

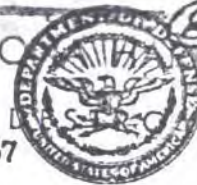
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Reg # 14032 HH-3

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

DO NOT
14 March 1967



EST

REPLY TO
ATTN OF:

Major Adrian D. Youngblood, 37th ARRS

SUBJECT:

Rescue Crew Commander's Report (1-3-42, 13Mar67) (U)

TO:

Operating Location 1, 3rd ARRGp

No 0005578

1. (U) (Gp-4) This report is submitted to provide your agency information required by paragraph 4c, ARRS 55-2.

2. (C) (Gp-4) On 13 March 67, I was the Rescue Crew Commander of Jolly Green 24 (lowbird) when we received instructions through "Cigar" to scramble and pickup the survivors of a downed Marine H-34 helicopter. Notification was received at 1745L and we were airborne, along with Jolly Green 07 (highbird) at 1750L. The reported position of the downed aircraft was 277°/14 N.M. from channel 109 (Dong Ha) on the southern edge of the DMZ. We arrived on the scene at 1807L and contact was made with Crown 2 and Deadlock 12-0 (Huey-gunship) who was circling the area. A Marine H-46, Northbrook 50-1, had already arrived to rescue the survivors. As we watched the H-46 hovering, we suddenly saw a large bright flash 100 yards from his right side. The helicopter then rolled over on its side and crashed at 1810L. People were seen exiting the aircraft before it burst into flames.

3. (C) (Gp-4) Crown 2 advised us that two Hobo (ALE) aircraft would arrive on the scene shortly, and for us to wait for them to sterilize the area before attempting a rescue. Since I had seen the position of the groundfire that knocked down the H-46, I directed the Hobo flight in for repeated ordnance runs. They continued their passes until Sandy flight (ALE) arrived at 1835L, then the Sandy aircraft continued to expend ordnances.

4. (C) (Gp-4) The crew of Northbrook 50-1, in the meantime, was transmitting on their emergency radio and reported groundfire from all quadrants. After 30 minutes of continued passes, Sandy 5 (on scene commander) laid a smokescreen to the north to blanket heavy gunfire from that area. Major Olsson, copilot, computed our weight vs. hovering power and dumped fuel to minimum capacity. Also at this time the tip tanks were jettisoned. As we began a descent, following Sandy 5 in, I briefed my crew to don their armor vests and to prepare for expected groundfire. The crash site was halfway up the northern slope of the east-west mountain ridge, and the mountainous area was covered by dense jungle growth and tall trees. The survivors were directed to fire a flare which pinpointed their position. An extremely high hover was required to provide barely enough clearance between the main and tail rotors and the high trees on the sloping hillside. SSgt Chambers, flight mechanic, directed me in to the survivors as he extended the cable with jungle penetrator attached. He later told me the cable was fully extended to 240 feet. On the ground, the most seriously injured man was loaded on to the hoist.

RECLASSIFIED AT 5-YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
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Just as SSgt Chambers and the rescue specialist, Airman Hackney, loaded the survivor on board, we heard nearby gunshots. Bullets began to pepper the aircraft like popcorn popping in a pan, and I immediately dumped the nose and pulled maximum power to start a climb into the smokescreen, which I hoped would provide some protection. The instant I lowered the nose to accelerate, several warning lights on the master warning panel illuminated and I smelled a pungent odor like electrical wires burning. My first thought was that we'd lost one of both engines. But within seconds all the warning lights went out except the #2 generator and the #2 transformer rectifier which were later restored to normal operation by Major Olsson. As we entered the smokescreen, I could dimly see a sheer vertical mountain looming directly ahead, and banked sharply to avoid it.

5. (C) (Gp-4) As we continued the climb-out, I checked the other crewmembers for injuries. Airman Hackney had been knocked down by a bullet that grazed the top of his helmet. Also he was hit by a piece of shrapnel that struck an emergency radio in his pocket, preventing an injury. Major Olsson and SSgt Chambers were unhurt. Enroute back to Dong Ha, the rescue specialist applied emergency medical aid to the seriously injured survivor, who had suffered a severe head injury and a compound leg fracture during the H-46 crash. He was in extremely serious condition and Airman Hackney remarked several times that we'd better hurry, or the survivor wouldn't live. An ambulance was standing by as we landed 13 minutes after the rescue.

