree with suspension lines, took a knife, pulled up the dinghy which was hanging down through the trees in a noticeable position, and punctured it. I then stowed it in the crotch of the tree. I talked on the radio to Otter flight and told them I would be off the air for about ten minutes and then return. I then opened the survival pack, removed the items, putting flares in my flight suit pocket, with the smoke type in my G-suit pocket. I stuffed all the survival items that I could in places on my person to prepare for possible evasion in as light a travelling condition as possible provided I heard someone come up the hill. I took the parachute lines and tied the emergency radio, mirror, and whistle to my survival vest, and removed the parachute beeper radio and strobe light. Sand, lead

gave a call for Otter 1 and I answered that I could read him 5 by 5. He asked where I was, my condition, and if there were unfriendlies in the area. I said, "I am fine, approximately 25 feet under the chute canopy, 15 feet up a tree, will stay here for pick-up, and that I had heard shooting in the valley." He said, "Do you have any smoke flares?" And I reported I had six, three from kit and three I personally carried. I then set up a listening watch and busied myself tying other survival gear to my person, such as watch, hatchet, and food. I took the beeper radio and put it in a pocket of my flight suit so that when rescued, I would not leave any radios to the enemy that they might use to sucker others into a false rescue attempt. Approximately 30 minutes later, another flight of A-1Es called Fireflies relieved the Sandies on rescap. They made contact with me, established where I was, and the Sandies left the area. Firefly lead told me to stay on frequency as he was going to lay down CBU's. He cautioned me to fasten myself to the tree and not to be concerned about the noise. Also, to give him red smoke when he called for it so he could pinpoint me for his bombing run. At his command, I activated the red smoke, and he directed Firefly 2 and 3 to lay down their CBU's down slope from me. In about ten minutes I heard the Jolly Greens approach by means of engine sounds. The Firefly directed the Jolly Green to my parachute. I called the Jolly Green and asked if he could see me and he answered that he could and asked if I was in good shape. I said, "Roger, I am in tree, 25 feet below canopy that you can see, tied to a tree and ready for pickup." The chopper hovered over me, and I then put my flying helmet on and visor down for protection on the way up. The paramedic lowered the jungle penetrator, guiding it to me by leaning out the door. I took it, opened the zipper bag on top, wrapped the nylon strap around me and fastened the catch, opened the seat plate, wrapped my legs around the penetrator, sat on the plate, then took my knife and cut myself loose from the tree. At this time, the tree was swaying from the rotor downwash and it

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Captain Walbridge commented that the ride back to Nakhon Phanom, Thailand, was the best helicopter ride in the world. His ride back, however, was to a great extent possible by his own actions in the aircraft before ejecting, while descending in his parachute, and while in the jungle; he had done everything right.

Everything Wrong

Not so fortunate was a young backseat Lieutenant who had everything going for him, except himself. On 27 December 1967, Carbine 1, an F-4C from Da Nang, was hit by probably automatic weapons fire five miles west of Quang Khe, 60 miles north of the Demilitarized Zone (DMZ) in North Vietnam. The aircraft commander managed to nurse the crippled aircraft about 20 miles out over the Gulf of Tonkin, giving both Air Force and Navy SAR forces ample time to get the rescue operation under way. The sea state was mild, and both pilots were in their rafts and sighted when the helicopters arrived about 35 minutes after ejection. The aircraft commander popped smoke, and was picked up by a Navy HU-2 without significant difficulty.^{3/} The backseater, however, was busily paving the way to his own early demise. With Jolly Green 04, an HH-3E helicopter from the 37th ARRS at Da Nang, in a 30 to 40 foot hover over him, the Lieutenant refused to leave his raft, even though both sides of his life preserver were inflated.^{4/} The downwash of the big helicopter simply blew him out from under the rescue aircraft. A Rescue

projecting sump drain of the HH-3E when he fell from the helicopter, leaving him without flotation. However, it appeared that the primary cause of the accident lay in the fatal lapse of memory, on the part of the fighter pilot, about well-known and well-briefed hoist procedures and techniques.^{8/}

Neither of the foregoing is an extreme example of the adventures undergone by downed aircrew members between 1964 and 1971, but both serve to illuminate the many facets of escape, evasion, and survival during the period. Training, planning, familiarity with Life Support equipment, awareness of SAR methods, keeping a clear head and avoiding injury or shock, all are reflected in the portrayed examples.

