



The Sheppard Senator

This is an official newspaper published weekly in the interest of personnel at Sheppard AFB, Tex., of the Air Training Command. It is published by the Times Publishing Co., an agency connected with the Department of the Air Force. Opinions expressed by the publisher and writers are their own and are not to be construed as giving expression of the Department of the Air Force. The acceptance of advertisements, including inserts, in this publication does not constitute an endorsement by the Department of the Air Force of the products or services.

Dedicated To The Memory Of The Late Senator Morris Sheppard After Whom The Base Was Named

2

Wichita Falls, Texas, Thursday, January 11, 1968

SEA Mascot Dufies

'Giant' Joins USAF

By ANN, TERRY DALTON

From the war figure in a Medical Service School (MSS) skit to the jungles of Southeast Asia — that's the route of a nine-foot super "Jolly Green Giant" who soon will assume the role of super-mascot for the helicopter rescue and recovery team which is his namesake.

The mammoth mascot will be shipped to Udon Air Base, Thailand, to be received by Capt. Carl W. Oliver, rescue crew commander of the "Super Jolly Green Giants" — helicopter rescue team that patrols Southeast Asia. Many of these daring pilots are trained at Sheppard's Agville Flying Training Squadron (AFTS).

The plan to ship the giant overseas as a mascot was conceived by Maj. Edgerly Manning, an instructor at the MSS Department of Veterinary Medicine after watching the giant "perform" in a skit held here last year.

From this modest beginning, the idea began to take a more definite form. Col. Geoffrey P. Wiedeman, MSS commander, originally procured the statue from the Giant Food company. He suggested that their jolly green man might be interested in helping the Southeast Asian they

A favorable response encouraged Col. Wiedeman to present the giant to the Udon-based

Captain Oliver's answer was affirmative and enthusiastic, noting that the giant would be placed in the Officers' Club in a prominent position with a plaque hung around his neck. The pla-

que will record the number of aircrew members rescued by the flying "Jolly Green Giants."

Captain Oliver requested the aid of his former instructor at Sheppard, Col. Jimmy M. Hamill, deputy commander for helicopter operations of the Second Flying Training Wing, to see that the giant was properly transported to Udon.

Back at Sheppard, Colonel Hamill placed Maj. Donald R. Walker in charge of transporting the mascot to Thailand. At present the nine-foot monster is awaiting a "hop" to join his rescue friends deep in the "jolly green jungles."

GREEN GIANT — Receiving his inoculation before being shipped to Udon Air Base, Thailand for duty is this nine-foot "Jolly Green Giant." Col. Geoffrey P. Wiedeman, Medical Service School, administers the "shot" to the soon-to-be mascot of the "Super Jolly Green

"Giants" helicopter rescue team based at Udon. Observing are (from left) Maj. Edgerly Manning and Maj. Donald R. Walker while Col. Jimmy M. Hamill studies the hypodermic needle. (USAF PHOTO)



D. PHOTOS
AFM #1
GIANT JOLLY GREEN GIANTS
AF, JPL

D: PHOTOS AFM # 1

GIANT JOINING AF # 3



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



3 January 1968

REPLY TO
ATTN OF: 37 0

SUBJECT: MISSION NARRATIVE REPORT (1-3-2, 2 Jan 68) (U)

TO: 37C *KAC*
3rd ARRGp (JSARC)
IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) At 0125Z Jolly Greens 04 and 03 were notified that the pilot of Bear 4, an F-105, had bailed out at 036°/24/Ch 103. Jolly Greens 04 and 03 had been searching for Rete 01, a missing A-3, at 060°/35/Ch 103. Jolly Green 04 arrived over the aircraft impact point (identified by Deep Sea 101, a Navy A-3) at 0135Z. No survivor was sighted by JG 04. A faint beeper was heard on 243.0 MC. JG 03 arrived on scene at 0137Z and both JGs proceeded northwest and used the UHF/DF to home in on the beeper. At 0142Z the survivor was spotted after he popped his smoke flare. A hoist pickup was completed at 0145Z and Jolly Green 04 was RTB'd to Channel 94, arriving at 0230Z with the uninjured pilot. Weather was 1500 broken to overcast and 5 miles visibility. No ground fire was encountered.
3. (C) Communications were extremely difficult on Guard after bailout. Jolly Green 04 had to tell everyone to stop broadcasting on Guard so he could home in on the beeper. The pilot did not turn off his parachute beeper which made transmissions to him on the URT/C 10 impossible.
4. (C) The survivor was Captain Harold E. Forman, FV3026449 from the 357 TFS.
5. (U) Crew members of the Jolly Greens:

JOLLY GREEN 03

RCC Capt Standley A. McGhan
RCCP Capt Walter R. Blackwell
FE SSgt Robert H. Baldwin
RS A1C Martin E. Roepstorff

JOLLY GREEN 04

RCC Major Billy J. Wingfield
RCCP Major Arthur J. Anderson
FE SSgt John H. Hazzard Jr
RS Sgt Angus C. McDougall

Billy J. Wingfield
BILLY J. WINGFIELD, Major, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *162813*

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

37ARRS Hist, Jan-Mar 1968

3.

The squadron was visited by General Estes, Commander, Military Airlift Command (MAC), during the month of February. During this visit, General Estes addressed all the MAC units on DaNang Air Base and presented awards. General Ryan, Commander, Pacific Air Forces (PACAF), visited several sections of the 37th ARRS during his annual orientation trip to DaNang in February. Colonels Musick, Beaudry, Hq ARRS, and Freshwater of 3ARRGp made a staff visit and presented decorations. Brig. General Griffin and Colonel Self of MAC Personnel, Scott AFB, Ill., visited the unit and corrected several errors in assigning members of this unit. Col. Lough of MAC Materiel visited the Maintenance Section and established new procedures to expedite supplies. Col. Harrison of Pacific Aerospace Rescue and Recovery Center (PAARRC) Personnel made a visit to the unit and explained to the members the new machine kept records system.

8. MISSIONS:

(1)(U) 1-3-2, 2 Jan 1968. Jolly Green 03 and 04 were searching at a point thirty-five (35) miles east northeast of Quang Tri, RVN, for the pilot of a missing A-3, USN aircraft. At 0125Z, Jolly Green 04 was diverted from the search to a point twenty-five (25) miles northeast of Quang Tri to recover the pilot of a USAF F-105. Jolly Green 04 arrived on the scene at 0135Z and utilized UHF/DF to hom survivor in the water.

37th ARRSq Hist. Jan-Mar 1968

4.

At 0145Z the uninjured survivor, Captain Harold E. Foreman, FV3026449, 357 TFS, was hoisted aboard Jolly Green 04 and returned to DaNang. The original search for the missing pilot of the A-3 was later terminated with negative results.

(2)(U) 1-3-3, 7 Jan 1968. At 0605Z, Jolly Green 04 was scrambled from DaNang to recover the pilot of a USAF F-100 who had bailed out eighteen (18) miles east of DaNang. Crown 05 made contact, spotted and marked the survivor's position in the water. Jolly Green 04 made a water landing and picked up the survivor, Major Dwayne P. Wright, FR31198, 37 TFW, APO 96368. The survivor was uninjured and Jolly Green 04 returned him to DaNang terminating the mission at 0630Z.

(3)(U) 1-3-4, 12 Jan 1968. On this mission, Jolly Green 04 and 10 were utilized to search for a missing USMC CH-53A at a point sixteen (16) miles southwest of Quang Tri. They were assisted by USMC H-34s, UH-1 helicopter gunships and a USAF O-1E Forward Air Controller (FAC) aircraft. At 0010Z the wreckage was sighted and Jolly Green 14 made an approach to investigate. The H-53 had flown into the mountainside and was completely consumed by fire. After hovering over the wreck, Jolly Green determined there were no survivors and the mission was terminated.

(4)(U) 1-3-5, 16 Jan 1968: At 0600Z Jolly Green 30 and 10 were scrambled from DaNang to attempt action of a US Army

~~SECRET~~

81

Mission Narrative 2-301 (Zoro 11)

3 Jan 68

71

Crown 1 arrived on scene 2216Z at 095/31/89 on Zoro 11 mission. Nails 55 50 were also on scene and received beeper and voce of survivor. Sandie 5-6 on scene at 2 230Z while Sandie 5 established voce contact with Zoro 11 at 2238Z. Zoro 11 stated he was tired and weak but otherwise in good shape and remained in tree for the entire night. Sandy 5-8 and Jolly Green 15-20 gave Bingo time of 0300Z with Nail 50's Bingo of 0330Z. Sandy 5 advised Zoro 11 to remain in tree and pickup would be made at first light. Sandy 5 and Nail ~~50~~ 50 sighted chute in tree at 2306Z and began making search of area for possible ground fire. With no ground fire, Sandy 5 called Jolly 20 in for pickup which was made at 2325Z with no problems. Zoro 11 was in good shape and all forces were told to RTB. At 2327Z Boxer flt (2-F-4's) were still on tanker, Crown 1 release them from SAR mission at this time. None of the SAR forces received groundfire and all forces were across the fence at 2334Z. Zoro 11 informed Crown that his survival radio was left at scene.

Glen E. Nemecek, Capt, USAF
Rescue Crew Commander

~~SECRET~~

39-68-0002

~~SECRET~~

FROM: Det 1, 37 Aerospace Rescue and Recovery Sq, APO SF 96310

5 JAN 1968

SUBJECT: Mission Narrative, 2 - 3 Jan 68, Msn #1

Downgraded to CONFIDENTIAL

TO: 3ARRGp (C)

25 MAR 1971

IAW AFR 205-2

(Date)

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Sup 1, dated 15 June 67.

2. (S)(GP-4) At 1900L, 2 Jan 68, the alert crews were notified of a downed acft, 090/31 Ch 89. The alert crews proceeded to TUOC and received a detailed briefing on the area of the downed aircrew member. Sandies 7 and 8 (ALE's), Jolly Greens 20 and 15 launched at 1928L and proceeded to the scene. Nail 50 was in the area and had an approximate fix of the survivor. Sandy 7 started a low level search and was able to establish voice contact with Zorro 11, the survivor. Jolly Green 20 and 15 arrived in orbit 5 miles from Zorro 11 at 1947L. While in orbit, 4 large air bursts were observed within a 1 mile radius of our orbit track. Sandy 7 drew light ground fire on his low level search. Zorro 11 stated that his condition was good, but he was in a tree. He further stated that he heard people on the ground near his position. Due to darkness, hostile forces and terrain in addition to the possibility of giving away the survivors position if the attempt failed, Sandy 7 recommended the SAR effort be terminated until first light. Zorro concurred and the SAR forces were withdrawn.

3. (S)(GP-4) At 0415L, 3 Jan 68, the SAR forces were again briefed at TUOC. Take off time for Jolly Green 20 and 15 was 0530L. Crown 1 arrived on scene at 0515L. Sandies 5 and 6 arrived on scene at 0530L and Jolly Green 20 and 15 with Sandies 7 and 8 arrived on scene at 0545L. Nail 55 was FAC for Hobos 11, 12, 15, and 16 (ALE's). Boxer flight (F-4's) was Rescap. The survivors chute was spotted and voice contact was reestablished at 0615L. Sandy 5 decided that an attempt could be made and Jolly Green 20 descended from orbit and proceeded to the survivor with Sandy 5 escorting. When Jolly Green 20 was approximately 1 mile from Zorro 11, Sandy 5 requested Zorro 11 to light a smoke flare which he did. The flare was sighted and Jolly Green 20 came to a hover over Zorro 11 at 0621L. Zorro 11 was able to board the tree penetrator without assistance and was hoisted aboard Jolly Green 20 at 0624L. Egress was made from the area and no hostile action was encountered. Jolly Green 20 terminated at Ch 89 at 0640L. The survivors condition was good. All participants carried out their assignment to perfection. Radio discipline was good. Weather was not a factor.

4. (U) The survivors name was John Pattee, Major, USAF, 606ACSq.

1-370 68-2

Cy 1 of 6 Cys

ARODC # 680058

~~SECRET~~

Atch 1

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

68-AD 237

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/1/97

*a good point where
Probably land people on the ground to
helmet Rescue attempt abandoned - ALE's otherwise*

~~SECRET~~

5. (U) Crews of Jolly Green 20 and 15 were:

Jolly Green 20

Joseph B. Ferrell, Maj, RCC
Edward J. Sichterman, 1/Lt, RCCP
Bernard W. Grau, SSgt, FE
Roy A. Taylor, ALC, RS

Jolly Green 15

William J. Johnson III, Maj, RCC
Dean H. Williams Jr., Maj, RCCP
Albert P. Parker, TSgt, FE
Randy S. McComb, Sgt, RS

Joseph B. Ferrell
JOSEPH B. FERRELL, Major, USAF
Rescue Crew Commander

175000Z DEC 1 70 111111 111111 111111
 DET 1 40 JAN-MAR 68

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SUMMARY TABLE OF RESCUES

DATE	RESCUE NUMBER	SURVIVOR	TYPE AIRCRAFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
3 Jan	218	Maj Pattee	T28	USAF	Laos	Maj Ferrell Lt Sichterman Sgt Grau A1C Taylor	No
6 Jan	219	Capt Brownlee	F-105	USAF	Thailand	Capt Walker Capt Canfield Sgt Otero Sgt Boles	No
6 Jan	220	Maj Gustafson 76th Mission 2nd pickup	F-105	USAF	Thailand	Lt Platt Capt Greer Sgt Keyes Sgt Lombard	No
16 Jan	221 222	Maj Lewis Lt Kelly	F4	USAF	NVN	Capt Greer Capt Canfield Sgt Warmack Sgt Harding	No
18 Jan	223	Capt Stovin	F4	USAF	NVN	Capt Conant Capt Greer Sgt Cole Sgt Allaire	Yes
28 Jan	224	Capt Brown	T28	USAF	Laos	Capt Otsini Capt Greer Sgt Warmack Sgt Harding	No
2 Feb	225 226 227	Lt JG Jacobs AP2 Forbski AT1 Arntzen	P2V	USN	Laos	Lt Platt Maj Williams Sgt Keyes Sgt Boles	No
27 Feb	228	AP1 Gonzales	P2V	USN	Laos	Capt Walker Maj Washington Sgt Parker Sgt Harding	Yes

FOR OFFICIAL USE ONLY

FROM: Det 2, 37ARRS/Capt Oliver/2727

5 January 1968

SUBJECT: Mission Narrative (2-3-02-05 January 1968)

TO: Det 2, 37ARRS (Operations)
Det 2, 37ARRS (Commander)
3rd ARRGp (RCRC) APO S.F. 96307

1. This report is submitted in accordance with ARRSM 55-2 and 3ARRGP Supplement 1, dated 15 June 1967.

2. At 0904L, 5 January 1968, Jolly Green 69 as low bird and Jolly Green 71 as high bird were placed on cockpit alert by Compress for an inbound aircraft low on fuel. Compress launched both aircraft at 0917L with both being airborne at 0923L. The crash site 0550/41 NM from Channel 86, was received from Compress prior to becoming airborne. Sandy 3 and Sandy 4 were in the area with two good chutes in sight. Sandy 3 adjusted the location to 0500/31 NM from Channel 86. At 0937L Jolly Green 69 was over one survivor and Jolly Green 71 was being directed over the second by Sandy 3. SAR effort coordination and radio discipline were excellent. First hoist pickup by Jolly Green 69 was executed at 0943; the second hoist pickup by Jolly Green 71 was executed at 0945. Both survivors were well versed in helicopter recovery techniques and aided themselves in a rapid recovery through use of these techniques. Jolly Green 69 terminated the flight at Channel 86 at 0957L; Jolly Green 71 terminated at 1001L.

3. The survivors were:

a. Lt. Col. William T. Roderback,
Jolly Green 69.

11TRS, picked up by

b. Capt. Eugene T. Pizzo Jr,
Green 71.

11TRS, picked up by Jolly

4. Crews:

a. Jolly Green 69:

- (1) Captain Carl W. Oliver, RCG.
- (2) Lt. Col. Garland A. York, RCGP.
- (3) SSgt Gene R. Boles, FE.
- (4) TSgt Kerry Kelly, RS.
- (5) Sgt James J. Rogers, RS.

HH-53'S

65-72

Atch 3

b. Jolly Green 71:

- (1) Major Frederick M. Donohue, RCC.
- (2) 1st Lt. Joseph A. Panza Jr, RCCP.
- (3) SSgt Gene A. Sellers, FE.
- (4) Sgt Larry E. Palmer, RS.
- (5) Sgt Tommy W. Meyer, RS.

Carl W. Oliver

CARL W. OLIVER, Captain, USAF
Rescue Crew Commander

~~SECRET~~

8

70

Mission 2-3-02

5 January 1968

At approx 0030Z Cone 02 reported that he was north of 97 heading south with #200 fuel remaining. Brigham vectored a tanker on an intercept heading. Crown one advised Sandy 1-2 to hold over head Lima 20, Sandy 3-4 to start south, Jolly Green 69, 71 to go on cockpit alert. Cone 02 at 0031Z, 8 miles from the tanker #400 fuel remaining. 0046Z Cone 02 in contact with tanker but fuel will not transfer and both engines flamed out. 0049Z Cone 02 ejected with two good chutes, two good beepers at 080/30.5/CH 86. 0236Z JF 69 has one man onboard in good condition, 0243Z JF 7. has other pilot onboard in good condition. Forces RTB. No wx factor, no delays, no ground fire, good radio discipline. SAR Forces Sandy 1,2,3,4, Jolly Green 71,69 and Crown one.

RCC	WALLACE
P	WILCOX
N	ROGERS
RO	CARLTON
FE	BENBROOK
FE	MAY
LM	COOPER

② b 17 find out 2

MISSION NARRATIVE REPORT: Det 10, 38th ARRSq (#10-38-01, 4 Jan 68)

Det 10, 38th ARRSq received notification from US Navy, River Operations Center, Binh Thuy, RVN at 0558 GMT that three Navy personnel had been wounded in River Patrol Boat (PER) action approximately 23 NM east northeast of Binh Thuy AB. Due to the serious condition of two of the wounded, PER, "Wood Holly 4", was with drawing to the district town of Cai Nhum for evacuation rendezvous. Pedro 91 departed Binh Thuy AB at 0601Z configured for the usual hoist-stokes litter pick-up but confirmation that a secure landing area was available at the town made this procedure unnecessary. Arriving over the town at 0619 GMT, Pedro 91 landed in a small field marked by signal smoke adjacent to a Vietnamese Army installation. One evacuee, suffering from a severe open head wound, was in critical condition and in danger of strangling because of profuse head bleeding. Another was in shock from loss of considerable blood as the result of an upper leg wound. Both wounded, under the circumstances, were on litters and loading was accomplished in minimum time. The third person, with apparently a minor wound, was not evacuated due to limited cabin space. US Navy personnel, who assisted in patient loading, concurred in this decision and Pedro 91 departed the area at 0623 GMT. The pararescueman aboard Pedro administered continual aid to the patients enroute to the US Army 9th Infantry Hospital at Dong Tam. Primary efforts were expended keeping the airway of the head wound patient clear in addition to reducing the bleeding from the wound. The flight engineer ably assisted in these actions and attempted to keep the other patient calm. Both patients were delivered directly to the operating room immediately upon landing at the hospital heliport at 0639 GMT. Pedro 91 departed the hospital at 0644 GMT and refueled at Vinh Long AB. Light ground fire was encountered enroute to home station where mission terminated at 0801Z. No damage to aircraft or injury to aircrew sustained. Two combat saves. Overall mission coordination was excellent.

CREW: (All Assigned to Det 10, 38th ARRSq)

Pedro 91:

RCC - Major Harold Pickering
RCCP - Capt Leslie E Johnson
PJ - A1C James L Parks
FE - SSgt Gordon L Browning


HAROLD PICKERING, Major, USAF
Commander

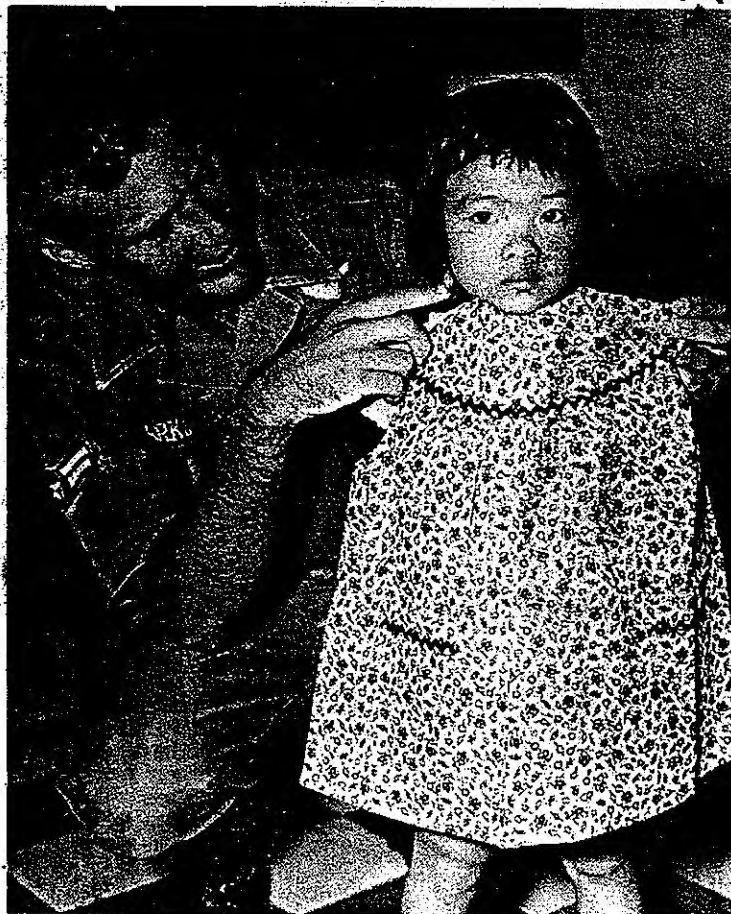
Reg #162813

Atch 2

4 JAN 68 SAR

PJ PROFESSIONALISM. It takes about a year of rugged, tough, precise training to become a pararescueman (PJ) with the Aerospace Rescue and Recovery Service and many times the young men in training wonder if its really worth it. Young PJ A1C James L. Parks found out early in the game. The 20-year-old ARRSman was PJ on Pedro 91, an HH-43F Huskie flying out of Det 10, 38th ARRSq at Binh Thuy AB, VN, early last Thursday morning when they received notification that a U. S. Navy River Patrol Boat had withdrawn from hostile operations and was proceeding for a rendezvous with an evacuation chopper. The patrol boat made its way to the district town of Cai Nhum and moved the wounded sailor to a secure landing area adjacent to a Vietnamese Army Post for the pickup. Pedro 91 picked up the two most seriously wounded, one in critical condition with an open head wound and who was experiencing severe breathing difficulties. They had to fly a circuitous route to the area to avoid enemy artillery. Maj. Harold Pickering and his HH-43 rescue crew ran into light enemy gunfire after refueling at Vinh Long AB but returned to home station without suffering any damage. Parks was cited for the "superb effort of the pararescueman aboard to maintain with one hand a clear throat airway on the head wound patient while controlling the bleeding with the other hand. He was a major factor in the success of the mission."

DET 10 38th
196A



A NEW DRESS—A1C James L. Parks, 20, Sarasota, Fla., a pararescueman with Detachment 10, 38th Aerospace Rescue and Recovery Squadron, receives a cool response from one of the orphans at the De La Province orphanage. Men from Binh Thuy AB helped the children in many ways, including building schools and donating clothes, food and toys. (USAF PHOTO)

~~SECRET~~

1/13
Mr. ④
Sub
Trail out
22 JAN 1968

FROM: 1-370

SUBJ: Mission Narrative Report (2-3-03, 6 Jan 68) (U)

TO: 1-37C JV
3rd ARRGp (JSARC)
IN TURN

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Supl 1, dated 15 June 1967.

2. (S) On 6 Jan 68 at 1525L, Compress advised that Boswell 3, an F-105, was down at 2200/70 from Channel 89. JG-36L and 16H were launched and were airborne at 1535L, arriving in the area at 1610L. While enroute to the area, it was determined that the survivor was in an area south of the original fix. Boswell 1 and 2 were in the area assisting in locating the downed pilots. Both JGs arrived in the area at 1615L and JG-16 located the copilot. An unobstructed landing was accomplished and the copilot was picked up immediately. The pilot, just south of the copilot's position, was picked up at 1620L by JG-36.

3. (U) Weather was not a factor, and radio discipline was good. No hostile action was encountered. Maj Gustafson, the AC of Boswell 3, indicated that he had a problem in determining how to remove the penetrator cover.

4. (C) The names of the survivors were: Gerald G. Gustafson, Major, AC and Russell F. Brownlie, Captain, CP, 333rd TFW, Takhli.

5. (U) Crewmembers of Jolly Greens:

Jolly Green 36 (LOW)

RCC 1/Lt James H. Platt
RCCP Capt George W. Greer
FE SSgt Harvey W. Keyes
RS Sgt J. T. Lombard

Jolly Green 16 (HIGH)

RCC Capt Harry W. Walker
RCCP Capt John H. Canfield
FE Sgt Narciso A. Otero
RS MSgt Clarence R. Boles, Jr.

James H. Platt
JAMES H. PLATT, 1/Lt, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL
25 MAR 1971 IAW AFR 205-2
Classified by

(Date) 31 DEC 96
EXCEPT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON

1-370-S-68-9

Cy 1 of 9 cys

~~SECRET~~

ARODC # 680181

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Atch 1

68-AD-351

~~FOR OFFICIAL USE ONLY~~

SUMMARY TABLE OF RESCUES

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27 Feb	228	AP1 Gonzales	P2V	USN	Laos	Capt Walker Maj Washington Sgt Parker Sgt Harding	Yes

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FROM: Det 9, 38 ARRS (9-38/Capt Johnson/2824)

4 Apr 1968

SUBJECT: Mission Narrative 9-38-01, 9 Jan 68

TO: 3JSARC

(7e)

1. At 2100Z 7 Jan 68 JSARC notified Det 9 that an RF-4 was missing from a low level mission. The route of flight of the missing aircraft was from Tan Son Nhut, Bon Me Thout, Kontum to target and return same route.

2. Two HH-43Fs were launched at dawn to search area of last known position. Last known position was 107 degrees 55 minutes east, 14 degrees 49 minutes north. II DASC diverted FACs to aid in the search. Upon arrival in the search area the H-43s started searching ridge lines on the assumption the aircraft may have hit the top of a hill. FACs searched lower slopes, and investigated numerous fires in the lower valleys and canyons. Smoke was caused by artillery that had been bombarding the area during the night. Numerous U.S. Army helicopters joined the search and assisted in covering the search area. At 0100Z, a U.S. Army helicopter found a new crash site at 15 deg 54 min 30 sec north, 107 deg 54 min east. Pedro 56 investigated the crash site. A PJ was lowered by hoist into the crash site. The aircraft had hit the peak of a ridge line about 10 feet below the top. The ridge line ran roughly north and south, and was covered with twenty foot trees and heavy brush. The east and west slopes of the ridge line were extremely steep. The eastern slope had a 45 degree slope and the west slope was almost vertical for the first 500 feet, then continued on down to the valley floor at about 35 degrees. The slopes were covered with dense brush and forest. The further one went down the slope, the trees became taller and thicker. The aircraft had hit the ridge at high speed. It tore a hole through the trees on the ridge top. The PJ reported no sign of bodies, only pieces of wreckage in the surrounding brush, and pieces of metal imbedded in the soil. The largest piece of metal, part of a tip tank, was hoisted on the helicopter to help in identification of the aircraft. It appeared that the aircraft was traveling in a NNW direction, hit the ridge top, blew up, and the pieces continued on over the top and fell down the western slope. We continued our search along the western slope, searching for more wreckage and bodies. The forest were so thick that it was impossible to see the forest floor. High winds and poor visibility were hampering the search, but all areas were searched several times.