6. (C) (Gp-4) Investigation on the ground revealed at least 13 bullet entry holes in the fuselage. One bullet struck the generator, and another severed a hydraulic line, allowing all the fluid of the utility hydraulic system to escape. Two rotor blades were hit in the main spar.

7. (C) (Gp-4) Weather at the time of launch from Quang Tri was clear. At the crash site, scattered to broken cumulus clouds covered the area at 1500 feet (AGL), which hampered to some extent the effort of the A1E aircraft.

8. (C) (Gp-4) Initial notification: 1745L
Scramble take-off (Jolly Greens) 1750L
Jolly Greens arrived on the scene at 1807L
Rescue of one survivor was at 1907L
Departed area at 1907L
Jolly Greens landed at Dong Ha at 1920L

9. (C) (Gp-4) Type of terrain: 2000 foot high mountainous terrain completely covered by heavy jungle growth, brush and tall trees. Most of the trees and vegetation appeared dead; evidently as a result of defoliation. The pickup was made from the side of a 45° sloping mountain. A small stream ran through the bottom of the valley.

10. (C) (Gp-4) The first contact with aircraft in the area was with Deadlock 12-0. Hobo flight was the first Air Force aircraft to arrive after Jolly Green reached the scene. Crown 2 coordinated the SAR forces. Sandy 5 and 6 arrived later to make repeated ordnance runs with Hobo flight for the purpose of suppressing groundfire. The Hobo aircraft were hindered in the first passes by Marine F4B's who was also making low passes. A near mid-air collision resulted. Several agencies attempted contact with the

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jets, but were unsuccessful.

11. (C) (Gp-4) Hostile action was extremely intense. The downed air-crews were completely surrounded on all sides by hostile troops, who possessed small arms and automatic weapons.

12. (U) Note: The rescue specialist was wearing the test helmet, (Ballistic and crash; Spec. MIL-H-43388-GL) when he received a crease on the top of the helmet that knocked him down. The helmet sustained very little damage.

13. (C) (Gp-4) Survivors name: Marine Cpl M. F. Guy
HMM 164
MAG 16 Dong Ha, RVN

14. (C) (Gp-4) Jolly Green 24 (lowbird)
Major Adrian D. Youngblood, RCC
Major Carl W. Olsson, Copilot
SSgt Earl E. Chambers, Flight Mechanic
A2C Duane D. Hackney, Rescue Specialist

Jolly Green 07 (highbird)
Captain David E. Dickey, RCC
Captain John E. Halligan, Copilot
A2C Michael C. Brown, Flight Mechanic
A2C Joseph M. Duffy, Rescue Specialist

Adrian D. Youngblood
ADRIAN D. YOUNGBLOOD, MAJOR, USAF
Rescue Crew Commander

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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CORONA HARVEST
1965-31 MAR 68
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As we continued the climb-out, I checked the other crewmembers for injuries. The rescue specialist had been knocked down by a bullet that grazed the top of his helmet. Also he was hit by a piece of shrapnel that struck an emergency radio in his pocket, preventing an injury. The copilot and flight engineer were unhurt. Enroute back to Dong Ha, the rescue specialist applied emergency medical aid to the seriously injured survivor, who had suffered a severe head injury and a compound leg fracture during the H-46 crash. He was in extremely serious condition and the rescue specialist remarked several times that we'd better hurry, or the survivor wouldn't live. An ambulance was standing by as we landed 13 minutes after the rescue.

Investigation on the ground revealed at least 13 bullet entry holes in the fuselage. One bullet struck the generator, and another severed a hydraulic line, allowing all

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Hostile action was extremely intense. The downed aircrews were completely surrounded on all sides by hostile troops, who possessed small arms and automatic weapons.