Captain Walbridge's every action, from the time he was first hit, was calculated to give both him and his rescuers the highest chances for successful recovery. He immediately headed his F-105 away from the target area and toward a safer ejection point; he selected an eject-decision altitude and stuck to it, ejecting after making certain he was thoroughly set up for it and in position; he looked around for the best landing area during his descent, and then steered his parachute toward it; seeing he would land in trees, he followed perfect tree-landing procedures to best protect himself from injury; he turned his beeper off so that it would not drown out his voice transmissions. After Captain Walbridge came to a stop in the tree, he displayed excellent judgment in lashing himself and his gear to the tree, and taking a long drink of water to help him avoid shock. Then he set about helping

28 FEB 67

Copter Rescues Flier Caught in N. Viet Tree

Saigon, March 1 (Combined Services)—Air Force Capt. James Walldridge, his F-105 Thunderchief jet blasted from the air by Communist ground fire, dangled for an hour and a half yesterday from a North Vietnamese tree, trapped in his parachute harness.

He was 100 miles behind the enemy lines in an area as rugged as can be found in Vietnam. In this region supply roads from North Vietnam cross into nearby Laotian jungles, which shelter the Ho Chi Minh Trail, and then course down into South Vietnam, a zone in which a cloak-and-dagger "silent war" is widely suspected.

The Williamsport, Pa., flier used his rescue radio to alert rescuers, and four Air Force A1E Skyraiders swept in low to provide cover during the agonizing wait for a helicopter.

After 90 minutes, the lumbering "Jolly Green Giant," with a rescue cable that can be lowered into the trees, arrived. At the other end of the cable was Airman 2d Cl. Franklin D. Stevson, 23, of Ossining, N. Y.

It was the eighth pickup for Stevson, whose daring rescue work won him the Distinguished Flying Cross for a North Vietnam pickup Dec 6. Stevson, who combines rescue duties with songwriting and singing, sang his "Ballad of the Jolly Green Giants" on Bob Hope's Christmas TV show.

Walldridge had high praise for his rescuers. "Beautiful job," he said when he got back, a bit shaken, to South Vietnam.

in northern Laos, very close to the North Vietnamese border, surrounded by enemy troops. He kept his head, aided the Search and Rescue Task Force, and although in an indisputably hazardous position, was recovered safely. In the other, the pilot went down "feet wet" in the Gulf of Tonkin, under circumstances which should have led to an easy recovery. Instead, he panicked, complicated the efforts of his would-be rescuers, and in an unlikely sequence of events, managed to make the Killed in Action lists.

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59-1745 F-105D

During a mission Neptune Flight were pulling off their bomb run on the Khe Bo military storage area when they sighted approximately 12 wooden barges. The flight rolled in to strafe. Neptune 1 & 2 made two passes each. Captain Harry J. Hennigar, Jr. in Neptune 3 rolled in and began pulling out of his second pass when he reported a rough engine and partial loss of power. With Neptune 4 on his right wing he climbed to 12,000 feet and took up a 220 degree heading. Approximately 2 minutes later Neptune 4 observed a large stream of fire coming from Hennigar's tail pipe. At the same time Hennigar called to say he was rapidly losing power and he began to descend to approximately 9,000 feet with an airspeed of 230 knots. At 8,000 feet Hennigar called that he was bailing out. Neptune 4 observed the ejection and sighted a good chute. A beeper was immediately heard and was turned off approximately 30 seconds later. Neptune 4 heard Hennigar report that he was in good condition in a tree. Neptune 1 & 2 immediately climbed to 15,000 feet and initiated Rescap, Neptune 4 remained at 7,000 feet to maintain visual contact. Rescap was maintained until the Jolly Green arrived. Captain Hennigar was recovered and taken to NKP then flown back to Korat. Neptune Flight stated that no flak was observed at any time during the strafing passes on the barges and speculate that the engine damage to Hennigar's aircraft was caused by automatic weapons fire which could not be observed in the heavy haze. 28/2/67.

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DEPARTMENT OF THE AIR FORCE
37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337