3. During the entire operation Crown One coordinated, and controlled all aircraft in the search. The U.S. Army provided HU-1 gunships to cover the HH-43F helicopters during the mission. Pedro 74 and 56 reported to Crown One on the situation. Crown One terminated the search at 0600Z. Both Pedro's returned to Pleiku at 0635Z.

4. Both Pedro's logged 9:45 (day VMC) flying time on this mission.

HAROLD O. HOPPE, Lt Col USAF
Commander

1 Atch
List of Crew Members

93-267

LIST OF CREW MEMBERS

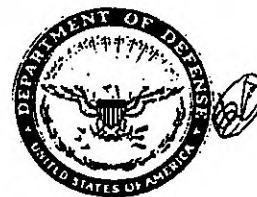
PEDRO 56

RCC - Capt Johnson
CP - Maj Hastings
FE - SSgt Andersen
PJ - Sgt Baguio

PEDRO 74

RCC - Capt Butler
CP - Capt Gilligan
FE - Sgt Abara
PJ - SSgt Smith

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



REPLY TO
ATTN OF. 370

7 January 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-3, 7 Jan 68) (U)

TO: 370 ^{1LQ}
3rd ARRGp (JSARC)
IN-TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.

2. (C) At 0605Z Jolly Green 04 was scrambled by Queen. Tide 32, an F-100, had bailed out at 076°/18/Ch 94. Jolly Green 04 was airborne at 0610Z. Crown 5 made contact with the survivor, made a visual sighting, and dropped a smoke flare. He then vectored Jolly Green 04 to the scene. A water landing was made and the survivor and all his survival gear were recovered. The pick up was completed at 0620Z and Jolly Green 04 landed at DaNang AB at 0634Z. Pedro was scrambled approximately five minutes before Jolly Green 04 but was unable to locate the scene because he had neither TACAN nor IFF equipment. An outstanding job was done by Crown 5 in locating and marking the survivor and vectoring Jolly Green 04 to the scene. The ceiling and visibility varied from 2000' and 5 miles to 200' and 1/2 mile in rain showers. The sea state was 1 and surface winds North at 8 knots. Crew coordination and communications were excellent.

3. (C) Aircraft involved: Jolly Green 04 - - - HH-3E
Tide 32- - - - - F-100
Crown 5- - - - - HC-130
Pedro- - - - - HH-43

4. (C) The survivor was Major Dwayne P. Wright, FR31198, 37 TFW, APO 96368.

5. (U) Crew members of Jolly Green 04:

RCC Major Donald G. Simpson, FV1908761
RCCP Captain Gerard H. MacDonald, FV315469
FE SSgt John Enriquez, AF17595681
RS Sgt Donald J. Boushelle, AF16876285

~~Classified by~~
~~SUBJECT TO GENERAL DECLASSIFICATION~~
~~SCHEDULE OF EXECUTIVE ORDER 11652~~
~~AUTOMATICALLY DOWNGRADED AT TWO~~
~~YEAR INTERVALS~~
~~DECLASSIFIED ON~~ 31 DEC 74

Donald G. Simpson
DONALD G. SIMPSON, Major, USAF
Rescue Crew Commander

GROUP 4

~~Downgraded at 3 year~~
~~intervals; declassified~~
~~after 12 years~~

~~CONFIDENTIAL~~

Atch 4

Mission Narrative Tide 32

SECRET

Mission number 1-3-3

7 JAN 68

79

69

Crown #4 was RTB from normal orbit and Crown #5 took station. Crown #4 was about abeam CH50 when Queen called and stated that Eagle 33 (F-100) had lost all rudder control and was south of CH94. Crown #4 contacted Lopez control 348.6 UHF who stated that Tide 33 was on fire and was heading for the water. Crown #4 made several calls on guard (243.0) to Eagle 33 and Tide 33 but no contact. Crown #4 call Panama who stated that they had contact with a Tide 32 who was on fire and they were vectoring him out over the water to eject. Panama stated that he had ejected approximately 076/19/CH94. Crown #4 received the first call from Queen at about 0555Z. At 0601 Crown #4 made ~~bee~~ beeper contact which DF to the approximate area given by Panama. ~~ight~~ after beeper contact ~~with~~ Crown #4 made voice contact with Tide 32 while he was in his chute drifting down. He stated that he was in good condition but was in the clouds. At about 0606 Tide 32 stated that he was in his raft and the ceiling was about 500 feet. Crown #4 went in the clouds at 7600 feet and broke out at 600 feet. Crown #4 asked for 10 sec beeper to DF a position. Tide 32 stated that he had Crown insight and began to give a GCA. Crown flew right over him. Crown #4 asked Tide 32 to give a smoke. At approximately 0609 Crown #4 sighted the man and drop a 45 minute smoke to ~~mark~~ mark his position. Crown #4 asked Queen to launch a Jolly Green 04 when first beeper contact was made. A new position was given to the Jolly Green as 057/16/CH94. At about 0616 Jolly Green arrived in the area and Crown #4 vectored him to the smoke. Approximately 0618 Jolly Green 04 landed on the water to make a pickup. At about 0619 Jolly Green stated that the survivor was on board and in fine condition. Approximately 0623 Jolly Green landed at CH 94 and Crown #4 was RTB.

This mission narrative is submitted IAW ARRSN 55-1 3rd GP SUP 55-22

Thomas H. Niquette
Thomas H. Niquette, Capt, USAF
Rescue Crew Commander

Brandt Harry J. Capt

Thompson Harry A. Capt

Richardson Charley W. SSGT

Nelson Charles A. MSGT

Clements, Robert D. SSGT

Fletcher Finis W. MSGT

Newell David F. SSGT

SECRET

39-68-0007

37th ARRSq Hist. Jan-Mar 1968

4.

At 0145Z the uninjured survivor, Captain Harold E. Foreman, FV3026449, 357 TFS, was hoisted aboard Jolly Green 04 and returned to DaNang. The original search for the missing pilot of the A-3 was later terminated with negative results.

(2)(U) 1-3-3, 7 Jan 1968. At 0605Z, Jolly Green 04 was scrambled from DaNang to recover the pilot of a USAF F-100 who had bailed out eighteen (18) miles east of DaNang. Crown 05 made contact, spotted and marked the survivor's position in the water. Jolly Green 04 made a water landing and picked up the survivor, Major Dwayne P. Wright, FR31198, 37 TFW, APO 96368. The survivor was uninjured and Jolly Green 04 returned him to DaNang terminating the mission at 0630Z.

(3)(U) 1-3-4, 12 Jan 1968. On this mission, Jolly Green 04 and 10 were utilized to search for a missing USMC CH-53A at a point sixteen (16) miles southwest of Quang Tri. They were assisted by USMC H-34s, UH-1 helicopter gunships and a USAF O-1E Forward Air Controller (FAC) aircraft. At 0010Z the wreckage was sighted and Jolly Green 14 made an approach to investigate. The H-53 had flown into the mountainside and was completely consumed by fire. After hovering over the wreck, Jolly Green determined there were no survivors and the mission was terminated.

(4)(U) 1-3-5, 16 Jan 1968. At 0600Z Jolly Green 30 and 10 were scrambled from DaNang to attend to the action of a US Army

CHAPTER III

OPERATIONS

MISSIONS/SAVES

Detachment 8, 38th Aerospace Rescue and Recovery Squadron flew 455 intercept missions during the past quarter and was called on to fly 282 missions in support of the 12th Combat Support Group, the 12th Tactical Fighter Wing, and other units of the Cam Ranh Bay Air Base vicinity.¹

During the quarter, the Detachment scrambled on 6 Search/Recovery/Med-Evac missions totalling 27 sorties. During this period four combat saves and eight non-combat saves were credited.²

On 1 January 1968 at 0255 local, the alert crew commanded by Major Armand J. Fiola was notified by the U.S. Naval Support Facility that an injured seaman required immediate evacuation to the 12th USAF Hospital. E-4 John Campbell, USN, had been seriously injured in a vehicle accident. Pedro 04 was scrambled and was landed in a baseball diamond where the patient was loaded aboard the helicopter. The rescue mission was terminated by delivering the injured seaman to awaiting attendants at the hospital helipad.³

On 8 January 1968 at 1030 local, the 12th Tactical Fighter Wing Command Post notified Detachment 8 of a reported helicopter crash approximately eight miles south of the base. The alert crew commanded by Major Armand J. Fiola was scrambled. An Army UH-1D was located in

1. Detachment Monthly Flying Summary, Jan - Mar 1968

2. Ibid

3. Mission Number 8-38-01-01 Jan 1968

the surf approximately 9NM southwest of the base in an insecure area. Pedro 04 was landed and soon joined by Pedro 51 commanded by Captain Eugene H. Boortz. One ambulatory and two litter patients were loaded aboard 04 and one litter patient was loaded aboard 51. Both helicopters proceeded to the 12th USAF Hospital where WO Richard F. Gallagher, WO Richard B. Deer, SP-4 James E. McLeon, and E-4 Gary B. Davidson were delivered to awaiting attendants.⁴

The Detachment 8, 38ARRS alert crew commanded by Major Armand J. Fiola was notified at 1130 local on 26 January by the 87th Engineer Battalion, U.S. Army, that a truck accident occurred on Route 1, two miles south of the village of DuLong, Republic of Vietnam. It was reported that several seriously injured personnel required immediate evacuation. Pedro 51 scrambled and proceeded to the accident scene. The helicopter was landed and one ambulatory and two litter patients were treated and flown to the 12th USAF Hospital at Cam Ranh Bay Air Base, Republic of Vietnam. All three patients, Captain Ho One Kang, Sergeant Seo Tai Choi, and Mr. Leam Heo were delivered to awaiting attendants.⁵

On 5 February 1968 at 1340 local, Detachment 8, 38ARRS was notified by the Cam Ranh Bay Harbormaster that a critically injured seaman required immediate evacuation from aboard ship at sea. The seaman had received multiple chest wounds from exploding ammunition.

4. Mission Number 8-38-2-8 Jan 1968
5. Mission Number 8-38-3-26 Jan 1968

SECRET

8 January 1968

67

Flying Crown 4, enroute to orbit area, diverted to scene of last known position of Sage 93(RF-4) 2 SOB, last known position and target area: 107-53E 17-59N. Crown 3 was already on scene departed upon our arrival. The crash was sighted by Avenger 1 and Army Huey.

Pedro 74 and Pedro 56 were dispatched from Fliaku at this time, Pedro 74 put a PJ on ground, he picked up one small part for possible identification. No chutes nor bodies were found. The area was described as inaccessible to helicopter. Pedro 74 recommended that a ground party be sent in to complete the search, since search by helicopter was deemed too dangerous due to sheer mountains and high winds.

SAR effort was terminated at approximately 0415Z, by order of King.

Ralph W. Brown
Ralph W. Brown, Major, USAF
Rescue Crew Commander

Crew

Rec - Brown

P - Svec
N - Gmeiner

F6 - Clarkson

FE - Switer

RO - Taylor

LM - Cooper

SECRET*39-88-0005*

DET 3 38 ARRSQ

5

HIST JAN - MAR 1968

MT	Sgt James M Payne
RS	Sgt Donald W Jowers
RS	Sgt John L Tracy

2. 4 January 1968. At 1630 hours on 4 Jan 68, Det 3, 38th ARRS was requested by the 8th USAF Dispensary to airlift an injured airman from the off base weapons storage area. Pedro and crew were scrambled and the airman was picked up, returned to base and released to base medical authorities at the base operations ramp. Actual time for the evacuation was 0+25.

Crewmembers

RCC	Capt Bobby L Meadows
RCCP	Capt Arthur C Plunkett
FE	SSgt Byrl D Proctor
RS	SSgt James E Robertson
MT	SSgt John A N Yarwood
RS	Sgt David J Meade

3. 02-9 January 1968. Det 3, 38th ARRS was alerted by primary crash phone at 1047L on 9 Jan 68, that a Marine F-8, 80 miles out inbound to Ubon had zero oil pressure, and a fire on board. Pedro 70 was scrambled with the FSK and established an orbit NE of the approach end of runway 23. The pilot of the F-8 was unable to extend the left main gear, and was considering landing when an aircraft accompanying him reported sparks coming from the tailpipe.

DET 3 38 ARRSQ

6

HIST JAN - MAR 1968

The pilot immediately ejected. Position at this time was approximately 11 miles ENE of Ubon. The FSK was positioned between the runway and parallel taxiway, and Pedro 70 proceeded toward the smoke column from the aircraft crash. Chase plane reported good chute. Chute was sighted 8 miles out. Pilot and chute were observed descending into trees. After the pilot was located, recovery was effected using forest penetrator. The helicopter hovered approximately 2 feet off the ground, and a crewmember jumped out and recovered the pilot's chute and survival kit. Pickup was made at 1120L. Departure for the base was at 1125L. After returning to base the pilot was released to medical authorities at 1130L. The pilot was uninjured. FSK was recovered and returned to the rescue ramp at 1140L.

Crewmembers

RCC	Capt Bobby L Meadows
RCCP	Capt Arthur C Plunkett
MT	Sgt James M Payne
RS	Sgt David J Meade
RS	Sgt Daniel L Dieter

4. 03-29 February 1968. Det 3, 38th ARRS was alerted by Ubon Tower via the primary crash net at 0055Z, that an F-4D (Buick 4) was inbound to the field with hydraulic problems. The HH-43B scrambled with the FSK. Shortly after takeoff, the tower advised

FROM: Det 6, 38th ARRS, APO 96227

13 January 1968

SUBJECT: Narrative Mission Report (6-38-1-11 Jan 68)

TO: 38th ARRS *SP*

519

1. At 0751Z (1551L), 11 Jan 68, Bien Hoa tower observed a VNAF F-5 crash on departure two miles east of Bien Hoa AB, RVN. Det 6, 38th ARRS was immediately notified via the primary crash alarm. Pedro 95 was airborne at 0753Z (1553L) with the FSK, two firefighters, and a pararescueman aboard. Pedro 77 was airborne at 0754Z (1554L) with a flight engineer and pararescueman. Both Pedro aircraft arrived on scene at 0756Z (1556L). The F-5 had crashed into a town, and a two block area parallel to the main highway through town was on fire. No parachute had been observed by witnesses in the Bien Hoa tower. No other rescue vehicles of any type had arrived at the crash scene prior to the arrival of the two Det 6 Pedro helicopters.

2. The FSK was placed on a street adjacent to the wreckage, the most intense fire area, and the three crewmen of Pedro 95 were offloaded and instructed to assist as necessary. The pararescueman carried an ARC-59 radio; continuous radio contact was maintained between the ground team and both Pedro helicopters. (SAR UHF frequency 252.8). Pedro 95 took off immediately after landing the rescue crew, and a request for firefighting equipment, along with routing instructions, was passed to Bien Hoa tower. At 0800Z (1600L), the ground team requested the pickup of two civilian casualties and Pedro 77 landed in a church courtyard to make the pickup. First aid and mouth-to-mouth resuscitation were administered to the casualties enroute to the nearby 93rd Medical Evacuation Hospital.

3. At 0804Z (1604L), the ground team reported the remains of the VNAF F-5 pilot had been located. They were instructed to continue to assist as necessary. At this time, six to eight fire trucks arrived on scene and the fire was soon brought under control. At 0805Z (1605L), two US Army medevac UH-1 helicopters arrived and were instructed to land nearby for possible air evac of additional casualties. The Army evacuated two seriously burned civilians shortly thereafter. At 0825Z (1625L), the ground team was picked up by Pedro 95 from the church courtyard and arrangements were made for the FSK to be returned to Bien Hoa by surface vehicle. One of the firemen from Pedro 95, assisted by two Army ground firefighters, discovered two uninjured children in a flaming building and removed them to safety. Four civilian casualties were taken to the 93rd Medical Evacuation by ambulance. Three deceased, including the pilot, were observed by the Det 6 rescue personnel. The total dead is expected to be much greater. At 0826Z (1626L), there was no further need for the Pedro aircraft at the crash site, and both returned to Bien Hoa AB. The mission was closed at 0830Z (1630L). Flights were flown shortly thereafter in support of the accident investigation and EOD teams.

Atch 7

4. A total of two sorties and one hour and twenty five minutes were flown by the Det 6 helicopters. The amount flown by the Army UH-1's is unknown. Four non-combat saves are credited to ARRS and two to the US Army. The Det 6 crews involved are as follows:

Pedro 95

RCC Major James F. Okonek
CP Lt Col Robert J. Kavanagh
RS Billy J. Hackler, SSgt
RS SSgt Robert A. Brown
RS Sgt Charles F. Salome

FOR THE COMMANDER


For JAMES F. OKONEK, Major, USAF
Operations Officer

Pedro 77

RCC Captain Charles W. Burrage
CP Captain Sheridan K. Hawk
FE Glen N. Chafey, A1C
RS A1C Gunther Bahrenburg

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



REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-4, 12 Jan 68) (U)

13 January 1968

TO: 370 *Woe*
3rd ARRGp (JSARC)
IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.

2. (C) The objective of this mission was to investigate a crash site at 2000/16/Ch 103 to determine if it was Dimmer 30, a Marine H-53, and if there were any survivors. A briefing was conducted by Col Gallentine, Base Commander of Marine Quang Tri, immediately prior to launch. Present were crews of Jolly Green 10 and Cadaver 4-10 and wingman (UH-1Bs). Jolly Green 04 and 10 were airborne at 0010Z and proceeded to the scene. Crown 4 was in the area and a FAC (Trail 64, an O-1E) was on the scene. Trail 64 marked the crash with a smoke rocket. Jolly Green 04 dropped tip tanks and jettisoned fuel to make it possible to hover over the crash site. Density altitude was 5500', indicated altitude 3200'. From 0032Z to 0050Z Jolly Green 04 made low passes and hovered directly over the crash site. The aircraft had flown into a mountain side and was completely consumed by fire, with the exception of a small section of the tail. There appeared to be no possibility of survivors. Because of this, hazardous terrain, high altitude, deteriorating weather, and the possibility of enemy forces in the vicinity, the decision was made not to deploy the Rescue Specialist. Jolly Green 04 and 10 proceeded to Cigar to pick up replacement tip tanks and landed at Marine Quang Tri at 0135Z.

3. (C) No survivors were located.

4. (U) Crew members of Jolly Greens:

JOLLY GREEN 04

RCC Major Donald G. Simpson
RCCP Captain Joseph H. Bowers
FE SSgt Gordon T. Greever
RS Sgt Ricky D. Hindman

JOLLY GREEN 10

RCC Captain Fred H. Otte
RCCP Lt Col Jacob T. Garwile
FE SSgt Windell L. Stumbaugh
RS A1C Martin E. Roepstorff

Donald G. Simpson
DONALD G. SIMPSON, Major, USAF
Rescue Crew Commander

Classified by
Downgraded at 3 year
intervals; declassified
after 12 years

Atch 2

Mission Narrative 1-3-4

SECRET

8 January 1968

68

Crown 04 was launched one hour early on 12 Jan 68 to aid in the final identification of Dimmer 30 (USMC H-53).

The crash site was visually established by Trail 64/66 as YD 235 260 or 200/15 CH103 (182/18 CH 109). The weather was good and Jolly Greens 04L/10H were launched from CH103, escorted by USMC gunships (Cadaver 4-10). Jolly Geen dropped his tip tanks and descended, finally maintaining a hover directly over the wreckage. From this position the Jolly crew could see the tail number H3710, all else being burned beyond recognition. This checked with the identification of the missing H-53.

The weather closed in shortly after identification was established. There was no enemy activity and no bodies were seen. Both Jolly's were returned to CH103, Jolly 04 stopping first to get new tanks at Cigar. Crown 04 returned to normal orbit.

Roger F. Arndt
Roger F. Arndt, 1/Lt, USAF
Rescue Crew Commander

SECRET

39-68-0004

~~SECRET~~

Mission Narrative 1-3-4 Dimmer 30

76

66

10 JAN 68

On 10 Jan 68, Crown 5 arrived abeam channel 69 at 1315H. Crown 4 was conducting a search for Dimmer 30, a Marine CH53 with 40 POB. The area of the search was a 3600' hill located at 280/30MI, channel 69. The aircraft in the area were not able to get closer than 3-4 miles from the hill because of heavy low clouds. When Crown 5 arrived on scene, the area was solid undercast. Crown 5 recommended that all other aircraft RTB untill the weather improved.

At 1515, the clouds began to break and Crown 5 requested that the search aircraft return. The following aircraft participated:

Trail 64 arrived on scene at 1530. He was a FAC whose area include the SAR scene and he was very familiar with the terrain. He searched the entire area around the 36000' peak up to the 1700' level. Weather prevented search at higher levels. In the area searched, trail 64 reported only a fair probability of detection because of haze. Trail 64 terminated the search at 1645 because of deteriorating weather.

Fingerprint 49 and 50 searched the same area as Trail 64 from 1600-1645.

Scarface 1-1 a flight of two Marine UH-1's arrived on scene at 1630 but the weather had gotten too poor for a search.

Comments: Since immer's last known altitude was 3000' in the vicinity of the 3600' peak, his most probable position is at that level. The search has little probability of locating him until the weather lifts in the hills.

Queen reported another possible location for Dimmer 30 at YD519 315 based on ground fire from an area in which there are usually no people. This is a small possibility, but is being investigated.

John T. May, Capt, USAF
Rescue Crew Commander

FROM: 38-1A RCC (Capt BOBBIE L. MITCHELL/485)

SUBJ: MISSION NARRATIVE REPORT (1-38-5- 14 JANUARY 68)

TO: 38-1C *WLB*
38C *WLB*
3RD ARRGF (JSARC)
INTURN

1. THIS REPORT IS SUBMITTED *Success* (IZW) ARRSN 55-2/3RD ARRGF SUP 1, DTD 15 JUN 67.

2. AT 1640L, ON 14 JANUARY 68, THE ALERT CREW OF DETACHMENT 1 WAS ALERTED OF A DOWNED FAC AT COORDINATES BN 933 415. THE STANDBY CREW WAS ALERTED, AND PEDRO 92 SCRAMBLED AT 1645. ONCE AIRBORNE, TOWER GAVE NEW COORDINATES OF BN 924 899, OR A TACAN RADIAL OF 075° AT 9 1/2 MILES. WHEN THESE POINTS WERE PLOTTED, THEY DID NOT COINCIDE. THEY LAY ON OPPOSITE SIDES OF A RIDGE LINE, APPROXIMATELY THREE MILES APART. SINCE THERE HAD BEEN NO KNOWN FAC ACTIVITY IN THE ONE AREA, AND A CONSIDERABLE AMOUNT ON THE OTHER SIDE OF THE RIDGE, IT WAS DECIDED, FOR LACK OF FURTHER INFORMATION, TO SEARCH THE LATTER AREA FIRST. IN THE FACE OF HIGH GUSTY WINDS AND SEVERE TURBULANCE, PEDRO 92 PROCEEDED TO THE AREA INDICATED BY THE TACAN BEARING WHICH WAS LOCATED ON THE WEST SIDE OF A CANYON. BY THIS TIME, PEDRO 44 AND TWO F-100'S, BLADE 1 AND 2, HAD SCRAMBLED TO PROVIDE HIGH COVER. ONCE INTO THE CANYON THE TURBULANCE BECAME EVEN MORE SEVERE. WHAT APPEARED TO BE OIL SMOKE WAS NOTED IN THE SEARCH AREA AND WHILE PEDRO 92 WAS MAKING A HIGH RECONNAISSANCE, THE DOWNED PILOT CONTACTED THE RESCUE AIRCRAFT WITH HIS SURVIVAL RADIO AND DIRECTED IT IN TO HIM. IN SPITE OF THE EXTREME TURBULANCE CLOSE TO THE RIDGE FACE, THE HELICOPTER WAS BROUGHT TO A HOVER ABOVE THE SURVIVOR, APPROXIMATELY 40 FEET ABOVE THE GROUND, AND 10 FEET ABOVE THE TREES. THE FOREST PENETRATOR WAS LOWERED AND THE SURVIVOR WAS RECOVERED AT 1700L WITHOUT FURTHER DIFFICULTY. PEDRO 92 DEPARTED THE AREA IMMEDIATELY, WITHOUT EXPERIENCING ANY KNOWN GROUND FIRE DESPITE THE SUSPECTED PRESENCE OF TWO VC COMPANIES IN THE AREA. QUESTIONING REVEALED THAT THE 01-G, WALT 42, HAD PROBABLY BEEN DOWNED BY A ROUND TO THE ENGINE. PEDRO 92 PROCEEDED TOWARD PHAN RANG AB, RVN, WITH THE SURVIVOR, WHO WAS SUFFERING FROM SEVERE BURNS ON BOTH LEGS, ABRASIONS OF THE FACE AND SCALP, A LACERATED NOSE AND WRIST, AND A POSSIBLE BROKEN ANKLE, AND OFFLOADED HIM TO A WAITING AMBULANCE AT 1710L. AT 1715L A TERMINATION LANDING WAS MADE AT THE PEDRO PAD.

3. THE NAME OF THE SURVIVOR WAS: TRISKO, WALTER H. 1ST LT., USAF
MACV ADVISORY TEAM #39.

4. CREWMEMBERS OF PEDRO:

PEDRO 92 (LOW)

RCC CAPTAIN BOBBIE L. MITCHELL
CP 2ND LT MICHAEL T. FAGAN
FE SGT JAMES J. RIVETTE
RS SSGT DENNIS R. GARLAND
MT ALC THOMAS C. PETERSEN

Bobbie L. Mitchell
BOBBIE L. MITCHELL, CAPTAIN, USAF
RESCUE CREW COMMANDER

PEDRO 44 (HIGH)

RCC MAJOR WILLIAM C. EMRIE
CP CAPTAIN DANIEL M. THOMSEN
RS SSGT VIRGIL H. HATTON

Atch 6

FROM: Det 2, 37ARRS, APO S.F. 96237

31 January 1968

SUBJECT: Mission Narrative Report (2-3-07, 15 Jan 1968)(U)

TO: Det 2, 37ARRS (O)
Det 2, 37ARRS (C)
3RD ARRG (JSARC)
IN TURN

1. (U) This report is submitted in accordance with ARRS 55-2/3rd ARRG Supplement 1, dated 15 June 1967.

2. (C) On 14 January 1968, the seven crew members of Preview 01 were forced to bail out at approximately 0900Z. Three of the crew members were recovered on 17 January (see Mission Narrative for Preview 01 and Jolly Green 20 (2-3-07, 15 Jan 1968). At 2305Z, 23 January 1968, Jolly Green 69 (low bird) and Jolly Green 72 (high bird) launched from Udorn RTAFB, Thailand to perform airborne alert and strip alert from a forward operating base. Enroute, both helicopters accomplished a rendezvous and air refueling with Crown 2. The weather at the forward operating base was 4500 broken with scattered ground fog. Jolly Green 69 and 72 orbited for one hour, landed and established strip alert at 0125Z. Jolly Green 69 was refueled from drums, but before Jolly Green 72 could be refueled, the helicopters were directed to re-establish an orbit over the forward operating base with Sandys 3 and 4. Jolly Green 69 and 72 took off at 0210Z and orbited the forward operating base with Sandys 3 and 4. Sandys 1 and 2 had received a beeper signal and sighted a red smoke flare near the Preview 01 pick up area, 20°20'20"N, 104°53'52"E. The signal and smoke were located on the Northwest side of a hill in a narrow canyon running Northeast-Southwest. The hill was directly across a river from a village containing ten to fifteen huts. Because of the close proximity of the village, the Sandy On-Scene-Commander requested immediate clearance for the Jolly Greens to attempt a recovery. Weather in the area was 4000 overcast, 6-7 miles visibility with breaks in the overcast. Jolly Green 69 and 72, escorted by Sandys 3 and 4, were directed to move their orbit to a point just short of the North Vietnamese border and await clearance. Clearance to cross the border and attempt the pick up was received at 0324Z. Using UHF/DF with Sandy 1, Jolly Green 69 and 72 proceeded above the overcast to the pick up area. Sandy 1 warned that the signal and smoke could be a trap since no voice contact had been made. All crew members were briefed on the situation. Jolly Green 69 followed Sandy 2 down through a hole in the clouds while Jolly Green 72 remained above the overcast with Sandys 3 and 4. As Jolly Green 69 followed Sandy 2, power required to hover out of ground effect was computed and fuel was dumped to permit this maneuver if it should be required. At the time Jolly Green 69 arrived, Sandys 1 and 2 had reached bingo fuel and a rapid recovery attempt was imperative. Sandy 1 and Jolly Green 69 switched to Guard Channel, but had to return to SAR Primary because of the interference created by the beeper signal. As Jolly Green 69 was receiving Sandy 1's instructions

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Classified by
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SCHEDULE OF EXECUTIVE ORDER 11
EXEMPTED FROM AUTOMATICALLY DOWNGRADED AT 10
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 24

Reproduced on 16 Nov 69 by ARX De
by authority of ARX De
Copy # 1 of 1 cy(s).

