

3rd Group Honored

President Salutes Rescue Men

WASHINGTON — It was a balmy day for March and the sun shone through the windows of the White House.

President Lyndon B. Johnson looked at the sun and said something about it being a beautiful day in Washington but rescue pilots and crewmen in Vietnam often had to fly in weather that wasn't so beautiful.

Standing tall above the men in uniform, the president said: "The contributions of the 3rd Aerospace Rescue and Recovery Group to the struggle for freedom are already legendary". He said: "By their very existence, they have provided our downed fliers with the knowledge that they are not forgotten — that help is on the way". He said: "To a man bobbing in an empty sea or crawling through a dense jungle, that knowledge is a blessing without price".

597 Combat Saves

The 3rd Aerospace Rescue and Recovery Group, credited with 597 combat saves in Southeast Asia, that day received the Presidential Unit Citation and "the right to be honored among America's heroes".

Listening to the president were men such as Lt. Col. Baylor Haynes, who led the HH-3E Jolly Green Giants of Detachment 5 of the 38th Aerospace Rescue and Recovery Squadron; Capt. William E. Cowell, Capt. John Guilmartin, and Capt. James Butera, much-decorated HH-3E pilots; M/Sgt. Charles Walther, pararescueman with Detachment 6 of the 38th, and Airman/2C Malcolm Hasler, who flew more than 150 combat missions as a pararescueman with the HH-3Es of Detachment 5.

and presented to the Air Force for rescue work in Southeast Asia. The 38th Squadron, now part of the 3rd Group, received the citation last year.

This month's citation covers the period Aug. 1, 1965, to June 30, 1966. During that period, the group rescued 339 men, 304 from almost certain capture.

Rescues ranged from open-water pickups by amphibians in the Gulf of Tonkin, under fire from shore batteries, to rescues by helicopter deep in North Vietnam.

The 3rd Group served with distinction in World War II and in the Korean War, with 15 campaign streamers and six unit citations to its credit. Now based at Tan Son Nhut in Vietnam, the group flies HC-130H and HU-16 fixed-wing planes, and HH-3E, HH-43B, and HH-43F helicopters. There are three squad-

rons in the group: the 37th, 38th, and 39th.

Personnel from the group have received more than 1,800 individual awards. These have included: three Air Force Crosses, 64 Silver Stars, three awards of the Legion of Merit, 251 Distinguished Flying Crosses, 18 Airman's Medals, 24 Bronze Stars, 1,330 Air Medals, 25 Purple Hearts, and 117 Air Force Commendation Medals.

Seven members of the group have been killed in action. Fourteen are listed as missing in action.

1958 Appointment

During the presentation, the president was reminded that Captain Guilmartin, credited with 118 missions and five men saved, in HH-3Es, was nominated to the Air Force Academy in 1958 by then-Senator Lyndon B. Johnson. Guilmartin is mar-

ried to Air Force Lt. Judith Ohr Guilmartin, an information officer at Eglin Air Force Base in Florida (where the captain is stationed) and an interested onlooker at the White House ceremony.

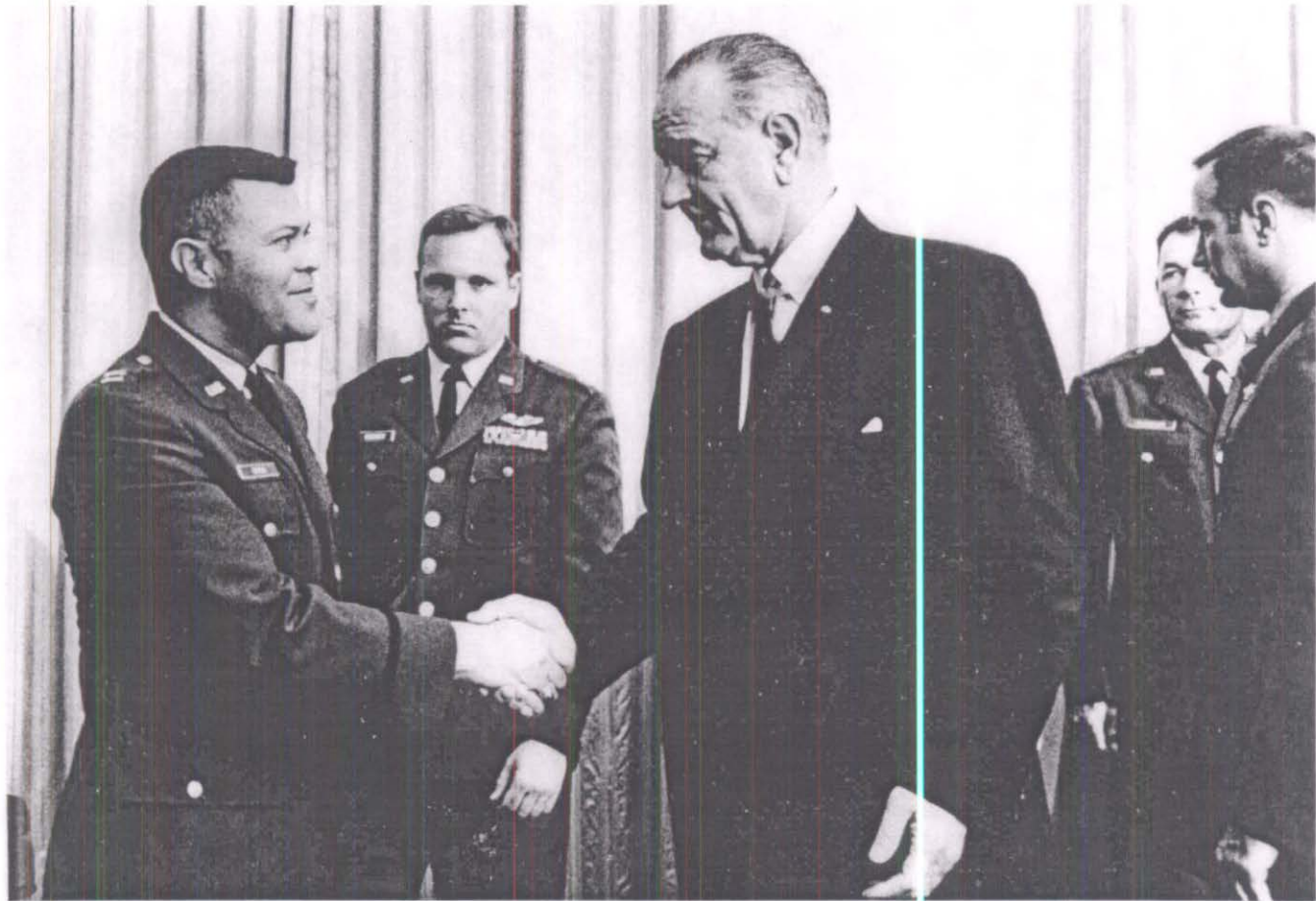
The citation, read by Secretary Brown, lauds the men of the 3rd Group for "exceptional gallantry in support of operations against an opposing armed force" and for "continually exposing themselves to hostile air and ground forces in accomplishing their mission".

President Johnson, in his statement, ended on this note: "We are proud to pay tribute . . . to the gallant men of the 3rd Aerospace Rescue and Recovery Group. Their courage and self-sacrifice have provided us with a glowing example of American manhood. They are a credit to a grateful nation. We salute them all."

Others who watched the ceremony included Air Force Secretary Harold Brown; Gen. John McConnell, Air Force chief of staff; Brig. Gen. George Boylan of the Military Airlift Command; Brig. Gen. Allison Brooks, commander of the Aerospace Rescue and Recovery Service, and Col. Arthur Beall, commanding officer of the 3rd Group during the period that led to the citation.

The citation was the sec-

10 MAR 67
PRESENTATION



To Captain James Butera

With best wishes,

Dwight D. Eisenhower

PUC 1967.5PK

~~CONFIDENTIAL~~ 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, ARRSM 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.

