



THE PURPLE HEART is presented to TSgt Raymond S. Weddel at the AF Academy Hospital by Lt. Gen. Thomas S. Moorman, Academy Superintendent. Sergeant Weddel, a paramedic, was struck in the left leg when his helicopter was hit by ground fire near Da Nang, Vietnam, while attempting to rescue four wounded Marines and the crew of a downed chopper. The lower part of the sergeant's leg had to be amputated.

JOLLY GREEN ATTEMPTS TO SAVE DOWNED CREW OF PEDRO 96

On 8 May 67, the first re-fueling training mission to take place in SEA with HH-3E and HC-130P was being conducted in the South China Sea. The mission was aborted to attempt rescue of crew of PEDRO 96. The Jolly Green was driven off by ground fire after SGT Weddel was wounded.

RCC Maj William O Mayfield
RCCP Capt Carlton Damonte
FE SSGT Earl E. Chambers
RS TSGT Raymond S. Weddel
RS ALC John J. Jeffers

THE LAST DAY FOR PEDRO 96 8 May 1967

While attempting to extract a group of four wounded Marines southwest of Da Nang, PEDRO 96 came under sniper fire and was shot down. Maj Hoyer broke his foot against the rudder pedal and SGT Resos broke his elbow against the aircraft armor plate while operating the hoist. All four crewmembers received the Silver Star for their heroic actions.

RCC Maj John J. Hoyer RCCP 1Lt Al Jacox

RS TSGT Philemon S. Resos & SSGT John F

Tobey



NEWS RELEASE

UNITED STATES AIR FORCE

DIRECTORATE OF INFORMATION, Headquarters Seventh Air Force
TAN SON NHUT AIR BASE, REPUBLIC OF VIETNAM
APO San Francisco 96307

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PARARESCUEMAN HAS BUSY THREE DAYS

Da Nang (7AF) --"The greatest job in the Air Force." That's the way a 25-year old native of Gilbertsville, N.Y., describes his job as a pararescueman in Vietnam.

Staff Sergeant John F. Tobey, is a veteran of 12 combat saves during his 10 months in Vietnam. He is assigned to the 17th Aerospace Rescue and Recovery Squadron.

During a recent three day period the sergeant was shot down, rescued by a U.S. Marine Corps helicopter crew and participated in the rescue of five USMC personnel.

It all started when an HH-43 helicopter of Detachment 7, 38th ARRS was scrambled to pick up four U.S. Marines who had been injured while on patrol 12 miles southwest of Da Nang.

"They were in mountainous terrain at about 3,000 foot altitude," the pararescueman explained. "We had to hover about 90 feet above them due to foliage. We lowered our jungle penetrator to them, but they had difficulty figuring out how to use it, so I suggested that I be lowered to give them aid," he said.

"We had the first three aboard and as the last guy was severely wounded I decided to ride up the hoist with him.

D-N, 1 photo

- MORE -

DOWNED
8 MAY 67
RESCUED
9 MAY

"We were at about tree-top level when a sniper raked the side of the chopper and it started losing power. The aircraft commander called for the hoist operator to let us down as he could not hover much longer.

"Our penetrator got hung in the trees, but I was able to get us loose without difficulty. I started unstrapping the wounded man from the penetrator before we hit the ground and got him off as soon we touched ground.

"I looked up and saw the chopper was just starting to settle in the trees. The aircraft commander at this time took the controls and threw it hard to the left in an effort to keep it from falling on top of us. It came down about 30 to 40 feet away.

"I ran to the chopper afraid of what I might find. The fuel was splashing out of it, but the pilot was able to get everything shut off before the fuel ignited. I called to the hoist operator who said he had a compound fracture of the left arm but could get out by himself.

"We got the rest of the people out of the chopper and while I was treating the wounded, a Marine patrol came in and set up a defensive perimeter.

"About an hour later a Marine Corps CH-46 helicopter came in to attempt the pickup. They were chased away after two of the crewmembers were injured by ground fire. A few moments later an HH-3E Jolly Green Giant from the 37th ARRS came in, escorted by two U.S. Army HU-1E gunships, to attempt the rescue. They were also forced to leave after one of the crew was injured by ground fire.

"By this time a cloud layer had rolled in and we were unable to call in any air strikes," Sergeant Tobey said.

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"We spent the night there. Between treating the patients as required and artillery fire all the way around our position to keep the enemy away, it was as sleepless night.

"The clouds lifted about 8:30 a.m. and a Marine chopper came in and was able to pick up our injured hoist operator and pilot and the most seriously wounded Marine before it was driven off by ground fire.

"We called for air strikes and received three Marine F-8 Crusaders loaded with 750-pound bombs. They dropped their ordnance where we thought the ground fire was coming from. After they finished their runs we called for another chopper which came in and picked up the rest of us without any resistance.

"While going up the sling the only thing I could think of was that I had stood right below and seen four helicopters make casualties. I knew if they started firing now they had me.

The next day Sergeant Tobey was a member of a Jolly Green Giant crew from the 37th when they were alerted to pick up five Marines who had gone down west of Hue.

"I was in the secondary bird that day," he recalled, "and after the lead helicopter was forced to leave after taking ground fire we went in and made the pickup," he continued.

"We brought the more severely injured up first and I was busy giving them first aid while they brought the rest of the downed crew up the hoist. We had the last two on the sling when the ground fire became more intense and we had to get out of there," he said. "The two Marines got quite a ride on the sling, but were unhurt," he concluded.

8 May

PEDRO 96 downed, May 1967

Our mission on this day was to extract some wounded Marines who had been involved in a firefight with the VC about 12 miles southwest of Da Nang. My crew for the day was First Lieutenant Al Jacox as co-pilot, with S/Sergeant John Tobey and T/Sergeant Phil Resos as PJs. We arrived over the scene of the battle, and hovered between 150 and 200 ft above the jungle floor. There were four wounded Marines down there and we lowered the penetrator and began hauling them in. Three of the Marines were aboard and we had the fourth one (and Sergeant Tobey) on the cable about 40 ft above the ground, when the chopper suddenly shuddered.

A VC sniper had raked the HH-43 engine with machine-gun fire and we were about to fall out of the air. I yelled at Sergeant Resos "Get them back down on the ground!", and he started to lower the wounded Marine and Sergeant Tobey back to the jungle floor. PEDRO 96 started to nose forward and lose altitude. As we settled into the tops of the trees, I threw the controls hard to the left in an attempt to keep the falling helicopter from crushing the two men on the ground. As we fell through the trees, the rotor blades

A pararescueman (otherwise known as a parajumper or PJ) is lowered from a 38th ARRS HH-43F Huskie on the jungle penetrator during a rescue near Bien Hoa in January 1966. The HH-43F was the first helicopter in-theatre to be equipped with this valuable tool.

disintegrated, sending pieces in every direction. Sergeant Resos was still hanging part way out of the back of the helicopter as we dropped through the trees. The chopper hit the ground with a thunk, slamming Sergeant Resos into the inside of the helicopter. His arm got caught between the sliding armour plate door and the frame, nearly severing it. My legs and feet got tangled up in the rudder pedals, and I had multiple breaks in my ankle and foot, plus a broken lower leg bone.

As we extracted ourselves from what remained of PEDRO 96, the remainder of the Marine patrol whom we had come to save rushed back and helped us get free of the twisted remains of the helicopter. Then we set up a defensive perimeter, since the 'black pyjama gang' was still out there somewhere.

About an hour later, a 'Jolly Green' helicopter out of Da Nang came over and started to make a pick-up. We found out later that the 'Jolly Green' had been training on inflight refueling with an HC-130P over the South China Sea. By now, the VC had set up a neat little trap, using us as bait. Heavy machine-gun fire raked the 'Jolly Green', wounding T/Sergeant Ray Weddell in the leg. The 'Jolly Green' was forced to pull up and withdraw back to Da Nang to take care of Sergeant Weddell. He later lost that leg.

Soon, a Marine CH-46 arrived on the scene. It, too, was raked by heavy machine-gun fire and had to withdraw. One of the Marine door gunners was hit in the neck and they rushed him back to Da Nang. By this time, it was starting to get dark, and there was now a cloud deck over our position. Darkness would preclude any further attempts at a rescue. We would have to wait for morning.

The night was far from boring. Between treating patients, including myself, and keeping a wary eye out for the VC which were trying to get to us, plus the incessant Marine artillery that was keeping 'Charlie' off of us, it was a very sleepless night. Sergeant Resos manned one of the 50s all night long, even though he was in constant pain.

Early on the morning of the 9th, another Marine CH-46 came in. The VC poured machine-gun fire at the Marine helicopter. But they had an escort; as soon as the VC opened up, a flight of Marine F-8 Crusaders from Da Nang came in and pounded them with 500- and 750-lb bombs and rockets. The Marine chopper kept the CH-46 at treetop level and lowered the list.

The wounded Marines were the first to take the whole ride. Then it was my turn. The VC had come out of their holes again and were firing at us as we rode the cable back up to the chopper. The CH-46 was hit

several times. Two of the Marine crew were wounded. Sergeant Resos manned the 50 and helped suppress the enemy fire as I rode the cable. As I came up through the jungle canopy, several enemy rounds were very close, some impacting right above me in the bottom of the CH-46.

Those Marine pilots, although taking a lot of fire, kept a steady hover over the hole in the jungle canopy. Finally, as we were attempting to bring the rest of the Marine patrol up, the hoist motor burned out, and we were forced to bring the cable in by hand. As we departed the area, I looked out the back and saw a long trail of vapour – fuel vapour. Evidently, the VC had hit the fuel tanks.

We weren't too far from Da Nang and the Marine base at Marble Mountain. We were taken to the Marine hospital at Marble Mountain. I had previously delivered many casualties to this very same hospital door. As they carried me in on a stretcher, one of the attending Marine corpsmen looked at me and said, "What the hell are you doing here? I've seen you flying one of the choppers bringing in wounded. Now you are one!"

Major John Hoyer
Commander, Detachment 7, 38th AARS
Da Nang

Pararescue Man Shot Down, Is Rescued, Then Saves 5

The Observer 5 July 1967

Da Nang (USAF) — Air Force Staff Sergeant John F. Tobey, a pararescueman with 12 combat saves to his credit, describes his work as "the greatest job in the Air Force."

The 25-year-old Gilbertsville, N.Y. native, assigned to the

37th Aerospace Rescue and Recovery Squadron, flies in HH-3E "Jolly Green Giant" helicopters.

During one three day period Sergeant Tobey was shot down, rescued by another helicopter, and participated in the rescue

of five U.S. Marines. The action started when his rescue ship arrived in mountainous terrain 12 miles southwest of Da Nang to pick up four Marines who were injured while on patrol.

The chopper was forced to hover about 90 feet above the ground due to the dense foliage. Sergeant Tobey was lowered by cable to aid the injured men. Since the last man to board was badly injured, the sergeant rode the hoist with him.

"We were at about tree-top level when a sniper raked the side of the chopper and it started losing power. The hoist operator let us back down, as he could not hover much longer," related Sergeant Tobey.

"I saw the chopper was starting to settle in the trees. The aircraft commander threw it hard to the left to keep it from falling on top of us. It came down about 40 feet away."

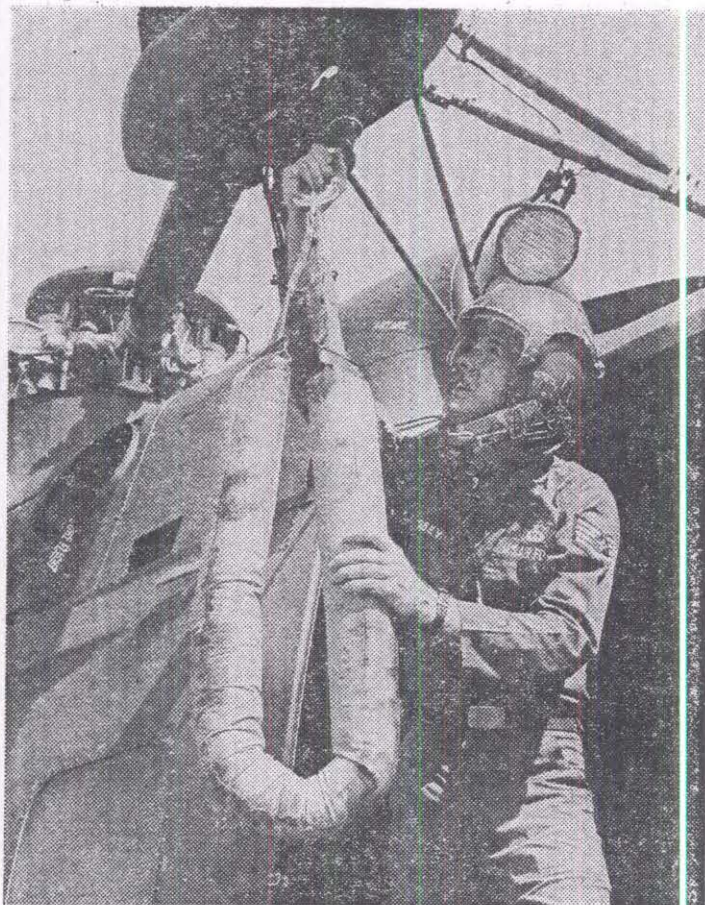
The pilot, the crew and the injured men got free of the helicopter, and together with a Marine patrol which joined them, they set up a defensive perimeter.