Atch 7

~~CONFIDENTIAL~~

7

to pinpoint the survivor's position, two pen gun flares were sighted. Sandy 1 dropped a white phosphorous bomb between the survivor's location and the village to screen the rescue attempt. The hoist operator was alerted and an approach started. When the helicopter was flared to establish a hover, small arms fire was observed by the hoist operator and #3 gunner. All crew members heard multiple rounds hitting the helicopter. At this time the helicopter's airspeed was approximately 20 knots and absolute altitude 150 feet. An immediate go around was commenced and #1 and #3 guns returned the fire. Approximately 500 rounds were expended by the two guns. The ramp gunner, A1C Fisk, believes he scored hits, but this could not be confirmed. A maximum power take off was initiated and held until Jolly Green 69 was clear of the ground fire. A climb was then made to clear the hills and overcast. A quick survey of battle damage showed hits had been received in both auxiliary tanks, and attempts to transfer fuel to the main tanks failed. All cabin interphone communications and the HF radio were inoperative. The pilot's ID-249 was shattered. The useable fuel status at this time was 1+15. Crown was advised of the situation and a rendezvous for air refueling was requested. The rendezvous was made over the forward operating base and the internal tanks were filled. When instructions were received to land at a forward operating base, Jolly Green 69 advised that such a landing would result in a large fuel spill and possible fire because of the lack of crash equipment. Also, the condition of the landing gear and utility hydraulic system were unknown. Crown relayed this information and permission was received to return to Udorn. On landing at Udorn at 1255Z, a hover was maintained until Maintenance personnel inspected and installed pins in the landing gear. Jolly Green 72 returned to the forward operating base to resume SAR alert. Jolly Green 70 was launched from Udorn to replace Jolly Green 69.

3. (U) No survivors were recovered on this mission.

4. (U) Crew members of Jolly Green 69 and 72:

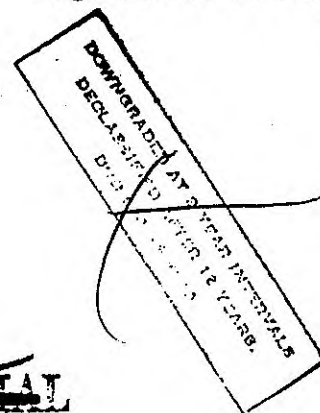
69

RCC	Major John V. Allison
RCCP	Captain James R. Mears
FE	SSgt Gene A. Sellers
RS	Sgt Stephen P. Stracke
RS	A1C Wayne L. Fisk
AP	A1C Gregory M. Dultz

72

RCC	Major John E. Duffy /
RCCP	Captain Robert E. Ruddick
FE	SSgt Pedro Mejia
RS	Sgt Jack B. Hoover
RS	A1C Michael M. Dodd
RS	SSgt Albert W. Foster III

John V. Allison
JOHN V. ALLISON, Major, USAF
Rescue Crew Commander



~~CONFIDENTIAL~~

SECRET

15 JAN 68

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63

Crown 2 arrived on station at 0520Z. Crown 1 & 3 were running the SAR for Jolly Green 20 and the crew from Preview 2. Jolly Greens 69 and 71, and Firefly 13 and 14 were the SAR forces on the scene.

At 0610Z, Jolly Green 69 picked up Preview pilot. At 0621 Z, he got Preview instructor Nav. At 0635Z Preview EWO was picked up. Jolly Green 69 and Firefly 13 and 14 left the area. Firefly 13 reported that his sump light had come on and that he was departing making best time for Udorn.

At 0655Z Sandy 3 located Jolly Green 20. Jolly Green 71 was over JG 20 at 0710Z. The last man was picked up from JG 20 at 0802Z. Sandy 3 and 4 reported weather closing in, all forces RTB. At 0805Z Jolly Green 71 reported the loss of both engines. He immediately got #2 restarted but could not restart #1. Crown 2 vectored Jolly Green 16 and Firefly 15 and 16 to intercept and escort JG 71. Jolly Green 71 was escorted to Lima 36 by Crown 3, Jolly Green 16, and Firefly 15 and 16. Sandy 3 and 4 RTB'd to Udorn due to lack of fuel.

Jolly Green 71 landed at Lima 36 in company with JG 16. Jolly Green 16 picked up JG 20 crew and proceeded to Udorn. Crown 3 refueled JG 16 and escorted him to Lima 108, then RTB'd to Udorn. Firefly 14 landed and Lima 35 to refuel.

No contact was made with any other crew members from Preview. MIGCAP was provided by Zodiac, Vegas, Hudson and Buickland 2. A total of 18 fighters and three tankers were used. Eight persons recovered. Light ground fire and MIG threat were reported. Ethan Charlie supplied continuous radar coverage and vectors for MIGCAP.

A problem resulted from having questions and answers given or demanded over SAR frequencies during critical moments of the mission. In order that Crown answer questions from other agencies concerning fuel states, ground fire, condition of survivors etc... Crown must ask Jolly Green or Sandy to talk about things other than his immediate concerns. These things could, I'm sure, wait until the forces were in a safe area and things had ~~calmed~~ calmed down.

Thomas B. Baines, Capt, USAF
Rescue Crew Commander

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64

Mission Narrative

On 15 Jan Crown 2 replaced ^Crown 1 on station. Wx had prevented a first light effort. At approx 0800Z Jollys 20/71 were launched from L-36 toward the SAR area also airborne were Sandy's 3-6, Otter & Panda flits for MIG-Cap. Crown 7 was in the area at alt as tanker.

Although wx was still bad, contact was made with down Preview plt and Sandy 5 began vector Jolly 20 overhead the survivor. Jolly 20 reported VFR conditions at FL 65. Shortly after that mission Jolly 20 impacted with a mountain. (3500', in clouds, all alive with broken bones). In order to effect possible pick up the 8 known ameridans now on the ground, Jolly 15/71 were launched from 36. Enroute, Jolly 15 took a hit knocking out his VHF. Because of the wx and situation all forces were RTB'd. The survivors were told that there would be another effort, wx permitting, the following day.

Roger F. Arndt 1/1

Roger F. Arndt, 1/LT, USAF
Rescue Crew Commander

Mission Narrative 2-3-07

~~SECRET~~

14 January 1968

At 0805 Crown 2 and Crown 5 began picking up beepers. After taking fixes, Crown 2 plotted approx area 10438E. Sandy's 1-4 were sent into area with no results. Crown 2 contacted Tampa 1 & 2 (F-4C) to make high alt search. Tampa began picking up beeper and also voice contact with Preview 1 (RB-66) Tampa vectored Sandy's into area. Sandy 3 established contact with 4 crew members, pilot, navigator, inst. navigator and raven 4. Due to weather in area visual contact was impossible with survivors. The approx position of the known survivors was 128/48-54/97. There were 7 crew members aboard Preview 01 with no contact with remaining 3. Preview 01 pilot advised Sandy Lead he had a broken leg, all others reported to be in fairly good shape. Due to wx, The Jolly's (20-36) were not sent into area but RTB'd to L-89. Sandy Lead informed all Preview survivors a first light effort would be made and to take cover and hide. Sandy 1-4 RTB to Chan 86. Preview 01 was downed by Mig.

Glen E. Nemecek
Glen E. Nemecek, Capt, USAF
Rescue Crew Commander

~~SECRET~~

Mission Narrative 2-03-07

22 Jan 1968

At 2317Z Crown 1 was on station and Compress advised that Jolly Green's 69 and 72 were enroute to Lima 36 and requested in flight refueling. Crown 1 proceeded to South Station and rendezvoused with Jolly Green 69 and 72 and refueled them enroute to Lima 36. They orbited Lima 36 and landed at 0121Z, when the weather cleared. Sandy's 1,2,3 and 4 were on fragged orbit and than were directed to the preview area to search. They recieved border clearance at 0157Z

PREVIEW

Sandy three reported a weak beeper at 0200. He was unable to get a cut on it to pin point the beeper. Sandy 1 reported a beeper at 0211 and advised to launch the Jolly Greens to a safe area. They were airborne at 0221 and estimating the area at 0325Z.

At 0220Z Sandy one than advised to hold the Jolly Greens for the beeper was in or near a village. Coordinates VH 8013(112/67 CH97.). At 0240Z they they advised it was across the river and the revised coordinates were VH 893493 (102/68 CH97) and this was given at 0253Z. Crown 1 advised Compress that border clearance was needed, Crown 1 re-confirmed position east of the border and advised at 0300Z. We were instructed to hold at the border at this time to await clearance. The Sandys and Jolly Greens arrived at the border at 0314Z. Clearance was recieved at 0327Z.

As Jolly Green 69 started into the area of the flare, he advised he had taken some ground fire and was leaking fuel from his drop tanks. He advised Sandy One that the ground fire came from the vicinity of the flare. There was no visual sighting of the survivor. The Sandys and Jolly Greens started from the area. Sandy 3 and 4 were instructed to remain until the fire flies arrived on scene, but weather began to move into the area and the forces were RTB at 0349Z.

Crown one proceeded to Lima 36 to and rendezvous with Jolly Green 69 to pass fuel so he would be able to redover at Channel 70. He was unable to transfer fuel from his drop tanks due to battle damage. After refueling Jolly Green 69 we refueled Jolly Green 72 and he was landed at Lima 36 with full tanks.

During the mission the Cap flight were Nash 1,2,3 and 4 and Wolf 1,2, 3 and 4. Were release at 0540, Crown one RTB at 0545 to Channel 70 .

John W. Mirick
John W. Mirick
Rescue Crew Commander

~~SECRET~~

35-68-0019

Mission Narrative 2-03-07

17 January 1968

On the normal Crown 1 orbit, 17 January 1968 at 2330Z, Shellac flight proceeded to 096/60 of north station for a weather check. He reported a broken condition with some holes in area.

Jolly Green 69 was proceeding to Lima Site 36 and was refueled by Crown 1 at 6500', above the overcast, in the vicinity of south station. At this time Sandys 1,2,3,4, were proceeding to normal orbit. Sandy 3 reported the weather was clearing, tops 4000', 50 miles south of north station and a broken condition was given by Barracuda flight in the Preview area.

At 0215Z Sandys 3 and 4 proceeded to the area of the downed survivors for a weather check. At this time Barracuda flight was used as MIG CAP and was replaced by Gambit flight, and Rustic flights. These flights were cycled on and off tankers to provide a continuous MIG CAP.

Sandy 3 advised the weather was clearing so Sandys 1,2, Jolly Green 69, and 71 were positioned 120/50 from north station. Crown 3 was launched as a tanker, for inflight refueling of the Jolly Greens. Sandy 3 contacted the downed pilot of Jolly Green 20 who advised the weather was clearing and to hold forces until the weather improved. He stated the clouds broke up at 1300L each day for a short time. Sandy 3 also contacted the preview pilot further east who said it was still overcast in this area.

Sandy 3 advised to RTB the Jolly Greens to Lima Site 36 and for the Sandys to be replaced to keep the weather under surveillance. Crown 3 refueled the Jolly Greens prior to them landing at Lima 36. Fire Fly 13/14 relieved Sandys 1, 2,3,4 in the area.

At 0500 Firefly 13 reported the weather improved enough to attempt a rescue. At this time Vagus flight was used for MIG CAP, and Jolly Greens 69 and 71 were launched for the border.

At 0530 Crown 2 assumed control of the mission resulting in the recovery of eight crew members. Five from Jolly Green 20, 3 from Preview 1.

John W. Mirick
John W. Mirick, Major, USAF
Rescue Crew Commander

Goode	Raymond T.	LT COL
Zertuche	Leopoldo Jr.	1/LT
Hoffman	James L.	SSGT
Coughlin	Donald W.	TSGT
Sorter	Harold B.	TSGT
Powers	William E	TSGT

SECRET

35-68-0014

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1 146

History - Det 1, 40th ARRSq, Jan - Mar 68

CHRONOLOGY

1968

- 3 Jan - Rescue of Zorro 11 by Jolly Green 20(#218).
- 6 Jan - Rescue of Boswell 3 by Jolly Green 16 and 36(#219, #220).
- 10 Jan - Det 1 visited by Col Freshwater, Vice Commander, 3rd ARRGp.
- 12 Jan - Medical evacuation from L-85 by Jolly Green 17.
- 15 Jan - Jolly Green 20 crashed while on Prevue 1 mission in North Vietnam.
- 16 Jan - Rescue of Hangar 2 by Jolly Green 16(#221, #222).
- 17 Jan - Crew of Jolly Green 20 rescued by Jolly Green 71 of Det 2, 37 ARRS.
- 18 Jan - Rescue of Hangar 1A by Jolly Green 09(#223).
- 23-24 Jan - Maj Orsini briefed the 553rd Reconnaissance Squadron at Korat RTAFB on SAR mission.
- 25 Jan - Det 1 visited by Col Emil Beaudry, Vice Commander ARRS, Col William Musick, Deputy Commander Material, ARRS, and Col Paul E. Leske, Commander, 3rd ARRGp.
- 26 Jan - Col Beaudry presented Silver Stars to 1Lt Privette and Sgt McComb.
- 11, 12, 13 Feb - Maj Orsini briefed 388th Tactical Fighter Wing at Korat RTAFB on SAR mission.
- 27 Feb - Rescue of Sophomore 50 by Jolly Green 37 and 20. (#225-#228). 37 ARRS also took part and rescued three other crew members.
- 28 Feb - Rescue of Bear 1 by Jolly Green 36(#229). This was the 1000th combat rescue made by 3rd ARRGp.
- 29 Feb - The crew of Jolly Green 36, Maj Oderman, Capt Greer, Sgt Berry, and Sgt Duffy went to Tan Son Nhut AB, RVN, for interviews on the 1000th rescue. They were interviewed by the major television networks, for a UPI newspaper story and USAF hometown news releases, and appeared at the Saigon daily Armed Forces briefing for reporters.
- 2-3 Mar - Maj Orsini, Capt Walker, Capt Holt, Lt Platt, and SSgt Keyes interviewed for a National Geographic Magazine article of rescue in SEA.

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REPLY TO

ATTN OF: Capt. Brandt (CROWN 3)

SUBJECT: Mission narrative for Preview 1 and Jolly Green 20 (2-3-67)

TO: Commander

39 AMRS

1. This mission narrative is submitted in accordance with AMRS Manual 55-1 and 3rd Group Supp. 1 to AMRS Manual 55-1.

2. Background information: On 14 Jan. 68, at approximately 0900Z, Preview 1 (EB-66) was shot down by a Mig at approximately 2020N 10445E. Multiple beepers were heard at that time and later that afternoon voice contact was established with 4 of the 7 crew members aboard Preview 1. The crew members contacted were: Preview Pilot, Navigator, Instructor Navigator and Raven 4 (EWO). Since darkness was closing in, the survivors were advised to close down their radios and that a SAR would be resumed at first light. Preview Pilot reported he had a broken leg. The other crew members stated they were in good shape. The following morning, 15 Jan. 68, the SAR was resumed, however, the weather in the area was too bad for the forces to maneuver and effect a recovery. The SAR was then temporarily suspended until later that afternoon when the weather improved sufficiently to allow SAR forces to enter the area. At approximately 0900Z, while attempting to locate and recover survivors, Jolly Green 20 (HII-3E) crashed about 5-10 miles west of the Preview survivors. Shortly after Jolly Green 20 crashed, the weather again moved in and the SAR forces had to be withdrawn. However, survival radio contact was made with Jolly Green 20 who reported all 5 crew members had survived the crash but 3 had received injuries. The EWO had a broken leg, the Co-pilot a bad cut on his arm and the Pararescueman a broken arm and leg. Since darkness was closing in, all survivors were told to close down their radios until first light. Throughout 16 Jan. 68, the weather in the area remained unworkable and no further SAR efforts were attempted that day. In the morning of the 17th, the weather improved and all agencies were notified that another SAR effort would be attempted.

3. At approximately 0211Z, Crown 3 (alert) was launched from Udorn RTAFB, Thailand for possible SAR effort on Jolly Green 20 and Preview 1. Just after becoming airborne, passing 10,000 feet, Crown 3 experienced a buffeting and yawing. The left scanner reported that the left refueling hose had reeled out and had separated from the aircraft. Crown 3 reported the approximate position as 1805N 10309E to Compress and Brigham and continued on the mission since the right hose was operational and could be used for refueling. Crown 3 then contacted Crown 1 to find out what Jolly Greens Crown 3 was to refuel. Crown 3 was directed to act as tanker and refuel Jolly Green 69 and 71 (HII-53). Crown 1 was to take care of the communications part of the mission. Crown 3 was further informed that Jolly Green 69 and 71 had launched from Lima 98 and were already enroute to a holding area to wait for good contact with the down crew members. Sandy 1 and 2 (A1E) were in the area of the down crew members to check on radio contact, also the weather. The approximate position of the survivors was 095 radial for 6 miles, channel 97 (2020N 10445E). Crown 3 contacted Crown 1 for Mig CAP in the area that Crown 3 would be refueling the Jolly Greens. Crown 1 stated that Carbit 1 and 2 (F-4) were in the area and that Rustic 1,2,3 and 4 (F-4) would be replacing Carbit. The CAP would be on UHF 259.0. Crown 3 contacted the CAP and informed them that Crown 3 was entering the area of Lima 36 to refuel. At 0300Z Crown 3

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refueled Jolly Green 71 20 miles east of Lima 36 with approximately 6200 pounds of fuel. At the end of the refueling, Crown 1 contacted Crown 3 to state that Sandy 1 said the weather in the SAR area was not suitable for a rescue attempt and that all forces were returning. Sandy 1 and 2 returned to channel 70. Jolly Green 69 and 71 were to land at Lima 36. Crown 3 refueled Jolly Green 69 on the way back to Lima 36 with approximately 6000 pounds at 0355Z. Jolly Green 69 and 71 landed at Lima 36 approximately 0417Z and Crown 3 returned to orbit channel 70. Firefly 13 and 14 (A1E) were diverted from their fraged mission and sent into the area to orbit and look for holes or a weather break over the SAR scene. Arriving at approximately 0430Z.

4. At approximately 0500Z Firefly 13 and 14 reported the weather had improved and that they were able to penetrate the overcast just west of route 801 and were now proceeding up a valley VFR on approximately the 110 radial for 60 miles of North Station (Ch. 97). The approximate SAR area. Firefly 13 recommended that the helicopters be launched and a SAR attempted. Crown 3 relayed this information to Compress and shortly thereafter Jolly Green 69 and 71 were launched from Lima 36. While Firefly 13 remained at the SAR scene and in contact with the Preview survivors, Firefly 14 proceeded back up the valley to the hole west of route 801 to pick up Jolly Green 69 and 71 and escort them up the valley under the overcast to the survivors. The Fireflies and Jolly Greens were in the area at 0545Z and proceeded with the pick up. Jolly Green 69 was low, 71 was high. Jolly Green 69 located and recovered Preview Pilot at approximately 0610Z, moved on and picked up the Instructor Navigator at approximately 0625 and the Raven at 0635Z. At that time no other Preview survivors could be contacted or located. At 0645Z, Jolly Green 69 and 71, Firefly 13 and 14 began egressing the area. Jolly Green 69 and 71 both reported they now had bingo fuel for channel 70 (Udorn). Firefly 13 reported he had a rough running engine and a oil pump light. Firefly 14 figured he had less than bingo fuel for channel 70. Jolly Green 69, Firefly 13 and 14 were instructed to RTB channel 70. This was accomplished without further incident. However, Firefly 13 and 14 proceeded ahead of Jolly Green 69 because of their critical engine and fuel status.

5. As Firefly 13 and 14 were egressing with Jolly Green 69, Sandy 3 and 4 arrived and took over as "on scene" commander from Firefly 13. At this time better and voice contact was established between the Jolly Green 20 survivors and Sandy 3 and 4. Also at this time, the SAR forces were ordered through Compress to reorganize as follows: Jolly Green 71, after air refueling with Crown 3, was to remain in the area with Sandy 3 and 4. Firefly 15 and 16, who had been diverted and were 20 minutes from the area, were to join up with Jolly Green 16 (1-32) who had departed Lima 36 and was also enroute to the scene. At first Compress wanted Jolly Green 16 to hold at the border and join up with Firefly 15 and 16, however, Compress later cleared Jolly Green 16 to proceed to the scene. It was originally planned that Jolly Green 16 would make the recovery of Jolly Green 20 survivors, but this was later changed to Jolly Green 71 because 71 was already on scene and the weather was getting worse. Since Crown 3 was to refuel Jolly Green 71 prior to the Jolly Green 20 SAR effort, Crown 3 moved into the SAR area and descended, but were not able to contact Jolly Green 71 because he and Sandy 3 and 4 were already working with the Jolly Green 20 survivors. Refueling was then postponed until the Jolly Green 20 pick up was completed. At approximately 0728Z Jolly Green 71 went into a hover and began the recovery of the 5 Jolly Green 20 crew. Jolly Green 71 told the survivors to hurry because the weather was moving in fast. Also during the pick up it was reported that 71 was losing fuel from an unknown cause. They

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547

suspected ground fire. As Jolly Green 71 was making the pick up under the overcast, Jolly Green 16 and Firefly 16 and 15 were having difficulty joining up above the overcast at 7500 feet. Since it was undercast and North Station was only giving out azimuth information, all SAR forces were having difficulty maintaining their positions. Using dead reckoning, tacan azimuth, various mountain peaks through the overcast and landmarks through occasional holes in the undercast, Crown 3 was able to position over the SAR scene. From this position, using UHF-VHF/DF, visual sightings and vectors, Crown 3 was able to bring Firefly 15 and 16, orbiting north of the scene, and Jolly Green 16 who was 10 miles east of the scene together over the SAR area. At approximately 0800Z, Jolly Green 71 completed the pick up and said he would climb out through the overcast and be ready for air refueling when VFR on top. Shortly after lift off however, Jolly Green 71 reported he had lost an engine and was losing power on the other one. He then reported that the one with a loss of power was now back on speed but would be leveling out below the overcast and attempt a re-start. When Jolly Green 71 was unable to re-start the engine, he requested the nearest safe Lima site. A quick check determined it was Lima 36 on a vector of 240 for 60 miles. With Sandy 3 and 4 in escort and straffing ahead, Jolly Green 71 proceeded along this heading below the overcast. After about 15 miles, Jolly Green 71 came to a hole in the overcast and decided to climb to clear the hills and highly probable ground fire areas. At approximately 0812Z, Jolly Green 71 climbed on top at 7200 feet and was joined on his right by Crown 3. Flying at 100 knots IAS, skimming the overcast, and vectoring around clouded peaks, Crown 3 provided Jolly Green 71 and the rest of the SAR forces with continuous vectors toward Lima 36. Approximately 10 miles from Lima 36, Jolly Green 71 decided to descend through a hole in the overcast and proceed to Lima 36 under the overcast. Since another hole might not be found, Crown 3 concurred. Shortly after Jolly Green 71 descended, Crown 3 was able to contact an Air America Porter aircraft at Lima 36. By having the Porter (93X) remain at Lima 36 and give VHF hold downs, Crown 3 was able to proceed the short distance to Lima 36, finding a hole over the field. From an orbit point over Lima 36, Crown 3, through the use of UHF/DF, determined Jolly Green 71's position to be SSE of Lima 36 behind a high ridge. At this time, Jolly Green 71 turned to the south to proceed around the ridge. Also at this time, Jolly Green 16 arrived over the Lima 36 hole and descended and proceeded on the opposite side of the ridge to intercept Jolly Green 71. Jolly Green 16 sighted 71 and escorted him to Lima 36 without further incident.

6. At the start of the second SAR effort on the 17th of Jan. 68, Crown 3 was orbiting channel 79. Since Crown 1 was briefing Crown 2 on the mission, Crown 3 took command of the Crown mission till Crown 2 arrived on scene. Crown 3 requested Mig CAP for the area and received Buick 1,2,3,4 (F-105). Crown 3 moved to the area of Lima 36 for possible refueling and Crown 2 took command of the Crown mission. During the entire mission Crown 2 kept Mig CAP in the area of the SAR. The CAP flights always overlapped so that there were always at least 4 CAP aircraft in the area. The Mig CAP flights were: Buick 1,2,3 and 4 (F-105), Vagas 1,2,3 and 4 (F-4), Zodiac 1,2,3 and 4 (F-4), Hudson 1,2,3 and 4 (F-4), and Ozark 1,2,3 and 4 (F-4). All flights' bingo time allowed each flight to remain in the area for approximately one hour. Ethan Charlie (EC-121) was contacted by Crown 2 and requested to monitor UHF 259.0, so that the Mig CAP could receive information from both Crown 2 and 3 plus Ethan Charlie. About midway through the SAR effort Crown 2 was unable to maintain radio contact with all SAR forces due to weak radios. Crown 3 took communication control of the SAR forces in the immediate area and relayed to Crown 2. Crown 2 continued to maintain constant Mig CAP for the area and relayed all directions from Compress and King.

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248

7. As per Compress's instructions Jolly Green 20 survivors were transferred from Jolly Green 71 to Jolly Green 16 at Lima 36 for evacuation to channel 89. At approximately 0920Z Jolly Green 16 was airborne at Lima 36. Crown 3 moved in and refueled Jolly Green 16 with 2000 pounds of fuel, enough to make 10. Jolly Green 71, on the ground at Lima 36, was informed that Jolly Green 72 was enroute from channel 70 to pick up Jolly Green 71's crew for return to channel 70. At 0945Z Crown 3 was cleared to RTB, landing at 1030Z channel 70.

8. The following is a list of crew members aboard Crown 3:

RCC	Brandt, Larry J.	Capt.
CP	Miquette, Thomas H.	Capt.
FN	Thompson, Harry A.	Capt.
RO	Richardson, Charley W.	SSgt.
FE	Nelson, Charles A.	MSgt.
FE	Purveyar, Leon M.	TSgt.
LH	Fletcher, Finis W.	MSgt.
ACM	Holloran James	Maj.

for *Thomas H. Miquette* Capt.
LARRY J. BRANDT, Capt., USAF
Rescue Crew Commander

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arrival of the new HH-53Bs the 40th Aersospace Rescue and Recovery Squadron had another arrival - a twelve foot Jolly Green Giant statue signifying the name of the organization and adding an additional morale factor to the unit.

Several rescue efforts occurred during this reporting period. Captain Carl W. Oliver in Jolly Green 69 and Major Frederick M. Donohue in Jolly Green 71 rescued two F4C pilots who had to bail out near Udorn Royal Thai Air Force Base on 5 January 1968. The rescue was uneventful.

