

COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

13

ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
TO	GRADE	SIGNATURE	DATE			
1	DOC COL	<i>[Signature]</i>	3 Jul 68	DOCC	4114	3 Jul 68
2	DO MGEN	<i>[Signature]</i>	4 Jul 68	TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER		
3				for <i>[Signature]</i> Col.		
4				W. ATKINSON, Colonel, USAF		
5				Asst Chief, Command and Control Division		
6				TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
7	EC MGEN			<i>[Signature]</i>		
8	MC MGEN			WILLIAM H. STEWART, Colonel, USAF		
9	CC MGEN			Chief, Command and Control Division		

Initial Debriefing of Lt. Col. Modica, Pilot of Scotch 3, Rescued on 2 Jul 68

1. At the request of 7AF CC Lt. Col. Modica was interviewed at the Navy Hospital, Danang, on 2 Jul by 366 TFW Intel officer. Purpose of the interview was to glean information relating to his recent experience for impact on future SAR operations.
2. In regard to suppression by strike aircraft, the survivor stated that one CBU exploded in the canopy over his head, but there was no apparent effect at ground level. The only other ordnance which came close was another CBU within 100 yards. His impression was that the strikes were being concentrated on ridges to the north, south, and east.
3. Enemy action consisted only of sporadic small arms fire in his immediate area. Small ground parties seemed to be moving in a line past his position approximately 100 yards away. He assumed there was a trail or road in that area, and there was some beating of the bushes. At one time he heard two people talking, again from the area he estimated was a trail at the point it passed nearest his location.
4. Lt. Col. Modica had no specific recommendations regarding SAR techniques or procedures. A minor comment was that his pen gun flare was inoperative. In addition he experienced great difficulty getting on penetrator even with the assistance of the paramedic. His back injury is confined to tissue and muscle, with no damage to vertebrae.

Scotch 3 folder
1 July / TIL

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COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

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ROUTING/COORDINATION				ORIGINATOR	PHONE NO.	DATE
	GRADE	SIGNATURE	DATE			
1	C	<i>[Signature]</i>	JUL 02 1968	Lt Col Newton DOCC	4114	2 Jul 68
2				TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER		
3				<i>William H Stewart</i>		
4				WILLIAM H. STEWART, Colonel, USAF		
5				Chief, Command and Control Division		
6				TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR		
7	OS	BGen				
8	VC	XGen				
9	C	Gen				

Aircraft Loss - 1 July 1968 (U)

1. (S) **Scotch 03/F105D/TKL** was reported down at 1635H, 18 miles WNW of Dong Ha, due to AW fire received while expending ordnance on a SAM transporter in Tally Ho. The pilot reported smoke in the cockpit, ejected and landed in the DMZ.
2. (S) The flight of four F105's had departed Takhli at 1513H to strike a 37 mm gun site, NW of Dong Ha; but was diverted by Hillsboro (ABCCC) to the more lucrative SAM target.
3. (S) SAR forces were immediately executed but held short of the area due to no beeper or voice contact. When voice contact was established, the pilot reported having back injuries and he would need the assistance of a para-rescuer. Jolly Green 29 and 22 made an attempt to recover the pilot, but had to pull back because of ground fire. Seven F105's, four F4's and 4 A1's were on the scene suppressing the ground fire until darkness set in. At 1944H, the effort was called off by 7AFCC.
4. (S) A first light effort is planned for 2 July. Forces to be utilized, as required, are:
 - a. Crown 4/C-130.
 - b. Jolly Green 21, 22, 24, 28, 31/5 HH-3.
 - c. Spad 11, 12, 13, 14/4 A1.
 - d. Sandy 3, 4/2 A1.
 - e. Lizard/Falcon/Buick/Honda/16 F-4.
 - f. Gunfighter 1, 2, 3, 4, 7, 8/6 F-4.
 - g. Pistol/Simmer/8 F-105.
 - h. Misty 11, 21/2 F-100.

In all cases, the same pilots who flew in the abortive afternoon effort of 1 July will again pilot the aircraft to attempt this 2 July effort. Their familiarity with the area should help expedite the recovery. The SAR force will arrive on scene at approximately 0615H on 2 July 68. (The weather is forecast to be 3,000 scattered, 10,000 scattered and 7 miles visibility).

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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

COA-9-68-579

7AFHQ FORM 4 MAY 67

PREVIOUS EDITION OF THIS FORM 520 (40) UNTIL STOCK IS EXHAUSTED

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DOCC-8-42326

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5. (S) SEQUENCE OF EVENTS:

- 1645H - 7AFCC was advised that Scotch 03/F105/TKL, was down 18 miles WNW of Dong Ha.
- 1648H - Jolly Green 22 and 29 launching from Dong Ha.
- 1650H - Crown 04 reports that visual contact has been made with the pilot. Spad 11, 12, 13 and 14/A1E/DNG are airborne, ETA at the scene is 1735H.
- 1655H - Weather in the area is 12,000 overcast, visibility 7 miles. Sunset will be 1913H.
- 1701H - Scotch flight/3 F105's and Misty 41/F-100 are on the scene.
- 1707H - Dagger/4 F4D's and Bass/4 F105's estimating the area at 1725H.
- 1712H - Misty 41 is talking with the pilot and receiving ground fire. The pilot reports having back injuries and requests para-rescue assistance.
- 1739H - Marlin/4 F105's and Stormy/2 F4D's are on the scene. Spad 11 relieving Misty 41 as on-scene controller.
- 1748H - Border clearance approved.
- 1810H - Spad 11 and 12 over the area and reports no ground fire, beeper or voice contact with the pilot.
- 1850H - Jolly Green 22 and 29 ETA is 1900H.
- 1910H - Jolly Green 22 and 29 going in. Spad 11 suppressing ground fire.
- 1920H - Jolly Green 29 has voice contact, but receiving ground fire. Pulling back. Jolly Green received hits. Jolly Green 22 remaining in the area.
- 1938H - All forces pulling back awaiting flare ship. Observing AA burst in the area.
- 1944H - SAR directed to RTB by 7AFCC. A first light effort at 0618H will be launched on 2 July.