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DECLASSIFIED AT 8-YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIS 9200.10

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CONFIDENTIAL

Reg # 18032

HH-3

DEPARTMENT OF THE AIR FORCE
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DECLASSIFIED AT 5-YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DISSEM.10

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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 2152044
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

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

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to HH-3/HC-130 operations:³⁴

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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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Busy March At Da Nang

Rescuemen Save 18 In Month

DA NANG — Rescue crews from the 37th and Detachment 7, 39th 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.

Pararescue man A1C John F. Tobey, 25, Gilbertsville, N.Y., was left standing in the minefield. 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)

15 MAR 67

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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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WILFORD

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

ALL

The parajumpers were a part of the Aerospace Rescue and Recovery

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- raiders 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. Olson, 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

IE: SSGT Earl E. Chambers

RS A2C Duane D. Hackney

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 Sky-raidiers 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 ALC William T. Lowe

RS TSGT Phileman 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. Resand, the flight mechanic was A1C William Low.

CITEOK THIS NAME OUT

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 heli-

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.

Colonel's Fin Fighters Fin

the Vietnam mission. (AFNS) the Pacific area in support of the flying aircraft and crews to the significant number of its Atlan-

the 432nd and 460th Tactical Reconnaissance Wings.

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 pararescuer 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 pararescuer, 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 pararescuer 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

13 MAR 67 HELMET SHOT
WALTHERS STAFF VISIT
BROUGHT 2 BALLISTIC'S w HIM

HACKNEY LOST HELMET ON AFC SAR
SO HE GOT ONE.

MAY 67 ?

14 MILES DONG HA
CH-46 DOWNED NW QUANG TRI

RESCUED 5 USMC

MAJ ADRIAN YOUNGBLOOD
MAJ CARL OLSSON
SSGT EARL CHAMBERS

Helicopter

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...

741 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 Sky-raidiers 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. Hackay, 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

RCCF Maj Frank L. Trochak

HM ALC William T. Lowe

RS TSgt Phileman 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. Lessard, the flight mechanic was A1C William Low.

STARS AND STRIPES 17 March 1967

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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-raidors 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.

Second Unit Award

President Cites Rescue Group

WASHINGTON — The President last week awarded the Presidential Unit Citation (PUC) to the Southeast Asia (SEA) based 3d Aerospace Rescue and Recovery Gp. The award was given for "extraordinary gallantry" during the period Aug. 1, 1965-June 30, 1966.

Death Toll of AF Men Rises to 758 in Vietnam

WASHINGTON—The death toll of AF men in Vietnam has climbed to 758, and the number of AF men held prisoner by the enemy is now 67. Another 253 AFers are listed as missing.

In the heaviest action of the war, during the week of March 2, U.S. forces suffered 1617 casualties, including 232 killed. The total of 1617 killed, wounded, and missing was more than 400 higher than the previous record for January 8-14, when 1194 casualties were reported.

Current figures for all U.S. personnel killed in the war total over 7900.

Since 1961, the total of enemy killed is 173,000 (through Mar. 2, 1966). From Jan. 1-Mar. 2, 1967, 65,699 enemy personnel have been killed.

Added to the U.S. deaths are 1721 servicemen who died in accidents in Vietnam.

The 3d ARRs helicopters and amphibians are credited with recovering 339 friendly troops during the period covered by the citation. The citation said that 304 of those recovered were "saved from almost certain capture."

Attending the White House presentation ceremony were Col. Allison C. Brooks, commander of the Aerospace Rescue and Recovery Service, and Col. Arthur Bell, commander of the 3d ARR during the period covered by the citation.

Also on hand were A2C Malcolm C. Hassler, a pararescueman and MAC's Outstanding Airman of the Year, and other members of the 3d ARR during the 12 months in which the award was won.

The 3d ARR is composed of the 37th, 38th and 39th ARR squadrons. It is the 38th's second PUC in two years in SEA. The previous award covered the period August 1964-July 1965.

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.

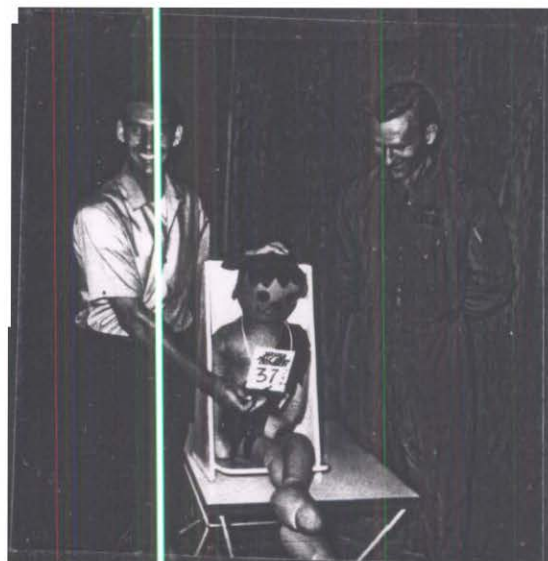
"We had just gotten one of the badly injured Marines aboard, when we took six hits in the fuselage which knocked out our utility hydraulic system and part of the electrical system.

"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. Olsen, 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

HM SSgt Earl E. Chambers

RS A2C Duane D. Hackney

Supporting Document# 16

48

<u>SAVE NO</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>DATE</u>	<u>SOURCE</u>
29-36	6 ARVN UNK, 2 ARMY UNK	UNK	UNK	12 Mar 67	1-3-41
37	M.F. Guy	Cpl-M	UNK	13 Mar 67	1-3-42
38	Peter Kruger	Capt-M	UNK	15 Mar 67	Sq Scrapbook
39	Jack C. Spillars	Maj-AF	UNK	26 Mar 67	1-3-54 M.N.
40	Lyle W. Townsend	Maj-M	UNK	1 May 67	1-3-62
41	D.S. Brachins	Capt-M	UNK	1 May 67	1-3-62
42	James H. Holland	Cpl-M	UNK	1 May 67	1-3-62
43	Thomas E. Hughes	Cpl-M	UNK	1 May 67	1-3-62
44	Edward F. Townley	Maj-M	UNK	4 May 67	1-3-64
45	L.E. Alexander	Maj-A		10 May 67	1-3-70
46	H.E. Burke	Capt-M	UNK	10 May 67	1-3-70
47	J.L. Murphy	1/Lt-M		10 May 67	1-3-70
48	M.W. Leftridge	Cpl-M		10 May 67	1-3-70
49	E.J. Ferraira	Pfc-M		10 May 67	1-3-70
50	Robert Powell	Lt-N	UNK	10 May 67	Sq Scrapbook
51	O.E. Hoy	Capt-M	UNK	16 May 67	1-3-73
52	Mike Carson	1/Lt	UNK	16 May 67	1-3-73
53-56	UNK-ARVN	UNK	UNK	21 May 67	1-3-76
57	Charles C. Rhymes	Maj-AF		25 May 67	1-3-78
58	Ronnie E. Randolph	1/Lt-AF		25 May 67	1-3-78
59	Clarence Kough	Maj-AF	UNK	5 Jun 67	1-3-83
60	Charles A. Colton	Maj-AF	UNK	9 Jun 67	1-3-85

In the Sea and Out-Safe

SAIGON (UPI) — For Pete Kruger, the difference between freedom and either death or capture measured only five minutes, when, last week, he realized the fear of all U.S. pilots—being shot down over communist territory.

But within five minutes after he made his worrisome plunge into the water off the coast of Vietnam, Marine Capt. Peter Kruger was home free aboard a U.S. "Jolly Green Giant" helicopter.

"It was a real smooth pickup," Kruger said of the chopper lift by the HH3E, piloted by Air Force Capt. Robert E. Prince, 36, of Camden, Ark.

"And I knew I had it made..."

There were a few anxious minutes when Kruger, pilot of a Marine A-4 Skyhawk on a strike mission over north Vietnam, was far less certain of that.