Another mission report covering a SAR mission flown on

14 January 1968 outlined how it was in the HH-53/HC-130 operation: ³⁵

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6 February 1967 -- Airman First Class Duane D. Hackney, a pararescueman with the 37th ARR Squadron, appeared in numerous after-action reports as he established a combat save record making him legendary in the world of combat rescue. During one mission, Airman Hackney searched for a downed pilot in the underbrush of a North Vietnamese jungle. He found the injured pilot, strapped him into a Stokes litter, and both of them rode to the safety of the helicopter. As the men reached the helicopter door, North Vietnamese Army troops began firing at the chopper. The pilot pulled the HH-3E up, but an enemy gunner found his mark and the Jolly Green Giant began to burn. Airman Hackney quickly put a parachute on the injured man and then climbed into one himself. The helicopter suddenly exploded, throwing Airman Hackney out. His parachute opened just above the trees.

A1C Duane D. Hackney operates a rescue hoist equipped with a forest penetrator.



The second HH-3E, the "high bird," rushed in and its pararescueman went down to search for survivors. He found only Airman Hackney, dazed but not seriously injured, and brought him to safety.

A month later, on 13 March, Airman Hackney was one of two pararescuemen aboard an HH-3E Jolly Green that flew deep into Viet Cong territory just south of the demilitarized zone. A Marine H-34 troop transport helicopter was down, and the survivors reported enemy soldiers closing in for the kill. A second Marine helicopter crew overheard the radio transmission calling for help and turned their larger H-46 troop and cargo helicopter toward their beleaguered comrades. Airman Hackney's Jolly Green arrived in time to see the H-46 fall out of the sky onto the first downed helicopter.

On the ground the Marines gathered their injured and set their defenses against the enemy forces closing in from all sides. Above, in the door of the HH-3E, Airman Duane Hackney watched as Air Force A-1s darted in to blast the Viet Cong. When the Skyraiders had laid down a smoke screen, the pilot cautiously moved the Jolly Green over the embattled Marines. As soon as the giant chopper came to a hover, Airman Hackney was on the Stokes litter and on his way to the ground. He loaded as many injured men as he could on the litter and rode up with them. Just as Airman Hackney and a wounded Marine got in the door, the pilot saw warning lights flash on, indicating hydraulics were out. With bullets smashing into the fuselage, the pilot pulled the chopper up and headed for Da Nang AB. Meanwhile, Airman Hackney, who was working in the cabin treating the wounded, suddenly slumped to the floor. An enemy bullet had grazed his helmet, knocking him out. He soon regained

consciousness and continued to set fractures, tend head wounds, and apply tourniquets. For his efforts, Airman Hackney received the Air Force Cross from General Estes on 9 September 1967. Duane Hackney was the most decorated enlisted man to serve in Southeast Asia. That in itself is quite an accomplishment because pararescuemen had thus far, and will continue to, earn more decorations than any other group of men in the Air Force serving in Indochina.

It was difficult for the audiences of the many national television shows that Airman Hackney was featured on to believe that the modest and shy, baby-faced young man could have accomplished the many daring feats he had. It was also difficult for Security Policemen at Travis AFB, California, to believe that such a young man could have actually been legitimately awarded all the medals he had pinned to his chest, even an airman returning from a tour in Southeast Asia. On one return trip to the States, he was held in confinement until a telephone call verified that he was indeed authorized the medals he was wearing.

September 1967 - August 1972 -- Sergeant Chuck Morrow, a pararescueman, spent two tours in Southeast Asia at several locations for a total of 38 months. He was awarded three Silver Stars, five Distinguished Flying Crosses, and numerous Air Medals during tours at Udorn AB, Thailand and Nakhon Phanom Royal Thai AB, Thailand for combat rescue missions flown into North Vietnam.

Busy March At Da Nang

Rescuemen Save 18 In Month

DA NANG — Rescue crews from the 37th and Detachment 7, 38th Aerospace Rescue and Recovery Squadrons here were busy during March, flying a total of eight lifesaving missions, and picking up a total of

18 survivors of bailouts, crashes and mishaps.

Flying both HH-3E Jolly Green Giant and HH-43F Huskie helicopters, Da Nang rescue personnel ranged from the Demilitarized Zone in the north,

to the top of nearby Monkey Mountain in the south in their air pickup efforts.

Air Force and Marine aviators were plucked from precarious situations while floating in the South China Sea, after bailing

out of their crippled aircraft, and after spending days hiding in the jungle a scant mile or two south of the DMZ.