An hour later a Marine Corps CH-46 helicopter attempted to rescue the men, but was chased away by ground fire after two of its crew were wounded. Moments later an HH-3E Jolly Green Giant with two Army Huey gunships as escorts came in to attempt the rescue. They were also forced to leave empty. A cloud layer rolled in and the group was forced to stay the night.

"Between treating patients and the artillery fire around our position used to keep the enemy away, it was a sleepless night," said Sergeant Tobey.

The next morning a Marine helicopter was able to get the most seriously wounded out before being driven off by ground fire. Air strikes were called in and three Marine F-8 Crusaders dropped 750-pound bombs on the enemy ground fire positions.

According to Sergeant Tobey, "After they finished their runs we called for another chopper which came in and picked up the rest of us without any resistance."



BUSY JOB—Sergeant Tobey adjusts sling on his aircraft, an HH-3E Jolly Green Giant. (USAF Photo)



Battalion Hospital.

(4) Mission 1-3-67, 8 May 67. Pedro 96 scrambled from DaNang, RVN to aid four Marines who were wounded 12 miles west of DaNang. Pedro 96 was shot down with minor injuries to the crew. The crew was picked up the next day and aircraft was destroyed.

(5) Mission 1-3-68, 9 May 67. Pedro 95 scrambled from DaNang, RVN on a UH-1B crash. Recovered two bodies and returned to DaNang.

(6) Mission 1-3-75, 21 May 67. Pedro 95 scrambled from DaNang, RVN to aid 5 marines who needed medical evacuation 7 miles north west of DaNang. Survivors recovered and turned over to 1st Marine Medical Battalion Hospital.

(7) Mission 1-3-87, 12 Jun 67. Pedro 95 scrambled from DaNang, RVN on 2 F4B pilots 5 miles east of DaNang. Both were recovered and returned to DaNang.

(8) Mission 1-3-92, 21 Jun 67. Pedro 95 scrambled from DaNang, RVN on an A-4 pilot that was down 5 miles west of DaNang. Pilot recovered and returned to DaNang.

Summary of Missions. Eight actual aircrew recovery missions resulted in the recovery of ten persons, all of which were Marines and two civilian bodies. 216 local base recovery or Fire Suppression missions and 146 miscellaneous support missions were flown.

8. Personnel.

a. Introduction. The 38th Aerospace Rescue and Recovery Squadron at Tan Son Nhut performs all of the administrative and personnel services, assisted by the Detachment's Administrative section at DaNang, except for finance.

b. Assigned Strength. The average strength of the permanently assigned personnel has remained at 14. This number includes 5 officers and 9 airmen. During this period 2 officers and 4 enlisted personnel have been

Stranded Airmen Welcome Marines

The Observer 5 July 1967

Da Nang (USAF) — Four Air Force rescuemen from Detachment 7, 3rd Aerospace Rescue and Recovery Group, were pulled from the jungle 12 miles southwest of Da Nang by Marine CH-46 Sea Knight helicopters.

They had been shot down the previous afternoon while attempting to evacuate four wounded Marines.

Three of the Marines had been brought aboard the HH-43F. The fourth was 40 feet above the ground riding the hoist with

pararescueman, Staff Sergeant John F. Tobey, Gilbertsville, N.Y.

When the Huskie was hit and began to lose power, Major John J. Hove, Glenns Ferry, Idaho, commander of Detachment 7, and pilot of the chopper, had one thing in mind, to lower the men on the hoist without injury. "Get them down!" he yelled to Technical Sergeant Philmon S. Resos, Honolulu, the pararescueman operating the hoist.

No one aboard the chopper knew they had been hit. They thought they had a power failure.

"We couldn't hear any ground-fire," said First Lieutenant Alfred R. Jacox, Thousand Island Park, N.Y., co-pilot. "We only had a small clearing in the trees to get the hoist through."

Sergeant Resos quickly lowered the two men to the ground as the Huskie started to nose forward and lose altitude. He was still part way out of the back door of the chopper when it hit. An armored plate struck him on the right arm, chipping his elbow and damaging muscles and ligaments.

Two rescue attempts were made that afternoon by Marine HH-46 helicopters and an HH-3E Jolly Green Giant from Da Nang. Heavy groundfire drove them off.

The four airmen spent the night with the Marines where the Huskie went down. All through the night, the Marine commander called in artillery to keep the Viet Cong from setting up firing positions.

The next day, two Marine Sea Knight choppers came to the area to evacuate the airmen and Marines.

As soon as the men were aboard, the Sea Knight drew heavy groundfire until Sergeant Resos and a Marine gunner returned the fire and silenced the enemy position.

The first helicopter left the area, and the second came and picked up the remaining men without opposition.

Major Hove spoke for the crew when he said, "those Marines did a great job. It's good to be back."

Rescueman Has Busy Trip

DA NANG AB, Vietnam—"The greatest job in the Air Force!" That's the way a 25-year-old NCO describes his job as a pararescueman in Vietnam. SSgt John F. Tobey, assigned to the 37th Aerospace Rescue and Recovery Sq., has 12 combat saves in 10 months in Vietnam to his credit.

During a recent three-day period the sergeant was shot down, rescued by a U.S. Marine Corps helicopter crew and participated in the rescue of five USMC personnel.

It all started when an HH-43 of Detachment 7, 38th ARRS was scrambled to pick up four Marines who had been injured while on patrol 12 miles southwest of Da Nang.

"They were in mountainous terrain at about 3000-foot altitude," the pararescueman explained. "We had to hover 90-feet above them due to foliage. We lowered our jungle penetrator to them, but they had difficulty figuring out how to use it, so I suggested that

I be lowered to give them aid," he said.

"We had the first three aboard and as the last guy was severely wounded I decided to ride up the hoist with him.

"We were at about tree-top level when a sniper raked the side of the chopper and it started losing power. The aircraft commander called for the hoist operator to let us down as he could not hover much longer.

"Our penetrator got hung in the trees, but I was able to get us loose without difficulty. I started unstrapping the wounded man from the penetrator before we hit the ground and got him off as soon as we touched ground.

"I looked up and saw the chopper was just starting to settle in

the trees. The aircraft commander at this time took the controls and threw it hard to the left in an effort to keep it from falling on top of us. It came down about 30 to 40-feet away.

"We got the rest of the people out of the chopper and while I was treating the wounded, a Marine patrol came in and set up a defensive perimeter.

"About an hour later a Marine CH-46 came in to attempt the pickup, but was chased away after two of its crewmembers were injured by ground fire. A few moments later an HH-3E Jolly Green Giant from the 37th ARRS came in, escorted by two Army HU-1E gunships, but it also was forced to leave after one of the crew was injured by ground fire.

"We spent the night there. Between treating the patients as required and artillery fire all the way around our position to keep the enemy away, it was a sleepless night," he continued.

"We called for air strikes the next morning and received three Marine F-8s loaded with 750-pound bombs. After they finished their runs, another chopper came in and picked up the rest of us.

"While going up the sling the only thing I could think of was that I had stood right below and seen four helicopters take casualties. I knew if they started firing now they had me 'cold turkey'."

The next day Sergeant Tobey was a member of a Jolly Green Giant crew from the 37th when they were alerted to pick up five Marines who had gone down west of Hue.

8 MAY 67 SAR

Paramedic Who Lost Leg In Vietnam Convalesces At Academy Hospital

"For a minute I didn't know just what had happened. Then I looked down at my foot, and saw that I was standing on a stub of leg."

These simple but graphic words of Tech Sgt. Raymond S. Weddel explain how he lost a foot and part of a leg while participating in a helicopter rescue attempt 12 miles southwest of D Nang, Vietnam.

Sgt. Weddel is in the Air Force Academy Hospital, recovering from the amputation of the foot and part of his leg. Every effort was made to save the leg, but it

was so mangled by a round of high velocity small arms ground fire, that surgery was unsuccessful.

A native of North Platte, Neb., Sgt. Weddel, 28, had flown almost 500 rescue hours in helicopters as a paramedic before being wounded.

On this particular mission, the helicopter was attempting to rescue four wounded Marines and the crew of another helicopter which had been shot down attempting the same rescue operation. The second chopper received several bursts of ground fire, which wounded the sergeant. The fuel tanks also were hit, and the helicopter had to return to base.

A 10-year Air Force veteran, Sgt. Weddel had been in Vietnam since last summer. He is married, and the father of three children, Deborah Kay 9, Cynthia 7, and Cathrine 6. His father and mother live in North Platte, as do his four brothers. His father is a railroad engineer.

What now, sergeant? "Well, I'm sure that a medical board would permit me to remain in the Air Force as a paramedic instructor, but if I can't do what I was doing in Vietnam, I'm not sure that's what I want. I'm thinking very seriously of studying forestry at Colorado State College if I can. I've always been interested in forestry, and I believe that's what I'll try."

Sgt. Weddel has a tremendous pride in the "maroon berets," as the paramedics are known. "You just can't conceive of the courage those young guys show," he says. "At 28 I'm an old man. But you should see the morale and dedication those 18 and 19 year olds show. They don't want to come home when their time is up, and they volunteer for extended duty almost without exception. I guess it's the look on the faces of the men you rescue that does it. They're the most grateful men in the world when you get them into the chopper and on their way back to medical aid within minutes."

MOVING

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632-7694



FILE = WEDDEL, JAC



—Air Force Academy Photo

PURPLE HEART — Tech. Sgt. Raymond S. Weddel was given the Purple Heart at the Air Force Academy Hospital Monday. Lt. Gen. Thomas S. Moorman, Academy Superintendent, made the presentation. Sgt. Weddel, an Air Force paramedic, was struck in the left leg when his helicopter was hit by ground fire while attempting to rescue four wounded marines and the crew of a downed helicopter. The lower part of the leg had to be amputated.

Sergeant Loses Leg in Helicopter Rescue Try

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Successful rescue of Capt. O. E.
Key and 1st Lt. Mike Carson, USMC,
F-4B crew from the DMZ under fire.

RCC Capt. Thomas R. Johnson

RCCP Capt. Frank M. Lahrobsky

FE ALC Charles Harris

RS A2C Joseph M. Duffy

GUNR ALC Michael W. Mulvany

1 MAY 67 SPR



Muncie Evening Press May 17, 1967

Muncie Copter Pilot Aids in Viet Rescue

An Air Force Jolly Green Giant helicopter pilot from Muncie and his crew, using a jungle-penetrating cable hoist rescued two downed Marine pilots Tuesday from a dense forest in the panhandle of North Vietnam.

The HH3E chopper piloted by Capt. Thomas R. Johnson, 29, began drawing ground fire as it approached the spot where it was receiving beeps from the downed pilots' survival radio.

A flight of Air Force F4C Phantoms swooped down amid rocketed Communist riflemen while the chopper crew hoisted the

first marine to safety and then pulled up the second one, who had been 200 yards away.

Capt. Johnson is the son of Mrs. C. E. Johnson, 310 Alameda, and is a member of the Aerospace Rescue and Recovery Service in support of the Pacific Air Forces.

He is a graduate of Central High School and of Ball State University.

He was commissioned at Ball State upon completion of the Air Force Reserve Officers Training Corps program.

He is a member of Lambda Chi Alpha.

Before going to Vietnam in January he was assigned to the 84th Military Airlift Squadron at Travis Air Force Base, Calif.

37ARBS, History, April - June 1967 (Continued)

	<u>Auth</u>	<u>Assgd</u>
7 Level	0	3
5 Level	28	10
3 Level	0	0
Total	28	13

b. Missions:

(1) 1-3-58, 10 April 1967, Jolly Green 24 and 56 scrambled from Quang Tri, RVN on a downed F-105 pilot. Due to no voice contact and a hostile populated area, recovery actions were discontinued.

(2) 1-3-62, 1 May 1967, Jolly Green 10 and 15 scrambled from Quang Tri, RVN on four downed crewmembers of a Marine UH-1D helicopter fifteen nautical miles southeast of Dong Ha. The crew was recovered and returned to Alpha Medical Battalion, Hue Phu Bai, RVN.