Communist guns in the demilitarized zone separating the two Vietnams had erupted and battered his jet. Frantically heading to the open sea, Kruger steered his stricken craft out to the South China Sea.

He bailed out, his plane crashed, and Kruger landed about five miles from the DMZ and over the South China Sea.

Prince said he and his crew were returning to Da Nang from emergency standby duty at Quang Tri to the north when they received a call from Kruger.

"We turned our helicopter around and headed for the area

...we spotted the Marine's wingman circling, then we dropped down and picked the pilot out of the water.

"It was approximately three to four minutes from the time the pilot hit the water until he was rescued," said Prince.

Prince's crew, all assigned to

Det. 7, 38th Aerospace Rescue and Recovery Sq. at Da Nang, included 1st Lt. Warren E. Walter, 25, of Baltimore, Md., pilot; A1C Francis E. Greinier, 29, of Hyde Park, Mass., flight mechanic; and A2C Joseph M. Duffy, 21, of Kansas City, Mo., pararescue man.



Marine Pilot Races Fire, and Wins

CHU LAI, Vietnam (ISO)—Bailing out over enemy territory or staying in a plane that could explode any second is a decision a pilot hopes he'll never have to make.

Capt. Pete Krueger, 28, of Milwaukee, of Marine Attack Sq. 223, found himself in that situation recently after his A4E Skyhawk was hit by enemy ground fire.

Krueger had just rolled out of his second pass over Viet Cong gun emplacements, when tracers laced the belly of his Skyhawk.

"You're hit and on fire," radioed his wingman, Capt. Wes Phenager, 30, of Chicago.

Krueger could see the flames

in his rear view mirror as he headed his crippled plane toward the sea, four miles away.

"I'm going to get rid of my ordnance and try for Da Nang," he radioed. But his bomb release mechanism failed. The fire became more intense.

It was either eject now or try for the sea. Krueger chose to gamble on the latter. Meanwhile, an Air Force helicopter from Da Nang, which had picked up his distress signal, headed for the scene.

Krueger was over the beach at 8,000 feet when he received another radio message from his

wingman. "That fire is really going now. You'd better punch out while you still can."

A veteran of 214 combat missions, Krueger pulled his face curtain and ejected.

His plane exploded before it hit the water.

The rescue helicopter was in the area while the captain was still in the air.

It took two passes for the helicopter to pick him up, but Krueger said he didn't mind the wait.

"Once that chute opened up, I knew I had it made. It took me about five minutes to descend, and what a ride!" he said.

N. Viets Shoot Down 2 U.S. Jets

S&S Vietnam Bureau

SAIGON — Two U.S. jets were shot down by north Vietnamese ground fire over "MIG alley" Wednesday in strikes up the Red River Valley and near Haiphong.

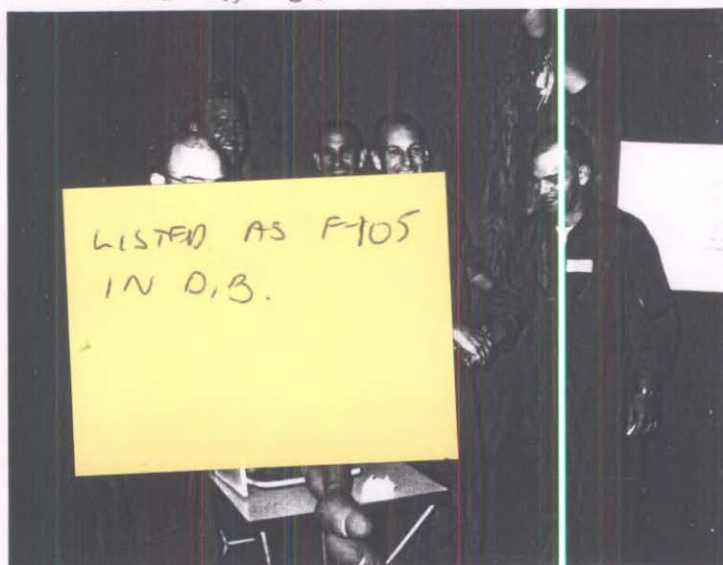
Spokesmen said the pilot of a Marine A4 Skyhawk, Capt. Peter Kruger, was pulled from waters just below the DMZ barely five minutes after his plane was shot down.

The other pilot, flying a Navy F8 Crusader, was listed as missing in action.

In raids over the south, Air Force and Marine pilots flew 427 sorties. An Air Force F-100 was downed by enemy fire 30 miles southeast of Saigon Wednesday and the pilot is missing.

B-52s struck three times Wednesday and Thursday near Hue, bombing a communist headquarters and suspected troop concentrations in a drive to cut enemy routes from the DMZ.

15 MAR 67



DECLASSIFIED

~~SECRET~~

CONFIDENTIAL

4
 1-37-68-5-26
 415

FROM: 1-370

SUBJ: Mission Narrative Report (2-3-27, 25 MAR 68) (U)

TO: 1-370W
 3rd ARRG (JSARC)
 IN TURN

WAB/KC
 (51)

31 MAR 1968

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRG Sup 1, dated 15 June 67.

2. (S) At 2220L 24 Mar 68 word was received that a C-123 aircraft (Candlestick 01) had been hit and one crewmember had bailed out. Jolly Greens 19 and 20 were placed on cockpit alert. Following the successful landing of Candlestick 01, the Jolly Greens were released from cockpit alert and plans were laid for a first light effort the following morning. Jolly Greens 19 and 20 were airborne at 0500L 25 March accompanied by Sandys 4 and 6 and Nail 55. The survivor's call sign was Candlestick 07. Jolly Greens 19 and 20 entered an orbit 10 miles south of the area at 0607L and Sandys 7 and 8 joined with Jolly Greens 19 and 20 at 0617L. Weather in the area was 4000' broken, visibility 1 to 3 miles. The Sandys laid down suppressive fire on enemy anti-aircraft and small arms positions before calling in Jolly Green 19 at 0640L. Jolly Green 20 continued to orbit south of the area. Jolly Green 19 held 1 mile east while a smoke screen was laid between the survivor and the enemy gun positions. The survivor's position was 070/80/89. Jolly Green 19 sighted the survivor at 0723L and had him aboard by 0727L. Recovery was made using the rescue hoist and tree penetrator. No enemy action was encountered by the Jolly Greens. Jolly Green 19 held in the area until 0740L while additional suppressive fire was laid on the gun positions and then departed escorted by the Sandys. Radio discipline was good. Air refueling was not a factor. Jolly Green 19 landed at Channel 89 at 0905L.

3. (C) The name of the survivor: SSgt Marion C. Hill, AF15275422, USAF, Nakhon Phanom Royal Thai Air Force Base Thailand.

4. (U) Jolly Green crewmembers were:

JOLLY GREEN 19 (LOW)

RCC CAPT DAVID A. RICHARDSON
 RCCP MAJOR LOUIS D. YUHAS
 FE TSGT JARVIS E. PEELE
 RS SGT MICHAEL R. FRABONI
 RF SGT THOMAS C. GRANDMAISON

Classified by
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS

DECLASSIFIED ON 11/11/2011
 RCCP MAJOR PAUL M. REAGAN
 FE SSgt DON E. COLE
 RS ALBEMBER A. CUREY

DAVID A. RICHARDSON, Captain, USAF
 Rescue Crew Commander

~~CONFIDENTIAL~~

Downgraded to CONFIDENTIAL

17 AUG 1971

IAW AFR 205-2

(Date)