Two U.S. Marines and six members of the Army of the Republic of Vietnam owe their safety to another Jolly Green Giant crew, which flew to the 5,000-foot level of a mountain nine miles north of Khe Sanh, where a Marine helicopter had crashed and burned.

A tricky rescue at best, Maj. William O. Mayfield, 39, of Owensboro, Ky., pilot of the rescue helicopter, had to dump the majority of his reserve fuel to make the climb to the peak, and literally "fell" off the mountain after effecting the eight-man pickup, seeking lower altitudes where his helicopter could support the weight of the rescued party.

While picking up a wounded marine helicopter crewman some two miles south of the DMZ, an HH-3E piloted by Maj. Adrian D. Youngblood, 33, Hedley, Tex., was subjected to intensive hostile automatic weapons fire.

The helicopter was hit six times, losing its utility hydraulic system and a portion of the electrical system as well. Although forced to withdraw from the area, Captain Youngblood successfully completed his rescue mission, by delivering the wounded man to a nearby medical facility.

An HH-43E Huskie pararescue-man had a few bad moments during the closing days of the month, when after being lowered into an abandoned French mine field to treat a Marine who had tripped one of the old but still deadly devices, he was "stranded" there.

Since time was the most important factor in saving the wounded man's life, as soon as the Marine could be hoisted into the hovering Huskie, he was whisked away to the Marine medical facility at nearby Marble Mountain.

Pararescueman A1C John F. Tobey, 25, Gilbertsville, N.Y., was left standing in the mine-field. A few moments later, another rescue helicopter lifted him to safety, and returned him to Da Nang.



RESCUE CHOPPER—An Air Force HH-3E Jolly Green Giant rescue helicopter like the one pictured above successfully rescued an F-105 Thunderchief pilot April 14. The helicopter is just one of many rescue aircraft that are scrambled into action when word is received that an aircraft is down in Vietnam. (AIR FORCE PHOTO)

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Less than a month later, on March 13, Hackney was one of two parajumpers aboard an HH-3E Jolly Green flying deep into Viet Cong territory just south of the demilitarized zone. A Marine H-34 troop transport helicopter was down and the survivors reported enemy soldiers closing in for the kill. A second Marine helicopter crew overheard the radio transmissions calling for help and turned their larger H-46 troop and cargo

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SEARCH AND RESCUE COME OF AGE

helicopter toward their beleaguered comrades. Hackney's Jolly Green arrived in time to see the H-46 chopper stall, roll over on its side and fall on top of the first downed helicopter.

On the ground the Marines gathered their injured and set their defenses against the enemy forces closing in from all sides. Above, in the door of the HH-3E, Duane Hackney watched as Air Force A-1s darted in to blast at the Viet Cong. When the Skyraiders had laid down a smoke screen, Maj. Adrian D. Youngblood cautiously moved the Jolly Green over the embattled Marines. As soon as the giant chopper came to a hover, Hackney was on the Stokes litter and on his way to the ground. He loaded as many injured men as he could on the litter and rode up with them, exposing himself to enemy snipers on each trip. On one foray up the hoist, just as Hackney and a wounded Marine got to the door, Major Youngblood saw warning lights flash on indicating the hydraulics were out. With bullets smashing into the fuselage, the pilot pulled the chopper up and headed for Da Nang. Meanwhile Hackney, working in the cabin tending the wounded, suddenly slumped to the floor. An enemy bullet had grazed his helmet knocking him out, but he soon regained consciousness and continued setting fractures, tending head wounds, and applying tourniquets.³¹ For his efforts, Airman Hackney received the Air Force Cross from General Estes on September 9, 1967.³² Duane Hackney was the most decorated parajumper to serve in Southeast Asia. That in itself was quite an accomplishment because parajumpers won more decorations than any other group of men in the Air Force serving in Indochina.³³

Hedley 'Copter Pilot Saves Downed Crew

SAIGON (AP) — U. S. Air Force rescue helicopters braved enemy fire twice this week to rescue the crews of two downed Marine helicopters.

Maj. Adrian D. Youngblood, 33, of Hedley, Tex., and his crew rushed to a site two miles south of the demilitarized zone Monday to pick up the crew of one downed chopper.