6. (S) AIRCRAFT AND CREW DATA:

a. Aircraft.

- (1) Call sign - Scotch 03.
- (2) Type - F105D.
- (3) Serial Number - 610118.

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b. Crew.

- (1) Name - Jack Modica, Lt Col, FV42799.
- (2) Total flying time - 4800.
- (3) Total fighter time - 1872.
- (4) Total F105 time - 215.
- (5) Total missions - 40.
- (6) Total counters - 33.
- (7) Total time as flight leader - 4.0.
- (8) Squadron position - Squadron Operations Officer.

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COMMAND CORRESPONDENCE STAFF SUMMARY SHEET

1

ROUTING/COORDINATION

GRADE

SIGNATURE

DATE

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SEA Declassification & Review Team

Richard J. Newton
Lt Col Newton
DOCC

PHONE NO.

DATE

4114

2 Jul 68

TYPED NAME/GRADE/SIGNATURE OF ACTION OFFICER

William H. Stewart
WILLIAM H. STEWART, Colonel, USAF
Chief, Command and Control Division

TYPED NAME/GRADE/SIGNATURE OF DCS/DIRECTOR

CS BGen

VC MGen

C Gen

JUL 02 1968

Aircraft Loss, 2 July 1968 (U)

1. (S) BACKGROUND: At 0929H, 2 July, Spad 11/ALH/PKU was downed by ground fire. This aircraft was part of the SAR force which participated in the recovery mission for the pilot of Scotch 03/TKL, the F-105 downed North of the DMZ on 1 July. The A1 was hit at approximately 0924H, in the SAR objective area. The pilot reported hits in the engine and that he was egressing the area. Sandy 01/UDN/A1 escorted this A1 out of the area. Spad 11 crashed and exploded on impact at a point 13 miles Northwest of Dong Ha. Sandy 01 reported that the canopy did not separate from the aircraft. No SAR was initiated.

2. (C) AIRCRAFT AND AIRCREW DATA:

a. Aircraft:

- (1) Call Sign - Spad 11
- (2) Type - ALH
- (3) Tail Number - 137601

b. Pilot:

- (1) Name - Major Henry A. Tipping, FR44782
- (2) Total Flying Time - 3705:05 hours
- (3) Total Fighter Time - 238:20 hours
- (4) Total A-1 time - 238:20 hours
- (5) Total Missions - 96
- (6) Unit Position - Flight Commander

SMC

Director	RETURN TO:
Mr. Joseph S. Smith, Jr.	
ATTN: Richard Newton	
McKwhee AFB, Missouri	

R740.3912-2
2 Jul 68

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SEA Declassification & Review Team

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DECLASSIFIED AFTER 12 YEARS.

FORM 5200.10

Dt/Time Rec

02/28/30

DOCC-8-424.

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DOC 6-8-42422

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701 1001-1001

2

FLB4

PAGE 2 REMOVED IS S E C R E T
HUMAN/INTEL 12 THOR
HUMAN/INTEL 12 THOR
HUMAN/INTEL 12 THOR
HUMAN/INTEL 12 THOR
HUMAN/INTEL 12 THOR
HUMAN/INTEL 12 THOR

16. AT 02:07:44Z WAF 3 77134Z ADVISED THAT LT COL JACK HARRICA, JR.
FW42793 WAS PICKUP AND TAKEN IMMEDIATELY TO DONG HOA HOSP
WHERE INITIAL MEDICAL EXAM WAS CONDUCTED. HE IS NOW ENROUTE TO THE
SHIP SANCTUARY FOR FURTHER TREATMENT. LT COL HARRICA WAS REPORTED
DOWNED BY GROUND FIRE 01:18Z.

RESULTS

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CLASSIFIED

7AF 2100/1 (10-67)

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DOC 8-42345

PRIORITY: IMMEDIATE

DTG: 01/23352 JUL 68

FROM: 7AF TAN SON N HUT AB RVN

TO: ALL DAI ADDRESSEES

SCOTCH 03
LOSS FOLDER

- DISTRIBUTION 3
- 1 cy Neg Can
 - 1 cy SSG DET
 - 1 cy DOGR-E
 - 1 cy DO (ALPHA TEAM)
 - 1 cy DOE
 - 1 cy DAI
 - 1 cy DOA
 - 1 cy TACPAL
 - 1 cy SAC ADVON
 - 1 cy HLO
 - 1 cy AFOP
 - 1 cy DOCC
 - 1 cy TACO
 - 1 cy 12 BITS
 - 1 cy DIT (INFO)
 - 1 cy 460 TRW
 - 1 cy 97th Arty Gp
 - 1 cy DIO File

SECRET/NOFORN/DIO JUL 68. NO FORN EXCEPT AUSTRALIA.