68-AD-1039

Cy 1 of 9 Copies

ARODC# 680803

~~CONFIDENTIAL~~
~~SECRET~~

1-37-68-5-26

Atch 2

DECLASSIFIED

GROUP 4
 DOWNGRADE AT 3 YEAR INTERVALS
 DECLASSIFY AFTER 12 YEARS

DECLASSIFIED

~~FOR OFFICIAL USE ONLY~~

DATE	RESCUE NUMBER	SURVIVOR	TYPE AIRCRAFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
28 Feb	229	Capt Basel	F-105	USAF	Laos	Capt Greer Maj Oderman Sgt Berry Sgt Duffy	Yes
6 Mar	230 231	Capt Marler Maj Benziger	B66	USAF	Thailand	Maj Oderman Maj Reagan Sgt Otero Sgt McComb	No
6 Mar	232	Capt Lewark	B66	USAF	Thailand	Maj Orsini Capt Holt Sgt Grau Sgt Fraboni	No
11 Mar	233 thru 268	Classified	EVAUATION OF L.S. 85		Laos	Maj Haynes Maj Yuhas Sgt Berry Sgt Fraboni	No
11 Mar	269 thru 294	Classified			Laos	Maj Oderman Maj Williams Sgt Cole Sgt McComb	No
25 Mar	295	Sgt Hill	C123	Laos	USAF	Capt Richardson Maj Yuhas Sgt Peele Sgt Fraboni	No
30 Mar	296 297	LtCol Johnson Maj Doran	02	Laos	USAF	Lt Platt Maj Yuhas Sgt Berry Sgt King	No
30 Mar	298 299	Maj Marquardt Capt Hodges	F-111	Thailand USAF		Maj Oderman Capt McKinley Sgt Hannegan Sgt Boles	No

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DECLASSIFIED

C. SIGNIFICANT MISSION

AIR FORCE HELICOPTER CREW RESCUES MARINES

Da Nang (7AF) -- Air Force pararescueman Airman First Class John F. Tobey, 25, of Gilbertsville, N. Y., spent some anxious moments in a mine field as he waited to be picked up after assisting in the evacuation of a seriously injured Marine who had tripped a French laid mine, yesterday (March 25).

Three U. S. Marines were on patrol near the top of the 2,200 foot peak of Monkey Mountain, when the forward scout stepped on a French mine which had been laid in the early 1950s. His two companions froze in place after the incident, uninjured, but trapped in the field.

Airman Tobey and other members of the HH-43F 'Pedro' rescue helicopter crew assigned to Detachment 7, 38th Aerospace and Recovery Squadron at Da Nang air base, were scrambled to the scene.

After being lowered to the ground from the hovering helicopter, Airman Tobey administered first aid to the injured man and prepared him for movement into the rescue litter.

The Marine was lifted into the helicopter where further treatment was given by Captain Harold R. Harsin, 30, of Indianapolis, a flight surgeon assigned to the 366th USAF dispensary at Da Nang.

As soon as the wounded man was on board, the helicopter flew directly to the Naval Support Activity at nearby Marble Mountain, leaving Airman Tobey and the other two Marines in the mine field.

Another helicopter from Da Nang was dispatched and picked up the airman and the Marines. The Marines were dropped off on safe ground at Marble Mountain and the pararescueman was returned to the Da Nang flightline where he rejoined his crew.

Other crew members aboard the rescue helicopter were First Lieutenant William T. Seahorn, 25, of Battle Mountain, Nev., pilot, Captain Donald D. Sams, 26, of Herminston, Ore., co-pilot and Airman First Class Edward L. Thorpe, 25, of Long Beach, Calif., helicopter flight mechanic.

C-2

- 30 -

NOTE: This item has been cleared for release by MACV.

Gilbertsville airman aids rescue team

Sta
3/27

SAIGON (AP) — There stood Airman 1.C. John F. Tobey, 25, of Gilbertsville, N.Y. — right in the middle of the mine field.

It started with three marines on patrol of Monkey Mountain near Da Nang. One stepped on a mine. His two companions froze in their tracks, an Air Force account said Saturday.

Tobey, a pararescueman, arrived with an Air Force evacuation helicopter and descended on the litter hoist. The injured man was lifted aboard.

Tobey and the two Marines dared not move after the helicopter left with the wounded man.

Minutes later, another helicopter arrived, picked up all three men as it hovered over the mine field, and returned them to safety.

Names of the Marines were not given.



JOHN TOBEY
He didn't move

CITATION TO ACCOMPANY THE AWARD OF

THE AIRMAN'S MEDAL

TO

JOHN F. TOBEY

Airman First Class John F. Tobey distinguished himself by heroism involving voluntary risk of life near DaNang Air Base, Republic of Vietnam on 25 March 1967. On that date, Airman Tobey volunteered to be lowered into a mine field to render aid and assistance to a Marine who had stepped on an abandoned mine. Upon reaching the victim, he administered extensive medical aid and prepared the patient in a stokes litter to be hoisted aboard the rescue aircraft. The exemplary courage and heroism displayed by Airman Tobey reflect great credit upon himself and the United States Air Force.

Busy March At Da Nang

Rescuemen Save 18 In Month

DA NANG — Rescue crews from the 37th and Detachment 7, 39th 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 pararescuer 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.

Pararescuer A1C John F. Tobey, 25, Gilbertsville, N.Y., was left standing in the minefield. 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)

MARCH 1967

~~SECRET~~

MISSION NARRATIVE

26 Mar 67

~~CONFIDENTIAL~~

MSN 008 2-3-22 25 MAR 67

Am
(S)

TS

(S) Compress notified Jolly Green 36 and 53 of a possible bail out mission at 1045Z on 25 Mar 67 giving coordinates of a 20 mile arc south of Savannakhet. At 1105Z we were told to scramble and were airborne at 1110Z. At 1120Z Compress reported the position as 47 nautical miles on the 310° radial from Channel 89, and directed J.G. 36 and 53 to return to base. J.G. 37 and 52 were directed to the new area. Due to darkness, the effort was discontinued at 1200Z. At 1210Z Butterfly 39 reported sighting a parachute and the survivor at new coordinates of XB280 380. Compress notified J.G. 36 and 53 to be prepared to launch at first light on 26 Mar 67. We were airborne at 2205Z, arriving in the area at 2400Z with a bingo time of 0140Z. Butterfly 39, Sandy 5 and 6 conducted a search, locating the wreckage of the T-28 and the downed pilots chute but were unable to find the pilot. J.G. 36 and 53, and Sandy 7 and 8 were directed to land at Channel 51 to refuel and departed the search area at 0045Z, landing at 0125Z.

(S) The search was continued for the remainder of the day with J.G. 36 and 53 remaining at Channel 51. At 1200Z J.G. 36 and 53 were told to return to Channel 89 and shortly thereafter the search effort was discontinued.

(S) The weather during the mission was clear with poor visibility due to haze and smoke. No enemy actions or ground fire were encountered. The Coordination and cooperation among all participating aircraft was excellent and radio discipline was adequate.

JOLLY GREEN 36 - LOW BIRD

Capt Roy E. Keck ✓ RCC
1st Lt. Mark H. Mutchler RCCP
A1C Robert G. Cotter HM
TSgt Charley D. Smith PJ

JOLLY GREEN 53 - HIGH BIRD

Maj William H. Lloyd RCC
2nd Lt Billy N. Privette RCCP
SSgt Jerry R. Johnson HM
MSGT Milton C. Williams PJ