"We orbited the area while two flights of Air Force Sky-raidiers bombed and strafed it trying to clear it of enemy troops," Youngblood said.

During this action, another Marine helicopter was shot down.

"Dropping down to 200 feet above the ground, we lowered our hoist to begin the pickup," the major said.

"We had just gotten one of the badly injured Marines aboard, when we took six hits in the fuselage which knocked out our utility hydraulic system and part of the electrical system.

"We were forced to get out of the area immediately and

head for Dong Ha with the wounded man. An ambulance was waiting there."

Crewmen assisting Youngblood were Maj. Carl W. Olsson, 34, of Manchester, Conn.; Airman 2C Duane D. Hackney of Flint, Mich., and Staff Sgt. Earl E. Chambers of Claremore, Okla.

The other downed chopper crew was rescued by a helicopter commanded by Maj. William A. Lloyd, 36, of Durham, N. C. His crew included Capt. Evan G. Thompson, 24, of Sebastopol, Calif.; M. Sgt. Milston C. Williams, 41, of Port Charlotte, Fla., and Airman 2C Ronald F. Malone, 20, of Beechmont, Ky.

Successful rescue of USMC Cpl M F Guy on 13 Mar 67 under extremely heavy ground fire. The Jolly Green's electric and hydraulic systems were badly damaged and it barely recovered at Dong Ha.

RCC Maj Adrian D. Youngblood

RCCP Maj Carl W. Olsson

1EM SSGT Earl E. Chambers

RS A2C Duane D. Hackney

Bullet Batters His Helmet As Airman Saves Marine

DA NANG — "The bullet hit me right in the middle of my flight helmet," said A2C Duane D. Hackney, 19, of Flint, Mich., in describing a recent "incident" during a rescue mission.

A pararescueman assigned to the 37th Aerospace Rescue and Recovery Squadron, Airman Hackney was in the doorway of a giant HH-3E Jolly Green Giant helicopter when he was hit while trying to pull a wounded Marine in to give him first aid.

Airman Hackney said, "The round knocked me down, and as I fell, I pulled up both of my legs for balance. About this time, another bullet went through the pocket on the right leg of my flight suit, shattering my survival radio."

Fortunately for the young pararescueman, he received only a couple of scratches" during the entire incident.

Affectionately displaying the battered flight helmet, Airman Hackney recalled the mission.

We were scrambled from our

Tri, to aid the crew of a Marine helicopter which had been shot down while trying to pick up a patrol about two miles south of the Demilitarized Zone.

"When we arrived at the scene, we orbited the area while another Marine chopper tried to make the pickup. Unfortunately, it was also downed by the enemy.

"Two flights of A-1E Skyraiders flew in next, plastered the area to suppress the ground fire, and dropped smoke to make our recovery easier.

"A few minutes later we went in through the smoke, and dropped the hoist. There was no ground fire at all, and it looked like an easy pick up. The people on the ground sent their most seriously wounded man up first.

"Just as he reached the bottom of the helicopter, we started taking small arms and automatic weapons fire from almost every quarter.

"I was bent over in the hatchway, trying to pull the wounded Marine in, when the bullet hit

Airman Hackney was back on his feet within seconds, and did pull the man into the helicopter. Once inside, the pararescueman placed himself between the hatch and the wounded man, to assure he would not be hit again, while he administered first aid.

The helicopter had also taken hits during the rescue, and was forced to withdraw from the scene, for an emergency landing at nearby Dong Ha.

The wounded Marine and Airman Hackney were taken to the Marine hospital there. Airman Hackney was released within moments after his arrival, and returned to his crew.

13 MAR 67

rescues

8 Marines

SAIGON (AP). — A "Jolly Green Giant" rescue helicopter commanded by U.S. Air Force Major William O. Mayfield of Owensboro, Kentucky, rescued eight passengers of a U.S. Marine helicopter that crashed on a rescue mission. Two of the eight were seriously injured.

The rescue helicopter, named because of its size and color, flew through a 4,000-foot overcast to get above the downed Marine helicopter lying on a narrow ridge nine miles from the Khe Sanh military camp near the Laotian border.