ASD (ASFE-1), WFO (TACD), WING (US), DIA (DIEST), 2AF (DI),
22AF (COPIN), 27TH, 45TH COMBNG, 46TH COMBNG (DIA), 67 TFW,
AFM, WRAMA (WEBER), AND OTHERS FOR INTELL. SUBJ: (U) DEFENSE
ANALYSIS INTELLIGENCE REPORT N2 136. THIS MSG IS II PART(S).
PART I. DOWNED AIRCRAFT REPORT

CALL SIGN: SCOTCH 03 DATE: 1 JUL/1635H
TYPE ACFT: F-105 SPEED: UNKNOWN
MISSION: STRIKE ALTITUDE: UNKNOWN
WEAPON: POSSIBLE AM HEADING: UNKNOWN
LOCATION HIT: 170315N, 1065230E WEATHER: UNKNOWN
LOCATION DOWN: 170715N, 106443E CREW STATUS: MIA

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

MISSION TRAFFIC
"ECHO"
NO COORD.

AT 1635H, SCOTCH 03, ONE OF A FLIGHT OF FOUR F-105S STRIKING
A SAM ON TRANSPORTER, WAS HIT BY POSSIBLE AM FIRE. THE PILOT
PULLED OFF TARGET, AND HEADED WEST. HE CALLED SMOKE IN COCKPIT,
AND EJECTED WHEN THE AIRCRAFT WOULD NOT STABILIZE. HE HAD A
GOOD CHUTE AND WAS OBSERVED TO IMPACT IN TREES. AFTER TWO
HOURS OF SILENCE, CONTACT WAS MADE WITH THE PILOT AND HIS POSITION
ESTABLISHED. AT LAST 4TH SAM WAS TERMINATED FOR THE NIGHT DUE
TO DARKNESS. BELONG TO COL MONTANA, 754 TRS.

2/1200H
INFO: DOCC

SDC

W714

Cyrus J. Richards

CYRUS J. RICHARDS, Captain, USAF
Defense Analysis Directorate, DIO/2500

John E. Powers

JOHN E. POWERS, LT COL., USAF
Chief, SAM ELINT Section C, DIO

7DIO-66-1122

CP 3

PG 1 OF 2 PGS

2 JUL 68

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7AF TAN SON NHUT AB RVN

7AF DI COMMENT: IN THE PAST SIX MONTHS, EIGHTEEN AIRCRAFT HAVE BEEN HIT, FIVE OF WHICH (INCLUDING SCOTCH 03) WERE DOWNED WITHIN AN EIGHT NAUTICAL MILE RADIUS OF SCOTCH 03'S HIT LOCATION. FLIGHTS HAVE REPORTED THE FOLLOWING REACTIONS SINCE 22 JUNE WITHIN A FOUR NAUTICAL MILE RADIUS OF THE SAME LOCATION: FIVE 57MM, FORTY-ONE 37MM, AND SEVEN AIR.

PART II. ROCKET FIRING IN RP-1 - 1 JULY 68

SAWYER, TWO F-4DS, OBSERVED A TOTAL OF TEN UNGUIDED ROCKETS FIRED DURING THE PERIOD 0425H-0435H.

SAWYER WAS STRUCK OFF ROUTE 137 AT 1725N/10612E WHEN IT OBSERVED THE ROCKETS FIRED. THE ROCKETS, WHICH TRAILED RED PLUMES, SHOT STRAIGHT UP TO 8-12,000 FEET AND BURNED OUT; NO DETONATIONS WERE OBSERVED. THE ROCKETS APPEARED TO BE DIRECTED AT SAWYER 2 DURING TARGET PULL OFF, BUT THEY DID NOT GUIDE OR TRACK, AND THE CLOSEST MISS DISTANCE WAS AN ESTIMATED 300 FEET.

DURING THIS SAME PERIOD SAWYER 2 HAD STROBES AND SEVERAL LAUNCH LITES ON ITS AFTER GEAR. HOWEVER; ALL INDICATIONS POSITIONED TO AREA OF VI-302. SAWYER 2 DID NOT NOTE ANY CORRELATION BETWEEN THE BHAW INDICATIONS AND THE ROCKETS. GP-3

7D10-68-1122

GP-3

PG 2 OF 2 PGS

2 JUL 68

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3

September
1930

PLAST

$$\frac{1}{2}$$

5-1 0-1 12 JFUCO/OPREP SIXTY FIVE. 01
 5-1 0-1 0-1 Pinnacle 0010
 2-1 REFERENCE WITH OPREP-4, RT-004. 01/12/62
 2-1 AGCT L000

0-2 09 JULY
01 1000Z. A SOUTH SEA, F-100, SOUTH SEA,
WENT ON A FIRE AT 1000Z AT 170313/1055238.
WAS HIT BY MISSILE FIRE. PILOT PULLED OFF
AND A BURNED WEST. PULLED SHORE IN LOOKUP.
1. HE STAYED AND EJECTED. PILOT GOING TO IMPACT
IN 2005 2005. THREE MINUTES
AFTER IMPACT, CRUISE DISAPPEARED FROM TREES.
TWO HOURS LATER. CONTACT MADE BY SANDY 11.
AT LATER FORD, CAR TERMINATED DUE
DARKNESS. 0700 LT COL MODICA, 354115.

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PAGE 3 RUMPD 21 0 0 N E I D E R T 1 2 1
SUPPRESSION EFFORT, JG 31 ATTEMPTED TO MAKE THE PICKUP OF SCOTCH 3 PILOT
AT 0114Z. WHILE IN THE NOYER, HE RECEIVED GROUND FIRE AND WAS DRIVEN
OFF. WHILE ESCORTING JC31 OUT OF THE AREA, SPAD 11 WAS HIT AT 0124Z.
HE ATTEMPTED TO GET SOUTH BUT CRASHED AT POSITION 16-45N 126-57E.
SPAD 12 REPORTED THAT THE PILOT OF SPAD 11 DID NOT GET OUT OF THE
AIRCRAFT AND COULD NOT HAVE SURVIVED THE CRASH. HOWEVER, ELECTRONIC
SEARCH WILL BE CONDUCTED. JG 31 LAUNCHED 10 F-4H WITH MAJOR
BATTLE DAMAGE. AFTER ANOTHER MAJOR GROUND FIRE SUPPRESSION EFFORT,
JG 31 DEPLOYED HIS F-4H AT 0132Z. THE PICKUP WAS COMPLETED AT
0143Z. THE PILOT HAD SUSTAINED A SEVERE BACK INJURY AND WAS
TAKEN TO DONG HA FOR IMMEDIATE MEDICAL ATTENTION. DURING THE
RECOVERY OPERATION, JG 31 RECEIVED CONSIDERABLE BATTLE DAMAGE.