0002789

CATALOGED

No.
37th AERS OPS



20 February 1967

SUBJECT: (U) Narrative Report Mission Number 1-3-24/12 Feb 67

TO: OL-1, 3rd ARRG
 Hqs ARRS (ABOOPCR)
 IN TURN

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(C/GP4) While on routine precautionary orbit over the Gulf of Tonkin (position 1800N/10710E) on 12 Feb 67, Crown Bravo (USAF HU-16) received notification by radio that the crewmembers of Flare 105 (USN RA5C) had bailed out at 2012N/10624E at 0543Z hours. Crown Bravo immediately contacted Astronaut (USN SAR Destroyer) and offered assistance if needed. At 0549Z hours Astronaut requested that Crown Bravo proceed to the SAR area. As Crown Bravo moved north, two Navy helicopters, Loosefoot 68 and Astronaut Angel, were dispatched to the scene. Subsequent information from Showtime 603 (USN E-2A) confirmed that the two crewmembers had ejected from Flare 105. The first survivor was sighted one half mile from the coast at 0558Z hours, the second survivor was sighted at 0612Z hours. Showtime 603 further reported that an enemy junk was approaching the two survivors. At that time one of the aircraft of a Battle Cry Flight (USN F-4B's) fired a Sparrow Missile at the junk, which was then approximately one mile from the survivors. The missile missed the junk but the attempt proved successful in causing the enemy junk to reverse his course and stay clear of the area. Crown Bravo arrived at the search area at 0634Z hours and immediately set up orbit above Loosefoot 68, which had already picked up one survivor and was attempting to recover the other. At approximately 0650Z hours the co-pilot, Lt Rapp, noticed gunfire directed at Crown Bravo and hitting the water each time Crown Bravo entered the northern portion of the orbit. Subsequent gunfire sightings were made by all other crewmembers. The crew was unable to determine the exact origin of the fire. It appeared to be small caliber and was falling short of Crown Bravo. Despite the gunfire Crown Bravo continued to orbit in order to cover Loosefoot 68 in case of trouble and to draw the enemy gunfire away from the helicopter and survivor. The enemy then began directing gunfire at Loosefoot 68 as well as at Crown Bravo. Crown Bravo immediately apprised the helicopter of this situation. After repeated unsuccessful attempts to board the survivor, Loosefoot 68 informed Crown Bravo that the survivor had a broken arm and was unable to free himself from his chute and get into the sling. Loosefoot 68 then settled on the water in an effort to recover the survivor. However, the rotor wash pushed the survivor under water, under the helicopter and he surfaced again in front. Loosefoot 68 then developed an over heated transmission and was forced to depart with only one of the survivors. An Astronaut Angel, hovering approximately 2 miles from the scene was requested to move in and attempt the recovery. At this time Crown Bravo assumed the role of On-Scene-Commander as directed by Harbor Master (USN Destroyer). The Astronaut Angel arrived over the scene and deployed a diver to cut the survivor from his chute and shroud lines. The diver was unable to free the survivor on the first attempt, so an attempt was made to lift him into the helicopter, chute and all. The RCC of Crown Bravo asked Astronaut

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Angel if their diver was a rescue specialist or otherwise qualified to perform the activities in which he was involved. No reply was received from Astronaut Angel. The helicopter then informed Crown Bravo that they were experiencing mechanical difficulties with their hoist and would be unable to rescue the survivor. During this period, gunfire from the shore increased in intensity and appeared to be of a larger caliber. Bonecrusher (USN SAR Destroyer) which had moved to within 10 miles of the shore, then asked Crown Bravo for their recommendations. The Rescue Crew Commander, Colonel Alan R. Vette, recommended that Crown Bravo make an immediate landing and recover the distressed pilot. This decision was based on (1) the injuries of the survivor, (2) the danger of his becoming more entangled in his chute and the possibility of being dragged under the water, (3) the increased intensity of enemy gunfire and (4) the length of time required to get another helicopter on the scene. Crown Bravo then informed all agencies and rescue forces that they would land and rescue the survivor. At that time Crown Bravo called in RESCAP, Arab 501 and 506 (USN J-LH's), and requested that they suppress the enemy gunfire along the beach. During preparations for landing, Crown Bravo observed red muzzle flashes from a position approximately 1 mile north of their position. RESCAP was directed to that point, where they sighted and destroyed one enemy gun position. Crown Bravo proceeded with landing preparations, jettisoned the drop tanks and touched down at 0712Z hours; 38 minutes after reaching the scene and 1 hour and 29 minutes after the survivor had ejected into the water. The pararescue specialist, 2C Charles Hanson, was deployed immediately, and he cut the survivor from his parachute. Captain Hall, Samuel L., the navigator, and ALC George Walker, the flight engineer, then pulled the survivor to the aircraft with a rope and hauled him aboard. The pararescue specialist boarded, all hatches were immediately secured and Crown Bravo was airborne at 0714Z hours, 2 minutes after landing. The survivor appeared to be in good condition despite his broken arm and despite the fact that he had been in the cold water for such a long period. Weather in the rescue area was approximately 800 foot overcast with 3 miles visibility. Crown Bravo then proceeded to Da Nang, arriving at 0910Z, hours, where the survivor was placed aboard an USAF HH-43F helicopter and flown to a nearby USMC medical facility.

Walter S. Johnson
WALTER S. JOHNSON, Lt Col, USAF
Operations Officer

1st Ind

20 Feb 67

OL-1 3AFJCP, APO San Francisco 96337

TO: ARES (ARCOOPR)

John F. Slevertson
JOHN F. SLEVERTSON, CAPT, USAF
BOC Controller

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