Mayfield jettisoned the external fuel tanks to lighten the load after he picked up the stranded men. The crew of the first Marine downed copter had been picked up by a Marine helicopter, from the 3rd Aerospace Rescue and Recovery Group detachment at Da Nang. It was piloted by Major Frank L. Trochak, of McAllen, Texas, and the crew included Sergeant Philemon S. Resos, of Aiea, Oahu, Hawaii.

Braved Intense Ground Fire... 7th Air Force News 7 Apr 67

'Jolly Greens' Rescue Downed Marine Crews

DA NANG — Air Force Jolly Green Giant HH-3E rescue helicopters made two daring rescues earlier this month while picking up two crews of downed U. S. Marine helicopters.

Maj. Adrian D. Youngblood, Hedley, Tex., and his crew were informed that an H-34 helicopter had been shot down while trying to pick up a ground party 2 miles south of the demilitarized zone.

Crew members of the rescue helicopter, assigned to the 37th Aerospace Rescue and Recovery Squadron (ARRS) at Da Nang AB, braved intense ground fire while attempting the pickup.

Major Youngblood recalled, "We orbited the area while two flights of Air Force A-1E Skyraiders bombed and strafed the area trying to clear it of enemy troops. During this action, another Marine helicopter was shot down by the hostile ground fire.

"Dropping down to 200 feet above the ground, we lowered

our hoist to begin the pickup," continued the major. "We had just gotten one of the badly injured Marines aboard, when we took six hits in the fuselage which knocked out our utility hydraulic system and part of the electrical system.

"Because of the damage caused by the enemy hits, we were forced to get out of the area immediately and head for Dong Ha, where an ambulance was waiting for the wounded man," he said.

Other crew members assisting in the rescue were Maj. Carl W. Olson, Manchester, Conn., copilot; A2C Duane D. Hackacy, Flint, Mich., pararescueman, and SSgt. Earl E. Chambers, Claremore, Okla., flight mechanic.

Due to the heavy ground fire in the area and the approach of darkness, it was the next morning before another attempt could be made to rescue the remaining downed crew members.

This time, a Jolly Green Giant assigned to Detachment 2, 37th ARRS at Nakhon Phanom RTAB, flew to the area to finish the rescue.

In what was described as a "perfect pickup," the crew was able to get into the area and successfully evacuate the remaining five Marine chopper crew members.

This was the third such rescue for Maj. William A. Lloyd, Durham, N. C., pilot, during his eight months in Southeast Asia.

For Capt. Evan G. Thompson, Sebastapol, Calif., copilot, it was his second pickup in four months. He described the feeling

after a successful rescue as "just wonderful."

Other members of the rescue crew included MSgt. Milton C. Williams, Port Charlotte, Fla., pararescueman, and A2C Ronald F. Malone, Beechmont, Ky., flight mechanic.

On 12 Mar 67 the crew listed below rescued 2 Green Berets and 6 ARVN troops after their CH-46 helicopter was downed by enemy ground fire on a five thousand foot mountain north of Khe Sanh. This operation was performed at the maximum capability of the aircraft. Maj. Mayfield was awarded the Distinguished Flying Cross and his crew received Air Medals for this mission.

RCC Maj William O. Mayfield

RCCP Maj Frank L. Trochak

HM A1C William T. Lowe

RES TSgt Philemon S. Resos

8 Plucked Off Mountain Top

SAIGON (OI)—Eight passengers, including two severely injured, were rescued off a mountain top after a Marine helicopter crashed nine miles east of Khe Sanh in the extreme northwest corner of South Vietnam.

The helicopter, with a crew of four, crashed at the 5,000-foot level. Another Marine helicopter in the area rescued the crew, but was unable to take the passengers.

A Jolly Green Giant chopper from the 3d Aerospace Rescue and Recovery Det. at Da Nang AB flew through the 4,000-foot

overcast to get above the downed chopper, which was hanging on a narrow ridge.

When the chopper crashed, ammunition began exploding from the heat of the burning fuel and the passengers moved 80 feet down the hill for safety. The Air Force rescue chopper hovered over the area until the ammo stopped exploding and moved in for the pickup.

After taking the passengers aboard, the rescue craft was overloaded. Maj. William Mayfield, the commander, jettisoned the external fuel tanks to lighten

the load and headed over a cliff to gain flying momentum. Maj. Frank Trochak, the co-pilot, helped stabilize the chopper.