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3

2 JUL '68 9:15 2

PT000033
QTTTCZYUW RUMHCTA1021 1840000-CCCC--RUMUFKA.

ZNY CCCCC

DE RUMHPD 12 1831730

ZNY CCCCC

O 011715Z JUL 68

F ZFO

FM OL-1 3ARRGP SON TRA RVN

TO RUCIEUA/HQ ARRS SCOTT AFB ILL

INFO RUEFHQA/CSAF/AFCP/AFXOPFH

RUCIEUA/MAC/MCP/MAOCSA

RUEBABA/TAC/DOOS-LR

RUMTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RUMHABA/PACARRC/PROCP/HICKAM AFB HAWAII

RUMSAL/7AF/DOF/DO/DP/DI/BDPMP/CP/TAN SON NHUT AB RVN

RUMUFKA/3ARRGP/JSARC/TAN SON NHUT AB RVN

RUMUHFA/MACV SAIGON RVN

RUMFCR/CTE SEVEN ZERO PT TWO PT ONE PT ONE

RUMFCR/CTU SEVEN SEVEN PT ZERO PT ONE

RUMFCR/CUT SEVEN SEVEN PT ZERO PT TWO

RUMOSRA/OL-2 3ARRGP UDORN RTAFB THAILAND

RUMLJHA/39ARRS TUY HOA AB RVN

RUMHPE/37ARRS DANANG AB RVN

RUMNTB/6ACS PLEIKU AB RVN

RUMBDFE/333 TFW TAKHLI RTAFB THAILAND

RUMNAD/612 TSS PHU CAT AB RVN

BT

DAN/3ARRGP

DO

DO

DI

CCPO

DP

CONFIDENTIAL

PAGE 2 RUMHPD 12 C O N F I D E N T I A L

CONFIDENTIAL/JOPREP JIFFY RESCUE/OL-1 3ARRGP/JUL 68.

SUBJ: (U) RESCUE INFORMATION REPORT.

1. RESCUE OPENING REPORT.

2. 1-3-65/01 JUL 1968.

4. A. F-105/1 POB.

B. TACTICAL.

C. CLASSIFIED.

D. USAF/SCOTCH 3/610118.

E. USA.

F. USAF, 333 TFW.

G. NOT RELEASABLE.

H. 1 POB.

I. USAF STANDARD.

3. WATERBOY (6CI), 01/0843Z

1049Z.

7. 2/HH-3E/37 ARRS/0843Z, 4/A-1H/6ACS/0849Z, 1/HC-130P/39ARRS/0843Z

2/HH-3E/37ARRS/0845Z.

8. SCRAMBLED JOLLY GREENS 31 AND 27 FROM FOL AT 0843Z, DIVERTED CROWN FROM NORMAL ORBIT AT 0843Z, AND SCRAMBLED SPADS 11,12,13, AND 14 FROM DANANG AB AT 0849Z.

* ~~CONFIDENTIAL~~ *

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Handwritten signature and date: 8/1/68

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PAGE 3 RUMHPD 12 C O N F I D E N T I A L

9. 16-55N 106-48E.

10. A. NO FACTOR.

C. 1000 BROKEN, VISIBILITY 6 MILES, FOG IN VALLEYS.

11. OL-1, 3ARRGP, MAJOR ROY P. SNELL, MAJOR JOE B. MARSHALL JR.

12. PANAMA (GCI) WATERBOY (GCI), 366 TFW, 333 TFW, 421 TFS, TACC,

7AFCC, SAC, I-DASC, DONG HA DASC, 1ST MAW, USN.

20. C. VICINITY OF 16-55N 106-48E.

D. 5/MM-3E/37ARRS, 4/A-1H/6ACS, 2/A-E/9FS (C), 1/HC-130P/39ARRS
AVAILABLE FAC AND FIGHTER AIRCRAFT.

H. NO ARRS SAVES/NO AIR REFUELINGS/OBJECTIVE DOWNED BY HOSTILE ACTION/
ONE USAF CREWMAN/NO PJ DEPLOYMENTS. SCOTCH 3 WAS FORCED TO EJECT AFTER
HIS AIRCRAFT WAS DISABLED BY HOSTILE ACTION AT 0843Z. THE SURVIVOR
WAS SEEN BY MISTY 41 TO DISAPPEAR INTO DENSE FOLIAGE AFTER SUCCESSFULLY
EXITING THE AIRCRAFT. JOLLY GREENS 31 AND 27 ALONE WITH SPADS 11, 12
13, AND 14 PROCEEDED TO THE AREA. JOLLY GREEN 29 AND 22 JOINED THIS
FORCE AT 0945Z. NO BEEPER OR VOICE CONTACT WAS MADE WITH THE SURVIVOR
UNTIL 1042Z, WHEN MISTY 41 HEARD A BEEPER. AT 1049Z, MISTY 41 MADE
FIRST VOICE CONTACT WITH THE SURVIVOR, WHO INDICATED HE HAS SUSTAINED
A BACK INJURY AND COULD NOT BE RECOVERED BY HOIST. THE ENEMY THEN
BEGAN SMALL ARMS AND AUTOMATIC WEAPONS FIRE AT THE FORCES IN THE