(3) 1-3-64, 4 May 1967, Jolly Green 10 and 15 scrambled from Quang Tri, RVN on a downed Marine F-8 pilot twenty-one nautical miles southwest of Hue Phu Bai, RVN. The pilot was recovered and returned to DaNang.

(4) 1-3-65, 5 May 1967, an HU-16B was diverted from it's Gulf of Tonkin orbit to rescue seven crewmembers of a grounded boat, one hundred and ninety nautical miles east of DaNang. The crew was recovered and returned to DaNang.

(5) 1-3-69, 10 May 1967, Medical evacuation from Navy Tug, AFB 779 to Naval Support Activity Hospital, DaNang AB, RVN.

(6) 1-3-70, 10 May 1967, Jolly Green 07 and 15 scrambled from Quang Tri, RVN on a downed Marine UH-1E helicopter with five crewmen thirty-five nautical miles southeast of Khe Sanh. Jolly Green 07 received battle damage from small arms fire and was forced to return to Hue Phu Bai, RVN. After the A-1E's further sanitized the area, Jolly Green 15 recovered the crew and delivered them to Hue Phu Bai.

(7) 1-3-71, 13 May 1967, Medical re-supply of the hospital ship, Sanctuary, from the Naval Support Activity Hospital at DaNang.

(8) 1-3-73, 16 May 1967, Jolly Green 10 and 11 were scrambled from Quang Tri, RVN on two Marine F-4B pilots eleven nautical miles west of Dong Ha. Jolly Green 10 attempted rescue but sustained ground fire and compressor stall and returned to Dong Ha. Jolly Green 11 recovered the pilots and returned them to Dong Ha.

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		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

37ARBS, History, April - June 1967 (Continued)

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7 Level	0	3
5 Level	28	10
3 Level	$\frac{0}{28}$	$\frac{0}{13}$
Total	28	13

b. Missions:

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(2) 1-3-62, 1 May 1967, Jolly Green 10 and 15 scrambled from Quang Tri, RVN on four downed crewmembers of a Marine UH-1D helicopter fifteen nautical miles southeast of Dong Ha. The crew was recovered and returned to Alpha Medical Battalion, Hue Phu Bai, RVN.

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(4) 1-3-65, 5 May 1967, an HU-16B was diverted from it's Gulf of Tonkin orbit to rescue seven crewmembers of a grounded boat, one hundred and ninety nautical miles east of DaNang. The crew was recovered and returned to DaNang.

(5) 1-3-69, 10 May 1967, Medical evacuation from Navy Tug, AFB 779 to Naval Support Activity Hospital, DaNang AB, RVN.

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(7) 1-3-71, 13 May 1967, Medical re-supply of the hospital ship, Sanctuary, from the Naval Support Activity Hospital at DaNang.

(8) 1-3-73, 16 May 1967, Jolly Green 10 and 11 were scrambled from Quang Tri, RVN on two Marine F-4B pilots eleven nautical miles west of Dong Ha. Jolly Green 10 attempted rescue but sustained ground fire and compressor stall and returned to Dong Ha. Jolly Green 11 recovered the pilots and returned them to Dong Ha.

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		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

Recovery of USN Lt. Robert Fowall from USN Tug in Gulf of Tonkin, 10 May 67.

ECG Lt Col Victor Coudey

RCCP Lt Col John W. James

HM TSGT Maurice P. Tabor

MS ALC William J. Flower



Successful rescue of USMC, F-8E Crusader pilot Maj. Edward F. Townley, Jr. on 4 May 67. This rescue took place at about the three thousand foot level on a dense tree covered ridge just east of notorious A Shau Valley.

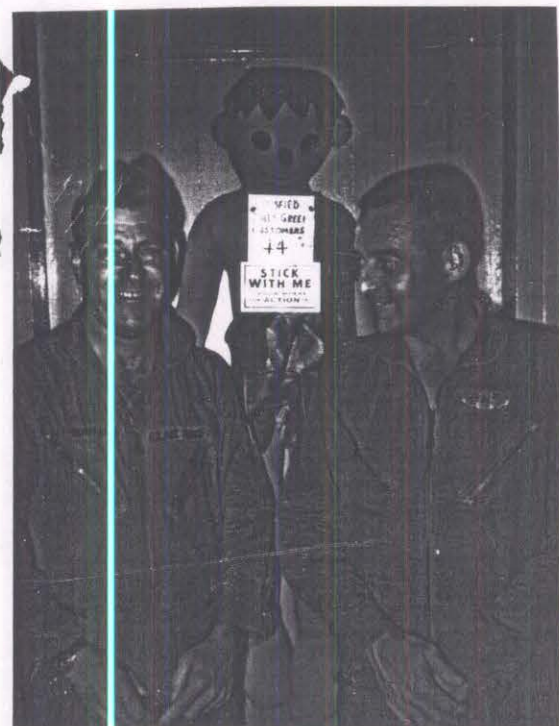
RCC Maj William O. Mayfield

RCCP Lt Col John W. James

HM SSGT Earl E. Chambers

RS 42C Joseph M. Duffy

GNR ALC Michael W. Mulvany



Marine Pilot Extracted By Tri-Service Rescue Team

The Observer 14 June 1967

Da Nang (USMC)—A Marine pilot hit by enemy ground fire and forced to eject from his burning jet southwest of Phu Bai was rescued in less than 45 minutes.

Major Edward F. Townley, Jr., **Prairie Village, Kan.**, Marine All-Weather Fighter Squadron 232, was flying an aerial reconnaissance mission when his F-8E Crusader jet was hit.

His fire warning light flashed on as he passed near the deserted French airstrip of Tabat in As Hua Valley. Seeing fire under his right wing, he radioed his wingman, Captain Richard J. Pederson, Central Valley, Calif., that he was heading to sea.

Moments later, handling difficulties forced Major Townley to eject. During his parachute descent, he became entangled in the 150-foot jungle trees and he was forced to slide down a tree trunk to the ground. Unhurt, he worked to evade any enemy forces in the area.

Meanwhile, Captain Pederson had notified rescue authorities and a tri-service rescue operation was launched. Two Crusaders from VMF (AW) 232 were orbiting overhead as four U.S. Army helicopters skimmed above the treetops.

Major Townley signaled the choppers with flares and his survival radio. They circled protectively, but could not extract the downed Marine pilot because of the thick jungle growth.

Approximately 40 minutes after Major Townley had touched ground, an Air Force rescue helicopter arrived with a special hoist. A medic descended through the jungle canopy, then he and the Marine

pilot rode the hoist out together.

"I am very grateful to everyone for their rescue efforts," Major Townley said. "It was a hell of a lonely feeling riding down that parachute and knowing there were no friendlies around, and it was a rewarding thing to arrive back in Da Nang one hour later."



~~SECRET~~

MSN # 2-3 4-5 MAY 67
SUSPENDED

(S)

MISSION NARRATIVE - JOLLY GREEN'S 53 AND 55 - 5 MAY 1967

(S) (GP-4) At 1645, 5 May 1967, an F-105 was reported down at coordinates 20° 50' N, 105° 12' E. Jolly Green's 53 and 55 were launched from Lima Site 36 at 1700 hours and cleared to a safe area short of the North Vietnamese border. Sandy's 5 and 6 joined with Jolly Green's 53 and 55 enroute to the orbit point and Sandy's 1 and 2 proceeded enroute to the recovery area. Thunderstorms were developing in all quadrants and dense haze, and smoke drastically reduced inflight visibility. The weather was such that Sandy's 5 and 6 had considerable difficulty maintaining visual contact with Jolly Green's 53 and 55. Sandy's 1 and 2 were unable to effectively join with their MIG cover until well into the hostile area. Shortly after arriving at the orbit point Jolly Green 53 advised Crown 2 and Compress the time enroute to the area would be 1 hour. At 1745 compress cleared Jolly Green's 53 and 55 to proceed to the recovery scene. Compress was again advised that Jolly Green's 53 and 55 would not arrive until 15 minutes after sunset. After a few moments of confusion and indecision Compress finally advised Jolly Green's 53 and 55 to resume their orbit. Shortly thereafter reports were received from Sandy's 1 and 2, their MIG cover, and another jet flight contact was established. These aircraft also reported intense flak throughout the area plus indications of SAM firings and MIG activity and advised that Jolly Green could not survive in that environment. Compress then advised SAR forces to withdraw with the Sandy's recovering to Channel 86 and Jolly Green's 53 and 55 to Lima Site 98. The orbit was maintained, however, until Sandy's 1 and 2 were safely out of North Vietnam. After arriving at Lima Site 98 the portable runway lights were visible but the surrounding hills and ridge lines were not. Because an approach to 98 would have been extremely hazardous Jolly Green's 53 and 55 proceeded direct to Channel 86.

(S) (GP-4) On this mission coordination between ground controlling agencies was inadequate. After receiving specific jet flights for MIG CAP, Crown 2 found that the aircraft assigned had been cleared to RTB to their respective bases. Compress reconfirmed the flights assigned yet these flights again advised they were directed to RTB. This led to unnecessary confusion in establishing adequate MIG CAP and could have resulted in the SAR force being unduly exposed to the MIGs reported to be in the area at the time. In addition close scrutiny should be given to the advisability of dispatching SAR forces into an area heavily defended by SAM and radar controlled anti-aircraft sites. Denied the benefits of speed and maneuverability and lacking adequate electronic warning devices, the SAR forces are easy prey to the sophisticated defenses that ring the major target areas in North Vietnam. Although our prime purpose in being is the recovery of downed aircrews, the slim possibilities of completing such a recovery are greatly outweighed by the possibility of losing additional SAR aircraft and personnel.

JOLLY GREEN 53 (LOW BIRD)

RCC, Major Kenneth E. Kittleson
RCCP, Captain Evan G. Thompson
FE, TSgt Howard E. Massengale
RS, A2C Roger A. Klenovich

JOLLY GREEN 55 (HIGH BIRD)

RCC, Captain James A. Hartwig
RCCP, Captain Douglas L. May
FE, A1C John W. Whisenhunt
RS, A1C Robert D. Bowers

Kenneth E. Kittleson
KENNETH E. KITTLESON, Major
Rescue Crew Commander

DOWNGRADED AT 3 YEAR INTERVALS

CLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10 (75AD-295)

ARDC #

670201 675-0180

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

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

CLASSIFIED BY

DATE

REASON

EXEMPT

EXEMPT

EXEMPT

EXEMPT

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Det 7, 38ARMS, Hist, Apr-Jun 67

During the month of May maintenance personnel spent 200 manhours on a self help project, building huts for their use, to replace the conex boxes that had been in use previously as maintenance working space.

The detachment was visited by Colonel Smith, Commander of Pacific Aerospace Rescue and Recovery Center, Colonel Lovelady, Commander of 3rd Aerospace Rescue and Recovery Group, and Mister William R. Murrery, a Kaman Representative. During his visit Mister Murrery presented several Kaman scrolls to aircrew members who had earned them.

During the quarter LtCol Shafer was TDY to replace Major John J. Hoyer, who was medically evacuated to the Conus following the combat loss of aircraft 63-9715. Also TDY were Major Lee and Captain Delina who ferried an aircraft from Nha Trang and AlC Morzenti, a fireman from Tan Son Nhut.

No pararescuemen are assigned to Detachment 7, therefore we are continuing to utilize those assigned to the 37th ARMS.

b. Missions.

(1) Mission 1-3-60, 18 Apr 67. Pedro 95 scrambled from DaNang, RVN on a downed F4B 21 miles east of DaNang. Pilot was recovered and returned to DaNang.

(2) Mission 1-3-63, 1 May 67. Pedro 95 and 96 scrambled from DaNang, RVN on a downed CH-46. Mission discontinued when Marine helicopters from Chu Lai, RVN took over.

(3) Mission 1-3-66, 7 May 67. Pedro 96 scrambled from DaNang, RVN to aid a Marine that needed medical evacuation from the jungle 12 miles west of DaNang. Survivor was returned to the Marine 1st Medical

BATTALIAN HOSPITAL

Pilots Honor Medic For Heroic Rescue

SAIGON — SSgt. Albert E. Teasley, 28, of Portland, Ore., an aeromedical technician assigned to the 3rd Aerospace Rescue and Recovery Group, has been presented a squadron plaque by the 497th Tactical Fighter Squadron for cutting straps that held a pilot in his burning aircraft.

The plaque was presented by the squadron commander, Lt. Col. George R. Halliwell, Carnegie, Pa., after which Sergeant Teasley received a prolonged standing ovation from the squadron pilots. The squadron is a unit of the 8th Tactical Fighter Wing, known as the Wolf Pack, the only quadruple-strike wing in the Vietnamese War with 24 MIG kills to its credit.