ROY E. KECK, Capt, Downgraded to CONFIDENTIAL
RCC

12 MAY 1970
(Date)

IAW AFR 205-2

~~CONFIDENTIAL~~

Classified BY _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 7 FEB 1977

ARODG = 670480

DOWNGRADED AT 12 YEAR INTERVALS
DECLASSIFIED AFTER 3 YEARS
DOD DIR 5200.10

~~SECRET~~

67-AD-2516

675-0041

Supporting Document# 16

48

<u>SAVE NO</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>DATE</u>	<u>SOURCE</u>
29-36	6 ARVN UNK, 2 ARMY UNK	UNK	UNK	12 Mar 67	1-3-41
37	M.F. Guy	Cpl-M	UNK	13 Mar 67	1-3-42
38	Peter Kruger	Capt-M	UNK	15 Mar 67	Sq Scrapbook
39	Jack C. Spillars	Maj-AF	UNK	26 Mar 67	1-3-54 M.N.
40	Lyle W. Townsend	Maj-M	UNK	1 May 67	1-3-62
41	D.S. Brachins	Capt-M	UNK	1 May 67	1-3-62
42	James H. Holland	Cpl-M	UNK	1 May 67	1-3-62
43	Thomas E. Hughes	Cpl-M	UNK	1 May 67	1-3-62
44	Edward F. Townley	Maj-M	UNK	4 May 67	1-3-64
45	L.E. Alexander	Maj-A	081366	10 May 67	1-3-70
46	H.E. Burke	Capt-M	UNK	10 May 67	1-3-70
47	J.L. Murphy	1/Lt-M	091845	10 May 67	1-3-70
48	M.W. Leftridge	Cpl-M	2090945	10 May 67	1-3-70
49	E.J. Ferraira	Pfc-M	22770711	10 May 67	1-3-70
50	Robert Powell	Lt-N	UNK	10 May 67	Sq Scrapbook
51	O.E. Hoy	Capt-M	UNK	16 May 67	1-3-73
52	Mike Carson	1/Lt	UNK	16 May 67	1-3-73
53-56	UNK-ARVN	UNK	UNK	21 May 67	1-3-76
57	Charles C. Rhymes	Maj-AF	FR30443	25 May 67	1-3-78
58	Ronnie E. Randolph	1/Lt-AF	FV3162055	25 May 67	1-3-78
59	Clarence Kough	Maj-AF	UNK	5 Jun 67	1-3-83
60	Charles A. Colton	Maj-AF	UNK	9 Jun 67	1-3-85

5 April 1967

Dear Captain Davis:

I do not really know how to start this letter because I cannot think of the words that would adequately express my sincere appreciation for what you and your crew did for me on Easter Sunday. Anything I could say would only degrade the deep meaning of my gratitude for your gallant performance in saving my life. Also, please convey my life long thanks to Captain Hillory, Airman Jeffers, and Airman Bettevy for their part in this life saving operation.

I was at Da Nang for four days and then evacuated to Clark for one day. I have a slight compression fracture of a vertebra and the doctors at Clark were going to send me stateside for a six month recovery. However, I convinced them that I must be sent back to Korat because there is still much work to be done up North. I think that from pride, as much as anything, I could not quit a loser.

Every fighter "jock" in my Squadron has asked that I forward their appreciation for your outstanding work and bravery. All the pilots in SEA agree that you dedicated men who fly the Jolly Green's, of necessity, have "balls made of brass." To me, there is no better phrase to express the courage you men must possess to continuously face the hazards of rescuing downed airmen.

If there is ever anything I can do for you or the members of your crew, please let me know. I will forever be indebted to you for there is no way possible that I could ever repay you for saving my life.

Your friend and fellow officer for life,

Jack C. Spillers
Major Jack C. Spillers
469 TFS Box 165
APO San Francisco 96288

26
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To the Rescue

How Teams of Copters, Fighters Save Pilots Downed Over Vietnam

Many Fliers Snatched From
Enemy Territory; Job Is
Crucial as Air War Grows

Major Spillers Makes It Back

By FREDERICK TAYLOR

Staff Reporter of THE WALL STREET JOURNAL

DANANG, South Vietnam—The communique was brief. It said an Air Force F-105 Thunderchief had been downed by enemy ground fire inside the Demilitarized Zone on the southern edge of North Vietnam; the pilot had been rescued.

But behind that terse announcement of another successful recovery of a U.S. pilot—in this case, 35-year-old Major Jack Spillers of Atlanta—from hostile territory lay a vast effort that has turned events of high human drama into routine performances.

Snatching a downed pilot from under the enemy's nose in Vietnam demands thorough, detailed preparation, with rescue helicopters and support planes kept ready to take off from nearby land bases or ships at sea. It takes quick, accurate communication and coordination to get rescuers to the proper spot. Most particularly, it requires resourceful, courageous action by the helicopter crews that must dart into danger and out. In all, hundreds of skilled men and dozens of specially equipped or selected aircraft take part in these life-saving missions.

More than 800 combat saves have been made by air rescue crews since the Vietnam air war began in 1964. Of these, at least 125 have been made in North Vietnam; the Defense Department doesn't give out exact figures for fear of aiding the enemy.

Rising Plane Losses

As the air war over North Vietnam continues to grow in intensity, the rescue effort becomes increasingly vital. At least 589 U.S. planes and six helicopters—the latter on air rescue missions—have been shot down over the north, and these losses have been climbing steadily; in May, a record 36 U.S. planes and one helicopter were knocked out of the air.

But rescue of pilots downed over North Vietnam is only part of the total air rescue job in the war zone, though understandably the most publicized. More than 184 planes and 340 helicopters have been shot down in South Vietnam, and some 1,200 other planes and helicopters have been lost in accidental crashes that frequently bring the Air Force, Navy or Marine Corps air rescuers into action. On top of that, the Army, with 1,500 helicopters in South Vietnam, regularly extracts from danger troops and civilians who might be captured or killed by the enemy. Thus, all the services are participating in air rescue efforts.

The Navy, for its part, keeps at least one destroyer constantly steaming about 20 miles off the port of Haiphong and another off the Demilitarized Zone, primarily for rescue missions. Each ship is equipped with a helicopter to pick up pilots who crash in the Gulf of Tonkin. There are also four to six helicopters aboard the two or three aircraft carriers regularly stationed in the gulf; these choppers, used mainly on "lifeguard" duty to pick up bomber pilots spilled into the sea in takeoff or landing accidents, have raced as far as 30 miles inland over North Vietnam to recover a downed pilot. And most of the time, the anti-submarine carrier Hornet is also in the gulf, equipped with 20 airplanes and 20 to 25 helicopters; many of these copters can be pressed into rescue work if the need arises.

Interservice Competition

"It's often a race to see whether a Navy chopper, an Air Force chopper, a patrol boat or a destroyer will pick up a man first," says a Navy rescue officer. "The guys who are shot down don't object to that kind of competition at all."

Many of the air rescues, like the pickup of Major Spillers, are accomplished by units of an Air Force outfit called the 3rd Aerospace Rescue and Recovery Group, which has its headquarters at Saigon's Tan Son Nhut air base. Its primary job is search and rescue support for the Seventh Air Force, and it's responsible for an area of more than 16,000 square miles, from Saigon to the Chinese border and from the Gulf of Tonkin to the western frontier of Burma. To handle the task, it has three squadrons of aircraft based at Danang, at Tan Son Nhut and at Udorn Royal Thai Air Force Base in Udorn, Thailand.

For major rescue missions, the group banks heavily on HH-3 helicopters that carry four-man crews, are built by Sikorsky division of United Aircraft Corp. and are known as Jolly Green Giants; the tag was hung on the craft originally by a rescued pilot who was impressed by its size and color. (The Green Giant Co., the Le Sueur, Minn., pea-packer whose symbol led to the chopper's nickname, happily provides the rescue squadrons with four-foot-high posters of its own Jolly Green Giant).

Also in the group are HU-16 Albatross amphibian planes built by Grumman Aircraft Engineering Corp. An Albatross, with twin engines and a top speed of about 175 miles an hour, hovers over the Gulf of Tonkin during bomber strikes on North Vietnam to pick up airmen downed in the sea. Last year more than 20 pickups were made by these planes; one was destroyed by enemy fire when it landed on the water, and two crewmen were killed.

Rescuing Major Spillers

It's the plucking of pilots like Major Jack Spillers from enemy territory that entails the greatest risks and may yield the greatest satisfactions. Here's that story in detail:

The Major took off one morning from Korat Royal Thai Air Force Base at Korat, Thailand, in an Air Force F-105 fighter-bomber for a strike against North Vietnamese anti-aircraft sites just north of the Demilitarized Zone. While bombing the targets, Major Spillers' plane was badly damaged by ground fire, and he ejected from his aircraft, landing in the portion of the DMZ controlled by the North Vietnamese.