PAGE 4 RUMHPD 12 C O N F I D E N T I A L

THE AREA. SPAD 11 BEGAN TO DIRECT SUPPRESSION EFFORTS AND AT 1104Z,
JOLLY GREEN 27 ATTEMPTED TO GO NEAR THE OBJECTIVE, BUT WAS DRIVEN
OFF BY GROUND FIRE, TAKING 2 HITS. AFTER MORE SUPPRESSION, JOLLY
GREEN 29 ATTEMPTED TO GO TO THE OBJECTIVE, BUT WAS HIT BY HEAVY
SMALL ARMS AND AUTOMATIC WEAPONS FIRE AT 1120Z AND HAD TO DEPART
THE AREA. JOLLY GREEN 22 THEN STARTED TO DESCEND TOWARD THE
OBJECTIVE, BUT BECAUSE OF DARKNESS, HOSTILE ACTION--INCLUDING 23MM
AND 37MM AIR BURSTS, AND LACK OF A PINPOINT POSITION OF THE
SURVIVOR, AFCC RTB ALL FORCES AT 1144Z. THE SAR EFFORT WILL
CONTINUE AT 2220Z.

GP-4

BT

NNNN#

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~~CONFIDENTIAL~~

HENRY ALBERT TIPPING

COL - O6 - Air Force - Regular
44 year old Single, Caucasian, Male
Born on Feb 18, 1924
From PHILADELPHIA, PENNSYLVANIA
His tour of duty began on Jul 02, 1968
Casualty was on Jul 02, 1968
in QUANG TRI, SOUTH VIETNAM
Hostile, died while missing
FIXED WING - PILOT
AIR LOSS, CRASH ON LAND
Body was not recovered
Religion
BAPTIST

Panel 54W - - Line 39

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44 35

Mission Narrative 1-3-65
Crown 4

1 July 1968

At 0836Z Scotch lead (F-105) reported Scotch 3 hit by ground fire heading for feet wet E of CH109. C-4 proceeded to CH109 area to intercept. Scotch lead advised Scotch 3 bailed out at approx 290/18-109, 1658-10644. JG 22-27-29-31 launched CH103, SPAD 11-12-13-14 CH77. Misty 51 with Misty 41 and Covey 171 in area with Scotch 1-2-4 sighted chute. No beeper or voice. Chute later disappeared (No explanation). JGS held feet wet E CH109 and later repositioned to "Rockpile" approximately 10 minutes from scene awaiting voice contact with survivor downed in multiple layered tree canopy. SPAD 11 on scene commander had no contact with survivor but elected to have JG27-31 led in by Covey 171 for low level look-see with only ground fire reported. Ground fire rapidly intensified as JGS entered area. Considerable time was spent in directing JGS to suspected site while avoiding ground fire and rendezvous with on scene commander. Misty 31 reported white smoke in area and possibly the survivor. Later voice contact with survivor proved this negative. JGS 27-31 advised 10 minutes to Bingo and taking ground fire. SPAD 11 reported voice contact with Scotch 3, injured and requires help to get on penetrator. C-4 moved in JG 22-29 and RTBD JG 27-31 to CH103 for fuel. JG 22-29 met heavy ground fire in area and were taking hits. JG29 reported hydraulic or transmission oil leak and pulling out to check battle damage. JG22 reported taking hits and maneuvering to avoid ground fire. C-4 pulled all SAR forces out for battle damage and darkness, recommending first light effort in concurrence with SPAD 11. JGS RTB CH103, SPADS to CH77, C-4 to CH83. Mission open.

P Major Benson
CP Capt Tenhoor
N Major Parten
N Major Nelson
RO TSgt Ford
FE TSgt Bryant
FE SSgt Mehl
LM ALC Sherrer

TDY 36 ARRS
TDY 55 ARRS

Fredrick J.R. Benson
FREDERICK J.R. BENSON, Major, USAF
Rescue Crew Commander

GROUP-4
Downgr dcd at 3 year intervals.
Declassified after 12 years.

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Copy 2 of 2
39ARRS/0 3965-324
68-7-007

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DECLASSIFIED

45 36

~~SECRET~~

Additional Comments Crown 4 1 July 1968 (Major Benson)

The following problem areas were noted during the mission.

1. SAR Forces:

a. SPADS, JGS, FACS and Scotch flight (low cap) all on guard, creating a great deal of confusion. Only one aircraft should be working the survivor on guard.

b. PAC (initial on scene commander) and SPADS not familiar with SAR procedures. IE: JGS will not be cleared into SAR area until the survivor is pinpointed or voice contact established, nor will they be utilized for low level search over hostile terrain. Further, Crown cannot order them in. This must be coordinated between the SPAD/Sandy on scene commander and JGS.

c. Controlling agencies should limit their traffic to HF rather than UHF/VHF.

d. JGS were directed to orbit "Rockpile". Neither Crown, SPADS or FACS were familiar with this position.

e. Crown requested and received control of one CAP flight on a specific frequency. Subsequently four more flights reported in on guard that they were directed to Crown control.

f. A tanker was assigned the CAP force under CCI control then RTBD without advising Crown. Had Crown accepted the four additional CAP flights relying on the nonexistent tanker the situation could have become rather tense.

g. JGS were pre-positioned in force at CH103 for the current operation but the nearest SPAD support was :45 minutes away at CH77.

h. A flight of badly needed helo gunships (seaworthy) were assigned for mission support and never materialized. Crown was unable to locate them through any agency.

i. A controlling agency assigned a flareship and suggested a night SAR effort after Crown had pulled off the forces due to darkness, ground fire and battle damage.