The medic was credited with saving the life of Maj. Richard D. Whittington. With rockets and missiles exploding around the major's burning aircraft, Sergeant Teasley jumped from a rescue helicopter, entered the flames without fire protective clothing and recovered the in-

jured pilot, escorting him through the flames to safety while firefighters fought the blaze.

Sergeant Teasley administered first aid while the pilot was enroute to the dispensary.

Col. Robin Olds, commander of the Wolfpack, cited the airborne medic with action well above the call of duty.

Rescuers Risk Death

S&S Vietnam Bureau

SAIGON—The F4B pilot, his hair afire, hung upside down over his bombload and the burning fuel of his smashed plane.

His hands were so badly burned that he was unable to release his leg-restraining straps and free himself.

Any second the bombs might blast pilot and plane into nothingness.

Capt. Holy Bell nosed his HH43 rescue helicopter down over the Phantom pilot's seat, cooling the pilot with a down-wash of air.

Bell held the copter over the jet as S. Sgt. Albert Teasley, a medical technician, and two hooded firemen dashed in to cut the pilot free.

The Phantom had blown a during a takeoff from U Royal Thai Air Force base had crashed through a barr bursting into flames as it gro to a stop.

One pilot had ejected, other was trapped where l and his crew found him.

As Teasley and the firer pulled the pilot from the P tom, one fireman beat out flames in the pilot's hair clothing.

Gently they carried the p to the helicopter, lifted l aboard and climbed in the selves. Bell wheeled the co around and raced for the b hospital, where the pilot's was saved.

Seconds after the rescue, Phantom's bombs blew up.

TWO AIRMEN SAVE PILOT FROM BURNING AIRCRAFT

Release Number 28-July 10-743

UBON AB, Thailand (MNS) -- Two Aerospace Rescue and Recovery Service HH-43 Huskie helicopter crewmen plunged through flames to save a pilot from the burning wreckage of an F-4C Phantom recently.

The back-seat pilot escaped after the Phantom crashed during take-off at Ubon. However, aircraft commander Maj. Richard Whittington was unable to free himself from his restraining harness and was hanging upside down over the side of the aircraft.

With only his flightsuit for cover, SSgt. Albert Teasley dove through the flames and cut the restraining harness. At the same time, A1C James Tevis smothered the fire on Major Whittington's flightsuit with asbestos gloves.

While the men worked, some of the aircraft's ordnance began to explode.

Once cut free, the major was carried to the Huskie and rushed to a hospital.

37ARBS, History, April - June 1967 (Continued)

	<u>Auth</u>	<u>Assgd</u>
7 Level	0	3
5 Level	28	10
3 Level	0	0
Total	28	13

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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>
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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

"We spent the night there. Between treating the patients as required and artillery fire all the way around our position to keep the enemy away, it was as sleepless night.

"The clouds lifted about 8:30 a.m. and a Marine chopper came in and was able to pick up our injured hoist operator and pilot and the most seriously wounded Marine before it was driven off by ground fire.

"We called for air strikes and received three Marine F-8 Crusaders loaded with 750-pound bombs. They dropped their ordnance where we thought the ground fire was coming from. After they finished their runs we called for another chopper which came in and picked up the rest of us without any resistance.

"While going up the sling the only thing I could think of was that I had stood right below and seen four helicopters take casualties. I knew if they started firing now they had me.

The next day Sergeant Tobey was a member of a Jolly Green Giant crew from the 37th when they were alerted to pick up five Marines who had gone down west of Hue.

"I was in the secondary bird that day," he recalled, "and after the lead helicopter was forced to leave after taking ground fire we went in and made the pickup," he continued.

"We brought the more severely injured up first and I was busy giving them first aid while they brought the rest of the downed crew up the hoist. We had the last two on the sling when the ground fire became more intense and we had to get out of there," he said. "The two Marines got quite a ride on the sling, but were unhurt," he concluded.

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS

TO

JOHN F. TOBEY

Staff Sergeant John F. Tobey distinguished himself by heroism while participating in aerial flight as a Rescue Specialist of an HH-3E Rescue Helicopter in Southeast Asia on 10 May 1967. On that date, Sergeant Tobey flew repeatedly over known hostile forces and hovered for approximately 15 minutes while under constant ground fire to successfully recover five crew members of a downed helicopter. The outstanding heroism and selfless devotion to duty displayed by Sergeant Tobey reflect great credit upon himself and the United States Air Force.

John Tobey Again In Helicopter Rescue Of Marines

Two Air Force HH-3E Jolly Green Giant rescue helicopter crews braved heavy ground fire the morning of May 10 to pick up five U.S. Marine Corps personnel whose helicopter had crashed west of Hue.

The 3rd Aerospace Rescue and Recovery - Group helicopters, based at Da Nang, were scrambled from their forward operating base after receiving the call that the Marine HU-1B helicopter had gone down.

"When we arrived at the scene," said Major William V.D. Hickerson, 41, of Tacoma, Wash., pilot for the lead Jolly Green Giant, "we were contacted by an A-1E Skyraider pilot who had been flying suppressive cover for the downed Marines.

"Informed of the location of the downed bird, we flew to it. On our first pass, we picked up ground fire and had to get out," the major said. "We called in the A-1Es and they hosed down the area where the ground fire came from. It was on our second pass that my flight mechanic (Airman First Class Michael Mulvaney, 22, of Lawton, Okla.) spotted the crash site.

"I swung out to punch the tip tanks to lighten my load so that

we could make the pickup. Just as we began to hover over the area, we started taking more ground fire. One round went right through the top of the canopy," Major Hickerson added.

"Again we had to get out of there. Airman Mulvaney reported we were streaming fuel. Unable to continue the rescue attempt, I headed for Hue Phu Bai and let the other chopper crew come in and try to get the Marines out. We later found out that we had taken two hits in a rotor blade," he said.

Prior to the second Jolly Green Giant crew coming into the area, the Skyraider pilots bombed and strafed the area on numerous passes.

"It took us two passes over the area before we spotted the downed crew," said Captain John E. Halligan, 27, of Kurten, Tex., co-pilot on the second rescue chopper. "Hovering over the Marines, getting ready for the pickup, we received enemy fire. I called for fire suppression from the A-1Es and they really did a great job. They were all over the place, laying down fire whenever we needed it.

"Our flight mechanic (Airman First Class William T. Lowe, 21, of Great Barrington, Conn.) let out about 150 feet of cable for the Marines to come up on. We hoisted them up one at a time, except for the last two, with the most seriously injured coming first.

"We had the last two on the hoist when we came under heavy fire again. We lifted out of there with the two Marines still hanging on the hoist. It must have been quite a ride for them", said Captain Halligan.

The Marines were brought aboard the Jolly Green Giant and given medical aid by the para-rescuer, Staff Sergeant John F. Tobey, 25, of Gilbertsville, N.Y. The injured were taken to Hue Phu Bai where they were given further medical attention.

Other crew members on the first Jolly Green Giant rescue crew attempting the pickup were Captain Gerald D. Ward, 27, of Castle Creek, N.Y., co-pilot and Airman Second Class Joseph M. Duff, 19, of Kansas City, Mo.



RELATES EXPERIENCE — Capt. Roger Coslett of Miles, far right, listens as Air Force Capt. Lawrence D. Wilson, second from left, relates experiences to rescue plane crewmen in Saigon hospital Thursday. Capt. Wilson, of Cleveland, Ohio, was shot down during an armed reconnaissance flight near Vinh. He was subsequently picked up by his visitors from the South China Sea off Viet Nam Wednesday. Other rescuers from left, include S. Sgt. William Warren, Eureka, Calif., Maj. Frederick Wismer, Detroit; Capt. Robert Graue, Homestead, Fla. (AP Photo-fax via radio from Saigon)

WILSONSAR.JPG

14 MAY 67

~~SECRET~~

CONFIDENTIAL

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NARRATIVE TABLE OF RESCUE MISSIONS

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (s)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Graw, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Mekkers, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Mara, Capt Fechser, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SH-3A crew members, Lt david Georgus, Lt JG Samuel Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Firse, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dowdy, Maj Shows, SSgt Andrews, and A2C Pighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Firse, Capt Fechser, SSgt Ely, and A2C Klenovich rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Pighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

HISTORY DET 2 37* APR-JUN 67

37ARBS, History, April - June 1967 (Continued)

	<u>Anth</u>	<u>Assgd</u>
7 Level	0	3
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(5) 1-3-69, 10 May 1967, Medical evacuation from Navy Tug, AFB 779 to Naval Support Activity Hospital, DaNang AB, RVN.

(6) 1-3-70, 10 May 1967, Jolly Green 07 and 15 scrambled from Quang Tri, RVN on a downed Marine UH-1E helicopter with five crewmen thirty-five nautical miles southeast of Khe Sanh. Jolly Green 07 received battle damage from small arms fire and was forced to return to Hue Phu Bai, RVN. After the A-1E's further sanitized the area, Jolly Green 15 recovered the crew and delivered them to Hue Phu Bai.

(7) 1-3-71, 13 May 1967, Medical re-supply of the hospital ship, Sanctuary, from the Naval Support Activity Hospital at DaNang.

(8) 1-3-73, 16 May 1967, Jolly Green 10 and 11 were scrambled from Quang Tri, RVN on two Marine F-4B pilots eleven nautical miles west of Dong Ha. Jolly Green 10 attempted rescue but sustained ground fire and compressor stall and returned to Dong Ha. Jolly Green 11 recovered the pilots and returned them to Dong Ha.

AIRCRAFT HISTORY

The detachment started out in this quarter with two HH-43F's assigned even though the detachment was authorized three aircraft. On 1 April, HH-43B 59-1569 was ferried to Detachment 10, 38th ARRS to supplement that detachment since their two aircraft were damaged in a mortar attack.

HH-43F #63-9711 was shot down by enemy ground fire on 21 May 1967 while participating in a rescue mission. The aircraft was being hovered over a parachute at the time the enemy opened fire with automatic weapons.

Two days after the loss of 711, HH-43B 59-1569 was flown back to the detachment from Detachment 10 in order to provide this organization with a second aircraft.

The 10th of June saw both of the detachment's aircraft depart this station on a mission that took two days to complete. Shortly after their departure, an aircraft from the 38th LBR was loaned to us so that this base would continue to have a LBR facility.

MISSION HISTORY

This detachment participated in 14 Aircrew Recovery Missions and 232 Local Base Rescue Missions during the period of this report. The following are brief resumes of some of the more interesting missions:

- a. On 1 May 1967, two UH-1's collided approximately 10 miles South-East of Bien Hoa. Two fire suppression kits were utilized to put out the resultant fires.
- b. After the mortar attack on this base on the night of 12 May, the detachment acted as the casualty staging area for the base. A total of 22 patients were evacuated by helicopters, 11 of them by detachment aircraft.
- c. An F-100 pilot bailed out of his aircraft 8 miles South of the base on 14 May. As the pilot was descending in his chute, our rescue crew was constantly circling him. The pilot was retrieved within minutes of touching the ground.
- d. A crew was scrambled on 21 May on what was reported as a F-100 bail-out. As the helicopter was brought to a hover over the opened parachute, enemy automatic weapons fire hit the aft end of the engine causing the engine to fail. The aircraft was successfully landed and the crew was retrieved by an Army gunship. Darkness arrived before ground parties could secure the area so the Commanding Army General ordered the aircraft destroyed.

Battalion Hospital.

(4) Mission 1-3-67, 8 May 67. Pedro 96 scrambled from DaNang, RVN to aid four Marines who were wounded 12 miles west of DaNang. Pedro 96 was shot down with minor injuries to the crew. The crew was picked up the next day and aircraft was destroyed.

(5) Mission 1-3-68, 9 May 67. Pedro 95 scrambled from DaNang, RVN on a UH-1B crash. Recovered two bodies and returned to DaNang.

✓ (6) Mission 1-3-75, 21 May 67. Pedro 95 scrambled from DaNang, RVN to aid 5 marines who needed medical evacuation 7 miles north west of DaNang. Survivors recovered and turned over to 1st Marine Medical Battalion Hospital.

✓ (7) Mission 1-3-87, 12 Jun 67. Pedro 95 scrambled from DaNang, RVN on 2 F4B pilots 5 miles east of DaNang. Both were recovered and returned to DaNang.

✓ (8) Mission 1-3-92, 21 Jun 67. Pedro 95 scrambled from DaNang, RVN on an A-4 pilot that was down 5 miles west of DaNang. Pilot recovered and returned to DaNang.

Summary of Missions. Eight actual aircrew recovery missions resulted in the recovery of ten persons, all of which were Marines and two civilian bodies. 216 local base recovery or Fire Suppression missions and 146 miscellaneous support missions were flown.