On 17 January 1968 a very significant event occurred. Eight (8) crewmen were rescued from North Vietnam by crews of the HH-53Bs. Five of those rescued were personnel from the Jolly Green Giant unit at Nakhon Phanom. The other three personnel rescued were from a downed B-66 crew. In the rescue of the HH-3E crew, Captain Cayler and crew did not experience ground fire; however, the HH-53B was hovering on a side of a steep mountain with the weather deteriorating rapidly. Crew members of the downed helicopter were injured and great care had to be exercised in the rescue, consuming valuable time. With the HH-3E personnel aboard, the aircraft took off with a terrain clearance heading given by one of the Sandy (A1E) aircraft in the area. While climbing out in IFR conditions, both engines of the HH-53B failed. The crew managed to get one engine started immediately with no loss in altitude. The aircraft had been losing fuel and had to make an emergency landing at a forward operating site. The HH-3E crew was evacuated by another HH-3E and brought to Udorn Royal Thai

12

Air Force Base. The HH-53B crew was picked up later by another Super Jolly Green and brought to Udorn. The aircraft was later repaired and recovered.

Major John V. Allison on 17 January 1968 also rescued three (3) of the six crew members of the downed B-66 crew. This rescue was accomplished under poor weather conditions with the survivors all in different locations. On 23 January Major Allison was again called out to locate the remaining three (3) B-66 survivors. Hearing a good beeper and seeing two Pen Gun Flares, Sandy pilots directed the helicopter into the area of the beeper. While entering a hover at 150 feet absolute altitude and at 20 knots indicated airspeed, the helicopter experienced ground fire and was taking hits. Major Allison and crew immediately evacuated the area but not before expending 500 rounds of ammunition at suspected enemy locations. Two miniguns were put into action for the first time in a combat capacity by an HH-53B. It could not be determined if any of the enemy had been hit. Sergeant Wayne L. Fisk, Pararescueman, believes he may have made hits on the enemy. With the aid of aerial refueling, the HH-53B returned to Udorn with leaking auxiliary fuel tanks but landed safely after receiving 23 hits. The enemy was successful in putting the aircraft out of commission for several weeks.

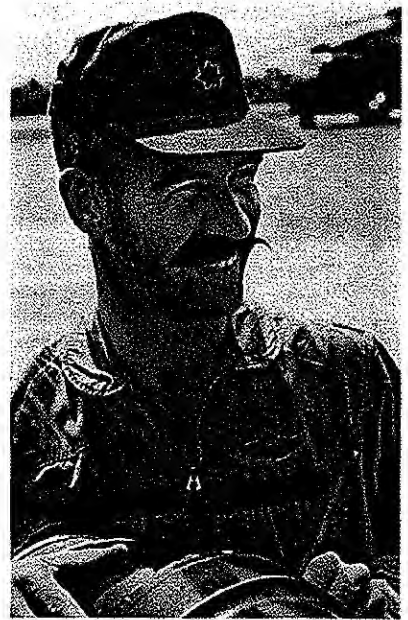
Captain Alfred C. Montrem and crew on 8 February 1968 recovered a downed crew member from the 555th Tactical Fighter Squadron, Ubon, Thailand. Because of hoist cable difficulties on Captain Montrem's aircraft, Jolly Green 70 (the High Bird), commanded by Captain James

ALSO ANOTHER PHOTO ETZEL.JPG

FILE= ETZEL2.JPG



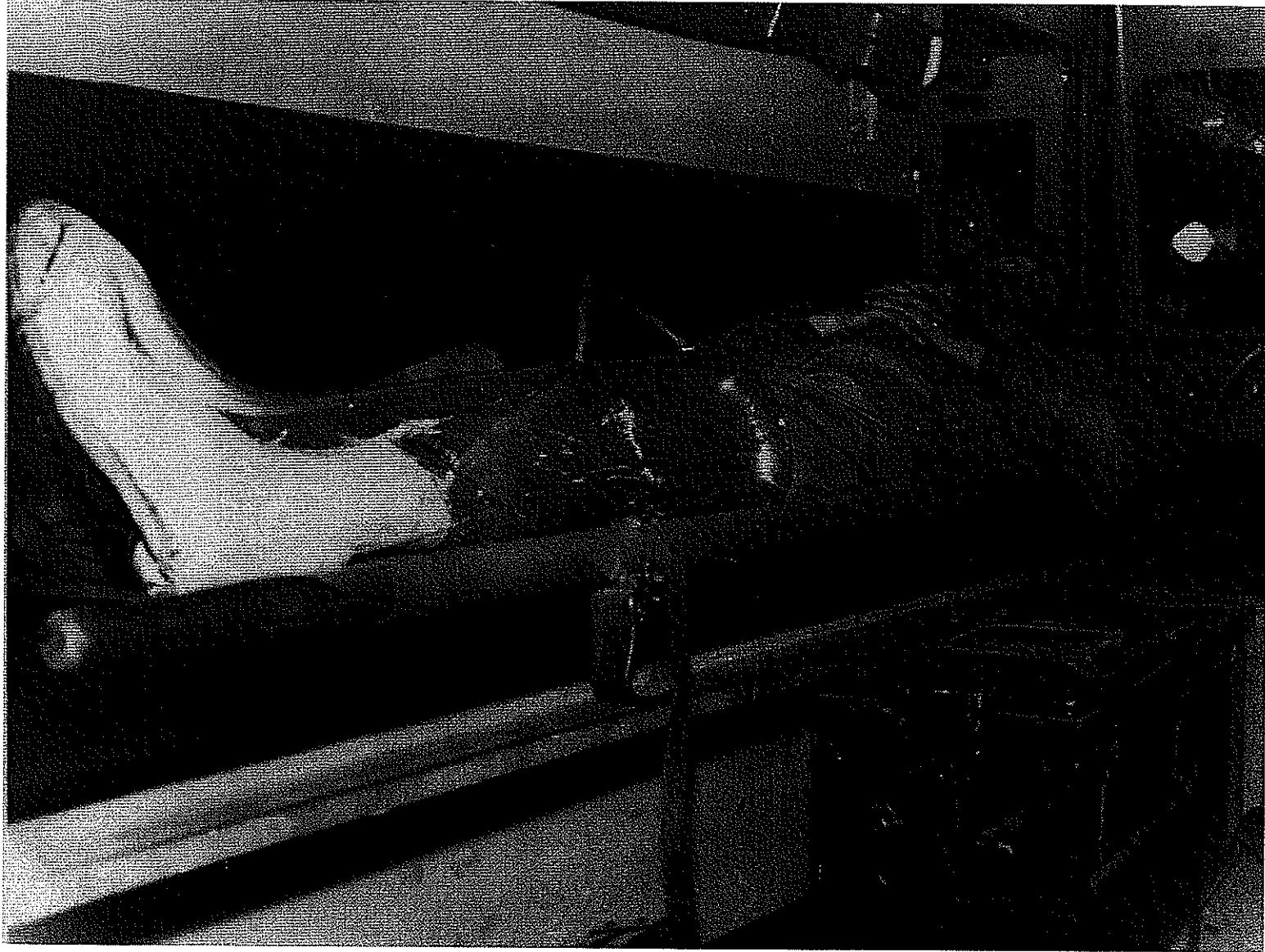
EXTACHROMES BY HOWARD SOCHUREK © N.G.S.



"The bravest men I've met"

THUS AUTHOR SOCHUREK, veteran of 19 trips to report on the Viet Nam war, characterizes the selfless men of the Aerospace Rescue and Recovery Service. Capt. Gregory A. M. Etzel, still on crutches, crashed while attempting to recover seven downed fliers west of Hanoi. He and his crew lived off the jungle for three days before another team pulled them out. First Lt. Leone Russo (upper right) flew as copilot with Maj. Frederic M. Donohue (center) in the dramatic rescue portrayed on pages 352-3; their Buff limped back riddled with 24 bullet holes. Checking in after a long and exhausting mission, Lt. Col. James M. Dixon (lower), commander of a rescue detachment, wears the war on his face. All dedicate themselves to the ARRS motto, "That others may live."





FILE = ETZEL, JAC

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the fluid of the utility hydraulic system to escape. Two rotor blades were hit in the main spar.

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

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

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

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

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

Another mission report covering a SAR mission flown on 14 January 1968 outlined how it was in the HH-53/HC-130 operation: ³⁵

~~CONFIDENTIAL~~

CORONA HARVEST VOL IV AIRCREW RECOVERY IN SEA
1965-31 MAR 68

~~CONFIDENTIAL~~

On 14 January 1968, the seven crew members of Preview 01 were forced to bail out at approximately 0900Z. Three of the crew members were recovered on 17 January. . . . At 2305Z, 23 January 1968, Jolly Green 69 (low bird) and Jolly Green 72 (high bird) launched from Udorn RTAFB, Thailand to perform air-borne alert and strip alert from a forward operating base. Enroute, both helicopters accomplished a rendezvous and air refueling with Crown 2. The weather at the forward operating base was 4500 broken with scattered ground fog. Jolly Green 69 and 72 orbited for one hour, landed and established strip alert at 0125Z. Jolly Green 69 was refueled from drums, but before Jolly Green 72 could be refueled, the helicopters were directed to re-establish an orbit over the forward operating base with Sandys 3 and 4. Jolly Green 69 and 72 took off at 0210Z and orbited the forward operating base with Sandys 3 and 4. Sandys 1 and 2 had received a beeper signal and sighted a red smoke flare near the Preview 01 pick up area, 20°20'20"N, 104°53'52"E. The signal and smoke were located on the Northwest side of a hill in a narrow canyon running Northeast-Southwest. The hill was directly across a river from a village containing ten to fifteen huts. Because of the close proximity of the village, the Sandy On-Scene-Commander requested immediate clearance for the Jolly Greens to attempt a recovery. Weather in the area was 4000 overcast, 6-7 miles visibility with breaks in the overcast. Jolly Green 69 and 72, escorted by Sandys 3 and 4, were directed to move their orbit to a point just short of the North Vietnamese border and await clearance. Clearance to cross the border and attempt the pick up was received at 0324Z. Using UHF/DF with Sandy 1, Jolly Green 69 and 72 proceeded above the overcast to the pick up area. Sandy 1 warned that the signal and smoke could be a trap since no voice contact had been made. All crew members were briefed on the situation. Jolly Green 69 followed Sandy 2 down through a hole in the clouds while Jolly Green 72 remained above the overcast with Sandys 3 and 4. As Jolly Green 69 followed Sandy 2, power required to hover out of ground effect was computed and fuel was dumped to permit this maneuver if it should be required.

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At the time Jolly Green 69 arrived, Sandy's 1 and 2 had reached bingo fuel and a rapid recovery attempt was imperative. Sandy 1 and Jolly Green 69 switched to Guard Channel, but had to return to SAR Primary because of the interference created by the beeper signal. As Jolly Green 69 was receiving Sandy 1's instructions to pinpoint the survivor's position, two pen gun flares were sighted. Sandy 1 dropped a white phosphorous bomb between the survivor's location and the village to screen the rescue attempt. The hoist operator was alerted and an approach started. When the helicopter was flared to establish a hover, small arms fire was observed by the hoist operator and #3 gunner. All crew members heard multiple rounds hitting the helicopter. At this time the helicopter's airspeed was approximately 20 knots and absolute altitude 150 feet. An immediate go around was commenced and #1 and #3 guns returned the fire. Approximately 500 rounds were expended by the two guns. The ramp gunner believes he scored hits, but this could not be confirmed. A maximum power take off was initiated and held until Jolly Green 69 was clear of the ground fire. A climb was then made to clear the hills and overcast. A quick survey of battle damage showed hits had been received in both auxiliary tanks, and attempts to transfer fuel to the main tanks failed. All cabin inter-phone communications and the HF radio were inoperative. The pilot's ID-249 was shattered. The useable fuel status at this time was 1+15. Crown was advised of the situation and a rendezvous for air refueling was requested. The rendezvous was made over the forward operating base and the internal tanks were filled. When instructions were received to land at a forward operating base, Jolly Green 69 advised that such a landing would result in a large fuel spill and possible fire because of the lack of crash equipment. Also, the condition of the landing gear and utility hydraulic system were unknown. Crown relayed this information and permission was received to return to Udorn. On landing at Udorn at 1255Z, a hover was maintained until Maintenance personnel inspected and installed pins in the landing gear. Jolly Green 72 returned to the forward operating base to resume SAR alert. Jolly Green 70 was launched from Udorn to replace Jolly Green 69.

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On 14 January 1968, the seven crew members of Preview 01 were forced to bail out at approximately 0900Z. Three of the crew members were recovered on 17 January. . . . At 2305Z, 23 January 1968, Jolly Green 69 (low bird) and Jolly Green 72 (high bird) launched from Udorn RTAFB, Thailand to perform airborne alert and strip alert from a forward operating base. Enroute, both helicopters accomplished a rendezvous and air refueling with Crown 2. The weather at the forward operating base was 4500 broken with scattered ground fog. Jolly Green 69 and 72 orbited for one hour, landed and established strip alert at 0125Z. Jolly Green 69 was refueled from drums, but before Jolly Green 72 could be refueled, the helicopters were directed to re-establish an orbit over the forward operating base with Sandys 3 and 4. Jolly Green 69 and 72 took off at 0210Z and orbited the forward operating base with Sandys 3 and 4. Sandys 1 and 2 had received a beeper signal and sighted a red smoke flare near the Preview 01 pick up area, 20°20'20"N, 104°53'52"E. The signal and smoke were located on the Northwest side of a hill in a narrow canyon running Northeast-Southwest. The hill was directly across a river from a village containing ten to fifteen huts. Because of the close proximity of the village, the Sandy On-Scene-Commander requested immediate clearance for the Jolly Greens to attempt a recovery. Weather in the area was 4000 overcast, 6-7 miles visibility with breaks in the overcast. Jolly Green 69 and 72, escorted by Sandys 3 and 4, were directed to move their orbit to a point just short of the North Vietnamese border and await clearance. Clearance to cross the border and attempt the pick up was received at 0324Z. Using UHF/DF with Sandy 1, Jolly Green 69 and 72 proceeded above the overcast to the pick up area. Sandy 1 warned that the signal and smoke could be a trap since no voice contact had been made. All crew members were briefed on the situation. Jolly Green 69 followed Sandy 2 down through a hole in the clouds while Jolly Green 72 remained above the overcast with Sandys 3 and 4. As Jolly Green 69 followed Sandy 2, power required to hover out of ground effect was computed and fuel was dumped to permit this maneuver if it should be required.

~~CONFIDENTIAL~~

From: Hedderly <hedderly@swbell.net>
To: Robert LaPointe <rlapointe@gci.net>
Date: Tuesday, November 09, 1999 4:28 PM
Subject: Re: Your request for information.

Thanks Robert for your response,

We crashed on the afternoon of January 15, 1968 in a mountainous region about 60 miles southwest of Hanoi. There were 5 aboard ...all wounded but all survived (many miracles in 8 seconds of terror). The National Geographic did a lengthy article in September 1968 about the SAR missions and titled the section "Air Rescue Behind Enemy Line" by Howard Sochurek. I have been able to locate Captain Etzel (pilot in command) after a 31 year separation. He lives in Citrus Heights California 95610-2422 phone 916-725-6688 e-mail gnretzel@jps.net ...one the bravest men I have ever known. Feel free to contact me any time and thanks for your work on such a worthy book.

Best Regards,
James A. Hedderly

----- Original Message -----

From: Robert LaPointe
To: hedderly@swbell.net
Sent: Monday, November 08, 1999 12:09 AM
Subject: Your request for information.

I checked the PJ Association address list for Sgt Angus Sowell but he is not listed. If you could send me the date of the mission in question I might have something in the mission reports I have collected.

Bob LaPointe

Air Force Base. The HH-53B crew was picked up later by another Super Jolly Green and brought to Udorn. The aircraft was later repaired and recovered.

Major John V. Allison on 17 January 1968 also rescued three (3) of the six crew members of the downed B-66 crew. This rescue was accomplished under poor weather conditions with the survivors all in different locations. On 23 January Major Allison was again called out to locate the remaining three (3) B-66 survivors. Hearing a good beeper and seeing two Pen Gun Flares, Sandy pilots directed the helicopter into the area of the beeper. While entering a hover at 150 feet absolute altitude and at 20 knots indicated airspeed, the helicopter experienced ground fire and was taking hits. Major Allison and crew immediately evacuated the area but not before expending 500 rounds of ammunition at suspected enemy locations. Two miniguns were put into action for the first time in a combat capacity by an HH-53B. It could not be determined if any of the enemy had been hit. Sergeant Wayne L. Fisk, Pararescueman, believes he may have made hits on the enemy. With the aid of aerial refueling, the HH-53B returned to Udorn with leaking auxiliary fuel tanks but landed safely after receiving 23 hits. The enemy was successful in putting the aircraft out of commission for several weeks.

Captain Alfred C. Montrem and crew on 8 February 1968 recovered a downed crew member from the 555th Tactical Fighter Squadron, Ubon, Thailand. Because of hoist cable difficulties on Captain Montrem's aircraft, Jolly Green 70 (the High Bird), commanded by Captain James

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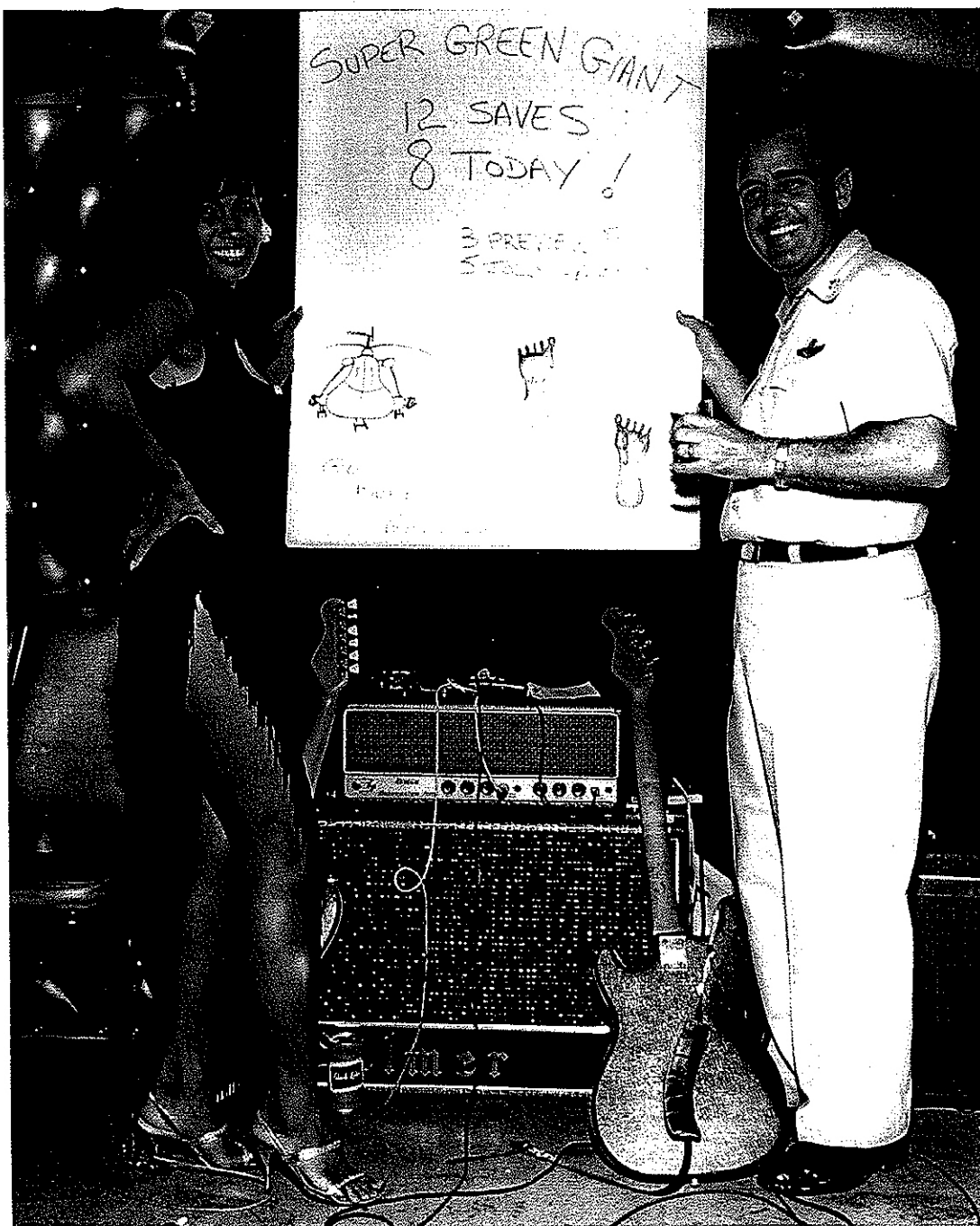
Bob LaPointe

RP III

NORTH
VIETNAM - RP IV

Preview 1, a single EB-66, was launched for a selective jamming mission in support of an afternoon strike mission in Route Package VIA. The orbit point was approximately 50 nautical miles WNW of Than Hoa near the Laotian border.

The 7AF CC first became aware that Preview was down at 1805H as a result of beeper signals reported by Crown aircraft. Later checks revealed that no GCI sites or Ethan Allen aircraft had received distress calls. Other ECM aircraft had made calls to Preview without receiving a response. SAR activities on the day of the downing were restricted due to adverse weather and approaching darkness but voice contact was established with 4 of the 7 downed crewmen. The survivors were advised that pick-up would be attempted early on the morning of 15 January. The following day adverse weather precluded first light pick-up but a flight of A-1 Sandies re-established voice contact with the survivors. A flight of 4 F-4s provided continuous RESCAP by cycling elements between the CAP station and a tanker. Later in the afternoon, Jolly Green 20, an HH-3 searching for the survivors of Preview, was operating between cloud layers at 6 000 feet. The aircraft descended through an opening to VFR conditions with poor visibility. While descending, a power loss was experienced. Recovery could not be accomplished before ground impact; however, a flare-out was made which reduced the ground impact. The aircraft received major damage but there were no crew fatalities. Immediately, Jolly Green 15 and 72 were launched from Lima Site 36 in an attempt to pick up 1 the crew of #20. The 2 rescue helicopters encountered cloud cover near the crashsite of #20 and could not proceed further. While attempting to cross a ridge small arms fire was encountered which struck #15. Due to approaching darkness, weather, and ground fire, the rescue forces were withdrawn from the area. The entire crew of Jolly Green 20, downed 15 January at 1723H was successfully recovered by Jolly Green 71 on 17 January at 1550H hours. During egress from the area, #71 was hit by ground fire which caused the loss of the #1 engine but he was able to proceed to Lima Site 36 where the crew of #20 was transferred to another helicopter and taken to Udorn for medical attention. All but 2 of the crewmen were in good condition; a broken leg and another a broken arm. On the same date 3 crewmen of Preview were recovered by Jolly Green 69. 1 of these crewmen also had a broken leg. More beepers from the remaining crewmen of Preview were identified but search efforts were suspended due to darkness. Subsequent searches failed to locate any beepers or survivors and the search for the remaining survivors was finally suspended.



FILE = UNKNOWN1.JPG

FROM MORROW

PICTURE TAKEN AT UDORN NCO CLUB AFTER RESCUE OF
H-3 CREW FROM NKP & 3 PREVIEW CREW MEMBERS

14 JAN 68

2020 N
10445E

South Vietnam or Kadena AB, Okinawa) and Navy assets based in Da Nang, South Vietnam. Real-time EW support to strike aircraft became the primary role of the EB-66C.

With the steady growth of the MiG and SAM threat, Seventh Air Force planners attempted to strike a balance between the EB-66s' vulnerability and their protective value to the striking force. By late 1967, the EB-66s entered the high-threat areas only on rare missions and then with extensive SAM suppression aircraft and a protective escort, or MIGCAP. The results were worthwhile. One raid, on 15 November 1967, demonstrated that "the proper orbit orientation, coupled with the opportunity to get close to the terminal threat, had an effect on the defensive system of a magnitude unacceptable to the enemy."¹⁶³ EB-66s could still defeat the Soviet supplied anti-aircraft defenses.

The last EB-66C shootdown during Rolling Thunder 1968

On January 14, 1968 five EB-66s were in orbit supporting strikes in route package five. A pair of MiG-21 Fishbeds from Phuc Yen flew south and then turned west and attacked an unescorted EB-66 orbiting near the Laotian border. A heat-seeking Atoll air-to-air missile struck the right wing of the EB-66, the seven crew members ejected, three crew members were rescued, the other four spent the rest of the war as POWs.¹⁶⁴ The EB-66's inability to provide effective jamming of MiG ground control intercept communications was partially rectified by the introduction of EC-121s (College Eye) which could guide US fighters in airspace over North Vietnam. Seventh Air Force reacted to the 14 January 1968 shoot down by prohibiting EB-66 overflights of North Vietnam and maintaining a barrier patrol of F-4s to screen the EB-66s from MiG attack.¹⁶⁵ EB-66s continued to provide dedicated ECM support, even though their vulnerability restricted their missions to a standoff role unless sufficient fighter escort could accompany them into high threat areas. These policies remained in effect until the bombing ended in the Red River Delta on 1 April 1968. Tactics never changed until the bombing halt by President Johnson on 31 October 1968, when the EB-66 supported attacks on North Vietnam by orbiting over Laos and the Gulf of Tonkin.

An interesting encounter took place on 10 July 1968 when two US Navy F-4s intercepted a flight of four MiG-21s in southern North Vietnam. Three ECM aircraft in the vicinity, a US Navy EKA-3D, a US Marine Corps EA-6A, plus an USAF EB-66E jammed both radars and ground control intercept communications frequencies enabling the F-4s to kill two of the MiGs. It was later assessed that "ECM had a vital contributing role to the success of the mission."¹⁶⁶

Throughout the war the EB-66s were particularly effective against low frequency early warning and acquisition radars.¹⁶⁷ The North Vietnamese countered the EB-66s by deploying a new radar codenamed "Bar Lock" in 1966/67. The EB-66 jamming was less

¹⁶³ Reder, 42.

¹⁶⁴ Thompson, *Rebound*.

¹⁶⁵ 41st Tactical Electronic Warfare Sq., *History, 1 January 1968-30 June 1968*, Takhli AB, Thailand, 3.

¹⁶⁶ USAF Fighter Weapons Center, *Red Baron II*, January 1973, p. I-38.

¹⁶⁷ "Knife Rest" and "Spoon Rest."

SECRET

~~CONFIDENTIAL~~

HB

FROM: 1-370

SUBJ: Mission Narrative Report (2-3-08, 16 Jan 68)(U) 5 MAR 1971

Downgraded to ~~CONFIDENTIAL~~

TO: 1-37C W
3rd ARRGp (JSARC)

(Date)

IAW AFR 205-2

30 JAN 1968

(st)

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Supl 1, dated 15 June 1967.