Even before Major Spillers had touched the ground, the air rescue effort had begun. Another

26 APR 67 SAN

To the Rescue: How Copters, Fighters Save Pilots Downed in War

Continued From First Page

er pilot on the same mission radioed that the major had bailed out, and that his parachute had opened. That message was picked up by a C-130 Hercules, a four-engine Lockheed Aircraft Corp. cargo plane that had been converted into a flying command post and was then circling at 30,000 feet over the Gulf of Tonkin, awaiting just such a message. A C-130, which can stay on station for more than 12 hours, is always positioned over the gulf; equipped with powerful radios, it is able to pick up broadcasts over a wide area.

The C-130 in turn radioed the rescue coordination center located high on Monkey Mountain, overlooking the Marine base here at Danang, in northern South Vietnam. This center, one of three in Southeast Asia, promptly flashed the word to an Air Force helicopter designated Jolly Green One Five that was sitting on a soccer field at Quang Tri, 90 miles north of Danang. The helicopter crew had been awaiting a rescue call for eight hours—since 6:45 a.m., when the craft had taken off from its home base at Danang and flown to Quang Tri to be nearer the action expected that day.

Normally two Jolly Greens would have made the trip to Quang Tri, since two choppers always take part in rescue missions; if the first chopper gets shot down, the second will be able to continue the mission. But that morning only one of the Jolly Greens at Danang was in flying condition; one other was being repaired after having been shot full of holes, and another was grounded by mechanical trouble.

So a Marine helicopter, a CH-46 Sea Knight, a twin turbine aircraft built by Vertol division of Boeing Co. and capable of lifting 17 to 25 troops, was assigned by the rescue center to go along.

The Mission Starts

Jolly Green One Five got off the ground at 2:48 p.m., six minutes after getting the alert. Its pilot was Capt. Robert Davis of St. Petersburg, Fla. The co-pilot was Capt. Robert N. Hillary of Clearwater, Fla. Airman First Class Rodney J. Bettevy of Marksville, La., was flight mechanic, and Airman Second Class John C. Jeffers of Blue Springs, Mo., was the "para-rescuer"—the crew member who drops into the jungle to pull out wounded pilots if they are unable to get aboard the helicopters unaided. Their craft headed for the supposed location of the downed pilot, which had been given by a fighter-bomber in the area as 300 degrees (roughly west-northwest) and 25 miles from Dong Ha in northern South Vietnam.

Meanwhile, two Air Force A-1 Skyraiders, propeller-driven fighters of post-World War II vintage that haven't been built since 1967, had been summoned from Udorn by the rescue center, and two Navy versions of the same plane were called in from the carrier Hancock in the Gulf of Tonkin. They're favorite rescue support planes because their slow speed (a top of about 225 miles an hour) permits them to circle around a downed pilot and spray the area accurately with machine-gun fire to keep the enemy pinned down.

Jolly Green One Five arrived over the original position given it at 3:05 p.m., while the Navy planes were estimating they would arrive at 3:35 p.m. and the Air Force A-1s at 3:50 p.m. When the chopper arrived, it found that a fighter-bomber pilot was talking to Major Spillers by radio and that he could receive voice transmissions over his pocket radio but could transmit only by beeper, an automatic signal that goes on when the radio's antenna is extended. The chopper also found that Major Spillers wasn't at the position given.

Crowded Airwaves

The chopper then homed on the beeper signal, meanwhile receiving estimates of Major Spillers' position that were relayed by the C-130 from other airmen. These included various fighter pilots and a forward air controller, flying a little single-engine 90-mile-an-hour Cessna Aircraft Co. O-1, who had been the spotter for another bombing mission. At one point, the airwaves became so crowded that the C-130, which was controlling the aircraft in the area, ordered radio silence.

Co-pilot Hillary recalls that "we had a long search because of all the bad positions we got." Finally, he remembers, "we worked south and got a swing on the beeper at 288 degrees, 14 miles from Dong Ha," or about 15 miles from the position originally reported. At 3:40 p.m., Airman Bettevy first spotted Major Spillers' parachute and then, through binoculars, the major himself.

Jolly Green One Five then began circling near, but not over, Major Spillers, to avoid giving away his position to the enemy until the Air Force fighters arrived ten minutes later. They circled the area and reported no ground fire, so the chopper descended to a lower altitude to pick up the pilot, while the two Navy planes flew high in reserve.

The helicopter then dropped down a 240-foot cable bearing a 35-pound "forest penetrator." This is a steel device with a folding seat plus straps to bind a downed man on so he won't fall off when hoisted.

Small Arms Fire

When the penetrator hit the ground, Major Spillers began picking up his equipment to take with him. About that time, the chopper's pilot, Capt. Davis, spotted small arms fire coming from a small knoll to the left of the helicopter. As it happened, the helicopter in commission that day was the only one without machine guns mounted on it; normally the Jolly Greens carry two or three machine guns that each fire 600 rounds a minute of 7.62 millimeter ammunition. So Airman Jeffers began blasting away with his M-16 rifle, while Airman Bettevy anxiously waited for Major Spillers to get aboard the penetrator, and Capt. Hillary called for the Air Force planes to come down and strafe the hill.

Finally, after the helicopter had been hovering in one spot for about four minutes, Major Spillers strapped himself to the penetrator and was pulled up. By this time ground fire was so intense that Capt. Davis started flying away ever before the Major was aboard. "It's a miracle we weren't hit," says Capt. Davis. Major Spillers was picked up at 4 p.m.; he had been on the ground for one hour and 25 minutes.

(One U.S. jet went down over the North, but the pilot was saved, AP reported.)

(The Thunderchief was hit by ground fire just above the demilitarized zone, the Air Force said. It was the 497th U.S. plane reported lost over the North. Hanoi radio claimed three U.S. planes were downed Sunday.)

Escorted by the fighter craft, Jolly Green

One Five then flew back to Danang. It landed at 5:05 p.m., two hours and 23 minutes after the alert had been received.

When Major Spillers was examined at Danang, doctors found he had received a slight compression fracture of a vertebra. After four days at Danang, he was sent to a military hospital at Clark Air Force Base in the Philippines. Originally scheduled to be sent back home, he talked the doctors at Clark into returning him to Korat because "there's a lot of work still to be done." He's back flying again now.

'Jolly Green' Rescues F-105 Pilot In DMZ

28 MAR 67 SAR

DA NANG—In a dramatic rescue recently, an Air Force HH-3E Jolly Green Giant helicopter crew braved intense enemy ground fire to pick up an injured F-105 Thunderchief pilot 3 miles inside the Demilitarized Zone.

After ejecting from his battle-damaged Thunderchief, Maj. Jack C. Spillers, 35, of Atlanta, Ga., made a successful parachute landing in a small clearing surrounded by dense vegetation.

He spent one hour and 25 minutes in the hostile territory before being hoisted aboard the rescue chopper.

Major Spillers suffered painful but not serious injuries to his back and ankle and is now in the Da Nang AB hospital for observation and treatment.

ment.

Capt. Robert W. Davis, St. Petersburg, Fla., pilot of the Jolly Green, said, "We hovered over him for about four minutes before he got in the hoist. Then we started drawing ground fire and had to get out of the area before we could get him completely aboard. It's a miracle we weren't hit."

The ground fire was returned by the crew's pararescueman, A2C John C. Jeffers, Blue Springs, Mo. He fired 20 rounds from his M-16 rifle at the enemy positions. This was Airman Jeffers' fourth pickup since arriving in Vietnam.

"I couldn't hear the ground fire," he said, "but I could see puffs of smoke so I emptied a full clip at them."

A1C Rodney J. Bettevy, Marksville, La., the Jolly Green's flight mechanic, described the actual pickup.

"The area was out in the open, so I didn't have any trouble lowering the hoist to him. When we started picking up the ground fire he was still about 10 or 15 feet outside of the helicopter, but we got him aboard without any trouble as we were leaving," he said.