8. Personnel.

a. Introduction. The 38th Aerospace Rescue and Recovery Squadron at Tan Son Nhut performs all of the administrative and personnel services, assisted by the Detachment's Administrative section at DaNang, except for finance.

b. Assigned Strength. The average strength of the permanently assigned personnel has remained at 14. This number includes 5 officers and 9 airmen. During this period 2 officers and 4 enlisted personnel have been

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NARRATIVE TABLE OF RESCUE MISSIONS

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (s)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Crow, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Mekkers, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Mara, Capt Fechser, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SH-3A crew members, Lt david Georgus, Lt JG Samuel Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Firse, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dowdy, Maj Shows, SSgt Andrews, and A2C Pighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Firse, Capt Fechser, SSgt Ely, and A2C Klenovich rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Pighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

HISTORY DET 2 37K APR-JUN 67

Battalion Hospital.

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Supporting Document# 16

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<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

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60	Charles A. Colton	Maj-AF	UNK	9 Jun 67	1-3-85

37ARRS, History, April - June 1967 (Continued)

(9) 1-3-75, 21 May 1967, Medical evacuation from DaNang to the hospital ship Repose.

(10) 1-3-76, 21 May 1967, Jolly Green 07 and 10 were scrambled from Quang Tri, RVN on four downed crew members of an Army UH-1E helicopter twenty-eight nautical miles southwest of Hue Phu Bai. A Marine CH-46 helicopter picked up the crew as the HH-3E was too heavy to hover at 3300 feet and the Jolly Green's recovered four indigenous personnel from a lower hill nearby.

(11) 1-3-77, 21 May 1967, Medical evacuation to the hospital ship Repose. Due to hoist problems the evacuation was unsuccessful.

(12) 1-3-78, 25 May 1967, Jolly Green 26 and 15 scrambled from Quang Tri, RVN on two downed F-4C pilots at thirty nautical miles north of Hue Phu Bai. Both pilots were recovered and returned to Dong Ha.

(13) 1-3-80, 30 May 1967, Jolly Green 15 and 07 were scrambled from Quang Tri, RVN to evacuate two pilots fifty nautical miles north of Dong Ha. Jolly Green 15 recovered one from a destroyer and Jolly Green 07, recovered the other from another destroyer and both were delivered to DaNang.

(14) 1-3-81, 2 June 1967, Medical evacuation from Quang Tri to the Naval Support Activity Hospital at DaNang.

(15) 1-3-82, 3 June 1967, Jolly Green 10 and 25 were scrambled from Quang Tri, RVN on five crewmembers and five passengers of one Army HU-1E helicopter. Due to ground fire and darkness the recovery effort was suspended.

(16) 1-3-83, 4 June 1967, Jolly Green 10 and 25 were scrambled from Quang Tri, RVN on a downed F-105 pilot thirty nautical miles north of Dong Ha. The pilot was recovered and returned to Dong Ha.

(17) 1-3-84, 8 June 1967, Jolly Green 26 and 26 were scrambled from Quang Tri, RVN on two downed F-4C pilots, seventy nautical miles northwest of Dong Ha. Due to ground fire and darkness the crew was not recovered.

(18) 1-3-85, 3 June 1967, Jolly Green 26 and 25 were scrambled on two downed F-4C pilots twenty-four nautical miles northeast of Dong Ha. The pilots were recovered and delivered to Dong Ha.

(19) 1-3-86, Medical evacuation from Quang Tri to the Naval Support Activity Hospital at DaNang.

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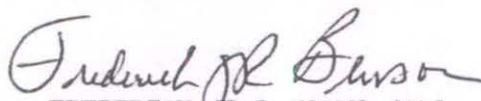
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Mission 2-3-46

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On 31 May 68, Streetcar 304, a USN A-4 was downed by ground fire at XD238340. Crown 2 on orbit West of CH89 was notified at 0945Z by Crown 4. A good chute and beeper were reported. Crown 2 proceeded to the scene contacting Side-winder 406 and Nail 66 (02 Fac) orbiting the survivor. Nail 66 confirmed radio contact with the survivor, good weather and heavy ground fire. Sandies 5-6-7-8, Jolly Green 37-20 and 70 were launched through Compress. Rescap was requested and reported enroute by Compress. Silver and Banyon flights reported to Nail 66 and expended ordinance. Nail 66 requested additional resources and was advised Vampire, Spitfire, Hotrod and Scuba flights were enroute. Silver and Banyon were released to Tanker (Blue Anchor 2) and RTB. Sandy 5-6 arrived on scene. Sandy 5 was hit by ground fire on one of his initial passes and RTB to CH89. Sandy 6 and Jolly Green 70 were released to escort. Vampire flight arrived and expended ordinance with Nail 66. Vampire released to tanker and RTB. Nail 66 advised front engine shutdown but remaining on scene. Sandy 7-8 arrived. Sandy 7 on scene commander, Jolly Green 37-20 were advised to orbit out of the area due to severe ground fire. Sandy 7 downed by ground fire at XD237393. Sandy 8 reported a good chute, good beeper, survivor in sight and voice contact. Sandy 7 appeared to be maneuvering for high ground in nearby karst to the northeast. An additional flight of fast movers were reported enroute by Compress. Blue chip, through Compress directed all forces pull off. Nail 66 advised if no resources available immediately effort should be discontinued due to darkness and a first light effort be made in the morning. Sandy 5 advised CH89 in sight and released Sandy 6 and Jolly Green 70 to the mission. Blue Chip directed all forces RTB. Sandy 6-8, Jolly Green 37-20 to CH89. Jolly Green 70 to CH70. Crown 2 RTB CH83 at 1150Z.



FREDERICK R. BENSON, MAJ
RESCUE CREW COMMANDER

RCC Maj Benson
CP Capt Caldwell
N LCol Rippa
FE TSgt Bonner
FE TSgt Barclay
RO TSgt Woods (TDY 79ARRS)
LM SSgt Wilson

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During the SCOTCH 3 SAR effort, 42 F-4s were allocated to the mission, and 32 were used. Twelve F-105s were also used. Additionally, there were five Misty (F-100) FACs and one Covey (O-2) FAC used; two FACs were on-scene almost continuously. When the primary SAR aircraft, consisting of eight A-1s, four helicopters and two Crown aircraft are added, the total number of aircraft involved totals 74. During the nine-hour mission, 121 tons of ordnance were expended. ^{10/}

1-2 JUN 68
An examination of the STREETCAR 304 mission revealed that 44 F-4s and 42 F-105s were involved for a total of 86 support aircraft. Additionally, six Nail (O-2) FACs were used, and approximately eight A-1s, six helicopters, and three Crown primary SAR aircraft were used during the 28-hour mission. The total number of aircraft involved was approximately 109. The figure becomes "approximate" because the total number of primary aircraft was estimated from incomplete records. Eighty-six tons of ordnance were expended. ^{11/}

During the HELLBORNE 20 mission, 38 F-4s, 11 F-105s, five A-6s, two A-4s, and seven A-7s were involved, for a total 63 support aircraft. Additionally, four Misty FACs were used with an estimated 14 primary SAR aircraft to make a grand total of approximately 81. The mission lasted 10 hours and a total of 118 tons of ordnance were expended. ^{12/}

The totals of all aircraft and tons of ordnance used in just three missions are depicted here:

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39th ARRSq Hist., Apr-Jun 68.

On 21 April 1968, an Army helicopter, Blue Max 27, was reported down southwest of Hue. Crown 4 flew to the reported last known position but found no indications of survivors. While flying over the mountains west of Da Nang they heard a beeper, and using their DF equipment located the exact source of the emergency radio. When the eight survivors of Blue Max 27 saw the Crown aircraft orbiting above them they stopped the beeper and spoke to the listening crew. Though some difficulty was encountered after this in making the pickup, all were rescued without mishap. The survivors had been on the ground over twenty-four hours and were rapidly being pinpointed by the enemy, when Crown found them. It is reasonable to assume that if not located at that time they soon would've been killed or captured.⁸

On 31 May 1968, a Navy A-4, Streetcar 304, was shot down by ground fire near the Ho Chi Minh Trail. The survivor was in good condition, but in an area of a heavy concentration of enemy troops. In the course of "discouraging" the enemy to attempt to capture the survivor, Sandy 7, an ALE Rescap, was shot down, but was safe and moved to a high karst nearby. As night approached the Commander of Seventh Air Force called off the effort until the next morning. At first light the mission resumed, and after an immense effort finally the Jolly Green's went in and

8. Mission Narrative (Blue Max 27) (S) Page 66

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39th ARRSq Hist., Apr-Jun 68

CHRONOLOGY

<u>DATE</u>	<u>CLASS</u>	<u>SIGNIFICANT EVENT</u>
April 1	U	President Johnson announces bombing limitation of North Vietnam above 19 degrees North Latitude. Rescue forces limited to 20 degrees North.
April 3	U	Schedule change. Crown 5 temporarily deleted due to lack of loadmasters and engineers.
April 14	U	PARRC Standardization team inspects.
April 15	U	Crown watches pilot of Bear 3 eject over South China Sea. Call in Jolly Green Giants to make pickup; survivor in water less than five minutes.
April 15	U	Increase of monthly programmed flying hours from 65 per aircraft to 100 per aircraft.
April 15	U	Install modified APX-65 transponder decoder equipment on first 39 ARRSq aircraft.
April 23	U	Last pilot returns from Clark AB, Philippines closing assistance to 31 ARRS under Plan 587.
April 21	U	Crown locates survivors of Blue Max 27, Army helicopter, using HC-130P DF equipment.
April 30	U	Lt Col Costello assumes command of 39 ARRSq relieving Colonel Marshall.
May 2	U	Colonel Marshall departs Tuy Hoa AB for Eglin assignment.
May 12	U	Crown coordinates rescue of USA CH-46: "Swift 5-1" 29 personnel recovered.
May 28	U	Air National Guard, F-100 contingents arrive Tuy Hoa taxing base services, especially housing.
May 31	U	Streetcar 301 mission. 189 sorties necessary to rescue survivor (on 1 Jun 68)

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39th ARRSq Hist., Apr-Jun 68

picked up the pilot injured in his ejection and landing and more recently by bomb fragments from Rescap working close to him. Altogether the mission required 189 sorties. Unfortunately Sandy 7 was never heard from again.⁹

The most successful mission of the quarter, in terms of numbers rescue, was the pickup of 29 personnel on 12-13 May 1968. On the twelfth a medevac chopper struck trees when egressing from a landing zone northwest of Da Nang. After a twilight and night effort all crew members of the helos and all wounded passengers were evacuated: 29 credited to ARRS and 8 to the U.S. Marines who assisted later in the SAR effort.¹⁰

Another successful mission was the recovery of the pilot of Master 01, and the two pilots of Hudson 02, downed during the attempt to rescue Master 01. This was another mission that was spread over two days, 8-9 June. Fortunately Master 01 was able to evade capture during the night and in the morning of the ninth made voice contact with the Misty F-100 FAC working in the area above Master just north of the DMZ. The SARTAF was organized and activated. About three hours later Hudson 02

9. Mission Narrative (Streetcar 304) (S) Page 28

10. Mission Narrative (Medevac Swift 5-1) (S) Page 8c

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189 Sorties, 39 Hours

Long Search Finds A-7 Pilot

By Sgt. Mark Fleisher

SAIGON—On a mission against enemy supply routes, a Navy A-1 was shot down southwest of Khe Sanh. Thus began one of the most extensive "manhunts" in Southeast Asia. The rescue mission for the downed pilot was directed by the Joint Search and Rescue Center, Seventh AF Command Post, with the rescue conducted by AF's 3d Aerospace Rescue and Recovery Gp. The entire operation spanned a period of 39 hours and involved 189 aircraft sorties.