2. (S) Jolly Greens 16(L) and 37(H) were launched at 0840Z and proceeded to the initial position of two F-4 (Hanger) pilots given as 075/76/89. Shortly after take-off, both aircraft were directed to hold at the border on the 060° radial. Bingo time was given as 1215Z. While enroute a revised position of 060/80/89 was given; this was subsequently revised to 060/87/89 (18°07'N, 105°56'E) which was the actual location of the recovery. Both Jolly Greens, escorted by Sandys 7 and 8 established orbit as directed until moved to a position directly over the survivors. Meanwhile, Sandy 5, the lead aircraft, had gone below the cloud cover and was conducting a search. At 1005Z Jolly Green 16 was cleared to begin a descent, and advised that the weather was generally 2000 feet overcast with 3 miles visibility. By 1010Z Jolly Green 16 was clear of the clouds and established immediate visual contact with Sandy 5. Because of weather conditions and terrain interference, some difficulty was encountered in pinpointing the survivors. At 1047Z the parachute of the first pilot was sighted. Hanger 1A advised that he was not in his chute, but approximately 75 yards away. He ignited a smoke flare to pinpoint his position and Jolly Green 16 immediately established a hover above his position. He was on board within 5 minutes and Jolly Green 16 proceeded to the location of Hanger 1B, which had been approximately marked by Sandy 5 using a smoke rocket. The position was quickly sighted and Jolly Green 16 established a hover over the survivor who was still hanging in his parachute. At this time it became necessary to use both search and flood lights. The penetrator was lowered to the survivor and, after 5 minutes, it was apparent that he was having difficulty. The rescue crew commander elected to send the pararescue specialist down to assist him. After some difficulty caused by darkness and the denseness of the jungle, the survivor and the pararescueman were hoisted on board. During the recovery of Hanger 1A, Jolly Green 16 did not encounter any hostile action; however, Sandy 5 reported that during the recovery of Hanger 1B an enemy ground party was sighted approximately one half mile away, moving toward the survivor. After the recovery of the second survivor, Jolly Green 16 and Sandy 5 departed the area and joined Sandy 6, landing at 1210Z. Radio discipline during the entire mission was good.

423

3. (C) The names of the survivors were: Charles Lewis, AFSN Unknown, Major, USAF, and Jack Kelly, AFSN Unknown, First Lieutenant, USAF, 480th TFS, DaNang, Classified by

~~CONFIDENTIAL~~

1-370-S-68-11

Cy 1 of 9 Cys

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11852
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 76

68-AD-433

SECRET

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Atch 3

ARODC # 680460

~~SECRET~~

~~CONFIDENTIAL~~

4. (U) Crewmembers of Jolly Greens:

Jolly Green 16 (L)

RCC	Capt Robert D. Greer
RCCP	Capt John H. Canfield
FE	SSgt Carl L. Warmack
RS	Sgt Peter S. Harding

Jolly Green 37 (H)

RCC	Maj Joseph B. Ferrell
RCCP	Maj Paul M. Reagan
FE	Sgt Narciso A. Otero
RS	MSgt Clarence R. Boles

Robert D. Greer

ROBERT D. GREER, Capt, USAF
Rescue Crew Commander

~~SECRET~~

72

Mission Narrative 2-3-08

16 January 1968

62

Mayday heard from Hangar flight at 0830Z, said they were ejecting. Cricket gave their position as 060/87.CH89- a beeper was heard after ejection.

Crown 2 initiated SAR immediately, then Compress advise that Crown 5 would handle the SAR as Crown 2 was to be held for another possible mission. Crown 5 had negative contact with Compress, tankers, Jollie Greens or the Sandys. Crown 5 suggested Crown 2 remain in command. Queen and Crown 2 agreed. King said Crown 5 will take command. Crown 5 obtained information from Crown 2 as to what recourses had been deployed and requested Jolly Green 16 and 37 plus Sandys were being scrambled from CH 89. Hi performance aircraft available were- Ozark, Scuba, Gunfighter, Dallas, Hammer, Bear and Bison.

Jolly Greens 16 and 37 airborne out of CH89 along with the Sandy 5,6,7,8 approximately 0850Z. Border clearance requested from Compress at this time. Crown 5 was attempting contact with Scuba flight who was enroute to scene, but unable due to poor communications- had intermittent contact. At 0905Z Scuba reported he had contact with Hangar 2 on the ground.

Jolly 16 and 37 directed by Compress to orbit at the border along with Sandy 7/8 -Sandy 5 & 6 to proceed to scene and attempt contact and check on the weather. A recheck with Compress on border clearance for Jolly revealed still no clearance. Sandy 5 arrived on scene and made voice contact with Hangar 2A-the weather in the area described by the downed man on Sandy 5 was bases 1000 thin layer and 3500 feet layers. Visibility approximately 3 miles. Sandy 5 could not pinpoint Hangar 1A so elected to descend thru bottom layer and attempt to establish visual contact with downed man.

At 0925Z Compress directed Sandy 1,2,3, 4, to scene. Sandy 5 still had much difficulty trying to locate men on the ground. Compress wanted to know from Sandy 5 if SAR feasible-Sandy 5 recommended Jollys be brought in. At 1020Z border clearance obtained and Jollys inbound. Arrived scene approximately 1030Z, Jolly 16 descended and aided Sandy 5 in locating Hangar 2A-pickup made at 1053Z, Sandy 5 finally located other man, he was still in his harness, PJ was deployed and with Jolly 6 lights on pickup was made at 1115Z. Darkness was closing in which made locating second man hard.

At 1105Z Sandy 1,2,3,3 were told to pull electronic search before RTB. All other forces RTB, with J 16 & 37 taking survivors to CH 89-Jolly 16 reported survivors in pretty good shape.

At 1133Z beeper and voice contact made by Sandy 1,2,3,4, with Hangar 1A&B-were advise SAR forces would be back at first light to get them as it was too dark to attempt it then.


ROBERT G. NABORS, MAJ, USAF
Rescue Crew Commander

Donovan Donald J. Capt
Sander Martin J. Capt
Cruse Doyle R. TSGT
Aldridge William E. TSGT
Barkely Clarence H. TSGT
Weber Edward E. TSGT

~~SECRET~~

35-68-0018

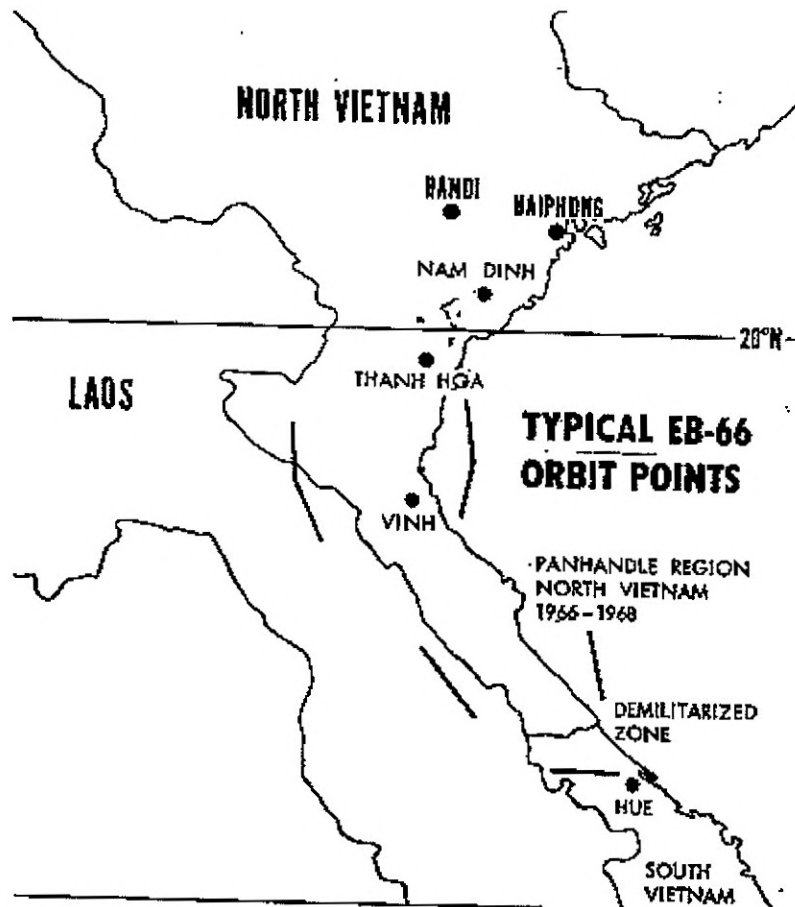


Figure 13. This map details the other EB-66 orbits used when the EB-66s were forced south or when they were supporting air operations in the southern half of North Vietnam.

Tactics now changed rapidly. ECM pods were the only electronic protection the fighter-bombers had to defeat the fire control radars as the EB-66s flew their new orbits. The EB-66s concentrated on neutralizing the early-warning, GCI, and acquisition radars from their new orbit locations. North Vietnamese early warning radars could “see” an approaching force about 250 to 300 miles away and alert defenses such as fighters, guns, and missile batteries. Ground Control Intercept (GCI) radars were used to direct fighters towards their targets from ground based command posts, and acquisition radars gave precise range, bearing, and height data to batteries attempting to shoot down aircraft. Rather than combating a part of the North Vietnamese integrated air defense system, EB-66s were now able to electronically attack the entire net.¹⁵⁶ Seventh Air Force directed that the western orbits be moved up to 21 degrees north latitude on the border of North Vietnam and Laos. In November 1967 intelligence noted a significant shift in enemy missile deployment. The North Vietnamese defenses were being concentrated around the

¹⁵⁶ Michel, *Clashes*, 124.

DET 137 ARS

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SUMMARY TABLE OF RESCUES

DATE	RESCUE NUMBER	SURVIVOR	TYPE AIRCRAFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
3 Jan	218	Maj Pattee	T28	USAF	Laos	Maj Ferrell Lt Sichterman Sgt Grau AIC Taylor	No
6 Jan	219	Capt Brownlee	F-105	USAF	Thailand	Capt Walker Capt Canfield Sgt Otero Sgt Boles	No
6 Jan	220	Maj Gustafson 76th Mission 2nd pickup	F-105	USAF	Thailand	Lt Platt Capt Greer Sgt Keyes Sgt Lombard	No
16 Jan	221 222	Maj Lewis Lt Kelly	F4 HANGER 02	USAF	NVN	Capt Greer Capt Canfield Sgt Warmack Sgt Harding	No
18 Jan	223	Capt Stovin	F4	USAF	NVN	Capt Conant Capt Greer Sgt Cole Sgt Allaire	Yes
28 Jan	224	Capt Brown	T28	USAF	Laos	Capt Otsini Capt Greer Sgt Warmack Sgt Harding	No
2 Feb	225 226 227	Lt JG Jacobs AP2 Forbski AT1 Arntzen	P2V	USN	Laos	Lt Platt Maj Williams Sgt Keyes Sgt Boles	No
27 Feb	228	AP1 Gonzales	P2V	USN	Laos	Capt Walker Maj Washington Sgt Parker Sgt Harding	Yes

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Atch 1

154

~~FOR OFFICIAL USE ONLY~~

1 146

History - Det 1, 40th ARRSq, Jan - Mar 68

CHRONOLOGY

1968

- 3 Jan - Rescue of Zorro 11 by Jolly Green 20(#218).
- 6 Jan - Rescue of Boswell 3 by Jolly Green 16 and 36(#219, #220).
- 10 Jan - Det 1 visited by Col Freshwater, Vice Commander, 3rd ARRGp.
- 12 Jan - Medical evacuation from L-85 by Jolly Green 17.
- 15 Jan - Jolly Green 20 crashed while on Prevue 1 mission in North Vietnam.
- 16 Jan - Rescue of Hangar 2 by Jolly Green 16(#221, #222).
- 17 Jan - Crew of Jolly Green 20 rescued by Jolly Green 71 of Det 2, 37 ARRS.
- 18 Jan - Rescue of Hangar 1A by Jolly Green 09(#223).
- 23-24 Jan - Maj Orsini briefed the 553rd Reconnaissance Squadron at Korat RTAFB on SAR mission.
- 25 Jan - Det 1 visited by Col Emil Beaudry, Vice Commander ARRS, Col William Musick, Deputy Commander Material, ARRS, and Col Paul E. Leske, Commander, 3rd ARRGp.
- 26 Jan - Col Beaudry presented Silver Stars to 1Lt Privette and Sgt McComb.
- 11, 12, 13 Feb - Maj Orsini briefed 388th Tactical Fighter Wing at Korat RTAFB on SAR mission.
- 27 Feb - Rescue of Sophomore 50 by Jolly Green 37 and 20. (#225-#228). 37 ARRS also took part and rescued three other crew members.
- 28 Feb - Rescue of Bear 1 by Jolly Green 36(#229). This was the 1000th combat rescue made by 3rd ARRGp.
- 29 Feb - The crew of Jolly Green 36, Maj Oderman, Capt Greer, Sgt Berry, and Sgt Duffy went to Tan Son Nhut AB, RVN, for interviews on the 1000th rescue. They were interviewed by the major television networks, for a UPI newspaper story and USAF hometown news releases, and appeared at the Saigon daily Armed Forces briefing for reporters.
- 2-3 Mar - Maj Orsini, Capt Walker, Capt Holt, Lt Platt, and SSgt Keyes interviewed for a National Geographic Magazine article of rescue in SEA.

~~FOR OFFICIAL USE ONLY~~

2nd MISSION
DOWNED 18 JAN
RESCUED 20 JAN
HAWKER 25 APR

Pacific Stars and Stripes information for 37 ARRS

1st MSN

For date 680122

DOWNED

18 JAN 68

HAWKER 1 A + R SAR
RESCUED 18 JAN 68

37 ARRS was a US Air Force unit

Primary service involved, US Air Force

Quang Nam Province, I Corps, South Vietnam

Location, Da Nang

DATE PUBLISHED

Description: Monday 22Jan68-3 Pilots Saved in Daring Rescues Over N. Viet SAIGON (UPI) - For Maj. Charles E. Lewis, of Dennison, Texas and 1st Lt. Jack L. Kelly, 27, of Pawnee, Okla., it was a short wait after being downed over North Vietnam before being rescued. But for Capt. Scott B. Stovin, 29, of Milwaukee, Wis., it was a long wait. The three were aboard two F4 Phantom jets downed by unknown causes over the Southern Panhandle of North Vietnam earlier this week. "I didn't think they'd make it to us in time," said Lewis. "There was heavy overcast when we went down and it was getting late. We had to wait just a little more than an hour before they found us." The helicopter rescue of Lewis was swift and without complications. But his fellow pilot was hanging in a tree, unable to free himself of the parachute harness. Sgt. Peter S. Harding, 21, of Foxboro, Mass., was lowered from the hovering chopper, 45 miles west northwest of Dong Hoi to cut Kelly loose. The pilot of the Jolly Green Giant helicopter, Capt. Robert S. Greer, 35, Enid, Okla., said, "both of the pilots were downed in dense jungle. We were lucky there were both on a ridge-like section of a hill." The other pilot wasn't found so quickly. The following day the helicopters, and the planes that fly cover for them, "Sandys," were back scouting the panhandle for him and his copilot. The copilot still is missing but probably dead or captured. It wasn't until the third day they found the third man, in hazardous terrain, 60 miles northwest of Dong Hoi. The lead Sandy pilot, Col. Ralph S. Hoggart, 43, Mount Pleasant, Penn., made a pass over Stovin. Automatic weapons fire opened up on his propeller driven ship. "The gun emplacement fired a little early and gave away its position before it could cause the mission real trouble," said Capt. Donald Miles, 28, Cleburne, Tex., a second Sandy pilot. When the guns were silenced, the Jolly Green Giants moved in. The jungle penetrator was lowered by S. Sgt. Don E. Cole, 29, Union City, Tenn., as Capt. Henry C. Conant, 27, Luckey, Okla., held the chopper over Stovin's position. "The undergrowth was heavy and there was elephant grass all around," said Sgt. Patrick F. Allaire, 21, Mason, Mich. When Stovin was hoisted up, the North Vietnamese opened up on the chopper. "I was looking out the door when I saw a tracer passing right over us," the pararescue man said, "I also saw a couple of puffs of smoke coming from what I took to be a gunner's position and I opened up on it. I don't know if I hit him or just scared him, but we didn't get any more fire from that direction."

Comments: MAJ Lewis, Charles E.; jet pilot; ; 1LT Kelley, Jack L.; jet pilot; ; CPT Stovin, Scott B.; jet pilot; ; SGT Harding, Peter S.; pararescue; ; CPT Greer, Robert S.; pilot; ; COL Hoggart, Ralph S.; Sandy pilot; ; CPT Miles, Donald; Sandy pilot; ; SSG Cole, Don E.; pararescue; ; CPT Conant, Henry C.; pilot; ; SGT Allaire, Patrick F.; ~~gunner~~;

The source for this information was 6801PSS.MGL from paper source documents supplied by Les Hines

Please send additions or corrections to:

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

REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-5, 16 Jan 68) (U)

TO: 37C *use*
3rd ARRGp (JSARC)
IN TURN

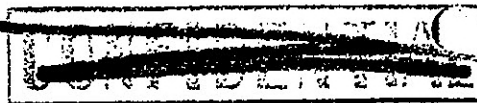
B
1
Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 74*

8
17 January 1968
AWB/3/
DR

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1. dated 15 June 1967.
2. (C) Jolly Green 30 and 10 were scrambled from Da Nang at 0600Z, 16 Jan 68, for extraction of wounded members of an Army Special Forces Team. The location was given as 244°/23/Ch 94. The Team was in contact with the enemy and drawing heavy fire from the west and southwest. Four UH-1 gunships, four A-1E and two F-4C aircraft were provided for escort. The terrain was mountainous and the team was located in a saddle at the 2000 foot level. The weather was 6000 feet overcast with intermittent scattered and broken layers below. VMC maneuvering area was extremely limited as the tops of many surrounding hills were covered with clouds. Jolly Green 30 initiated the approach at 0700Z with two UH-1 gunships on each side for ground fire suppression. The A-1Es and F-4Cs were orbiting the immediate area and making repeated fire suppression passes. The approach was executed using high terrain to the west of the pickup area as a shield from enemy ground fire. Jolly Green 30 was in a hover approximately 15 minutes and picked up eight WIA using the hoist and tree penetrator. The jungle canopy was very heavy with 80 to 100 foot trees. Jolly Green 30 then pulled out. Jolly Green 10 approached in the same manner and picked up three WIA and four KIA using the hoist and tree penetrator. The UH-1 gunships made continuous fire suppression passes while JG 30 and 10 made their approaches and were in the hover. Both Jolly Greens then proceeded to NSA Hospital, discharged the survivors, and returned to Da Nang, landing at 0812Z.
3. (C) No battle damage was reported by the aircraft involved in the mission.
4. (C) The Jolly Greens and UH-1 gunships orbited the area approximately 45 minutes awaiting the F-4Cs and final clearance for the pickup.
5. (C) The survivors were US Army Special Forces Vietnamese nationals.

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year
intervals, declassified
after 18 years



6. (C) Aircraft involved in mission:

Alleycat Flight Two US Army UH-1 gunships
Hostage Flight. . . . Two USMC UH-1 gunships
Gunfighter Flight . . . Two USAF F-4Cs
Big O-2 USAF O-1
Big O-3 USAF O-1
Unidentified. USAF O-2
Unidentified. Four USAF A-1Es
Crown 5 USAF HC-130P
Jolly Green 30. . . . USAF HH-3E
Jolly Green 10. . . . USAF HH-3E

7. (U) Crew members of Jolly Greens:

JOLLY GREEN 30

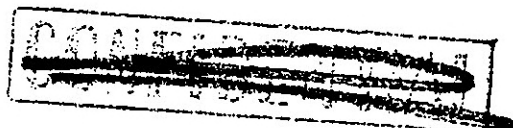
RCC Capt Fred H. Otte
RCCP Capt Jerry M. Griggs
FE Sgt Dennis M. Richardson
RS A1C Richard H. Garlie

JOLLY GREEN 10

RCC 1Lt Rodney G. Parks
RCCP Capt Jerry D. Clearman
FE SSgt Windell L. Stumbaugh
RS Sgt Robert D. Baker

Fred H. Otte

FRED H. OTTE, Captain, USAF
Rescue Crew Commander



~~GROUP 4~~
~~Downgraded at 3 year~~
~~intervals; declassified~~
~~after 10 years~~

37th ARRSq Hist. Jan-Mar 1968

4.

At 0145Z the uninjured survivor, Captain Harold E. Foreman, FV3026449, 357 TFS, was hoisted aboard Jolly Green 04 and returned to DaNang. The original search for the missing pilot of the A-3 was later terminated with negative results.

(2)(U) 1-3-3, 7 Jan 1968. At 0605Z, Jolly Green 04 was scrambled from DaNang to recover the pilot of a USAF F-100 who had bailed out eighteen (18) miles east of DaNang. Crown 05 made contact, spotted and marked the survivor's position in the water. Jolly Green 04 made a water landing and picked up the survivor, Major Dwayne P. Wright, FR31198, 37 TFW, APO 96368. The survivor was uninjured and Jolly Green 04 returned him to DaNang terminating the mission at 0630Z.

(3)(U) 1-3-4, 12 Jan 1968. On this mission, Jolly Green 04 and 10 were utilized to search for a missing USMC CH-53A at a point sixteen (16) miles southwest of Quang Tri. They were assisted by USMC H-34s, UH-1 helicopter gunships and a USAF O-1E Forward Air Controller (FAC) aircraft. At 0010Z the wreckage was sighted and Jolly Green 14 made an approach to investigate. The H-53 had flown into the mountainside and was completely consumed by fire. After hovering over the wreck, Jolly Green determined there were no survivors and the mission was terminated.

(4)(U) 1-3-5, 16 Jan 1968. At 0600Z Jolly Green 30 and 10 were scrambled from DaNang to attempt the extraction of a US Army

37th ARRSq Hist, Jan-Mar 1968

5.

Special Forces team at a point twenty three (23) miles west south-west of DaNang. The team was in heavy contact with a large enemy force. Escort for the Jolly Greens was provided by four (4) UH-1 gunships, three (3) USAF A-1Es, three USAF FAC O-1Es and two (2) F-4Cs. Jolly Green 30 was in the hover approximately fifteen (15) minutes hoisting eight (8) wounded in action (WIA) aboard the helicopter. Jolly Green 10 picked up the remaining three (3) WIAs and four (4) dead. The survivors were all US Army Special Forces Vietnamese nationals. Jolly Green 30 and 10 landed at DaNang at 0812Z after discharging the survivors and bodies at the Naval Support Activity (NSA) hospital.

(5)(U) 1-3-6, 27 Jan 1968. At 0325Z Jolly Green 25 was scrambled from DaNang to an area fifteen (15) miles east to recover two USAF pilots forced to bail out under controlled conditions by a landing gear malfunction. At approximately 0410Z, Jolly Green 25 entered a hover over the aircraft commander and deployed the pararescueman, Sgt Walter White, into the water to assist the survivor. The pararescueman was forced to cut away part of the survivor's parachute when he became entangled in it while being hoisted aboard the helicopter. The survivor's name was Major Richard W. Phillips, FR25208, 366 TFW, APO 96337.

Jolly Green 25 acted as cover ship while an HH-43B from Det 7, 38 ARRS recovered the other F-4C pilot. Both helicopters then

SECRET

71

Mission Narrative 1-3-5

16 Jan 68

61

At 0500Z, Crown 5 was requested, by Queen, to orbit abeam CH94 for possible assistance to a medical evacuation effort located at 243/23/CH94. Queen advises they have 4 WIA and 2 KIA at 243/23/CH94. The area is hot. We should have 4 Huey gun ships call sing Hostage. JG 30 is going to scramble and rendezvous with gunships. 0520 at this time much confusion exists, no one seems to know who is controlling the mission. Queen decided to reaffirm everything with 1st Marine Air Wing, Queen launched JG30 with JG 10 to follow. Carstairs said Jollies were not needed. JG 30 called Big 02 and Alley Cat 8, they said the Jollies were needed. Jollies standing by and orbiting 180/15/CH94 till further advised. Final approval must come from Blue Chip. The gun ships landed for fuel and ~~reloading~~ reloading.

At 0552 Stanley Locker and Spicy Goggles say they want Jollies to come in as soon as gunships are refueled, Queen advises hold short until OK from Blue Chip. Carstairs requested Jollies to move to 240/10/CH94 as they have a drop in process at their location. Jollies moved to new position. 0610 Queen approved JG 30 to proceed with four gunships to the scene. 0625 JG 30 has L/Z in sight and ready to go in. A check with Queen determined that gunfighter flt (F-4) were not airborne and did not have approval. Queen said King would not let JG 30 land until the gunfighter flt was in the area. Then Queen asked JG 30 if there were any FAC's in the area. Jollie contacted Big 02 on FM also advised Queen the weather was starting to move in and requested to move in ASAP. 0643 Alley Cat 8 advises they have 4 KIA and 12 WIA to pick up. 0655 Queen advises fighters in the area and JG proceed with pickup. 0715 Jollie 30 reports 8 wounded and one doctor onboard and proceeding to NSA. ~~Reported~~ Reported negative ground fire. 0730 Jollie 10 reported 3 wounded and 4 KIA onboard, proceeding to Pulp rest, then to NSA. All aircraft returned to their own controll.

We had difficulty controlling the Army and Marine gunships due to their use of FM radios.

Robert G. Nabors
ROBERT G. NABORS, CAPT, USAF
Rescue Crew Commander

Donovan Donald J. Capt
Sander Martin J. Capt
Cruse Doyle R. TSGT
Aldridge William E. TSGT
Barkely Clarence H. TSGT
Weber Edward E. TSGT

SECRET

39-68-0012

DET 1 40 MAR-JAN 60

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SUMMARY TABLE OF RESCUES

DATE	RESCUE NUMBER	SURVIVOR	TYPE AIRCRAFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
3 Jan	218	Maj Pattee	T28	USAF	Laos	Maj Ferrell Lt Sichterman Sgt Grau ALC Taylor	No
6 Jan	219	Capt Brownlee	F-105	USAF	Thailand	Capt Walker Capt Canfield Sgt Otero Sgt Boles	No
6 Jan	220	Maj Gustafson 76th Mission 2nd pickup	F-105	USAF	Thailand	Lt Platt Capt Greer Sgt Keyes Sgt Lombard	No
16 Jan	221 222	Maj Lewis Lt Kelly	F4	USAF	NVN	Capt Greer Capt Canfield Sgt Warmack Sgt Harding	No
18 Jan	223	Capt Stovin	F4	USAF	NVN	Capt Conant Capt Greer Sgt Cole Sgt Allaire	Yes
28 Jan	224	Capt Brown	T28	USAF	Laos	Capt Otsini Capt Greer Sgt Warmack Sgt Harding	No
2 Feb	225 226 227	Lt JG Jacobs AP2 Forbski ATL Arntzen	P2V	USN	Laos	Lt Platt Maj Williams Sgt Keyes Sgt Boles	No
27 Feb	228	APL Gonzales	P2V	USN	Laos	Capt Walker Maj Washington Sgt Parker Sgt Harding	Yes

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Atch 1

(16 JAN 68



AIC Ingulli assumed 1st alert at 0700 hrs

All survival gear checked

1st ACR at 0900 - May-day was heard

while in flight - photographer taking pictures

of C-47 off runway. Dropped at photographer,

~~picked~~ Ingulli picked up Med. Kit & survival gear.

Dust off went down 3 miles Northwest of base

Arrived - no injury or crash damage. #2 H-43

picked up 5 ~~men~~ men and flew to

~~Base~~ ARVN compound. #1 H-43

flew back to Bien Hoa for alert.

1-LBR 1-ACR

~~SECRET~~

FROM: 1-37C

SUBJ: Mission Narrative Report (2-3-08, 17 Jan 68)(U)

TO: 1-37C
3rd ARRGp (JSARC)
IN TURN

Downgraded to CONFIDENTIAL

25 MAR 1971 LAW AFR 205-2
(Date)

28 JAN 1968

1. (U) This report is submitted in accordance with ARRSM 55-2/3ARRGp
Supl 1, dated 15 June 1967.

2. (S) On 16 Jan 68 two F4C crews (Hanger 1 and 2) ejected near Mu Gia Pass, North Vietnam. Hanger 2s crew was rescued the same day. Darkness and a low overcast prevented the recovery of either Hanger 1 pilots. On 17 January two efforts were made to recover Hanger 1 but weather precluded a recovery. Both survivors indicated they had an approximate 2000 foot cloud base over their position (the tops of this cloud layer were 5000-6000 feet MSL). Sandy 5 penetrated the overcast to conduct a visual search. His last radio transmission stated he had broken out below the overcast over a river, a road and a populated area; he said the tops of the surrounding terrain were in the clouds and he could not hear Hanger 1 on UHF Guard. Hanger 1 said he then heard a large number of hostile weapons open fire, and this was the last he heard from Sandy 5. Sandy 6 penetrated to look for Sandy 5 and Hanger 1 but was unsuccessful and recommended that further SAR efforts wait for more favorable weather.