Capt. Robert N. Hillary, Clearwater, Fla., was the rescue helicopter's copilot. All of the crew members are with the 3rd Aerospace Rescue and Recovery Group and are stationed at Da Nang AB.

A. U. S. Marine Corps CH-46 Sea Knight crew flew as backup for the Jolly Green, while Air Force A-1E and Navy A-1H Skyraiders flew cover.

The Air Force A-1Es based at Udorn RTAB, were piloted by Capt. Thomas W. Burdin, Alton, Ill., and Maj. Willard A. Dillon, Fort Walton Beach, Fla.

The Navy Skyraiders from the Carrier USS Hancock, were flown by Lieutenant Commander Arnold H. Henderson, Lemoore, Calif., and Lieutenant Norman L. Winningham, Hanford, Calif.

Successful rescue of Capt Robert C. Mays, O-1E pilot on
2 Mar 67 after weather kept our aircraft out of the area for
two days.

RCC Capt. Robert E. Prince

RCCP Capt. John W. Perry

HM TSGT Maurice F. Tasker

RS A2C Duane D. Hackney

CAPT ROBERT MAYS
DOWNED 28 FEB 67 NIGHT DAYZ
RESCUED 2 MAR
EVAN IN 3 DAYS

H-3A1 CAPT ROBERT PRINCE
CP CAPT JOHN PERRY
FE TSGT MAURICE TALKER (SP)
PJ AIC DUANE HACKNEY
PJ TRALEY HIGH RIPA
WILLIAM P

TURKEYS

FEBRUARY 28

J.G's - Hackney, Gabon

HH-43 - Scurry

Scurry had 4 med. evacs.

Solly Krums scrambled for a pilot
down near the DMZ. No pickup
due to bad weather - Helicopters
can't get in due to clouds covering
the mountain he is on.

FAC CAPT ROBERT MAYS DOWNED

MARCH 2 1967

J.B's - S. racing - Hackney
HH-43 also - Tobey

Continuation of mission of past two days. During search J.B. 24 dredged ground fur, but "Charles" beat a hasty retreat when Hackney cut loose at them with his M-16. Finally got a visual on the downed pilot and recovered him. For his reward of spending 3 days in enemy territory, Mac gave him a Cigarillo and 2 eggs of bourbon.

Alerted for possible med. evac flight near Khe Sanh to help a village (friendly) bombed by mistake.

Crown Alpha limped home on one engine again

MARCH 3

Tolly Greens - Jeffers. Duffy
HH-43 also - Hackney

Hackney had med evac of 3 Vietnamese children caught in cross fire

FIRST LIBYAN SAVE. On Easter morning an HC-130H from the 58th ARRSq, Wheelus AB, performed the squadron's first Hercules save when it located a lone Libyan national deep in the desert southeast of Benghazi. The search began on March 23, but was called off when three missing men were reported found. The mission was reopened two days later when the report proved false. The missing men had had trouble with their vehicle while driving across the desert, and abandoned it. They walked 100 miles, and were heading for the huge smoke column of an oil site when two of them couldn't go on. The third continued walking. The Rescue aircraft flew to the search location early Easter morning to find that two men had been located and picked up by a civilian aircraft. Then the HC-130H, piloted by Captain James W. Cain, proceeded to the rescue point and began an expanding square search pattern. The Rescuemen flew lower than usual because the sun's glare and the rolling dunes made it almost impossible to distinguish objects from the normal search altitude. An hour later the man was spotted frantically waving his arms to attract attention -- if he had been lying down or standing motionless he would not have been seen. But before long he was safely back to civilization. SSgt Louis Humphries, the flight engineer on this mission, probably set some sort of Rescue record. He was certified rescue qualified just before take-off, and only three hours later took part in a save.

Albatross rescue . . . Rescuemen of the 33rd ARRSq, Naha AB, flew their fourth rescue mission of 1967 recently, when they evacuated a seriously injured merchant seaman from Minami Daito to Kadena AB. Immediately after being assigned the mission, an HU-16 was dispatched to the small island in the southern Ryukyus where the injured man was being taken. The man, a Danish national aboard an American freighter, had fallen 25 feet from a catwalk to the deck, and was suffering from a serious concussion. When the HU-16 arrived, the freighter was just approaching the island and the Rescuemen directed their aircraft to a small landing craft manned by Ryukyans, which was waiting off shore. The Rescuemen then set their HU-16 down on the island's small landing strip, and took off again with the seaman in 30 minutes. Pararescuemen MSgt Raymond J. Hawco and TSgt John F. Heitsch attended the patient on the hour-long flight back to Kadena where he was immediately taken to Camp Kue hospital for treatment.

24 FEB 67

FAC SAVED. After 49 hours in the mountainous jungles south of DMZ, a Jolly Green from the 3rdARRGp recovered a downed forward air controller last month. The FAC was on a visual reconnaissance mission north of the DMZ when his aircraft was hit. His engine began cutting out, and he had only 50 to 70 percent elevator control. In his crippled O-1E, he headed back toward Dong Ha, and crashed in the jungle. After clearing himself from the wreck, he turned on his emergency radio, but weather made it impossible for Rescue aircraft to get to him. For two days the FAC hiked through the jungle rain. Contact was made with Rescue control aircraft, but the rain and heavy overcast made rescue impossible. Finally on the third day the weather broke and another FAC in the area directed the HH-3 to the downed man. Once he was spotted by the Rescuemen, he was as good as safe. Captain Robert E. Prince, HH-3E pilot, hovered over the area while the hoist was lowered 200 feet through the high trees. Soon he was aboard the helicopter, and on his way back to Dong Ha with no injuries.

Down 49 Hours...**Sling Ride Was Glorious,
Rescued FAC Declares**

DA NANG — A forward air controller here described a ride in the sling of an HH-3E Jolly Green Giant helicopter as "one of the most glorious rides in my life."

Capt. Robert C. Mays, 32, of Weslaco, Tex., was rescued recently after being down in the mountainous jungles south of the demilitarized zone for 49 hours.

Engine Cut Out

He was on a visual reconnaissance mission north of the DMZ when his aircraft was hit. "I heard a peculiar noise," the captain said. "I couldn't imagine what hit me, but my engine began cutting out and I had only 50 to 70 per cent elevator control."

"I headed my O-1E Bird Dog aircraft back toward Dong Ha, but there was more of a northerly wind than I thought and I drifted quite a bit south."

"I was getting pretty low and just barely missed two big trees," he continued. His aircraft crashed in mountainous jungle at about 2,500-foot altitude.

"My left leg was pinned and it took me a few minutes to get out of the aircraft," the pilot related. "As soon as I cleared myself from the aircraft I grabbed my rifle and other necessary equipment and started away from the wreckage. I didn't know where I was or

used my plastic map case for a sleeping bag. However, I couldn't sleep all night. It was raining and I started imagining things. The rain sounded like tigers sniffing around and Viet Cong talking. It was really a weird feeling."

The next morning Captain Mays contacted the rescue control aircraft circling the area. "I asked about the weather and was informed that it didn't look good."

"I again started down hill to a creek I had heard. I began following it. I had contact with the rescue forces throughout the day, but my radio was getting weak and they told me to use it sparingly."

"I traveled all the second day as I wanted to get into an area where I could be seen from the air."

Very Rough Terrain

"The terrain was very rough and there were a lot of waterfalls along the creek. By night I had traveled approximately one-and-a-half kilometers from the crashed aircraft. I made a shelter out of banana leaves and again used my plastic map case for a sleeping bag. I didn't have any trouble sleeping that night."

"It stopped raining about midnight of the second night. I made contact with the rescue aircraft early the next day. At about noon I climbed up a steep knoll so that my radio would have a wider range. I left the hill 20 minutes later and started down the creek."

"Shortly after 1 p.m. the weather seemed to be breaking somewhat. The area was still real

rough, and I knew it would take guts on the part of the rescue crew to attempt to get down into the ravine where I was located."