2. All Forces:

a. Excessive use of guard, both mission aircraft, non mission aircraft and controlling agencies volunteering assistance.

b. One rescap flight holding high did not remain on assigned frequency and using guard to check progress of SAR.

GROUP-4
Downgraded at 3 year intervals,
Declassified in or 12 years.

~~SECRET~~

ep-4

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39ARRS/O
68-7-007

39-68-324

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MISSION # 1-3-65

2 July 1968

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On 1 July at 2200Z (2 July 0600 Local) a preplanned major Search and Rescue (SAR) effort commenced to recover the pilot from Scotch-03 (USAF F-105), shot down by hostile ground fire late the day before without enough day-light remaining to effect his recovery. His position was 295/18/Ch-109 in a heavily defended dense jungle area of North Vietnam. He had a badly sprained back and could hardly move.

Crown-4 was Airborne Mission Commander and was on orbit at 2200Z to control the SAR. Two Misties (F-100 Forward Air Controllers (FAC's)) arrived on scene at 2220Z. Misty-11 was appointed On Scene Commander with Misty-21 as alternate so as to keep a Misty FAC on scene at all times, allowing them to cycle one at a time to their tanker for fuel. They made radio contact with and located the survivor almost immediately. Covey-171 (USAF O-2 FAC) joined them to assist in marking targets. From 2230Z until 0030Z the FAC's directed high performance fighter strikes on suspected enemy ground fire positions near the survivor.

Spad's- 11 & 12 (USAF A-1) were sent in to check the SAR scene at 0030Z and they recommended the Jolly Greens (USAF HH-3E's) come in for a pick-up. They also reported negative ground fire. Crown-4 then appointed Spad-11 On Scene Commander and directed Jolly Greens-24 low and 31 with their Rescort, Spads-13 & 14 and Sandies-1 & 2 (USAF A-1), from their orbit position (Rock Pile Orbit) to the scene for a pick-up. Jolly Green-24 then reported that he would not have enough fuel to hover, so Crown-4 sent the Jolly Greens and their Rescort back to orbit and RTB'ed (Return To Base) Jolly Green-24 to Ch-103 for fuel. Jolly Green-22 was on the ground at Ch-103 refueling at that time to join the SAR forces. Jolly Green-22 arrived over Rock Pile Orbit at 0055Z. Crown-4 then directed Jolly Green-31 low and 22 to the SAR scene for the pick-up based on Spad-11's recommendation. He had reported weather moving in so Crown-4 held the fast movers high under Panama's (GCI) control.

At 0115Z Jolly Green-31 was hovering over the survivor and started receiving heavy ground fire from directly underneath. The pilot reported fuel fumes in the cockpit and that number 1 & 2 boost pumps were out, he also reported rotor vibrations. At about the same time Jolly Green-22 reported rotor vibrations from mechanical difficulties. Crown-4 directed all SAR forces away from the scene. The Jolly Greens were RTB'ed to Ch-103 escorted by Sandies-1 & 2, who RTB'ed Ch-77.

While egressing from the SAR scene at 0124Z, Spad-11 received ground fire and reported "O" oil pressure, And that he was headed for a clear area to leave the airplane. No further radio transmissions were heard from Spad-11. Spad-12, his wing man, followed him and repeatedly called on guard frequency for him to bail out because of excessive smoke coming from his aircraft. When Spad-12 got no response from his call, Crown-4 also called for Spad-11 to bail out. There was still no response. Spad-12 followed Spad-11 until he crashed, and reported that he crashed with his cockpit closed. No chute was observed and no beeper was heard. Spads-12, 13 & 14 searched the area for about 25 minutes for signs of a survivor and concluded that the pilot perished in the crash. The Spads were RTB'ed Ch-77 and the Misties to Panama Control. The Covey RTB'ed home plate for fuel. At this time all high performance strike aircraft were under Panama Control.

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Arc Light strikes were scheduled to commence within a few miles from the survivor at 0205Z and would last until approximately 0230Z. During this pause in the SAR effort, Queen asked Crown-4 for a recommendation whether or not another attempt should be made to rescue the survivor, and for an explanation of why this was Crown's recommendation. Crown-4 answered with the following statement without recommendation; "It appears to be a trap to shoot down the Jolly Greens, since we have had aircraft working in the area all morning and none have been fired on until the Jolly Green was in a hover for the pick-up, and that fire came from directly underneath the Jolly Green. I believe that the probability of losing at least one more aircraft is far greater than the possibility of recovering the survivor. Then if we do recover the survivor we still have a far greater than normal probability of losing at least one more aircraft in the process."

No decision was ever relayed to Crown-4 as to whether or not another attempt would be made, however at 0245Z Misties-11 & 21 joined by Misty-31 arrived back on scene and requested more high performance aircraft to direct against the suspected ground fire positions around the survivor. Crown-4 then requested additional flights of high performance aircraft to work with the Misties. Several flights were turned over to Crown from Panama, and the strikes began again. While these strikes were going on Blue Chip directed, through Panama, that three of the flights turned over to Crown not be used. One of the flights, Love Bug, was on the target at that time and had expended almost all of his ordnance. Crown-4 tried for several minutes without success to contact the Misty On Scene Commander, to pass on this information. In the meantime Crown-4 had determined through Queen, that it would be impossible for several hours to get more Jolly Greens and Spads to the scene because of battle damage and mechanical difficulties. When Crown-4 finally made radio contact again at 0340Z with the Misty, he directed that all forces pull away from the SAR scene to re-organize. The Misties and high performers were again turned over to Panama Control. Spads-31 & 32 had arrived over Rock Pile Orbit to support the SAR but would bingo for fuel before the Jolly Greens could arrive on scene. Queen directed that Crown-4 hold the Spads on orbit.