3. (S) On 18 Jan 68 Jolly Green 09(L) and 37(H) were scrambled at 0445Z and proceeded to an orbit point of 070/65/89. The survivor's position was given as 062/82/89 (17°58'N, 105°55'E). Sandys 5A and 6 flew directly to the area, while Sandys 7 and 8 escorted the Jolly Greens. Arrival time in orbit was 1230Z. Sandys 5A and 6 were getting considerable antiaircraft and automatic weapons fire from gun positions to the north, east and west of the survivors. Misty 21 aided them in directing the high performance strikes of Gunfighter, Maverick, Schlitz, and Roman Flights. At 0627Z Sandy 5A called in Jolly Green 09 escorted by Sandys 7 and 8. Jolly Green 37 remained at the orbit point. Once in the area, Jolly Green 09 flew to an unpopulated and heavily wooded area about one mile south of the survivor at tree-top level, putting a ridge between the helicopter and the hostile weapons. At this time a 50 caliber machine gun site fired on Sandy 5A from a hill overlooking the survivor. He expended all his resources, used all of Sandy 6s resources, called in several high performance aircraft and finally used Sandy 7 and 8 before the weapon was silenced. At 0700Z Sandy 5A called in Jolly Green 09 for the pickup. Hanger 1A's chute was not visible, and Jolly Green 09 requested a flare to identify his position. The flight engineer and pararescue specialist spotted the smoke and vectored the helicopter in over it. Due to the high trees, steep slope, dense jungle undergrowth, and diffusion of smoke the survivor himself was not visible. Another smoke flare was requested. The flight engineer requested that the helicopter turn 180° and he directed it over the second flare, spotted the survivor, and lowered the penetrator. As the survivor indicated he was ready to be hoisted, the

1-370-S-68-10

Cy / of 9 cys

Atch : ARODC #

~~SECRET~~

~~GROUP 4
68-AD-482
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS~~

~~SECRET~~

~~CONFIDENTIAL~~

pararescue specialist saw ground fire coming from the left side of the helicopter. Using the M-60 machine gun, one belt of ammunition (250 rounds) was sufficient to suppress the fire. With Hanger 1A on board, a hovering low level search was made to locate Hanger 1B. Radio contact with this pilot had been lost earlier that morning and when no smoke, voice or visual contact was made after approximately 5 minutes of low level search, Sandy 5A recommended all SAR forces leave the area. Jolly Green 09 and a Sandy aircraft departed the area at 0720Z, rejoined with Jolly Green 37 and returned to Channel 89, landing at 0820Z. Sandy 6 received battle damage of suspected 12.5mm variety in the mid-fuselage section. Radio discipline was better than average with Crown 4 doing an excellent job. However, the SAR effort on Preview 01 was definitely overloading UHF Guard, and HF frequencies.

4. (U) The name of the survivor was: Scott B. Stovin, Captain, Da Nang.
5. (U) Crewmembers of the Jolly Greens were:

JOLLY GREEN 09(L)

RCC Capt Henry C. Conant
RCCP Capt George W. Greer
FE SSgt Don E. Cole
RS Sgt Patrick F. Allaire

JOLLY GREEN 37(H)

RCC Capt David A. Richardson
RCCP Capt Ronald McKinley
FE TSgt Jarvis E. Peele
FE Sgt Jules C. Smith

Henry C. Conant
HENRY C. CONANT, Capt, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

~~SECRET~~

SECRET

60

Mission Narrative 2-3-08

17 January 1968

On an RTB Crown one assumed station for Crown five due to engine failure. At 0740Z Cricked Control advised that the weather in the area of downed crew of Hangar 1 was clearing and it was clear enough to attempt a rescue.

At 0755Z Jolly Green 03 and 27, Sandys 5A, 6, 8, 8 were scrambled. Sandys 5A and 6 were given border clearance while Sandy 7, 8, Jolly reens 03, 37 were held at the border, awaiting the recommendation of Sandy 5A to proceed to the scene.

Sandy 5A recommended we have some high performance aircraft for flak suppression. Gunfighter flight was scrambled along with Locust and Hudson flights were vectored to the area. Sandy 5A advised that the immediate area of Hangar 1 was still overcast with no means of getting beneath the overcast. Hangar 1 Bravo was contacted and he said he was surrounded by enemy and it was overcast in his position. Sandy 5A recommended we RTB our forces until the weather was cleared. They were RTB at 0905Z. While in the area Sandy 5A and 6 conducted an electronic search in the area for Sandy 5 with negative results.

John W. Mirick
Mirick, John W. Maj, USAF
Rescue Crew Commander

CP	Goode, Raymond T.	Lt Col
NN	Zertuche, Leopoldo	1/Lt
RO	Hoffman, James L.	SSgt
FE	Coughlin, Donald W.	TSgt
FE	Suiter, Harold S.	TSgt
IM	Powers, William H.	TSgt

SECRET

59

Mission Narrative 2-3-08

17 January 1968

On 17 Jan, Crown 4 resumed the SAR effort for Hangar 1, an aircraft down on the previous day with two POB. The location of the SAR was approximately 068/81 from channel 89.

Because the weather in the area was overcast, the SAR did not begin until 1000H. At this time, Misty 11 was over the scene and established voice communication with both survivors. When Misty 11 arrived on scene, he reported the weather overcast with one large break in the clouds. One survivor estimated the ceiling in his area at 2-4 thousand feet.

Sandy 5 and 6 arrived on scene at 1045H. After numerous communications with the survivors which were relayed by Misty 11 because the Sandys were not receiving, Sandy 5 said that the area was workable. Jolly Green 09 and 37 were then cleared across the border with Sandy 7 and 8 as escort.

At 1115H, Torpedo 3 flight arrived on scene and provided communications in place of Misty 11. During this time, Sandy 5 and 6 were working to pinpoint the survivors and to get below the clouds.

Sandy 6 reported seeing Sandy 5 working below the clouds. Sometime between 1100 and 1130 Sandy 5 made his last radio contact with the rest of the SAR forces. Because he had been having some difficulty receiving and transmitting because of his low altitude and possibly his equipment, the rest of the SAR forces were not concerned by the lack of communication until 10-15 minutes after Sandy 5 was last heard. Repeated attempts to raise Sandy 5 on all SAR frequencies were unsuccessful. Sandy 6 said that the last time he saw Sandy 5 was at grid 900 750 or about the 067/74 mi ~~CH89~~ CH89.

At 1215 the weather in the area began to deteriorate and the SAR forces were given an RTB. Gunfighter flight which had just arrived on scene conducted an electronic search for Sandy 5 until 1230H. He also advised the survivors from Hangar 1 that the SAR would be resumed later.

Note: Hangar 1 Alpha, the front seater, correctly answered his personnel authenticators. Hangar 1 Brave was not asked the questions.

John T. May, Capt, USAF
Rescue Crew Commander

~~SECRET~~

Mission Narrative 2-3-68

18 January 1968

During the morning of 18 Jan, constant weather recon was kept in the Hangar 1 SAR scene, the 062/82 miles from channel 89. Until 1200, the scene was overcast. At 1200, Vespa flight reported breaks in the overcast. Shortly there after, Misty 21 reported that one survivor had him in sight and he recommended that the SAR forces be launched.

The SAR forces were launched at 1250. Jolly Green 09 and 37, and Sandy 5A, 6, 7 and 8 departed channel 89. They arrived at the border at 1330. Sandy 5A and 6 continued into the SAR area. Sandy 5A and Misty 21 spotted the chutes of both survivors and had communications with both of them. The survivors correctly authenticated their personal authenticators. All SAR forces were cleared across the border.

At approximately 1400, Sandy 5A began to receive ground fire from a 37mm position on a hill. Before the SAR force moved into the area of the survivors, Sandy 5A directed strikes against the gun position. He used Gunfighter 1, 2, 3, and 4: Schlitz: and Maverick flights. Misty 21 also made strafing passes.

At 1445 the SAR forces moved in. Hangar 1 Alphs was picked up by Jolly Green 09 at 1510 at WE9788. Attempts to contact Bravo to have him release smoke were unsuccessful. Sandy 5A reported that a communication from Hangar Bravee was received in which Bravo stated that unfriendlies were within 20 meters of his position and that he was destroying his radio. Because of the ground fire in the area (Sandy 6 was hit at 1505) the SAR forces pulled out. Misty 21 continued efforts to contact Bravo with negative results.

John T. May, Capt, USAF
Rescue Crew Commander

RCC May
P Purvis
N Hannan
RO Roloff
FE Hogan
FE Nowland
Im Scanlon

2nd MISSION
DOWNED 16th
RESCUED 18th

Pacific Stars and Stripes information for 37 ARRS

For date 680122

1st MSN

DOWNED

16 JAN 68

HANDLER 1 ATR
RESCUED 18 JAN 68

37 ARRS was a US Air Force unit
Primary service involved, US Air Force
Quang Nam Province, I Corps, South Vietnam
Location, Da Nang

DATE PUBLISHED

Description: Monday 22 Jan 68 - 3 Pilots Saved in Daring Rescues Over N. Viet SAIGON (UPI) - For Maj. Charles E. Lewis, of Dennison, Texas and 1st Lt. Jack L. Kelly, 27, of Pawnee, Okla., it was a short wait after being downed over North Vietnam before being rescued. But for Capt. Scott B. Stovin, 29, of Milwaukee, Wis., it was a long wait. The three were aboard two F4 Phantom jets downed by unknown causes over the Southern Panhandle of North Vietnam earlier this week. "I didn't think they'd make it to us in time," said Lewis. "There was heavy overcast when we went down and it was getting late. We had to wait just a little more than an hour before they found us." The helicopter rescue of Lewis was swift and without complications. But his fellow pilot was hanging in a tree, unable to free himself of the parachute harness. Sgt. Peter S. Harding, 21, of Foxboro, Mass., was lowered from the hovering chopper, 45 miles west northwest of Dong Hoi to cut Kelly loose. The pilot of the Jolly Green Giant helicopter, Capt. Robert S. Greer, 35, Enid, Okla., said, "both of the pilots were downed in dense jungle. We were lucky there were both on a ridge-like section of a hill." The other pilot wasn't found so quickly. The following day the helicopters, and the planes that fly cover for them, "Sandys," were back scouting the panhandle for him and his copilot. The copilot still is missing but probably dead or captured. It wasn't until the third day they found the third man, in hazardous terrain, 60 miles northwest of Dong Hoi. The lead Sandy pilot, Col. Ralph S. Hoggart, 43, Mount Pleasant, Penn., made a pass over Stovin. Automatic weapons fire opened up on his propeller driven ship. "The gun emplacement fired a little early and gave away its position before it could cause the mission real trouble," said Capt. Donald Miles, 28, Cleburne, Tex., a second Sandy pilot. When the guns were silenced, the Jolly Green Giants moved in. The jungle penetrator was lowered by S. Sgt. Don E. Cole, 29, Union City, Tenn., as Capt. Henry C. Conant, 27, Luckey, Okla., held the chopper over Stovin's position. "The undergrowth was heavy and there was elephant grass all around," said Sgt. Patrick F. Allaire, 21, Mason, Mich. When Stovin was hoisted up, the North Vietnamese opened up on the chopper. "I was looking out the door when I saw a tracer passing right over us," the pararescue man said, "I also saw a couple of puffs of smoke coming from what I took to be a gunner's position and I opened up on it. I don't know if I hit him or just scared him, but we didn't get any more fire from that direction."

Comments: MAJ Lewis, Charles E., jet pilot; ; 1LT Kelley, Jack L.; jet pilot; ; CPT Stovin, Scott B.; jet pilot; ; SGT Harding, Peter S.; pararescue; ; CPT Greer, Robert S.; pilot; ; COL Hoggart, Ralph S.; Sandy pilot; ; CPT Miles, Donald; Sandy pilot; ; SSG Cole, Don E.; pararescue; ; CPT Conant, Henry C.; pilot; ; SGT Allaire, Patrick F.; gunner;

AS

The source for this information was 6801PSS.MGL from paper source documents supplied by Les Hines

Please send additions or corrections to:

DET 137 AMRS

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SUMMARY TABLE OF RESCUES

DATE	RESCUE NUMBER	SURVIVOR	TYPE AIRCRAFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
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16 Jan	221 222	Maj Lewis Lt Kelly	F4	USAF	NVN	Capt Greer Capt Canfield Sgt Warmack Sgt Harding	No
18 Jan	223	Capt Stovin	F4 HAWKER 01	USAF	NVN	Capt Conant Capt Greer Sgt Cole Sgt Allaire	Yes
28 Jan	224	Capt Brown	T28	USAF	Laos	Capt Otsini Capt Greer Sgt Warmack Sgt Harding	No
2 Feb	225 226 227	Lt JG Jacobs AP2 Forbski AT1 Arntzen	P2V	USN	Laos	Lt Platt Maj Williams Sgt Keyes Sgt Boles	No
27 Feb	228	AP1 Gonzales	P2V	USN	Laos	Capt Walker Maj Washington Sgt Parker Sgt Harding	Yes

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Atch 1

~~FOR OFFICIAL USE ONLY~~

1 146

History - Det 1, 40th ARRSq, Jan - Mar 68

CHRONOLOGY

1968

- 3 Jan - Rescue of Zorro 11 by Jolly Green 20(#218).
- 6 Jan - Rescue of Boswell 3 by Jolly Green 16 and 36(#219, #220).
- 10 Jan - Det 1 visited by Col Freshwater, Vice Commander, 3rd ARRGp.
- 12 Jan - Medical evacuation from L-85 by Jolly Green 17.
- 15 Jan - Jolly Green 20 crashed while on Prevue 1 mission in North Vietnam.
- 16 Jan - Rescue of Hangar 2 by Jolly Green 16(#221, #222).
- 17 Jan - Crew of Jolly Green 20 rescued by Jolly Green 71 of Det 2, 37 ARRS.
- 18 Jan - Rescue of Hangar 1A by Jolly Green 09(#223).
- 23-24 Jan - Maj Orsini briefed the 553rd Reconnaissance Squadron at Korat RTAFB on SAR mission.
- 25 Jan - Det 1 visited by Col Emil Beaudry, Vice Commander ARRS, Col William Musick, Deputy Commander Material, ARRS, and Col Paul E. Leske, Commander, 3rd ARRGp.
- 26 Jan - Col Beaudry presented Silver Stars to 1Lt Privette and Sgt McComb.
- 11, 12, 13 Feb - Maj Orsini briefed 388th Tactical Fighter Wing at Korat RTAFB on SAR mission.
- 27 Feb - Rescue of Sophomore 50 by Jolly Green 37 and 20. (#225-#228). 37 ARRS also took part and rescued three other crew members.
- 28 Feb - Rescue of Bear 1 by Jolly Green 36(#229). This was the 1000th combat rescue made by 3rd ARRGp.
- 29 Feb - The crew of Jolly Green 36, Maj Oderman, Capt Greer, Sgt Berry, and Sgt Duffy went to Tan Son Nhut AB, RVN, for interviews on the 1000th rescue. They were interviewed by the major television networks, for a UPI newspaper story and USAF hometown news releases, and appeared at the Saigon daily Armed Forces briefing for reporters.
- 2-3 Mar - Maj Orsini, Capt Walker, Capt Holt, Lt Platt, and SSgt Keyes interviewed for a National Geographic Magazine article of rescue in SEA.

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For an explanation of the various codes used in this listing, please refer to:
[nq_codes.html](#).

Click on the number "(n)" preceding an entry for full details on that specific name.

(1) *LASTNAME*: WILKE *FIRSTNAME*: ROBERT FREDERICK *IDNO*: 388189460
SVC: F *COMP*: R *RANK*: COL *GRADE*: O6 *MOS*: 1115J *AGE*: 52 *HOME*:
MILWAUKEE *ST*: WI *CASDATE*: 19780505 *CAS1*: A3 *CAS2*: B *CAS3*: 1 *BODY*: BNR
CTRY: VN *PROV*: NZ *LSVC*: ** *BIRDATE*: 19250914 *RACE*: C *REL*: 00 *MAR*: M *SEX*:
M *CIT*: 1 *TOURD*: 680117 *PANL*: 34E *LINE*: 065 *REFNO*: 1118 *PDATE*: 7805

799	7 Jan 1968	RF-4C	SVN	Smith H. W.	Capt	KIA		Bifulchi C. L.	1Lt	MIA
800	9 Jan 1968	F-4D	LAOS	Green N. M.	LtCol	MIA		Irsch W. C.	1Lt	KIA
801	10 Jan 1968	F-4D	NVN	Hall K. N.	Capt	POW (returned)		Hopper E. P. Jr	1Lt	MIA
802	14 Jan 1968	F-105D	NVN	Horne S. H.	Maj	MIA				
803	14 Jan 1968	O-1G	SVN	Trisko W. H.	1Lt	Rescued	USAF Helo			
804	14 Jan 1968	EB-66C	NVN	Mercer P. H.	Maj			Terrell I. D.	Maj	POW (ret)
805	16 Jan 1968	F-4C	NVN	Lewis C. E.	Maj	Rescued	USAF Helo	Kelley J. L.	1Lt	Rescued
806	16 Jan 1968	F-4C	NVN	Stovin S. B.	Capt	Rescued		Moe T. N.	1Lt	POW (ret)
807	17 Jan 1968	O-2	SVN	Beach S. F. Jr	Capt	KIA		u	u	KIA
808	17 Jan 1968	A-1H	NVN	Wilke R. F.	LtCol	MIA				
809	18 Jan 1968	F-4D	NVN	Simonet K. A.	Maj	POW (returned)		Smith W. O.	1Lt	POW (ret)
810	18 Jan 1968	F-4D	NVN	Hinckley R. B.	Capt	POW (returned)		Jones R. C.	1Lt	POW (ret)
811	20 Jan 1968	F-4C	NVN	Holley T. S.	Capt	MIA		Ketterer J. A.	1Lt	MIA
812	27 Jan 1968	F-4C	Sea	Phillips R. W.	Maj	Rescued	USAF Helo	Core B. R.	1Lt	Rescued
813	3 Feb 1968	F-102A	u	Wiggins W. L.	1Lt	MIA				
814	4 Feb 1968	RF-4C	LAOS	Potter W. T.	1Lt	KIA		Edgar R. J.	1Lt	KIA
815	4 Feb 1968	F-105D	NVN	Lasiter C. W.	Capt	POW (returned)				
816	8 Feb 1968	F-4D	LAOS	Dorsett T. K. Jr	Capt	Rescued	USAF Helo	Corder J. A.	Capt	Rescued
817	8 Feb 1968	A-1H	LAOS	Lapham R. G.	Maj	KIA				
818	12 Feb 1968	A-1H	LAOS	Kimminau P. F.	Capt	Rescued	AA Helo			
819	14 Feb 1968	F-105D	NVN	Elliot R. M.	Capt	MIA				
820	14 Feb 1968	F-100D	SVN	Lewis J. K.	Capt	Rescued	USAF Helo			
821	14 Feb 1968	AC-47	SVN	Waldron K. M. Jr	LtCol	KIA		Quill E. B. Jr	Capt	KIA
822	15 Feb 1968	F-4D	NVN	Carpenter J. V.	Capt	POW		Writer L. D.	Capt	POW (ret)

~~CONFIDENTIAL~~

FROM: 38-10C

23 Jan 1968

SUBJ: MISSION NARRATIVE REPORT (10-38-2, 21 Jan 1968)(U)

TO: 3rd ARRGF (JSARC)

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

2. (C) Det 10, 38 ARRSq was advised of a required casualty evacuation mission at 1103 GMT by Navy Operations, Binh Thuy, RVN. One US Navy SEAL team member, seriously injured in the upper leg in combat operations, was undergoing initial first aid aboard an LST, call sign "River Lass" at 9 degrees, 47 minutes north/106 degrees, 6 minutes east (28 NM bearing 120 degrees from Binh Thuy AB). Both Pedro 39 and 91 were scrambled from night standby at 1114 GMT. Pedro 91 provided high rescap due to hostile environment and hazardous night shipboard helicopter operations. Contact was made with "River Lass" on previously prescribed FM frequency and landing conditions were received from the LST. Enroute weather was scattered to broken clouds initially at 3000 feet, but lowering to 2100 feet in the objective area. Visibility was in excess of seven miles with enroute winds of 15 knots from 070 degrees. The rotating beacon on "River Lass" was sighted at 1137 GMT and a cross-wind approach was made to the ship to avoid overflight of a river island described as Vietcong occupied. A blackout landing was made on the internally lighted ship's helipad at 1144 GMT. The litterborne patient was on-loaded immediately and both Pedros returned to home station due to extensive and random artillery operations enroute to normal hospital destination at Dong Tam. Medical authorities were requested to meet Pedro 39 at Binh Thuy AB while the pararescuemen tended to the patient's welfare enroute. Patient was released to USAF medical authorities upon landing at 1209Z and the mission terminated. Although considerable ground fire was observed enroute, none appeared directed at either Pedro aircraft. One combat save. Three sorties and 1 plus 50 flying time flown. Excellent coordination of all agencies was experienced primarily on FM radio.

3. (C) The name of the survivor is: Rex W. Johnson, E-5, USN, SEAL Team Two, Det "A", CTG 116.1.

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

DECLASSIFIED ON

31 Dec 74

4. (U) Crewmembers of Pedro:

PEDRO 39 (Low)

RCC Major Harold Pickering
RCCP Capt William J. Haugen
FE SSgt Gordon L. Browning
PJ A1C James L. Parks

PEDRO 91 (High)

RCC Capt Thomas D. Precious
RCCP Capt Albert E. Tollefsen
FE SSgt Charles H. Herring
PJ A1C Lonnie N. Davidson

HAROLD PICKERING, Major, USAF
Rescue Crew Commander

GROUP-4

Downgraded at 3 year intervals,
Declassified after 12 years

~~CONFIDENTIAL~~

10-38/68-001

Atch 3

~~CONFIDENTIAL~~ PROJECT CORONA HARVEST

FROM: Det 2, 37ARRS, APO S.F. 96237

DO NOT DESTROY
31 January 1968

SUBJECT: Mission Narrative Report (2-3-07, 15 Jan 1968) (U)

TO: Det 2, 37ARRS (O)
Det 2, 37ARRS (C)
3RD ARRGF (JSARC)
IN TURN

(7)
CATALOGUED

CATALOGUED

No. 0002785

1. (U) This report is submitted in accordance with ARRSM 55-2/3rd ARRGF Supplement 1, dated 15 June 1967.

2. (C) On 14 January 1968, the seven crew members of Preview 01 were forced to bail out at approximately 0900Z. Three of the crew members were recovered on 17 January (see Mission Narrative for Preview 01 and Jolly Green 20 (2-3-07, 15 Jan 1968). At 2305Z, 23 January 1968, Jolly Green 69 (low bird) and Jolly Green 72 (high bird) launched from Udorn RTAFB, Thailand to perform airborne alert and strip alert from a forward operating base. Enroute, both helicopters accomplished a rendezvous and air refueling with Crown 2. The weather at the forward operating base was 4500 broken with scattered ground fog. Jolly Green 69 and 72 orbited for one hour, landed and established strip alert at 0125Z. Jolly Green 69 was refueled from drums, but before Jolly Green 72 could be refueled, the helicopters were directed to re-establish an orbit over the forward operating base with Sandys 3 and 4. Jolly Green 69 and 72 took off at 0210Z and orbited the forward operating base with Sandys 3 and 4. Sandys 1 and 2 had received a beeper signal and sighted a red smoke flare near the Preview 01 pick up area, 20°20'20"N, 104°53'52"E. The signal and smoke were located on the Northwest side of a hill in a narrow canyon running Northeast-Southwest. The hill was directly across a river from a village containing ten to fifteen huts. Because of the close proximity of the village, the Sandy On-Scene-Commander requested immediate clearance for the Jolly Greens to attempt a recovery. Weather in the area was 4000 overcast, 6-7 miles visibility with breaks in the overcast. Jolly Green 69 and 72, escorted by Sandys 3 and 4, were directed to move their orbit to a point just short of the North Vietnamese border and await clearance. Clearance to cross the border and attempt the pick up was received at 0324Z. Using UHF/DF with Sandy 1, Jolly Green 69 and 72 proceeded above the overcast to the pick up area. Sandy 1 warned that the signal and smoke could be a trap since no voice contact had been made. All crew members were briefed on the situation. Jolly Green 69 followed Sandy 2 down through a hole in the clouds while Jolly Green 72 remained above the overcast with Sandys 3 and 4. As Jolly Green 69 followed Sandy 2, power required to hover out of ground effect was computed and fuel was dumped to permit this maneuver if it should be required. At the time Jolly Green 69 arrived, Sandys 1 and 2 had reached bingo fuel and a rapid recovery attempt was imperative. Sandy 1 and Jolly Green 69 switched to Guard Channel, but had to return to SAR Primary because of the interference created by the beeper signal. As Jolly Green 69 was receiving Sandy 1's instructions

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Atch 15

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to pinpoint the survivor's position, two pen gun flares were sighted. Sandy 1 dropped a white phosphorous bomb between the survivor's location and the village to screen the rescue attempt. The hoist operator was alerted and an approach started. When the helicopter was flared to establish a hover, small arms fire was observed by the hoist operator and #3 gunner. All crew members heard multiple rounds hitting the helicopter. At this time the helicopter's airspeed was approximately 20 knots and absolute altitude 150 feet. An immediate go around was commenced and #1 and #3 guns returned the fire. Approximately 500 rounds were expended by the two guns. The ramp gunner, A1C Fisk, believes he scored hits, but this could not be confirmed. A maximum power take off was initiated and held until Jolly Green 69 was clear of the ground fire. A climb was then made to clear the hills and overcast. A quick survey of battle damage showed hits had been received in both auxiliary tanks, and attempts to transfer fuel to the main tanks failed. All cabin interphone communications and the HF radio were inoperative. The pilot's ID-249 was shattered. The useable fuel status at this time was 1+15. Crown was advised of the situation and a rendezvous for air refueling was requested. The rendezvous was made over the forward operating base and the internal tanks were filled. When instructions were received to land at a forward operating base, Jolly Green 69 advised that such a landing would result in a large fuel spill and possible fire because of the lack of crash equipment. Also, the condition of the landing gear and utility hydraulic system were unknown. Crown relayed this information and permission was received to return to Udorn. On landing at Udorn at 1255Z, a hover was maintained until Maintenance personnel inspected and installed pins in the landing gear. Jolly Green 72 returned to the forward operating base to resume SAR alert. Jolly Green 70 was launched from Udorn to replace Jolly Green 69.

3. (U) No survivors were recovered on this mission.