The rescue craft flew eight miles to an airstrip to seek medical aid for the injured passengers, but when they found medical care was not available, the chopper was refueled and flown to another base.

Two of the passengers were Marines and the others were Vietnamese soldiers.

The pararescue man aboard the craft was TSgt. P. S. Resos, the flight mechanic was A1C William Low.

STARS AND STRIPES 17 March 1967

Picked Off Mountain...

Seventh Air Force News 31 March 1967

Jolly Green Crew Rescues 8 From Downed Marine Chopper

DA NANG — Eight passengers of a crashed Marine helicopter were picked off a mountain nine miles from Khe Sanh by a HH-3E Jolly Green Giant helicopter from the 3d Aerospace Rescue and Recovery Det. at Da Nang AB.

over the area until the ordnance stopped exploding, then moved in for the pickup.

All eight passengers boarded the chopper, overloading the aircraft. Air Force Maj. William O. Mayfield of Owensboro, Ky., the aircraft commander, jettisoned the external fuel tanks to lighten the load. He then headed out over a mountain cliff, allowing the aircraft to drop and enabling him and his pilot, Maj. Frank L. Trochak, Mc-

the two severely injured.

When they discovered medical care was not available at the airstrip the crew refueled the chopper and took off again for a base where the passengers could receive attention.

Two of the passengers were U. S. Marines and the other six were Army of Vietnam soldiers.

Pararescueman aboard the Jolly Green Giant was TSgt. Philemon S. Resos, Aiea, Oahu, Hawaii, and the flight mechanic was A1C William T. Low, Great Barrington, Mass.

13 MAR 67 SAT

Valley of Death Rescue Turns Into Nightmare

By LEON DANIEL

DONG HA, Vietnam (UPI) — Men who fly boldly into the valley of the shadow of death fear many things. One of the things they fear is death itself.

When they return, it is the little things they notice.

A cigaret tastes better. The blue water of the South China Sea has acquired a deeper blue. Even the dust, which continually swirls around the helicopter landing zones on this base just south of the DMZ smells less offensive.

Monday afternoon, a seven-man U.S. Marine reconnaissance patrol ran into trouble and within a

couple of hours, two helicopters had been shot down, another damaged.

Two men died, others were wounded.

It was one of the so-called, "small actions" that goes far in telling what type of men are fighting the war.

When that recon patrol walked into a complex of huts, there was a burst of fire and a marine fell wounded. A short time later, a helicopter swooping in to pick up the wounded marine was hit by heavy ground fire.

The chopper crashed and burned, killing the crew chief and door gunner. The pilot and co-pilot were wounded.

A few minutes later, Capt. Leo J. Farrell, flew another helicopter into the valley. Farrell's ship was hovering at 100 feet and lifting the wounded co-pilot with a hoist.

Enemy bullets, which had been whipping in from both sides, found their range just as the wounded man was hauled aboard.

"I felt the aircraft start to sink," said Farrell. "We hit the trees, turned over and went in."

Farrell and his co-pilot, David P. Connelly Jr., and their wounded passenger and their door gunner and crew chief climbed out of the upsidedown chopper.

The crew chief had a broken leg and the gunner had cuts. The crew got a .50 caliber machine gun and several pistols off the ship before it burst into flame. Another rescue ship swooped in and picked up Farrell's wounded crew chief by hoist, despite heavy fire.

There were five men left alive from the two downed ships when armed north Vietnamese soldiers rushed to within 15 yards of them. The door gunner from Farrell's ship blasted away at them with his .45 caliber automatic.

The five men, including the badly wounded major who piloted the first ship that was shot down, moved down a slope about 100 yards from Farrell's ship.

"We crawled under a bush and stayed awake all night," Farrell said. The young captain said he and his men heard enemy soldiers moving around them all night.

At first light Tuesday, A1E Sky-raidars darted in and plastered the area around the downed men with napalm and 500-pound bombs.

Maj. William Lloyd and co-pilot Capt. Evan Thompson, flew their rescue copter into the bomb-pocked valley shortly after 9 a.m. Tuesday and lowered their hoist. The badly wounded major was lifted up first, and then the other four men were hauled up, two at a time.