Crown-4 asked for conformation from Blue Chip, through Queen, whether or not another SAR effort was planned and what forces would be available for the mission. No confirmation, pro nor con, was received. At 0410Z Panama relayed to Crown that Blue directed all SAR forces RTB. Crown-4 asked Queen to confirm this message from Blue Chip, but again no confirmation was received.

At 0438Z Queen directed that Spads-31 & 32, who would bingo for fuel in 30 minutes, expend their ordnance on the suspected ground fire positions near the survivor, and to check the situation on the ground for another attempted recovery. The Spads were sent in and expended their ordnance. They reported negative ground fire, but the survivor could hear people moving around and could not see them. After the Spads cleared the target Queen directed that several flights of Gunfighters and Phantoms expend their ordnance and RTB, since they had been airborne all day cycling off the tankers. Misties 11 & 21 had RTB'ed so Misty-31 joined by Misties-41 & 51 returned to the scene to take over as On Scene Commanders. They were joined by Coveys-112 & 172 to assist in marking targets. Crown-4 still had no information that another recovery attempt would be made.

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At this time Crown-4 requested from Queen: "If another recovery attempt is to be made, request a firm ETA for the Jolly Greens and their Rescort, also request that since the high performance strikes have started again, they be continued until the Jolly Greens and their Rescort arrive on scene, holding one flight of high performers high, to use if necessary during the pick-up." Crown-4 did continue to receive high performance flights approximately every 15 minutes. They were sent to the Misties and bombed suspected ground fire sights in the area.

Queen advised that there were no Spads nor Sandies available from Ch-77, but they had launched Sandies-3,4,5 & 6 from Ch-89. Crown-4 then requested that the Jolly Greens, which were back in commission, be launched from Ch-103 to join-up with the Sandies over Rock Pile Orbit at the Sandies ETA of 0700Z to that position. Jolly Green-21 low & 28 were launched.

The Sandies were not familiar with the area of Rock Pile Orbit so Crown-4 directed Covey-112 to intercept them on a discrete frequency, and lead them to Rock Pile Orbit. The Sandies nor the Jolly Greens were familiar with the area of the survivor so Covey-112 was instructed to remain with the Sandies over Rock Pile Orbit and lead the forces to the SAR scene on Crown-4's command. Sandies-3 & 4 were briefed that they would precede approximately $\frac{1}{2}$ mile ahead of the Jolly Greens and Sandies-5 & 6, and all these forces would remain on the same frequency, which was different from the one being used by the Misties and the high performers. Sandy-3 was briefed to go to guard frequency as soon as he arrived on scene and take over On Scene Commander from Misty-31. Sandies-3 & 4 were to check the area over, while the Jolly Greens and Sandies-5 & 6 held clear of the area until called for by Sandy-3.

Misty-31 was briefed that Sandy-3 would take over upon arrival, and the Misties and high performers were to hold high at that time in case they were needed during the pick-up. At 0705Z Rustic flight (High performers) were cleared to the Misties by Crown-4. At this time all forces had been briefed what to do. At 0710Z the Sandies and Jolly Greens led by Covey-112 were directed to depart orbit for the SAR scene. At 0720Z Sandies-3 & 4 and Covey-112 arrived on scene and Sandy-3 took over On Scene Commander just as Rustic flight was clearing the target. One flight of high performers (Bear Flight) was orbiting high and were instructed to go to Misty-31 on a discrete frequency and standby in case they were needed. Sandies-3 & 4 and Covey-112 located the survivor and called in the Jolly Greens and Sandies-5 & 6.

Jolly Green-21 was in a hover at 0730Z and lowered their Pararescue man to assist the survivor on to the penetrater. At least two anti-aircraft gun positions opened fire on Jolly Green-21, but they received no hits. Misty-31 immediately directed Bear flight in on the gun positions, which silenced them. The Jolly Green had lowered the Pararescue man only a few feet from the survivor, but the jungle was so thick they had to hoist him back in and move that few feet to lower him again. At 0740Z the Pararescue man had the survivor on the penetrater and the recovery was made successfully. The Jolly Greens and the Sandies egressed along a route recommended by Covey-112 and all forces were RTB'ed. Jolly Green-21 delivered the survivor, who was in critical condition, to the hospital at Ch-109.

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Summary Report 1-3-65, 1 Jul 68