4. (U) Crew members of Jolly Green 69 and 72:

69

72

RCC	Major John V. Allison
RCCP	Captain James R. Miers
FE	SSgt Gene A. Sellers
RS	Sgt Stephen P. Stracke
RS	A1C Wayne L. Fisk
AP	A1C Gregory M. Dultz

RCC	Major John E. Duffy /
RCCP	Captain Robert E. Ruddick
FE	SSgt Pedro Mejia
RS	Sgt Jack B. Hoover
RS	A1C Michael M. Dodd
RS	SSgt Albert W. Foster III

John V. Allison
JOHN V. ALLISON, Major, USAF
Rescue Crew Commander

DECLASSIFIED AT 5 YEAR INTERVALS
DATE 12-12-2018

~~CONFIDENTIAL~~

FROM: Det 7, 38th ARRS (Captain George R. Andrews, 6541) 26 January 1968

SUBJECT: Mission Narrative 7-38-1, 25 Jan 1968 (U)

TO: 3JSARC

1. This report is submitted IAW MR 55-2, 3rd ARRG Sup 1, dtd 15 June 1967.

2. Detachment 7 was notified at approximately 0857L that an O-1 had crashed on the 032 degree radial of ch 94 at 3 miles. On take off, 0900L, tower advised Pedro 93 to contact Panama on guard; the pilot was also on this frequency. Soon the pilot sighted us, vectored us to his position and set off a red smoke grenade. After a reconnaissance pass a landing was made near the downed aircraft at approximately 0905L. The wreckage was in an area known to be secure and friendly. The downed crew was reached by the pararescue specialist and flight engineer and found to be in good condition. The pararescue specialist was stationed at the crash to protect it from the gathering local residence. The crew was taken to Marble Mountain Airfield 3 miles East of DaNang AB, RVN. Pedro returned to the crash site to wait for the pararescue specialist to be relieved from guarding the wreckage. When fuel became low we returned to DaNang AB, RVN. After refueling, Pedro 93 took off at 1027L to pick up the pararescue specialist. After being relieved, the pararescue specialist was picked up and Pedro 93 returned to DaNang at 1045L. There were no injuries or damages involving civilians.

3. No problems were encountered. The weather was 250 overcast, visibility 7 miles, haze and light rain, wind calm.

4. The names of the survivors were:

a. P. F. Meg, Capt USMC, H & MS-16 (O-1 Detachment) APO 96337.

b. J. J. Major, LtCol, USA, 108th Arty Gp APO 96269.

5. Crew members of Pedro 93 were:

a. RCC Capt George R. Andrews

b. RCCP Capt Richard E. Porter

c. FE Sgt William P. Owens

d. RS TSgt John L. Hennessey

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 74

PS

George R. Andrews
GEORGE R. ANDREWS, Capt, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 4
Downgraded to _____
Date _____

Atch 2

CHAPTER III

OPERATIONS

MISSIONS

1. Mission 7-38-1, 25 January 1968. Pedro 93 was scrambled by tower on a crashed Marine O-1, 3 miles out on the 032 degree radial of channel 94 (DaNang). The crew of the O-1, Captain P.F. Meg, 092582 pilot, and LtCol J.J. Major, 01878822 observer, were both in good condition and taken to a near by Navy hospital for check-up. Pedro 93 returned to the crash sight for investigation and later returned to DaNang Air Base. Two non-combat saves were recorded.
2. Mission 1-3-7, 27 January 1968. Pedro 69 was scrambled by tower on an F-4 airborne emergency. The emergency developed into a bailout of the F-4 crew approximately 12 miles East of DaNang. Pedro 69 crew responded and recovered Lt Boyce R. Core FV3173649, by water hoist pick up. Pedro 69 crew returned to DaNang and was credited with one combat save.
3. Mission 7-38-2, 30 January 1968. Pedro 69 took off following a rocket attack on DaNang Air Base to check damages and for medical evacuation of injured during the attack. The Pedro crew air evacuated one patient, Sgt James House AF14821066, from DaNang to a near by Naval Hospital and recorded one save.
4. Mission 7-38-3, 2 February 1968. The crew of Pedro 69 responded to a call on an urgent med-evac. The patient, ADJM Wayne Michalai, B518166, had suffered a cardiac arrest, and was rushed to a near by Naval Hospital. Because of the quick response and aid given, Pedro

FROM: 1-370

SUBJ: Mission Narrative Report (2-3-09, 28 Jan 68) (U)

TO: 1-37C
3 ARRGp (JSARC)

30 JAN 1968

1. (U) This report is submitted in accordance with ARRSN 55-2/3ARRGp Sup 1, dated 15 June 1967.

2. (S) At 0030L, 28 Jan 1968, Jolly Green 16(L) and 09(H) were advised that Zorro 16 was down approximately fifty miles east of Channel 89. The two Jolly Greens and two Sandy escort aircraft were scrambled at 0035L but were immediately recalled. At 0520L on the same day, Sandy 5 and 6 were again launched from channel 89 to rendezvous with Nail 43, a FAC aircraft with knowledge of the recovery area and a possible fix on the downed pilot. Jolly Green 16 and 09 were off channel 89 at 0525L and rendezvoused with Sandys 7 and 8 over channel 89. All SAR forces proceeded to a point 115/46/89. Sandy 5 and 6 met Nail 43 in the vicinity of the downed pilot and almost immediately obtained voice contact with the survivor. Although it was still totally dark in the recovery area, Zorro 16 was able to tell Sandy 5 that he was in a clump of trees that was entirely surrounded by open fields. Sandy 5 reconnoitered the area as day began to break and he was able to note that a wide river, a well-traveled road, and two villages were in the vicinity of the downed pilot. At 0605L Jolly Green 16 and 09 arrived over the recovery area and immediately were in contact with Sandy 5 and the survivor. Nail 43 was able to pinpoint Zorro 16's position and he led Sandy 5 over the survivor. Since there seemed to be no movement of personnel on the ground, Sandy 5 advised Jolly Green 16 to begin a descent in order to be in position at first light to make the pickup. The terrain in the area was hilly with a maximum altitude of 3000 MSL. Zorro 16 was located just south of the river, about 50 yards from a good road. He was also about 1/4 mile from the nearest village. The altitude of the field in which he was located was less than 1000 MSL. As Jolly Green 16 passed through 2500 feet he rendezvoused with Sandy 5 and was led to a position over Zorro 16 (113/45/89). Zorro 16 popped a smoke flare and was immediately spotted by Jolly Green 16. A high hover over the trees was commenced at 0615L and at 0617L Zorro 16 was on board. The pickup occurred in semi-darkness approximately twenty minutes before sunrise. The weather in the area was clear with patches of ground fog in some of the lower places. The return flight to channel 89 was uneventful and Jolly Green 16 and 09 landed at 0655L. No hostile activity was detected at any time during the mission.

3. (C) The name of the survivor was: Charles Brown, AFSN Unknown, Captain, USAF, 606th Air Commando Sq.

1-370-S-68-12

Downgraded to CONFIDENTIAL

25 MAR 1971

IAW AFR 205-2

Cy 1 of 9 Cys.

(Date)

68-AD-434

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Atch 2

ARODC # 680460

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~~CONFIDENTIAL~~

4. (U) Crewmembers of the Jolly Greens:

Jolly Green 16 (L)

RCC Capt Richard A. Orsini
RCCP Capt George W. Greer
FE SSgt Carl L. Warmack
RS Sgt Peter S. Harding

Jolly Green 09 (H)

RCC Capt David A. Richardson
RCCP Maj Dean H. Williams
FE Sgt Narciso A. Otero
RS MSgt Clarence R. Boles, Jr.

Richard A. Orsini Capt
RICHARD A. ORSINI, Capt, USAF
Rescue Crew Commander

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SUMMARY TABLE OF RESCUES

DATE	RESCUE NUMBER	SURVIVOR	TYPE AIRCRAFT	SERVICE	LOCATION	JOLLY GREEN CREW	UNDER ENEMY FIRE
3 Jan	218	Maj Pattee	T28	USAF	Laos	Maj Ferrell Lt Sichterman Sgt Grau AIC Taylor	No
6 Jan	219	Capt Brownlee	F-105	USAF	Thailand	Capt Walker Capt Canfield Sgt Otero Sgt Boles	No
6 Jan	220	Maj Gustafson 76th Mission 2nd pickup	F-105	USAF	Thailand	Lt Platt Capt Greer Sgt Keyes Sgt Lombard	No
16 Jan	221 222	Maj Lewis Lt Kelly	F4	USAF	NVN	Capt Greer Capt Canfield Sgt Warmack Sgt Harding	No
18 Jan	223	Capt Stovin	F4	USAF	NVN	Capt Conant Capt Greer Sgt Cole Sgt Allaire	Yes
28 Jan	224	Capt Brown	T28	USAF	Laos	Capt Otsini Capt Greer Sgt Warmack Sgt Harding	No
2 Feb	225 226 227	Lt JG Jacobs AP2 Forbski AT1 Arntzen	P2V	USN	Laos	Lt Platt Maj Williams Sgt Keyes Sgt Boles	No
27 Feb	228	AP1 Gonzales	P2V	USN	Laos	Capt Walker Maj Washington Sgt Parker Sgt Harding	Yes

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Atch 1

156



28 JAN 68 SAR

CHARLIE 1968 ZORRO, JPL

CHARLIE BROWN, JPL

1966 ZORRO SAR
~~1967 ZORRO SAR~~

27 JAN 62

Page 1 of 6

A LONG, LONG NIGHT

By Colonel Charles W. Brown, AKA "Charlie Brown"

US Air Force, Retired

One of the FACs (Forward Air Controller) pilots transmitted that I was about 4,000 feet above the terrain. I responded that I understood and that I had fire coming through the firewall. I transmitted for all to hear, swearing, like I was mad at the AT-28 for failing me, that I was going to "leave this SOB of an aircraft". I checked the trim for wings level, trimmed the nose up a little more, opened the canopy, pulled the throttle to idle (I don't really recall hearing the power change), and aimed at the trailing edge of the wing as I dove into the black of the night.

WHAM, I hit something. It seemed like the fuselage under the horizontal stabilizer, but I was not sure. All I knew for sure is it put me into a roll and I was rolling at a fairly fast rate. I remember thinking "I got to stop this fast"! I extended my arms to stop the roll and noticed that I could see the ground and make out some trees. After I was somewhat stabilized, I tried to pull my "D" ring, but to no avail. My "D" ring was stuck behind the pouch of .38 ammunition on the upper part of my vest.

I was rolling again, but not as fast. I stabilize again, noticing that the trees were more distinguishable and I could see a river and a road. This time after I was stable, I grabbed the "D" ring with both hands and jerked for all I was worth. I remember thinking, that my wife will really kill me if I screwed this up, as I yanked the "D" ring for the second time. I ripped the pouch and "D" ring off my vest losing the supply of ammunition for the piddling-assed 38 that I was required to carry. I felt a jerk, looked up, and saw I had a partially deployed parachute. I looked down and almost instantly I hit in a tree. I seemed to still be falling very fast.

I don't know far I fell, but it felt like a long way, banging into a few things on the way down. I hit the ground in something like a PLF (parachute landing fall), but it was such a hard landing that I flipped completely over and came down on my other side. The landing knocked the breath out of me, I was disoriented, and dizzy. While trying to gather my senses, I could hear explosions and see a glow in the sky down to my left. I looked up and could see a part of my chute hanging in the tree. Thinking it was a big white flag showing where I had landed, I stood up and tried to pull it down. The chute was very torn and appeared very scattered in the tree. The riser cords were tangled in the tree and I could not pull it down. As I moved, my legs tingled, my lower back burned, and my head throbbed; but I could move. I released my harness from the parachute risers and moved a few yards from my chute hanging in the tree. Then I heard voices.

The voices were coming from my right and again down in front of me. The voices moved towards the glow in the sky. I assumed the glow was my burning aircraft, but I was surprised that it seemed so close. After the voices moved away I used my emergency radio to call for help. The FAC responded that he was still in the area. The FAC said it was quite a few minutes from the time I left the aircraft until I called. I recall them saying later that they were beginning to think that I was in some trouble, since it took me so long to call them on my emergency radio. The FAC said would orbit a few miles to the east of my burning aircraft. They were worried they might draw attention, if they stayed directly overhead. It was not yet 2100 hours (9:00 PM) and the night had already really gone to hell.

As I settled down a little the feeling was returning to my body, but my back and legs were hurting

more. I could see that I was on a hill above the terrain to the east and south. Again I heard voices and they are moving. I moved a few more yards away from my parachute and slipped into a hole in the ground, where a tree had been uprooted as it fell to the ground. I curled up in this depression, with my back to the roots and faced the direction of the voices, and waited. I heard the voices go past me again. They sounded like they were over the rise, but I saw nothing and no one. As they were almost out of my hearing my survival radio came alive, making all kinds of racket. I turned the emergency radio off. I thought that they must have heard my radio, so I lay very still and very quiet.

After a few minutes of hearing nothing, I put the speaker part of the radio in my mouth. I rolled the volume back up and after a little while, I could hear the FAC calling me. I am not sure, but I guess I could hear the radio through the ear bones while holding the speaker in my mouth. Anyway it worked and the sound didn't blast out in the jungle for all to hear. I was able to tell the FAC that I could hear voices moving around, so if he or anyone needed to talk to me they should orbit in the same area to the east and change their engine power setting a couple of times and I would try to come up and talk to them. The FAC said that the staff at NKP were considering a night rescue attempt, because the FAC could see what appeared to be activity in my area. He indicated that there were three groups of campfires along a road in a valley that was west and south of the burning aircraft.

The aircraft burning a few hundred yards to my left was an AT-28 (Call sign "Zorro"), the FAC was an O-2 (Call sign "Nail") and we both operated out of Nakhon Phanom, (NKP) Royal Thailand Air Force Base. We who spent some time there called it NKP, Naked Fanny, and few others terms of endearment. NKP was the current home of Air Commando units flying missions in Laos, North Vietnam, Cambodia, and South Vietnam, but mostly on "The Trail". The correct name was the Ho Chi Min Trail and it consisted of a network of roads and trails from North Vietnam through Laos and Cambodia into South Vietnam. NKP had squadrons assigned for direct interdiction and night Forward Air Control (FAC) support for the high flying, fast movers that also worked "The Trail". In addition to the Zorros and Nails, NKP also had B-26K's (call sign "Nimrod") and A-1's (Call sign "Hobo") Air Commando units stationed there during this period. Those of us flying the AT-28s worked with others on "The Trail" to find and stop the supply convoys moving down "The Trail" at night. We were required because the high flying, fast-movers had trouble seeing trucks at night. The objective was for us to stop and jam-up the trucks by get the first and last trucks burning and then have the fast movers work on the convoy.

The Zorro mission was almost all night flying, since not much moved on "The Trail" in the daylight. I had been flying this mission for a few months having received a few hits from ground fire, but successfully avoiding the 12.5 mm, 37 mm, 57 mm, etc. that they threw at us. We had lost a few aircraft and crews over the months, with only then-Major John Pattee surviving a night bailout in Laos. A Jolly Green pick-up Major Pattee from a tall tree after he had spent the night there. However, on that fateful night of January 27, 1968 my luck changed and I got to see some of Laos as a ground-pounder or in what some of my friends called "commando tourist mode".

This mission on the night of January 27, 1968 started out just like the many that had gone before. My take off time was set for just after sunset as the second Zorro for that night's business. So the hours before the mission included a shave and shower, before climbing into a flight suit and having a light breakfast at the "O" (Officers) club. While eating at the "O" club I watched the "normal folks" begin their evening activities, and then reported to the briefing facility on the flight line. The briefing sessions varied, but it was not unusual to have a number of crews that would fly during the first few hours of the night at a group briefing. We were assigned our primary and secondary areas on "The Trail" and they advised about who else was expected to be in the area. Our intelligence briefings used a number

of sources, but our own Intel shop provided the most current from debriefings of the recent, local missions. The briefings included reported sightings of vehicles, ground fire areas and weapon types, and the reports from the highly secret sensor system, managed by Task Force Alpha. These briefings were fairly detailed and we paid close attention to them, well at least I thought I did. I also recall hearing the crew of the first downed F-111 talking about how much more detail our Intelligence Shop had on the ground fire on "The Trail". They indicated that they had almost no information on ground fire. They also said they were hit over a spot that our Intel shop showed as having very heavy anti-aircraft fire for three nights prior to their mission. They had used that very same point as their initial turn point for their bombing run.

My mission was in the area a few miles south of where the main road out of North Vietnam turned south. This was very often a hot area for trucks and ground fire. Long before I got to my area, I could hear a Nail being a FAC for some aircraft (Marines, I think) in the area. I talked to the Nail and he asked that I stay to the south of the area he was working as he had more inbound traffic. I held above 8,000 feet and to the south as I watched the FAC work some trucks with only fair success. Most of the ordnance was not hitting close enough to the road. There was only limited anti-aircraft fire visible as I watched the ordnance hit the ground.

As the fast-burners departed, the O-2 FAC said he had no more ordnance or flares and if I had the area insight I was cleared in "Hot" (permission to expend ordnance) to work the area. He indicated that he would hold off to the west to assist. I roger'd (acknowledged) his message and was moving into position to take a look for trucks moving south of the strike area. I saw strings of 37 mm fire in the area where I thought the O-2 was holding. I was about to call him when my aircraft shook, jumped, and burst into flame. Even the FAC noticed, saying "what in the hell was that?" I replied, I had no idea but my aircraft was on fire. The FAC indicated he was heading my way and could see a fire that he guessed was my burning aircraft. He asked "What are your intentions?"

I was quickly trying to determine my intentions ... in a burning aircraft, at night, on the Ho Chi Min Trail in Laos; about 6,500 feet above the terrain, ... these were not the ingredients for a good night.. What was I going to do next? I had control of my aircraft, both wings were still there and I could not see any visible damage. I jettisoned my ordnance "hot" (armed to explode) and the FAC reported seeing some explosions and some more 37 mm firings from the impact area. I rechecked my controls, while turning the aircraft to head west, when the FAC said that the heading to the "Rooster Tail" (an area of rough terrain that had no reported military activity southeast of "The Trail") was at something like 230. My aircraft's response to the controls seemed Okay. My engine and prop were still turning, but I didn't try changing the power setting. I was indicating 140 knots and losing altitude, but not very fast. The wind screen was covered with oil, but I could see out the sides and top of the canopy reasonably well. However, the aircraft was burning brightly, with flames licking both sides of the aircraft. About this time, I decided and told the FAC that I was going to stay with the aircraft as long as power and altitude would allow, to move away from "The Trail". I ask the FAC how far to the "Rooster Tail" and he responded about 50 miles. I started reviewing my checklist and preparing for a night bailout on the wrong side of the bomb-line in Laos.

The FAC indicated that he was behind me, had my aircraft in sight, that he would follow, and keep me advised of my estimated height above the terrain and the distance to the "Rooster Tail". I contacted the radar facility at NKP, gave them my position, told them my aircraft was on fire, and indicated I was going to ride my aircraft as far away from the target in the direction of the "Rooster Tail" as was possible. They confirmed my position, that they had radar contact, and would report my condition to my unit and the Air Rescue and Recovery Service. I stayed with the aircraft for a few minutes. Even

though it seemed like a lifetime, I don't think it was more than 7 or 8 minutes after my problems began. I guess the two pilots in the FAC aircraft could know better how long it was. All I know for sure is that I didn't make it to the "Rooster Tail" and that the hours that followed were what one might call "a real challenge".

As I waited from my position at the uprooted tree, I can hear voices again. I could hear a number of them coming from the direction of my burning aircraft. They moved on by to my right and passed out of my hearing. I removed my parachute harness, put it in the hole, pulled some dirt over it, and moved further away from my point of impact. An hour or so later, I heard voices again and this time they were coming from my right towards me. I could see the shadows of what appeared to be two individuals with what may have been rifles, but the light from the burning aircraft was fading and I could not tell for sure. They were moving along the edge of the rise in front of me, some 40 or more yards away. These voices were just out of hearing, when I heard some yelling and the two came back through a little closer to me this time. I decided I was not in a very good location and that last group could have been working a search pattern, looking for me. I moved a little farther away to the north east, I think, and a little more back over the hill into a small bamboo thicket. Things were quiet for a while, then I heard an airplane jazzing an engine. I got out my emergency radio, turned it on, put the speaker in my mouth, and listened. The FAC was trying to contact me. I made contact and he indicated that the staff at NKP had decided against trying a night rescue, but they would be out shortly after first light in the morning.

The voices were moving again, I don't know if they heard something while I was talking to the FAC or not, but I could hear them again. I was in a bamboo thicket, back in about 3 or 4 feet, but I was not well hidden and the voices seemed louder. As they came closer I could see some of them had some type of lights. As they moved closer one person with a light was coming almost directly toward my location. I got out the piddling-assed .38, thinking that even though I didn't want to, I might have to use it as the very last resort. I could not see the person with the light very well, but he kept coming towards me. I tried to get as small as could and thanked god that I had listened to what the road watch team guy had said about not wearing deodorant, after shave, or cologne, because some people could use them to smell you out and find you even if they could not see you. (Yeah, I guess by this time I might have been grabbing for straws.) About the time I thought the next couple of swings of his flashlight would hit on me, the next guy down the line yelled out something. The individual in front of me turned about 90 and they spoke for a few seconds.

In the silhouette, I see he is carrying a hand gun. Damn just my luck an officer or an NCO! From the silhouette the hand gun looks like a Russian hand held 7.62 machine pistol. Damn with my luck tonight, he would be carrying one of those things! It can knock a truck engine off its motor mounts and me with 38 caliber pea shooter and six rounds. (After the 9 mm Browning and 9 mm Madsen that I had carried in 1962, it seemed so useless.) As I am watching, listening and thinking to myself "be quiet and so stay put", this guy meanders toward the other person. They talk a little more and then he moves back towards me, but stops short, not quite all the way back to his previous line of march. He walks past the end of the bamboo thicket where I was hiding. It is now almost 0300 hours (3:00 AM) and I can take a breath again, but I was wishing I could slow my heart down a little to reduce all of the noise it was making.

Dumb or not (I guess that it is your call) I decided to move again, this time around the hill a little and more to the east. I found a heavier stand of bamboo and some fallen trees. I decided to move into the bamboo, close to a log from one of the fallen trees. By this time the need to take a piss was very noticeable, but the idea them following my smell keeps me from relieving myself. The rest of the hours

of almost total darkness goes by with no major problems. My biggest concerns during this period, beside the need to a whiz, was a sound on the other side of the log. I decided it sounded like some kind of an animal, but I didn't investigate. At the first sign of light, I looked around checking the stand of bamboo and area around me and then I look up.

OH MY GOD - I can see I am under something. It looked like a guard or observation tower and it is almost directly above me. Someone has pulled a number of the larger bamboo poles together and tied them into a small observation tower some 10 or 12 feet up in the air. I can not see anyone or hear anything. I try throwing a couple of sticks out in the bamboo, and I listen, look, and pray a little, but I don't hear or see any kind of movement. After three or four attempts to draw some movement, I hear an aircraft changing the power of it's engines. I listen for motion in the tower for a little longer, then I move very slowly along the log until I can see enough of the tower to be fairly sure it is empty.

I try to catch my breath again, before I put the speaker of the emergency radio in my mouth and listen. It was the same FAC that I had talked to during the night. He says that a rescue force will departing very soon. He asks how I am doing and if I know where I am located. I tell him that I am cold, sore, and need to piss very badly, but I will make it. I say that I think that I have moved mostly to the east and that I would guess that I have moved some 600 to 700 yards from where I hit the ground. I tell him that I am currently in an area of fairly big bamboo with some larger trees down on the ground. The whole thing appears to be a depression or something on what I think is a hill or ridge. He responds in the affirmative and that the rescue force is air borne and enroute. The FAC comes a little closer to the area and indicates he can still see some of my chute and about 400 meters to the east he see an area where an explosion has blown down a circle of trees and bamboo. Boy, I would have sworn I had moved farther than 400 meters. But, I agree that it sounds like what I see and I think that is where I am located. The FAC say get ready for a pickup, get out my smoke, and wait for the Sandy to call for smoke.

I hear the drone of the A-1's (really sounded good) and I can also hear the sounds of some jets. As I listened, I hear parts of the conversations between Sandy Lead (commander of the rescue effort) the other Sandys, the Jolly Greens (rescue helicopters) and some other aircraft (later learned they were F-4's). YES!, they are coming to get me. I hear the A-1's get louder and realize that someone, probably the Sandy aircraft are getting closer. I look up and see two A-1s making spiraling vapor trails in the damp morning air, as they are turning and descending to come in from the east.

Sandy lead calls "Smoke NOW"! I popped my orange smoke and laid it on the downed tree and almost immediately Sandy Lead say's I have a single, orange smoke. I confirm a single, orange smoke, next to a large down tree.. Sandy Lead confirmed my location and tells me to get my head down and keep it down until I hear the Jolly Green coming in for the pickup. I look up to see an F-4 aircraft roll in on a pass and then all hell breaks loose a few seconds later. I stayed down behind the log, but I could hear many explosions and gun fire as a number of passes delivering ordnance were made around my position. I guess I missed a real show, because later I found out that I was very near a North Vietnamese Army (NVA) Battalion base camp. I was told that the rescue force was composed of 4 A-1's, 4 F-4's and 2 Jolly Greens, a larger than normal force with more standing ready to assist if required. They were expecting a real battle, maybe even a trap, since the NVA had all night to move in anti-aircraft and other equipment into the area.

After the area was beaten down, I looked up to see two A-1s strafing and dropping a string of smaller bombs. "OK", I thought "Willie Pete (white phosphorus) for smoke and fire." A few seconds later, there was a wall of white smoke on both side of me and a Jolly Green moving into position to pick me

up. I stood up so they could see me and the door gunner motioned me to stay down. As the Jolly Green came to a hover, the tree penetrator was on it's way down, and I was moving to meet the penetrator. I had put all of my gear away and my flight helmet on, so all I had to do was pull down the seat, zip open the bags holding the body straps, climb into the straps, and onto the seat. I heard a few rounds of small arms fire, but the penetrator ride up was fairly quick. In no time the pararescuemen (PJs) had me laying on the floor of the chopper. I asked the nearest PJ if I could lay by the door for a minute, as I need to take a piss real, real bad. The PJ shook his head, laughed, and held on to me as I relieved myself on that section of Laos that had been my home for the night.

The flight back to NKP seemed fairly quick, what with all of the hugging, shaking of hands and just plain old Charlie Brown happy times on that Jolly Green. WOW, both of the Jolly Green pilots were friends from my past, that I hadn't seen for some time. The PJs finally got me under control and strapped into a seat, they didn't want a wild man falling out of door after all of the trouble they had gone to rescue him. At least I guess that was their reason. Anyway one of the PJs asked if I was a scotch or bourbon drinker and when I replied scotch, he put two of the little bottles of scotch in my hand. The scotch burned a little going down, I felt the effects very quickly, but it reduced the pain. I am not sure why they thought this was necessary, because I am certain the Jolly Greens didn't have very many dissatisfied customers. Little did I know that this pain was to become a part of my life. The years since this experience has acquainted me with many kinds of pain, spinal surgery to remove a disk and a half, surgery to rebuild my right shoulder, arthroscopic surgery on both knees, and the prognosis of an artificial hip and possibly both knees in my future. Of course I must remember what my father used to say, the worse day of your life, is far better than the alternative.

I was amazed when we landed at Naked Fanny and most of the squadron as well as a bunch of other people were on the parking ramp to welcome me back. God, that was a sight to my tired eyes. A guy named Mobley (Billie Mobley) even put his flight jacket on me, because I was shaking and shivering. I know this because in the photograph by the Jolly Green at NKP, I am wearing a flight jacket with the name Mobley on it. I am sorry that I can not recall the names of each and every person that gave of themselves to assist me through this long, long night. Although I can not recall their names, I remember the faces of the two pilots in the O-2 that gave so much to help me through that night. I found out later they had requested and were allowed to lead the rescue forces to my location, even though they were on crew rest.

I know in my heart that there are many great and courageous friends who acted and prayed to help me return that January day in 1968. For many years I was treated to their remembrances about where and what they were doing as they thought about me that night. It is in thanks and memory of the selfless acts of all involved that I have written my recollection of these events. It is my hope that reading this account will remind each of you of all the good people that have worn the Air Commando, and many other, colors who did not get the opportunity to experience the fantastic feeling of being rescued from hostile territory. The few and lucky of us that have survived such encounters salute all of our comrades who have fallen in all the conflicts over the years. And I thank you Lord for seeing me through my ordeal.