Darkness and bad weather hampered initial rescue efforts of Lt. Kenny D. Fields, the Navy pilot. The following morning, two A-1 pilots orbited the area. Enemy forces opened up with an intense barrage of automatic weapons fire, downing Maj. William G. Palank. An HH-3E sped

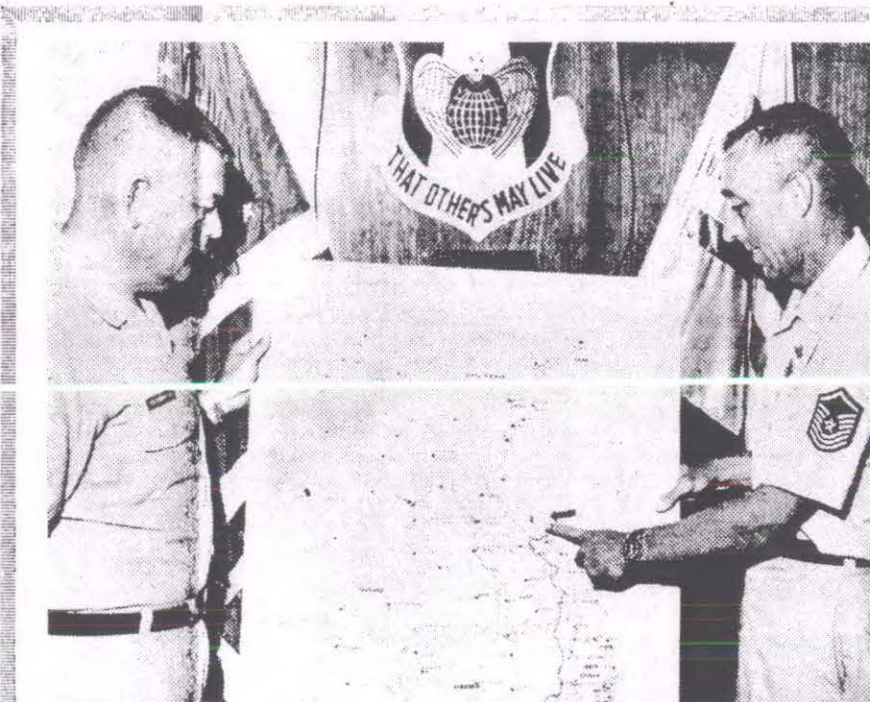
to the scene, and within 10 minutes, he was aboard.

Enemy ground fire continued to harass rescue efforts, so AF and Navy jet fighter-bombers were summoned. Again darkness and bad weather stopped the rescue.

The following morning the weather was still bad, but improving. Maj. Thomas A. Campbell, A-1 pilot flying escort for the Jolly Greens, established radio contact with Fields and got his position narrowed down. "The FACs began to direct the jets into the area to hit the enemy firing positions. We got the 'go' from the HC-130P Crown aircraft and started rescue efforts."

A screen of 37mm ground fire met them as they went in, SSgt. Coy W. Calhoun, flight engineer aboard the Jolly Green, reported. "I opened up with my M-60 machine gun, and that enemy position didn't fire any more."

Fields was finally picked up. As he recalled, "I initially found myself in a field flanked by two of the enemy 37mm guns. Later, I was able to make my way to a safer area where the fire was not so intense. The jets did a fantastic job. They must have gotten more than 300 secondary ex-



Rescues

POINTING at Dong Hoi, SMSgt. Ted R. Hawkins shows Col. Robert E. Freshwater the area where both won Silver Stars on unrelated rescue missions. They are with the 3d Aerospace Rescue and Recovery Gp. in Southeast Asia.

plosions during the time they were supporting the Jolly Greens and Skyraiders."

A helicopter pararescuer who played a major role in the rescue, Sgt. Peter S. Harding, noted, "the pickup of the Skyraider pilot was pretty simple. He was in a good spot, and there wasn't much ground fire. As we went in for Fields, there was a great deal of fire around us. It didn't look like I'd have to get on the ground to help him, so

I stayed at my gun until he was aboard the Jolly Green. Then I applied medical aid and tried to make him as comfortable as possible."

The rescue mission received high praise. Rear Adm. Ralph W. Cousins, commander of Task Force 77, sent a personal message to Gen. William W. Momyer, Seventh AF commander.

Capt. W. L. Atkinson, commander of the USS Reeves, Navy search and rescue coordination

ship, sent a message for all rescue forces involved in the mission to Col. Paul Leske, 3d Aerospace Rescue and Recovery Gp.

31 MAY 68 SAR
STREETER 301

DET 1 40 ARRS HISTORY APR-JUN 68

SUMMARY TABLE OF RESCUES

DATE	RESCUE NO.	SURVIVOR	TYPE ACFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
1 Apr	300 301	Maj Dwyer TSgt Owen	02	USAF	Laos	Capt Oliver Capt Greer Sgt Grau Sgt Harding	No
7 Apr	303 302	Capt Jones Maj Tapman	F-100	USAF	Laos	Capt Walker Maj Yuhas Sgt Grau Sgt Fraboni	No
21 May	304	LtJG Ganner	P2V	USN	Thai	Capt Oliver LC Brown ALC Otero Sgt Beasley	No
25 May	305 306	Capt Amkeny 1Lt Turner	F-4C	USAF	Laos	Capt Walker Maj Yuhas Sgt Warmack ALC Curry	No
1 Jun	307	Maj Palank	A-1	USAF	Laos	Capt Richardson Maj Reagan Sgt Calhoon Sgt Harding	No
1 Jun	308 309 310 311	Maj Oderman Maj Weeden Sgt Price ALC Smith	HH-3E	USAF	Laos	Capt Conant Capt Heft Sgt Warmack ALC Curry	Yes
2 Jun	312	LtJG Fields	A-7	USN	Laos	Capt Richardson Maj Yuhas Sgt Calhoon Sgt Harding	Yes
26 Jun	313 314	Capt Jones Maj McKenna	RF-4C	USAF	Laos	Capt Heft Capt McKinley Sgt Warmack Sgt Petroski	No

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Mission 2-3-46

88

On 31 May 68, Streetcar 304, a USN A-4 was downed by ground fire at XD238340. Crown 2 on orbit West of CH89 was notified at 0946Z by Crown 4. A good chute and beeper were reported. Crown 2 proceeded to the scene contacting Side-winder 406 and Nail 66 (O2 Fac) orbiting the survivor. Nail 66 confirmed radio contact with the survivor, good weather and heavy ground fire. Sandies 5-6-7-8, Jolly Green 37-20 and 70 were launched through Compress. Rescap was requested and reported enroute by Compress. Silver and Banyon flights reported to Nail 66 and expended ordinance. Nail 66 requested additional resources and was advised Vampire, Spitfire, Hotrod and Scuba flights were enroute. Silver and Banyon were released to Tanker (Blue Anchor 2) and RTB. Sandy 5-6 arrived on scene. Sandy 5 was hit by ground fire on one of his initial passes and RTB to CH89. Sandy 6 and Jolly Green 70 were released to escort. Vampire flight arrived and expended ordinance with Nail 66. Vampire released to tanker and RTB. Nail 66 advised front engine shutdown but remaining on scene. Sandy 7-8 arrived. Sandy 7 on scene commander, Jolly Green 37-20 were advised to orbit out of the area due to severe ground fire. Sandy 7 downed by ground fire at XD237393. Sandy 8 reported a good chute, good beeper, survivor in sight and voice contact. Sandy 7 appeared to be maneuvering for high ground in nearby karst to the northeast. An additional flight of fast movers were reported enroute by Compress. Blue chip, through Compress directed all forces pull off. Nail 66 advised if no resources available immediately effort should be discontinued due to darkness and a first light effort be made in the morning. Sandy 5 advised CH89 in sight and released Sandy 6 and Jolly Green 70 to the mission. Blue Chip directed all forces RTB. Sandy 6-8, Jolly Green 37-20 to CH89. Jolly Green 70 to CH70. Crown 2 RTB CH83 at 1150Z.

Frederick R Benson

FREDERICK R B BENSON, MAJ
RESCUE CREW COMMANDER

RCC Maj Benson
CP Capt Caldwell
N LCol Rippa
FE TSgt Bonner
FE TSgt Barclay
RO TSgt Woods (TDY 79ARRS)
LM SSgt Wilson

SECRET

68-0071

189 Sorties, 39 Hours

Long Search Finds A-7 Pilot

By Sgt. Mark Fleisher

SAIGON—On a mission against enemy supply routes, Navy A-7 was shot down southwest of Khe Sanh. Thus began one of the most extensive "manhunts" in Southeast Asia.

The rescue mission for the downed pilot was directed by the Joint Search and Rescue Center, Seventh AF Command Post, with the rescue conducted by AF's 3d Aerospace Rescue and Recovery Gp. The entire operation spanned a period of 39 hours and involved 189 aircraft sorties.

Darkness and bad weather hampered initial rescue efforts. Maj. L. Kenny D. Fields, the Navy pilot. The following morning, two A-1 pilots orbited the area. Enemy forces opened up with an intense barrage of automatic weapons fire, downing Maj. William G. Palank. An HH-3E sped

to the scene, and within 10 minutes, he was aboard.

Enemy ground fire continued to harass rescue efforts, so AF and Navy jet fighter-bombers were summoned. Again darkness and bad weather stopped the rescue.

The following morning the weather was still bad, but improving. Maj. Thomas A. Campbell, A-1 pilot flying escort for the Jolly Greens, established radio contact with Fields and got his position narrowed down. "The FACs began to direct the jets into the area to hit the enemy firing positions. We got the 'go' from the HC-130P command aircraft and started rescue efforts."

A screen of 37mm ground fire met them as they went in. Sgt. Coy W. Calhoun, flight engineer aboard the Jolly Green, reported, "I opened up with my M-60 machine gun, and that enemy position didn't fire any more."

Fields was finally picked up. As he recalled, "I initially found myself in a field flanked by two of the enemy 37mm guns. Later, I was able to make my way to a safer area where the fire was not so intense. The jets did a fantastic job. They must have gotten more than 300 secondary ex-

plosions during the time they were supporting the Jolly Greens and Skyraiders."

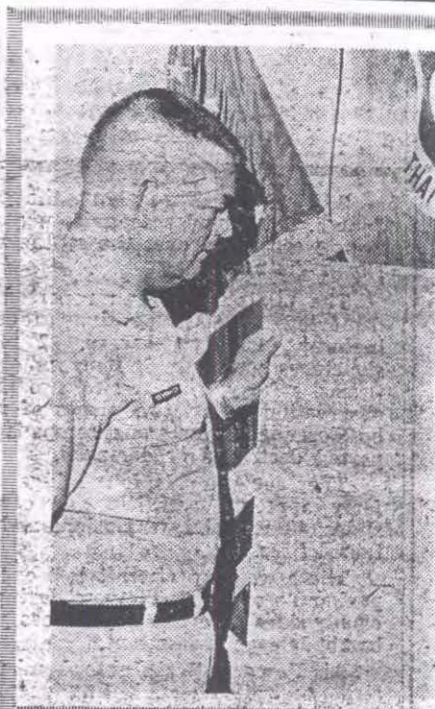
A helicopter pararescueman who played a major role in the rescue, Sgt. Peter S. Harding, noted, "the pickup of the Skyraider pilot was pretty simple. He was in a good spot, and there wasn't much ground fire. As we went in for Fields, there was a great deal of fire around us. It didn't look like I'd have to get on the ground to help him, so

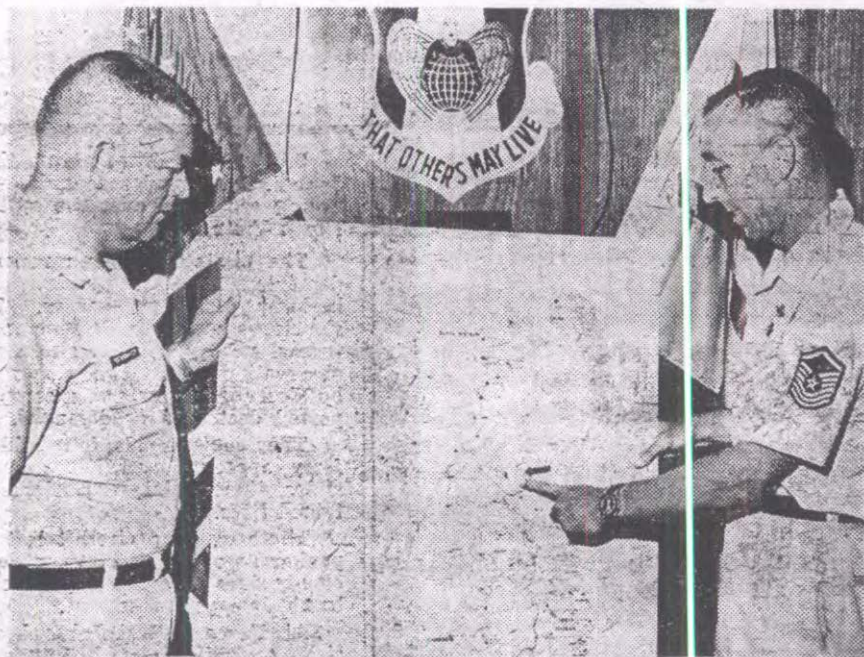
Call Mark Set At MARS Site

TUY HOA AB — The Air Force Military Affiliate Radio System (MARS) station here completed 1302 calls to the United States during April to break its previous record of 1205 set during March.

Operated by the 1884th Communications Sq., the MARS station handled a total of 1647 calls, but 345 could not be completed because of no answer, wrong number, or technical reasons.