"Soon after the weather broke, I spotted a helicopter pass directly overhead and I immediately turned on my radio. The helicopter was unable to pick up my signal but a FAC in the area heard me and informed the rescue helicopter that he had just passed directly over my head."

Spotted Downed Pilot

"I circled back around," said Capt. Robert E. Prince, 36, of Camden, Ark., pilot of the HH-3E from the 3rd Aerospace Rescue and Recovery Group, "and my copilot, Capt. John W. Perry, 37, of Piedmont, Calif., spotted the downed pilot."

"He was standing in a clear area waving both arms," said Captain Perry. "We circled back and hovered over the area while our flight mechanic lowered the hoist to pick him up."

"It seemed like it took forever to get the sling down to him," said TSgt. Maurice F. Tasker, 34, of Belmont, N.H. "We had to let out about 200 feet of cable because of the high trees in the area."

Checked By Medic

As soon as the captain was brought aboard he was checked for possible injury by the pararescueman A2C Duane D. Hackney, 19, of Flint, Mich.

The captain reported he "felt just fine" as he had been eating malted milk tablets his wife had sent him for just such an emergency.

FRIDAY, MARCH 10, 1967

FAC Rescued 3 Days After Being Downed

DA NANG—A three-day rescue operation ended March 2 when an Air Force HH-3E "Jolly Green Giant" helicopter from Detachment 2, 3rd Aerospace Rescue and Recovery Group, picked up a downed forward air controller just south of the demilitarized zone.

Air Force Capt. Robert C. Mays of Weslaco, Tex., a FAC with the 30th Tactical Air Support Squadron at Da Nang AB, crash-landed his O-1E Bird Dog spotter plane Feb. 28 after receiving ground fire while on a visual reconnaissance mission near the DMZ. He was uninjured.

Immediately after receiving the distress call from Captain Mays, the 3rd ARR Coordination Center at Da Nang scrambled a chopper crew to attempt the rescue.

Captain Mays climbed a steep hillside which was shielded with cloud cover. He reported a .50 caliber gun position in the area and indicated it may endanger the rescue effort.

Although the rescue helicopter made voice contact with the downed flyer, poor weather conditions prevented the pickup.

The rescue attempt resumed the second day, but again poor weather conditions prevented success. Constant radio contact was maintained with the FAC throughout the day. At the end of the second day, the radio signal from Captain Mays was getting weak and he was advised to use his radio only when a helicopter could be heard overhead.

On the final day of the rescue mission, Capt. Robert E. Prince, Camden, Ark., helicopter commander, reported "we surveyed the area early in the morning and determined the ceiling was too low for a pickup. We then proceeded to our for-

man," Captain Prince continued.

The rescue crew relayed word to the FAC to contact the downed pilot with instructions to fire a flare to pinpoint his position.

"We circled over the same area and after some time were able to pick up his flare's smoke trail," Captain Prince said.

Capt. John W. Perry, Piedmont, Calif., the helicopter pilot, spotted the FAC standing in a clearing waving both hands. "We circled back and hovered over the area while the flight mechanic lowered the pickup cable," Captain Perry added.

"It seemed like it took forever for the cable to reach the ground," said TSgt. Maurice F. Tasker, Belmont, N.H., flight mechanic. "We had to lower about 200 feet of cable because of the dense tree cover in the area," Sergeant Tasker remarked. The helicopter was receiving enemy ground fire during the rescue pickup.

"As soon as the cable hit the ground the pilot climbed aboard and we began hauling him up. He kept looking up and smiling," the sergeant said.

As soon as Captain Mays was brought into the chopper he was checked for possible injury by pararescueman A2C Duane D. Hackney, Flint Mich. "He was in excellent condition," said Airman Hackney. "The first thing he asked for was a cigarette."

Col. Albert P. Lovelady, Alexandria, Va., 3rd ARRG commander, said of the rescue, "For more than 48 hours, mission controllers, aircrews and maintenance crews worked around-the-clock to insure that Captain Mays would have every possible

Copter Rescues Downed FAC Under Fire

SAIGON (UPI) — A helicopter Thursday rescued a downed pilot who had spent three days in the communist-infested jungle just south of the demilitarized zone.

Air Force Capt. Robert Mays of Weslaco, Tex., a forward air controller, crash-landed his spotter plane Tuesday after ground fire hit his aircraft.

Mays, who was on a visual reconnaissance mission near the DMZ, was not injured.

Immediately after receiving a

distress call from Mays, a rescue unit at Da Nang scrambled a chopper to attempt the pickup.

Mays climbed a steep hillside and reported a 50-caliber gun position in the area which could endanger the rescue effort.

Voice contact between the chopper and Mays was established, but poor weather conditions prevented the pickup.

Another attempt was made the second day, but again poor weather prevented success. At the end of the second day, Mays' radio signal was getting weak.

On the third day, Capt. Robert

Prince of Camden, Ark., located Mays' position with the aid of a FAC. Mays fired a flare.

Prince, the helicopter commander, and Capt. John Perry of Piedmont, Cal., his pilot, spotted Mays in a clearing, waving both arms.

"We circled back and hovered over the area while the flight mechanic lowered the pickup cable," Perry said.

"It seemed like it took forever for the cable to reach the ground," said TSgt. Maurice Tasker of Belmont, N.H., the chopper's flight mechanic. "We had

to lower about 200 feet of cable because of the dense tree cover in the area."

The chopper received enemy ground fire during the rescue.

"As soon as the cable hit the ground the pilot climbed aboard and we began hauling him up," Tasker said. "He kept looking up and smiling."

As soon as Mays was aboard the chopper he was examined by A1C Duane Hackney of Flint, Mich.

"He was in excellent condition," said Hackney. "The first thing he asked for was a cigaret."

6 Pacific Stars & Stripes
Sunday, March 5, 1967

'Now You Know How to Die,' Pilot Tells Himself

By WALLACE BEENE
S&S Vietnam Bureau Chief

DA NANG, Vietnam — Boorangi! Capt. Robert C. Mays couldn't believe his little spotter plane had been hit. He was flying at 6,500 feet in cloudy skies just south of the DMZ—high above the range of the small arms fire that pecks at him frequently.

And he certainly had no reason to think he would spend the next 49 hours scrambling through the jungle deep in VC territory.

"I'll never know what hit the plane or where," explained the 32-year-old Air Force pilot from Kilgore, Tex., "but the engine started losing power and the elevator didn't work right. I tried to ride the strong north wind down toward my home base at Dong Ha, but the wind blew me off to the west into the mountains."

It was about one in the afternoon when his plane dipped down into the cloud-covered mountains.

"That was when I told myself, Bobby, boy, now you know how to die."

The plane ripped into the trees at about the 2,000-foot level. One wing was torn off and the tail was left behind before the plane came to a halt.

Mays' left leg was pinned in the wreckage, but he pulled himself free, grabbed his M-16 rifle and

crawled up the hill about 100 feet.

"Then I lit up a cigaret and contacted the control ship with my emergency radio. I told them I would camp for the night because I didn't want anybody to crash looking for me in the cloud covered hills."

He made a sleeping bag with his ripped up plastic map case and banana leaves, "but then I couldn't go to sleep. It was raining steadily and the sounds made me think the tigers were snipping at me, or maybe the VC."

Morning finally came and Mays contacted one of the 12 aircraft that was to take part in the search.

"I was pretty sure I had heard somebody in the valley below me the night before, so I dumped all my extra gear and started following a little stream. All I had to eat was some malted milk tablets my wife had sent me just for this situation."

Water was no problem. It rained continuously and the low clouds shrouded the rugged hills. Slipping and sliding along, he searched for a clear spot where a chopper might come in.

"It was impossible terrain. The only signs of life I found were a few footpaths around some of the waterfalls and some thatched reeds soaking in the stream. I knew I was going to spend another night in the jungle."

At dusk he made a hutch out of leaves, and again contacted a search plane by radio. "They couldn't fix my position, but it was sure good to know they were up there looking for me."

Mays had no trouble sleeping that night.

By the next morning Mays was