DET 2, 38 AFRSQ, HIST, JAN - MAR 1968

CHAPTER III

OPERATIONS

Missions

During this quarter 137 scramble missions were flown for a total of 44.3 hours and 39 support missions were flown for a total of 46.5 hours. The following is a narrative of three significant missions flown during this period.

Mission 2-38-01, 28 Jan 68. The crew of Pedro 57 responded to a call from the tower that an F-105 had crashed after takeoff south of the base. The wreckage was located and a faint beeper signal was detected. On the second pass over the site a chute was sighted in the crash area. The helicopter was landed and the medical technician and rescue specialist recovered the pilot who was flown to the base hospital. Later investigation disclosed that the pilot had not ejected from the aircraft, but had remained in his seat on impact and then was thrown from the aircraft. He was very seriously injured, however, the rapid response of the Pedro crew was believed to be a paramount factor in his survival, consequently a "save" was claimed for this mission. The crew of Pedro 57 consisted of:

RCC	Capt Andrew J.M. Archer
CP	Maj Bruce C. Smith
RS	SSgt Thomas J. Nicholson
RS	Sgt Richard W. Turner
MT	Sgt Henry A. Moehrke

12 A

Lead around

FROM: RCC

30 January 1968

SUBJECT: Mission Narrative Report (6-38-3-28 Jan 68)

TO: Det C
3rd ARRGp (JSARC)
IN TURN

1. This report is submitted in accordance with ARRS, 55-2/3rd ARRGp Sup 1, dated 15 June 67.

2. At 0058Z (0858L), 28 Jan 68, Det 6, 38th ARRS, was notified by Bien Hoa tower of an inbound C-123 with battle damage. As Pedro 95 was starting his engines for this LBR intercept, the Bien Hoa tower called again, stating that a US Army U-H1D helicopter gunship had just crashed 1 mile south of the Bien Hoa runway. Carrying the FSK, Pedro 95 flew directly to the crash scene, which was marked by a towering column of black smoke rising 1000 feet in the air. The downed helicopter exploded three separate times as Pedro 95 rushed to the area. As the rescue helicopter approached within 150 feet with the FSK, the last of the gunship's 45 rockets violently exploded and completely disintegrated what remained of the U-H1D. This last explosion caused major damage to another U-H1D which had landed beside the stricken gunship, knocking its rotor blades completely off. This final blast also extinguished all the fire, except for a small grass area nearby. Sensing that the FSK was no longer needed, the RCC placed the fire suppression kit on the ground and attempted to land and aid any survivors. The ground in the area was so overgrown and rutted that three landing attempts were required before a suitably smooth surface was found. The HH-43F then dispatched its two firefighters to aid the injured. One critically injured soldier was brought to the helicopter on a litter as Army ambulances arrived on the scene. As this man was the only survivor to be immediately located, the RCC flew him to a nearby US Army hospital for urgently needed medical treatment. As Pedro 95 made his takeoff from the crash area, Det 6's back-up helicopter, Pedro 97, arrived on the scene to give additional aid. One fatally injured soldier was loaded aboard his aircraft for the flight to Long Bien. When the two Pedro's returned to the area a few moments later, the Army ambulance crews indicated that there was no further need for our assistance. Pedro 97 returned to Bien Hoa while Pedro 95 remained to the scene to retrieve its FSK. Pedro 95 then returned to Bien Hoa at 0130Z (0930L) and resumed LBR alert. This mission resulted in one non-combat save.

3. The name of the survivor is unknown.

4. Crewmembers of Pedro helicopters:

Pedro 95

RCC Capt Charles W. Burr ridge
RCCP Capt Sheridan K. Hawk
RS SSgt Hurshell H. Gough
RS Sgt Larry B. Russell


CHARLES W. BURRIDGE, Captain, USAF
Rescue Crew Commander

Pedro 97

RCC Major Price S. Summerhill
RCCP Major John V. Lepko
FE ALC Glenn N. Chafey
RS Sgt Charles F. Salome

~~CONFIDENTIAL~~

ARXDC
XRD

FROM: RCC (Det 7, 38th ARRS)

1 February 1968

SUBJECT: Mission Narrative Report (7-38-2, 30 Jan 68)

TO: Det Cmdr, Det 7, 38th ARRS
3JSARC
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dtd 15 Jun 67.

2. (C) PEDRO 69: At 0320L 30 Jan 1968 DaNang AB was attacked by rockets and enemy penetration teams. At 0350, within five minutes of the conclusion of the rocket portion of the attack, the control tower scrambled Pedro 69 to assess the damage, locate casualties, and to immediately evacuate any injured to the proper medical facility. While fighting continued along the base perimeter, Pedro 69 with a shortwave radio and an airborne firefighter crew directed the base fire fighting personnel by pinpointing the different fires, the type and the necessary equipment required at each one. With the fires under control, tower requested Pedro 69 to check the runways for damage and to clear them of debris from an exploding flare dump 200 yards to the west of the runways. Before the task was completed Pedro 69 was directed to evacuate a critical patient from the dispensary to the Naval Hospital across the river. The area between the airbase and the hospital was contested and heavy fighting was going on around the hospital along the river. Using Spooky as a cover, Pedro 69 was able to cross the river to the coast and proceed South to the hospital. Making a near vertical approach from the west to clear power lines, Pedro 69 landed on the small pad to the East of the hospital. UH-1 gunships orbited above the hospital and continued to engage the enemy directly West of the Hospital. Pedro 69 immediately after dropping off the patient, returned to DaNang for fuel before completing the check and clearing off the runways. Pedro 69 terminated at 0630L.

(C) PEDRO 93: Rocket, mortar, and enemy ground force attack on DaNang AB, RVN at 0330 hours, 30 January 1968. Immediately after determining that the rocket portion of the attack had been concluded, Pedro 93 was scrambled. Although mortar, small arms, and automatic weapon fire was still being directed at the Base, it was considered imperative to get medical aid to wounded and injured personnel. Further, the crew of Pedro 93 felt that evacuation by helicopter would be required. Although hampered by secondary explosions and heavy smoke, landings were made at each of the obvious impact areas. Pararescuemen were deployed to search for wounded. Low level sweeps of the entire base were conducted by Pedro 93, searching for the less obvious impact sites. A large fire, approximately one mile East of the Base was investigated. A large section of civilian housing was engulfed in flames. However, intense enemy small arms and automatic weapon fire (estimated 40-50 rounds) drove Pedro 93 back and the effort to render aid was terminated. At the request of the Base Operations Officer, Pedro 93 assisted Pedro 69 in blowing clear both runways of heavy ash debris, which effectively enabled both runways to be re-opened very quickly. Numerous small arms and automatic tracer fire was observed throughout the mission, but Pedro 93 and crew completed its tasks unscathed.

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER
AUTOMATICALLY DOWNGRADED
YEAR INTERVALS
DECLASSIFIED ON 31 NOV 1994

~~CONFIDENTIAL~~

Atch 6

~~CONFIDENTIAL~~

3. (C) The names of the survivors were: James W. House, AF16821066, Sgt, USAF, 390 TFS, DaNang AB, RVN. Gp 4

4. (U) Crewmembers of Pedro:

PEDRO 69

RCC	Capt George R. Andrews
RCCP	Capt Richard A. Mayer
RS	SSgt Evert E. Handy
RS	Sgt David A. Helton
RS	TSgt John L. Hennessey


GEORGE R. ANDREWS, Capt, USAF
Rescue Crew Commander, Pedro 69

PEDRO 93

RCC	Major William E. Cline
RCCP	1stLt Michael L. Walker
FE	TSgt William M. Higgins
RS	A1C Ricky D. Hindman


WILLIAM E. CLINE, Major, USAF
Rescue Crew Commander, Pedro 93

CHAPTER III

OPERATIONS

MISSIONS

1. Mission 7-38-1, 25 January 1968. Pedro 93 was scrambled by tower on a crashed Marine O-1, 3 miles out on the 032 degree radial of channel 94 (DaNang). The crew of the O-1, Captain P.F. Meg, 092582 pilot, and LtCol J.J. Major, 01878822 observer, were both in good condition and taken to a near by Navy hospital for check-up. Pedro 93 returned to the crash sight for investigation and later returned to DaNang Air Base. Two non-combat saves were recorded.
2. Mission 1-3-7, 27 January 1968. Pedro 69 was scrambled by tower on an F-4 airborne emergency. The emergency developed into a bailout of the F-4 crew approximately 12 miles East of DaNang. Pedro 69 crew responded and recovered Lt Boyce R. Core FV3173649, by water hoist pick up. Pedro 69 crew returned to DaNang and was credited with one combat save.
3. Mission 7-38-2, 30 January 1968. Pedro 69 took off following a rocket attack on DaNang Air Base to check damages and for medical evacuation of injured during the attack. The Pedro crew air evacuated one patient, Sgt James House AF14821066, from DaNang to a near by Naval Hospital and recorded one save.
4. Mission 7-38-3, 2 February 1968. The crew of Pedro 69 responded to a call on an urgent med-evac. The patient, ADJM Wayne Michalai, B518166, had suffered a cardiac arrest, and was rushed to a near by Naval Hospital. Because of the quick response and aid given, Pedro

James E. DeGraw and Sgt Jessie L. Herrell. Crewmen aboard Major Cowden's rescue helicopter were SSgt Noel S. Davidson and TSgt Otis Graham.

In another Det 13 mission, Captain Christianson landed at dusk on a narrow road obstructed by vehicles and bordered by trees to evacuate a soldier seriously injured in a jeep accident. Debris in the roadway, and a mass of onlookers who insisted on pressing forward toward the helicopter, added to the landing problems. The pickup was made without incident, however. The flight to and from the area was over hostile territory against which artillery fire and airstrikes were being directed. Other members of the HUSKIE crew were Captain Bowers, copilot; TSgt Delmer R. Smith, medical technician; and Sgt Charles R. Bulinda, flight engineer.

Cam Ranh Bay (7AF)—Due to the efforts of Sgt Richard H. Garlie, a Navy seaman is alive today. The Sergeant, a paramedic, was a member of an HH-43B crew from Det 8, 38th ARRSq, Cam Ranh Bay AB, which scrambled when word was received that a sailor at a radar site had been bitten by a poisonous snake. The man's respiration had stopped, but Navy personnel got breathing restarted as the HUSKIE landed. During the six-minute trip back to the base hospital, the seaman's heartbeat and breathing stopped.

"As soon as we got airborne," Garlie said, "I checked his pulse. It was dangerously slow. Then his breathing stopped. I began mouth-to-mouth resuscitation. I had just begun that, when his heart stopped. So then I began alternating mouth-to-mouth resuscitation and heart massage. I kept this up until the helicopter landed at the hospital's helicopter pad, across from their emergency room. Just before we landed, I got the heart started again and then he began breathing."

Other HUSKIE crew members, were Maj Jerry D. Stroh, pilot; Capt Peter W. Gissing, copilot; and A1C Wilber Jeffcoat, Jr., flight engineer.

A few months ago DaNang AB was attacked by rockets, mortars and enemy penetration teams shortly after 3 a.m. Five minutes after the rocket fire ceased, an HH-43 from Det 7, 38th ARRSq, was airborne to assess damage and search for casualties. Manning the HUSKIE were Capt George R. Andrews, RCC; Capt Richard A. Mayer, copilot; SSgt Evert E. Handy, airborne fireman; and TSgt John L. Hennessey, pararescue specialist. From their vantage point, they could see bursts of light as mortar shells continued to fall on the base and flashes where fighting was still underway along the perimeter. Flares from an exploding dump as well as blazing warehouses, aircraft, and storage areas lit the sky at scattered points around the giant facility.

Constantly threatened by sporadically exploding ordnance, as well as enemy fire, the rescuers made landing after landing in the search for casualties. Each time, Sergeant Handy used a crash control radio to advise base fire and crash teams as to the exact location of each fire, the type, and equipment needed to contain it. When a large fire fed by a ruptured hose endangered a fuel storage area, the HUSKIE landed nearby and Sergeant Handy coordinated the firefighting efforts of the ground equipment with those of the helicopter. He also issued an urgent call to the fire department to send all available equipment to check the spreading blaze. Meanwhile, Captain Andrews had taken off again and, ignoring the obvious danger, placed the helicopter in a low hover just beyond reach of the 35-foot-high flames. Using the rotor downwash, he blew the fire away from threatened fuel tanks and also cleared a path for the fire fighters on the ground.



CHANGE OF COMMAND—Air Force Maj Harold Pickering, left turns over command of Det 10, 38th ARRSq at Binh Thuy AB to LtCol Roland E. Speckman. Major Pickering has been assigned to Suffolk County AFB, N. Y. LtColonel Speckman is beginning his second Vietnam tour. He was previously stationed at Tan Son Nhut AB. (USAF photo)

Soon afterward, another emergency situation arose but was quickly eliminated by the hard-working HH-43 crew—an aircraft was inbound and the base runways were covered with debris and shrapnel! Captain Mayer hovered the HUSKIE over one runway and used the downwash to clear it of obstructions. A minute later the tower dispatched the rescue helicopter to the dispensary to evacuate a critically injured airman to the Naval hospital. As he was placed aboard, the Det 7 crew was advised that the area between the air base and hospital was in enemy control and "heavy enemy contact" was occurring within 200 yards of the hospital. An AC-47 flew escort during most of the flight and two helicopter gunships agreed to cover the approach to the hospital. As Captain Andrews neared his destination, he found another hazard to complicate an already hazardous situation—the entire area was blacked out and it was impossible to see the power lines known to border the landing pad. As the gunships engaged the enemy, Captain Andrews used the landing lights to locate the lines and then made a vertical landing before the helicopter drew enemy fire.

On the return flight the HH-43 crew was again exposed to enemy ground fire and at the base found fighting was still continuing on the perimeter. No further assistance was required of the HUSKIE, however, so at 0615 Captain Andrews terminated the two-and-a-half hour flight.

An Air Force spokesman said afterward that the "outstanding courage, airmanship and professionalism displayed by the HUSKIE crew prevented the loss of a multimillion dollar storage area, enabled the field to remain operational for incoming aircraft and saved the life of a critically injured casualty."

A "can do" attitude of maintenance men of Det 9, 38th ARRSq at Pleiku AB, coupled with support from other base units, has put a battle-damaged HH-43 HUSKIE back in the air in as good a shape as when it came from the manufacturer. The helicopter received about 200 shrapnel holes when it was damaged during an enemy rocket attack on the base.

The aircraft was disassembled and all damage repaired by rescue maintenance men supervised by SMSgt Marcus L. Burrough. Their efforts were fully supported by base supply, maintenance, and the sheet metal and paint shops. The repair included change of the rotor blades, tail section and nose bubbles. Then the craft was repainted.

Other maintenance men helping repair the aircraft were TSgts Dale G. Haley and Paul T. Simmons; SSgts Paul W. Noble, Dennis R. Stevens, and Roy T. Trent; Sgts Floyd M. Barnes, Donald Hardwick, Roger E. Lawson, and Spencer J. Watson; and A1C Robert E. White, David M. Wichman, and David E. Thompson.

30 JAN 68

~~CONFIDENTIAL~~

FROM: 38-10C

6 February 1968

SUBJ: Mission Narrative Report (10-38-5, 31 Jan 68) (U)

TO: 3rd ARRG (JSARC)

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRG SUP 1, dtd 15 Jun 67.
2. (C) Det 10, 38 ARRSq (MAC) was advised by U.S. Navy River Operations, Binh Thuy, RVN at 0713 GMT of requirement to evacuate by helicopter a river patrol boat (PER) crew member who had fallen overboard during combat operations. The individual was recovered from the Bassac River by the PER call sign "Druid Golf" in a near drowned condition and in severe shock. Location of the PER at time of notification was 111 degrees at 12 NM from Binh Thuy AB but "Druid Golf" was proceeding toward Pedro's base for rendezvous in a more secure area. Pedro 39 launched at 0715 GMT configured for a stokes litter, hoist pickup of the patient. "Druid Golf" was sighted at 0725 GMT at a position 7 NM from Binh Thuy AB and a hoist litter recovery was affected at 0730 GMT under protective cover of two additional PER's. The patient was treated for shock by the pararescueman enroute to Binh Thuy AB where medical authorities were waiting with a resuscitator at the request of Pedro. Patient was released at 0739 GMT to the 632nd Dispensary where patient received advanced aid. No ground fire was encountered during the mission despite extensive combat operations enroute to and from the pick-up area. One combat save accredited to this unit. Coordination was excellent and value of FM radio again proven. One sortie and twenty-five minutes flown in performance of the mission.
3. (C) The name of the survivor is: Kenneth W. Quinlan, SN., 1185971, 535th River Section, U.S. Navy, RVN.
4. (U) Crewmembers of Pedro: (all assigned to Det 10, 38 ARRSq)

PEDRO 39

RCC Major Harold Pickering
RCCP Capt William J. Haugen
FE SSgt Charles H. Herring
PJ ALC Larry D. Nicholson

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

Harold Pickering
HAROLD PICKERING, Major, USAF
Rescue Crew Commander

GROUP - 4

Downgraded at 3 year intervals;
Declassified after 12 years

~~CONFIDENTIAL~~

Atch 8

FROM: RCC

2 February 1968

SUBJECT: Mission Narrative Report (6-38-5-31 Jan 68)

TO: Det C
3rd ARRGp (JSARC)
IN TURN

1. This report is submitted in accordance with ARRS 55-2/3rd ARRGp Sup 1, dated 15 June 1967.

2. At 0550Z (1350L), 31 Jan 67, Det 6, 38th ARRS was notified by a telephone conversation with the 3rd Tac Fighter Wing Dispensary that a US soldier required emergency medical evacuation and surgery; the soldier had suffered critical wounds from sniper fire during an attack on the base by hostile forces. A 3rd Tac Fighter Wing ambulance brought the litter patient to the rescue pad at 0555Z (1355L) and a routine flight was made to the 93rd Medical Evacuation Hospital at Long Binh, five miles southeast of Bien Hoa. Intravenous fluids were administered to the patient during flight. Weather for the flight was clear with visibility restricted to five miles due to smoke and haze. The use of the HH-43F was the key factor in getting this man to immediate surgical attention and saving the man's life. This is a non-combat save.

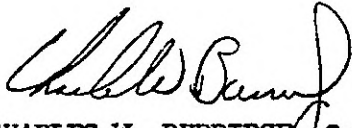
3. The name of the patient has not been confirmed as of this date.

4. Crewmembers of Pedro:

Pedro 95

RCC Capt Charles W. Burrridge
RCCP Lt Col Robert J. Kavanagh
FE ALC Glenn N. Chafey
RS Sgt Roland C. Schmidt

YES PJ

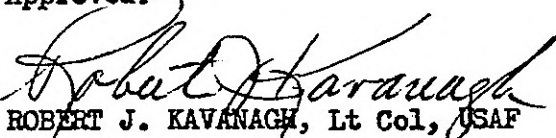

CHARLES W. BURRIDGE, Captain, USAF
Rescue Crew Commander

1st Ind

2 February 1968

TO: 3rd ARRGp (JSARC)

Approved:


ROBERT J. KAVANAGH, Lt Col, USAF
Commander

Atch 10

Det 6, 38 ARRSq, hist, Jan - Mar 1968

9

men were aboard by 1006 hours and a low, fast departure was executed to the west. Both patients were taken directly to the Army hospital at Long Binh, arriving there at 1012 hours. The men were quickly offloaded and released to medical authorities. Pedro 77 landed at Bien Hoa at 1020 hours and the mission was terminated. One combat save credited to ARRS.

CREWMEMBERS

Major James F. Okonek RCC

Major John V. Lepko CP

SSgt Donald S. Kearton II FE

Sgt Charles F. Salome RS *FS*

Mission 6-38-5-31 January 68

At 1350 hours on 31 January, this unit was notified by the 3rd TFW Dispensary that a US soldier required emergency evacuation and surgery. The soldier had suffered critical wounds from sniper fire during an attack on the base by hostile forces. An ambulance brought the litter patient to the alert pad at 1355 hours and a routine flight was made to the 93rd Evacuation Hospital at Long Binh, located five miles southeast of Bien Hoa. The patient required intravenous fluids throughout the flight. The use of the HH-43F was the key factor in obtaining immediate surgical attention and the saving of the man's life. One non-combat save was logged by Detachment 6.

CREWMEMBERS

Captain Charles W. Burridge RCC

Lt Col Robert J. Kavanagh CP

AlC Glen N. Chafey FE

Sgt Roland C. Schmidt RS

PS

Mission 6-38-6-1 February 68

At 1823 hours on 1 February, the alert crew was notified by Bien Hoa tower that an Army UH-1 gunship, call sign Silver Spur 16, was requesting assistance. Two men were wounded, one critically, at a position four miles east north east of Bien Hoa. Silver Spur 16 stated the area was secured by a mechanized ground party and his three Light Fire Team ships would provide additional cover. Pedro 97 was scrambled for the pick-up at 1825 hours. Immediate contact was established with Silver Spur 16, and he directed Pedro 97 to his position. Contact with the ground party was provided on FM radio. The position was also being marked with smoke. The terrain consisted of rolling hills covered by generally thick brush, eight to twelve feet high. A large US Army ground force was evident throughout the immediate area. Armored Personnel Carriers were to the south and west of the position marked by smoke. Silver Spur 16 reported negative hostile action recently. The flight engineer and pararescueman were instructed to prepare for a litter pick-up, and the ground party was advised that a litter would be lowered. Eight to twelve men were in a small cluster around the injured men as a hover was established

FROM: Det 6, 38th ARRS, APO 96227 (Major James F. Okonek)

FEB 2 1968

SUBJECT: Mission Narrative Report (6-38-4-31 Jan 68)

TO: Det 6 C. *OK*
38th ARRS C
3rd ARRGp (JSARC)
IN TURN

Handwritten notes and initials:
16
HB
B
46

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dtd 15 June 67.
2. At 0200Z 31 Jan 68 Pedro 77 was being taxied from revetment E-8 to the alert pad. The aircraft had been placed in the revetment the night before and was undamaged by the mortar and rocket attack. The aircraft had not been moved earlier because of the ground attack underway in the revetment area. As soon as Bien Hoa Ground was contacted for taxi clearance, they asked if Pedro 77 could effect the pick-up of a casualty from the area east of the Base. A full crew was aboard ready for alert and the response was "affirmative". The aircraft was flown east in a low hover and then landed in a low swampy area just west of the east disarming area. Security forces were observed under fire east of the disarming area and UH-1 gunships were working the area over. The area had been occupied by a VC force of 350 men since 1900Z 30 Jan. There was still sniper action throughout the area. Contact with the UH-1's was established on guard. They said the area was "semi-secure" and that the casualty was located 400 yards directly east of the perimeter and was marked by a white panel. They circled low overhead providing cover as Pedro 77 entered the area. Landing was complicated by dust and ashes (the area was completely burned over), but was effected 15 yards from the wounded man. The man was loaded aboard by the flight engineer and rescue specialist quickly and without difficulty. He had already been treated by a field medic. He had been shot high in the hip from the rear. While this man was being loaded, an ambulatory patient was observed approaching from 200 yards away. Both men were aboard by 0206Z and a low, fast departure to the west was executed. The flight to the US Army Hospital at Long Binh was routine; the two men were offloaded there at 0212Z. Pedro 77 landed at Bien Hoa at 0220Z, terminating the mission. No problems were encountered and no damage inflicted to the helicopter. The RCC believes the immediate evacuation by helicopter contributed significantly in saving the man's life. One combat save credited to ARRS.
3. Both of the men picked up displayed 101st Airborne Division patches, but complete identification has not been established.
4. Crewmembers of Pedro 77:

RCC Major James F. Okonek

RCCP Major John V. Lepko

FE Donald S. Kearton II

RS Charles F. Salome

James F. Okonek
JAMES F. OKONEK, Major, USAF
Rescue Crew Commander

FROM: 1-370

SUBJ: Mission Narrative Report (2-3-11, 31 Jan 68)

TO: 1-3706W
3ARRGp (JSARC)
IN TURN

4.35(3) (24)
92914

1. The following report is submitted in accordance with ARRS Manual 55-2/3ARRGp Supl 1, dtd 15 June 1967.
2. At 0310Z Compress advised Jolly Green 09 to launch to an Army Special Forces Camp for a medical evacuation. At 0320 Jolly Green 09 was airborne with a Flight Surgeon on board. Jolly Green 09 landed at the camp at 0350Z, and the Flight Surgeon and Pararescue Specialist disembarked to the camp hospital to see the injured man. At 0405Z the Pararescue Specialist advised that the injured man was deceased. The Flight Surgeon stated that the deceased had received his injuries at 0145Z, arrived at the camp hospital at 0230Z, and had died approximately 30 minutes prior to our arrival. The camp requested Jolly Green 09 to take the body to Korat Royal Thai Air Force Base, however, Compress advised that the body be brought to Nakhon Phanom Royal Thai Airport. The Flight Surgeon and Pararescue Specialist prepared the body for movement. At 0425Z Jolly Green 09 took off for Channel 89, landing at 0445Z.
3. The name of the deceased was not disclosed.
4. The crew of Jolly Green 09 was:
 - RCC - Capt Henry C. Conant
 - RCCP - Capt John H. Canfield
 - RS - Sgt Patrick F. Allaire
 - FE - SSgt Harvey W. Keyes
 - FS - Capt Michael T. Jarratt

20
HENRY C. CONANT, Capt, USAF
Rescue Crew Commander

Atch 2

Mission 6-38-4-31 January 68

At 1000 hours on 31 January, Pedro 77 was being taxied from the revetment area to the alert pad. The aircraft had been placed in a revetment and was undamaged by the mortar and rocket attack which began the Tet offensive on Bien Hoa Air Base seven hours earlier. The aircraft had not been moved earlier due to a ground attack near the revetment area. As soon as contact was established with Bien Hoa ground control for taxi clearance, they requested Pedro 77 to effect the pick-up of a casualty located just east of the field. A full crew was aboard ready for alert and an affirmative response was given. The helicopter was flown east in a low hover and then landed in a swampy area just west of the aircraft disarming area. Security forces were observed under fire east of the disarming area and UH-1 gunships were expending ordinance upon the hostile forces. The area had been occupied by the Viet Cong since the beginning of the assault and sniper action was still evident. Contact was established with the gunships on guard channel and they advised that the area was only "semi-secure" and the casualty was located 400 yards directly east of the perimeter. They circled low overhead as Pedro 77 entered the area. Landing was complicated by dust and ashes blown up by the rotorwash, but was effected fifteen yards from the wounded man. The soldier was quickly loaded aboard by the flight engineer and pararescueman. He had been shot in the hip and had already been treated by the field medic. While this man was being loaded, an ambulatory patient was observed approaching the helicopter. Both

Det 6, 38 ARRSq, hist, Jan - Mar 1968

9

men were aboard by 1006 hours and a low, fast departure was executed to the west. Both patients were taken directly to the Army hospital at Long Binh, arriving there at 1012 hours. The men were quickly offloaded and released to medical authorities. Pedro 77 landed at Bien Hoa at 1020 hours and the mission was terminated. One combat save credited to ARRS.

CREWMEMBERS

Major James F. Okonek RCC

Major John V. Lepko CP

SSgt Donald S. Kearton II FE

Sgt Charles F. Salome RS *RS*

Mission 6-38-5-31 January 68

At 1350 hours on 31 January, this unit was notified by the 3rd TFW Dispensary that a US soldier required emergency evacuation and surgery. The soldier had suffered critical wounds from sniper fire during an attack on the base by hostile forces. An ambulance brought the litter patient to the alert pad at 1355 hours and a routine flight was made to the 93rd Evacuation Hospital at Long Binh, located five miles southeast of Bien Hoa. The patient required intravenous fluids throughout the flight. The use of the HH-43F was the key factor in obtaining immediate surgical attention and the saving of the man's life. One non-combat save was logged by Detachment 6.