Under ideal operating conditions, 10 to 12 calls per hour are possible.





Rescues

POINTING at Dong Hoi, SMSgt. Ted R. Hawkins shows Col. Robert E. Freshwater the area where both won Silver Stars on unrelated rescue missions. They are with the 3d Aerospace Rescue and Recovery Gp. in South-east Asia.

plosions during the time they were supporting the Jolly Greens and Skyraiders."

A helicopter pararescueman who played a major role in the rescue, Sgt. Peter S. Harding, noted, "the pickup of the Skyraider pilot was pretty simple. He was in a good spot, and there wasn't much ground fire. As we went in for Fields, there was a great deal of fire around us. It didn't look like I'd have to get on the ground to help him, so

I stayed at my gun until he was aboard the Jolly Green. Then I applied medical aid and tried to make him as comfortable as possible."

The rescue mission received high praise. Rear Adm. Ralph W. Cousines, commander of Task Force 77, sent a personal message to Gen. William W. Meyer, Seventh AF commander.

Capt. W. L. Atkinson, commander of the USS Reeves, Navy search and rescue coordination

ship, sent a message for all rescue forces involved in the mission to Col. Paul Leske, 3d Aerospace Rescue and Recovery Gp.

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BLUE NOTE SHOP

156 Central Ave., Albany, N.Y. 12206

A-7A 153255 VA-82, USN, USS *America*
Lt K W Fields (survived)

Two Corsairs were assigned to attack a storage area near Ban Kate in southern Laos at dusk on the 31st. The leader, Lt Fields, made his first pass and noticed at least three anti-aircraft guns firing at him. During his second pass, Lt Fields felt a thump and the aircraft started rolling uncontrollably. A large section of the wing had been shot off and Lt Fields ejected close to his target.

He landed safely but was injured while evading North Vietnamese troops intent on capturing him. He was eventually rescued by a USAF SAR helicopter.

A-1H 52-135282 602 ACS, 56 ACW, USAF, Nakhon Phanom
Capt Edward W Leonard (POW)

When Lt Fields was shot down near Ban Kate, a USAF Skyraider, which was already in the area, was directed to search for the downed airman. Night was drawing in rapidly but Capt Leonard came down to 500 feet in an effort to protect the Corsair pilot until the rescue forces arrived. Unfortunately the Skyraider was hit by automatic weapons fire about 10 miles to the southwest of Lt Fields's position. Capt Leonard ejected but was captured by North Vietnamese soldiers. He was eventually sent to Hanoi and was released on 28 March 1973. Capt Leonard had flown over 250 missions in Southeast Asia and had been shot down during a mission over northern Laos on 18 March but managed to fly most of the way back to base before having to eject on that occasion.

A-7A 153258 VA-82, USN, USS *America*
1 pilot, name unknown (survived)

The *America* lost a second Corsair on this day when an aircraft suffered an engine flame out during in-flight refuelling. The pilot ejected and was quickly rescued.

1 June 1968

A-1E 52-139584 602 ACS, 56 ACW, USAF, Nakhon Phanom
Maj W G Palank (survived)

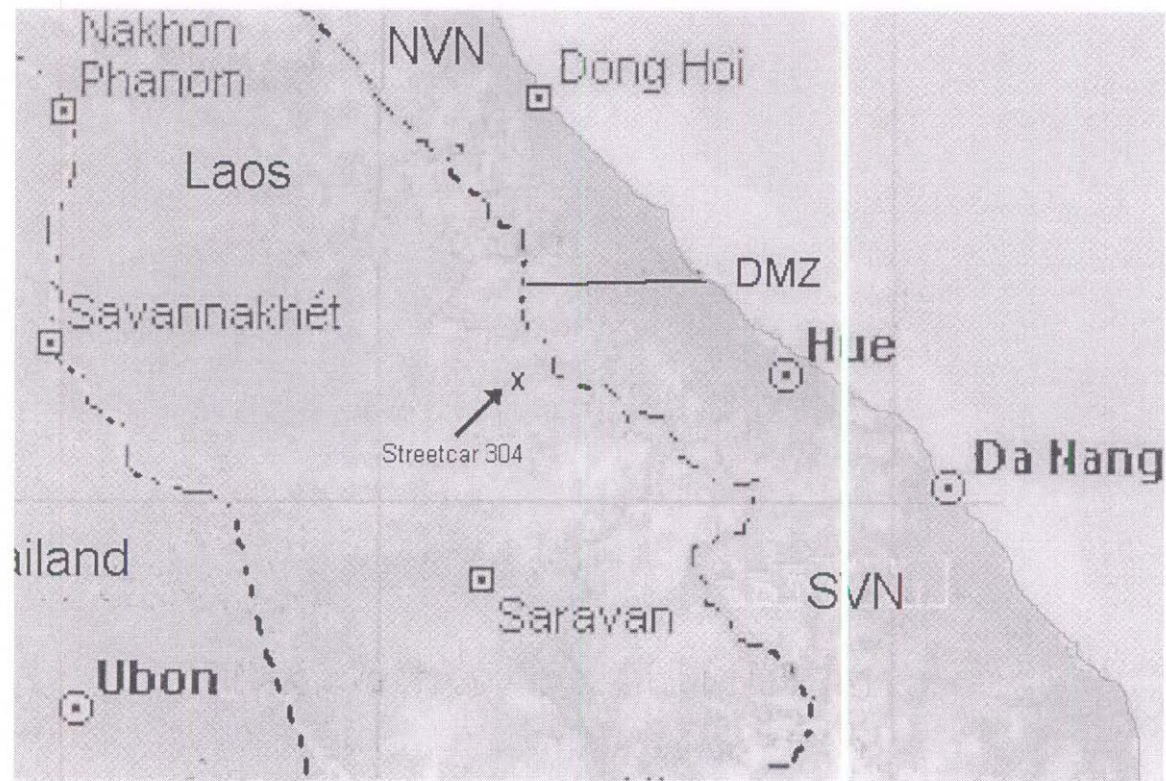
The effort continued to find Lt Fields and Capt Leonard, who had been shot down near Ban Kate on the 31st. Another Skyraider was lost during the search but this time the pilot was rescued. Maj Palank was orbiting at 4,000 feet about six miles southwest of Khe Sanh when his engine was hit by a 37mm shell. With the engine producing reduced power he started back towards Thailand but was forced to eject near Ban Alao, 15 miles southwest of Ban Kate. He was rescued by a USAF SAR helicopter.

DET 1 40 ARRS HISTORY APR-JUN 68

SUMMARY TABLE OF RESCUES

DATE	RESCUE NO.	SURVIVOR	TYPE ACFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
1 Apr	300 301	Maj Dwyer TSgt Owen	02	USAF	Laos	Capt Oliver Capt Greer Sgt Grau Sgt Harding	No
7 Apr	303 302	Capt Jones Maj Tapman	F-100	USAF	Laos	Capt Walker Maj Yuhas Sgt Grau Sgt Fraboni	No
21 May	304	LtJG Ganner	P2V	USN	Thai	Capt Oliver LC Brown ALC Otero Sgt Beasley	No
25 May	305 306	Capt Amkeny 1Lt Turner	F-4C	USAF	Laos	Capt Walker Maj Yuhas Sgt Warmack ALC Curry	No
1 Jun	307	Maj Palank	A-1	USAF	Laos	Capt Richardson Maj Reagan Sgt Calhoon Sgt Harding	No
1 Jun	308 309 310 311	Maj Oderman Maj Weeden Sgt Price ALC Smith	HH-3E	USAF	Laos	Capt Conant Capt Heft Sgt Warmack ALC Curry	Yes
2 Jun	312	LtJG Fields	A-7	USN	Laos	Capt Richardson Maj Yuhas Sgt Calhoon Sgt Harding	Yes
26 Jun	313 314	Capt Jones Maj McKenna	RF-4C	USAF	Laos	Capt Heft Capt McKinley Sgt Warmack Sgt Petroski	No

STREETCAR 304
SAR



CONFIDENTIAL

4

COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
	Y.	GRADE	SIGNATURE	DATE		
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SAR Effort for Streetcar 304 (C)

1. (C) BACKGROUND: Streetcar 304 was downed in Steel Tiger on 31 May 1968. The SAR effort continued through 1 June 68 and was again initiated this morning.
2. (C) The SAR effort for the Navy pilot began at 0600H with the launching of the SAR force. Nail 56 made voice contact with the downed pilot; however, early morning fog prevented the use of jet aircraft to suppress Flak. At 0720H, Nail 56 reported the fog had dissipated and 7AF CC scrambled eight F-4 aircraft. Thirty minutes later, eight more F-4 aircraft were scrambled. By 0845H, SAR had pinpointed the downed pilot who stated the expended ordnance by the jets was doing a good job. By 0940H, twenty-two F-4's and seven F-105 had been committed to the effort. The downed pilot, in the meantime, reported that he had been wounded but that the wound was not serious. At 0944H, Jolly Green 09 was over the pilot and made the pickup within five minutes. Nakhon Phanom reported the Navy pilot had five wounds in non-vital areas and his condition is good.
3. (C) SEQUENCE OF EVENTS:
 - a. 0600H - All SAR forces airborne.
 - b. 0640H - Nail 56 is in area and has beeper. Weather is 6,500 feet overcast - thin ground fog.
 - c. 0720H - Nail 56 states he can work jets. Honda/4 F-4 and Cobalt/4 F-4 scrambled.
 - d. 0730H - Voice contact with Streetcar 304. Pilot has authenticated. Pilot can see people in trees with automatic weapons.
 - e. 0751H - Ringo/4 F-4 and Tomcat/4 F4 scrambled.
 - f. 0815H - Pilot has moved about 1 mile. Enemy is all to the North.
 - g. 0845H - SAR has pilot pinpointed. Pilot states that ordnance is doing good job.
 - h. 0846H - Picking up 37MM.

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

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- i. 0911H - Have a visual on pilot. Have one more gun to knock out before attempting pickup.
- j. 0915H - SAR going in for pickup.
- k. 0927H - Downed pilot has been hit by enemy ground fire.
- l. 0930H - Jolly Green 09 has pilot in sight.
- m. 0935H - Pilot still talking, evidently not wounded too bad.
- n. 0944H - Jolly Green 09 over pilot. Hoist going down.
- o. 0948H - Pilot on board. Has wound in lower portion of body; however, is not serious.

602nd Ftr Sq (C)
APO 96237

5
30 JUN 1968

SAR Effort Report (Streetcar 304)

Loss folder
Ryn

3ARRG (3C)
APO 96307

1. A successful SAR effort was conducted on 2 June 1968 for Streetcar 304. Streetcar 304 was downed by 37mm at 1630 on 31 May 1968.

2. Sandy 9 and 10 departed Udorn at 0425 on 2 June. They were to escort the Jolly Greens to a safe area about 25 miles from the position of the downed crewmember, Streetcar 304. Rendezvous with the Jolly Greens was at 0600. There were 3 Jolly Greens. They all arrived over the holding area about 0615. An orbit was established and uneventful until 0730. At that time the Jolly Greens were directed to refuel. Sandy 9 and 10 stayed with the Jollys until about 0740. Crown then directed Sandy 9 and 10 to proceed to the area of the downed aircrew member. They departed immediately. Sandys 1,2,3 and 4 had been scrambled from Channel 89 and would now escort the Jolly Greens. Sandy 9 and 10 went directly to the target area and made contact with Nail 56. An attempt was made to pinpoint Streetcar 304's exact position. He had moved from the previous days position. Sandy 9 and 10 got one swing off his beeper and Sandy 9 thought he had the field Streetcar was in. This proved to be incorrect by one field, or about 300 yards. While attempting to locate his exact position, Streetcar 304 advised the Sandys and Nail 56 that on each pass they were being fired on from north and northeast of his position. Sandy 9 and 10 then departed to the south and held while Nail 56 and 69 FAC'd the fast movers in the area. About 0825 during CBU 24 delivery by some jets, Streetcar 304 suddenly called and stated he had been hit by the CBU delivery. The Jolly Greens and Sandys 1,2,3 and 4 had already departed the one holding area for another one closer to the downed crewmembers position. All six Sandys and one Jolly proceeded directly to the target area. Upon arriving in the area Sandys 9 and 10 and Nail 69 directed Streetcar to pop his night flare. He did so and his position was exactly pinpointed. Immediately north of his position was a heavily wooded area. Sandy 9 and 10 started laying down fire in the woods. As the other Sandys and the low Jolly Green arrived in the area, Sandy 9, with use of Willie Pete smoke and the river, directed the Jolly over the field Streetcar was in. He was asked to pop his day smoke flare when he heard the chopper, which he never did. As he heard the Jolly he began giving voice directions. He did an excellent job and the Jolly

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was very quickly over his position.. Sandys 9, 10, 1, 2, 3 and 4 all were laying down covering fire into the wooded area. At 0847 Streetcar 304 was lifted aboard the Jolly Green. All Sandys continued to expend around the path of the now exiting Jolly. All SAR forces now returned to base.

3. Conclusion: Streetcar 304 evidently had only one flare and one radio with no spare batteries. Because of his extended ground time he was very fortunate that his radio held out. Without his radio the possibility of rescue in his case would have been impossible.



LOUIS A. BECHTOLD, Lt Colonel, USAF
Commander

Cy to:
7AF(DOCA)
56ACW(DCO)

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17

8-3

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3000X7.62/ SUCCESSFUL SANDY FLT OF
AFT DEPT NKP AT 2400Z ON SAR EFFORT FOR
STREETCAR 304 AND SANDY 07. FLT PROCEEDED
TO THE AREA AND RPT WITH SANDY 09 & 10
JOLLY GREEN 09, 15, AND 37 WHO WERE AL-
READY IN THE AREA. FLT ESCORTED JG 09 AND
RPT TO THE PICK UP SITE, 10 IS REMAINED
10.14 OF THE AREA. JG 09 WAS LOW AND 37

PUE 2 RUMDYE 00 N F I D E N T I A L

WAS HIGH. FLT PROCEEDED TO PICK UP SITE
FROM THE SOUTH AND STARTED TO RECEIVED
HEAVY ACCURATE AM AND SA APPROX 5KM
SOUTH OF SITE. SANDY 09 WAS ALREADY IN
VOICE CONTACT WITH STREETCAR 304 AND HIS
POSITION WAS LOCATED. DURING AND AFTER

ESCORTING THE JG'S TO THE PICK UP SITE FLT PROVIDED CONTINUOUS
GND FIRE SUPPRESSION FOR THE EFFORT. STRIKING NUMEROUS GUN POSITION IN
THE SITE AREA. FLT DESCRIBED THE GND FIRE AS VERY INTENSE ALTHOUGH
NO AFT DAMAGED WAS RPT'D. FLT ATTRIBUTES THIS TO A LOW DECK OF CLOUD,
SCATTERED. AT APPROX AFTER ARR VAL IN AREA AT 2100Z A PICK UP OF
THE PILOT OF 304 WAS EFFECTED BY JG 09 AT APPROX 2135Z. FOLLOWING PICK
UP, SANDY 104 ESCORTED THE JG TO AN AREA CLEAR OF ALL GND FIRE AND
RPT TO CH 74 JG 09 AND 37 RPT TO CH 80 WITH RECOVERED PILOT.
VOICE CONTACT WAS ATTEMPTED FOR SANDY 07 BUT FLT WAS UNABLE
TO ESTABLISH VOICE CONTACT. SANDY 01 RPTD THAT A MAIL FAC RPTD SIGHTING
A SIGNAL PANEL ON THE GND IN THE VIC OF THE AREA OF SANDY 07 AND
STREETCAR 304. FOLLOWING PICK UP 304 STATED THAT HE HAD NOT USED A
SIGNAL PANEL. THIS FLT STATED THAT THE WORK DONE BY JG 09 WAS OUT-
STANDING IN EFFECTING THE PICKUP OF STREETCAR 304.

PAGE 3 RUMBDEA 7 CNK N F I D E N T I A L
01. 2XATE2XATM/12.7 SANDY 1/24/74 SAREFFORT/D 01 010000540
ZK3. EXECUTED ON SAR EFFORT FOR SANDY 07 AND STREETCAR 304.
CP-3
BT

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~~SECRET~~

DXC-6-26512

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Z R 020445Z JUN 68

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TO RUEKDA/NMCC

RUMKA/CINCPAC

RUMKSP/PACAF CC

RUMSAL/7AF CC TSN AB RVN

RUCSDB/SAC/RPI/DMZ/ADJ LAOS

RUMFBB/3AO/RPI/DMZ/ADJ LAOS/ANDERSEN AFB GUAM M

RUMALB/13AF CLARK AB F 14P AF APO ONL Y

RUMBOFF/7/13AF UDORN RTAFB THAI (13AF APO ONL Y)

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RUMGU/COMSEVENTHFLT

RUMFUE/OTF 77

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PAGE 2 RUMBOFF 53 S E C R E T

RUMUHFA/COMUSMACV/JPRC SAIGON RVN

RUMOTLA/COMUSMACVTHAI

RUMKM/CC FMFPAC

RUMJIR/AMEMB SAIGON RVN

RUMTEJA/AFCE SAN ANTONIO

BT

S E C R E T JPOCO/JOPREP JOEY/TUOC-CP 56 ACW/OTREP-3/PINNACLE 004.

A1. RECOVERY OF DOWNED CREW MEMBER

A2. 2 JUNE 1968.

H. PILOT OF STREETCAR-304 WAS RECOVERED BY "ROLL" GREEN 89 AN RH-3
ASSIGNED TO DET 140 ARR AT 02/0147Z AND RETURNED TO NAKHON PHANOM
RTAFB, THAILAND AT 02/0147Z LOCATION OF PICK-UP WAS REPORTED
AS 163730N 1062930E. THE PILOT IS BELIEVED TO BE IN GOOD CONDITION
THOUGH HE HAS RECEIVED SEVERAL WOUNDS IN THE LOWER EXTREMITIES.
HE IS BEING TREATED AT THE NAKHON PHANOM RTAFB, THAILAND BASE HOSP-
ITAL AND IS NOT AVAILABLE FOR DEBRIEFING AT THIS TIME. GP-4

BT

NNNN

~~SECRET~~

7AF TAN SON NHUT AB RVN

7AF DI COMMENT: IN THE PAST SIX MONTHS, THERE HAVE BEEN TWELVE AIRCRAFT HIT AND FOUR DOWNED (INCLUDING SANDY 7) WITHIN AN 8NM RADIUS OF SANDY'S HIT LOCATION. SINCE 17 MAY 68, THERE HAVE BEEN 21 37MM FIRINGS AND THREE AW FIRINGS WITHIN 4NM OF 1639N/10609E.

PART III. DOWNED AIRCRAFT REPORT

CALL SIGN: STREETCAR 304	DATE: 31 MAY/1745H
TYPE ACFT: A7A	SPEED: UNKNOWN
MISSION: STRIKE	ALTITUDE: UNKNOWN
WEAPON: AAA	HEADING: UNKNOWN
LOCATION HIT: 1638N/10608E	WEATHER: UNKNOWN
LOCATION DOWN: 1638N/10608E	CREW STATUS: MIA

STREETCAR 304 (A7A) WAS DOWNED BY PROBABLE GROUNDFIRE AT 1638N/10608E. THE A7A FLYING FROM THE CARRIER AMERICA WAS ON A STRIKE MISSION IN THE AREA OF THE DOWN LOCATION WHEN HIT BY PROBABLE GROUNDFIRE. THE PILOT EJECTED WITH A GOOD CHUTE AND A BEEPER WAS HEARD. SAR WILL CONTINUE AT FIRST LIGHT.

7AF DI COMMENT: IN THE PAST SIX MONTHS, THERE HAVE BEEN ELEVEN AIRCRAFT HIT AND FIVE DOWNED (INCLUDING STREETCAR 304) WITHIN AN 8NM RADIUS OF THE A7A'S HIT LOCATION. SINCE 17 MAY 68 THERE HAVE BEEN TWENTY SIX 37MM FIRINGS AND THREE AW FIRINGS WITHIN 4NM OF STREETCAR'S HIT LOCATION. GP-3

7AF TAN SON NHUT AB RVN

OBSERVED THE DOWN LOCATION AND THEN ATTEMPTED TO LEAD A JOLLY GREEN IN BUT HAD TO BREAK OFF DUE TO FUEL. DETROIT (2 F-105) LED THE JOLLY GREEN INTO THE AREA BUT COULD NOT RELOCATE THE CHUTE. SAR WAS SUSPENDED AT 2045H DUE TO DARKNESS AND SCHEDULED TO RESUME AT DAYBREAK.

7AF DI COMMENT: PRIOR TO NO TRUMP LEAD, NO AIRCRAFT HAD BEEN HIT OR DOWNED IN THIS AREA IN THE PAST SIX MONTHS.

PART II. DOWNED AIRCRAFT REPORT

CALL SIGN: SANDY 7	DATE: 31 MAY/1920H
TYPE ACFT: A1E	SPEED: UNKNOWN
MISSION: RESCAP	ALTITUDE: UNKNOWN
WEAPON: AW	HEADING: UNKNOWN
LOCATION HIT: 1639N/10609E	WEATHER: UNKNOWN
LOCATION DOWN: 1638N/10610E	CREW STATUS: KIA

SANDY 7, AN A1E SUPPORTING SAR EFFORTS FOR STREETCAL 304 (REF PART III), WAS HIT AND DOWNED BY PROBABLE ZPU AUTOMATIC WEAPONS FIRE.

WHILE SUPPRESSING GROUNDFIRE FROM A GUN SITE AT 1639N/10609E, THE A1E WAS STRUCK BY MULTIPLE ROUNDS OF ZPU FIRE CAUSING THE AIRCRAFT TO GO OUT OF CONTROL. THE PILOT BAILED OUT WITH A GOOD CHUTE, AND LANDED AT 1638N/10610E, SIX NAUTICAL MILES SOUTH SOUTHWEST OF TCHEPONE. THE PILOT WAS SEEN RUNNING TO THE TOP OF A NEARBY KARST. BECAUSE OF DARKNESS, THE SAR HAS BEEN DISCONTINUED UNTIL FIRST LIGHT.

~~SECRET~~

PRECEDENCE: IMMEDIATE

DTG: 01/0035 MAY 68

DISTRIBUTION

9

FROM: 7AF TAN SON NHUT AB RVN

TO: ALL DEI ADDRESSES

31 MAY 1968

SECRET/NO FORM/JPCCO/DIO. NO FOREIGN EXCEPT AUSTRALIA

FTB (TDFCS), TAWC (DS), DIA (DIAS), 2AF (DI), 27TFW,

67TFW 4510 CONRNWG, 4453D CONRNWG (DIA), AFOP. ALL OTHERS

FOR INTELL. SUBJ: (U) DEFENSE ANALYSIS INTELLIGENCE REPORT

NR. 113. THIS MSG IN 3 PART(S).

PART I. DOWNED AIRCRAFT REPORT

CALL SIGN: NO TRUMP 01

DATE: 31 MAY/1658H

TYPE ACFT: F-105D

SPEED: UNKNOWN

MISSION: STRIKE

ALTITUDE: 100 FEET

WEAPON: AAA

HEADING: 120

LOCATION HIT: 1709N/10720E (APPROX)

WEATHER: UNKNOWN

LOCATION DOWN: 170600N/1072430E

CREW STATUS: MIA

NO TRUMP LEAD WAS HIT BY GROUNDFIRE WHILE ON A STRAFING RUN AGAINST GUN POSITIONS ON TIGER ISLAND. NO TRUMP 02 REPORTS THAT HE HEARD LEAD CALL THAT HE WAS HIT AND THAT THE PILOT SOUNDED AS IF HE WAS WOUNDED. SHORTLY THEREAFTER 02 OBSERVED A WHITE PUFF OF SMOKE FROM LEAD, FOLLOWED BY A CHUTE AT APPROXIMATELY 3000 FEET. 02 LOST SIGHT OF THE CHUTE AS HE WAS IN A TURN AND THE CHUTE ENTERED A CLOUD DECK. SHORTLY THEREAFTER, HOWEVER, 02 SIGHTED THE CHUTE IN THE WATER, BUT COULD NOT SEE THE PILOT. 02 ORBITED THE AREA UNTIL CLOUDS

Cyrus J. Rickards

CYRUS J. RICKARDS, CAPT, USAF
Defense Analysis Division, DIO/2505
7DIO-48-0959 GP-3

William J. Clauson

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1 JUN 68

1 CY MSG GEN
1 CY SSG DFT
1 CY DOCR-E
1 CY DO (ALPHA TEAM)
1 CY DOE
1 CY DXI
1 CY DOA
1 CY TACPAL
1 CY SAC ADVON
1 CY NLO
1 CY AFOP
1 CY 12 RITS
1 CY DQCG
1 CY TACO
1 CY DIT (INFO)
1 CY 460 TRW
1 CY AOB
1 CY 97TH ARTY GP
1 CY DIO (FILE)

This msg is classified
SECRET because it
reveals areas of enemy
defense systems.

MISSION TRAFFIC

"ECHO"

NO COORD:

*1. Doceaur
2. H/T
3. Anal*

SECRET