(C) At 0850Z, 1 Jul 68, Jolly Greens 27 and 31 were scrambled from Da Nang AB, RVN, to intercept an F-105 which had received battle damage and was heading for the Gulf of Tonkin. The F-105 pilot was unable to reach the sea and ejected northwest of Dong Ha, North Vietnam. Misty 41 (an F-100 FAC) had established a visual reference of the location of the F-105 pilot entering heavy forest. At 1045Z Misty 41 established voice contact with the survivor who stated he was injured. Spads 11, 12, 13, and 14, and Covey 171 arrived on scene and commenced a visual search for the survivor with Misty 41 assisting. Although the survivor's position had not been pinpointed, Jolly Green 27 was cleared for ingress because of the nature of injuries to the F-105 pilot. Jolly Green 27 was driven off by ground fire. Since he had disposed of external tanks it was necessary to depart the rescue area with Jolly Green 31 escorting. Back-up forces, Jolly Greens 29 and 22, were cleared for ingress at 1120Z. Jolly Green 29 approached the location of the survivor but sustained battle damage and was forced to withdraw temporarily. Jolly Green 29 made a second attempt to ingress the area but was again driven off by ground fire. Darkness had approached therefore all SAR forces were withdrawn for the night. On 1 Jul 68 at 2215Z Jolly Greens 24, 22 and 31 were launched for the rescue area. At 0045Z on 2 Jul 68, Jolly Green 24 departed the scene for refueling. Jolly Green 31 was cleared for an attempt at rescue at 0055Z but received extensive battle damage and was forced to withdraw to home plate. Spad 11 had received battle damage, lost oil pressure and crashed with the canopy in place. Jolly Greens 24, 22 and 31 were replaced by Jolly Greens 21 and 28 at approximately 0145Z. SAR forces were withdrawn temporarily while other missions were performed in the area. At 0700Z SAR forces (Jolly Greens 21 and 28), Spads 13 and 14, Sandy 3, 4, 5 and 6; and Covey 112) were reformed in the area of the survivor. Jolly Green 21 penetrated to the survivor's position at 0730Z, confirmed that help was essential, and lowered the rescue specialist. After a difficult ground search the survivor was located, placed aboard the forest penetrator with the rescue specialist, and hoisting into the helicopter began. As the penetrator departed the ground at 0745Z intense ground fire was experienced with resultant battle damage to the helicopter. Upon the penetrator clearing the trees a successful egress was made. Survivor was Lt Col Jack Medica Jr., 333rd Tac Ftr Wg.

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13 JUL 1968

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MISSION NARRATIVE REPORT (1-3-65, 1 July 68)

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YEAR INTERVALS
DECLASSIFIED ON 31 DEC 85

37C
JSARC
IN TURN

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp SUP 1, dated 15 Apr 68.

2. (C) At 0850Z on 1 July 1968 JG 27 and 31, on strip alert at CH103, were scrambled for an F-105 reported hit and heading feet wet. Approximately five minutes after take-off, Crown 4 informed JG 27 and 31 that the F-105 pilot (Scotch III) was in fact downed and his position was 290/18/109, or feet dry, northwest of Dong Ha in North Vietnam. JG 27 and 31 elected to continue heading for feet wet and establish a holding orbit until the Spads departed CH77 and were able to provide RESCORT for the JGs. At 0910, JG 27 and 31 were directed to depart orbit and proceed to the "Rockpile" (263/15/109) and await arrival of the Spads. At 1030Z, JG 27 and 31 established an orbit in proximity of the "Rockpile" and began communicating with Misty 41 (F-100 FAC). Misty 41 reported that he had visual contact with the chute and watched the survivor enter the trees. The parachute had hung up in the trees for approximately three minutes then disappeared. Misty 41 estimated the height of the trees to be 50 feet high. JG 27 asked if voice communication or some positive form of communication had been established with the survivor. Misty 41 reported to the negative but reaffirmed that he knew the exact location of the survivor and requested JG 27 enter the area and attempt to locate the survivor. JG 27 informed Misty 41 that the JGs would not enter the area until some form of positive communication was established with the survivor. At approximately 1045Z, Misty 41 reported a beeper, then voice contact with the survivor. Further inquiry revealed that the survivor believed his back to be broken and that he would be unable to mount a penetrator unaided. Spads 11, 12, 13 and 14 arrived on the scene in the meantime and joined Misty 41 and Covey 171 in an effort to positively locate the survivor. After a discussion between JG 27, Misty 41 and Spad 11, JG 27 elected to leave the orbit and penetrate into the rescue area. JG 31 experienced ground fire upon departure from the "Rockpile" but received no hits. Covey 171 led JG 27 and 31, giving direction and altitude instructions in an effort to avoid known 37 and 57MM anti-aircraft guns in the area. JG 27 descended to 3000' MSL and continued to follow Covey 171 while JG 31 remained west of the rescue area. Misty 41 marked the area with a smoke rocket while JG 27 continued to descend, dropping tip tanks and preparing the Rescue Specialist for possible lowering to the ground. JG 27 crossed the marked area from the west at approximately 150 AGL. The area was a moderately deep ravine having a NW-SE axis with high embankments on three sides and 75 to 150 trees. As JG 27 crossed over the ridgeline on the east side of the ravine, ground fire was seen and heard. JG 27 immediately departed the area to the west and elected to orbit until ordnance was delivered to suppress the fire. Because of terrain features, it was extremely difficult to pinpoint the location of the survivor causing a delay in delivering ordnance. JG 27 notified Misty

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41 and Spad 11 that JG 27 and 31 would have to leave the area because of minimum fuel and recommended JG 29 and 22 be called in immediately. With JG 29 and 22s arrival, JG 27 and 31 returned to CH103 for fuel and aircraft inspection. JG 27 had received one round through the right sponson and a round through a rotor blade pocket, but was determined to be safe for flight. JG 27 and 31 again departed for the rescue area to assist JG 29 and 22 but were RTB'd by Crown 4 after 10 minutes of flight. JG 27 and 31 subsequently returned to CH77 at 1500Z with no further incident. At 0930Z JG 29 and 22 departed CH77 enroute CH103 for night alert duty. Prior to reaching CH103, Crown 4 was queried for information and instructions on the existing SAR mission. JG 29 and 22 were directed to orbit over the "Rockpile" as backup SAR forces. JG 29 and 22 penetrated the border at 1100Z and JG 29 was cleared in for a rescue attempt at 1120Z. The approach was made from the southwest to the smoke. 150ft hover was established and Misty 41 reported Scotch III's position to be 25 meters SE of the smoke. JG 29 made a turn on the spot and air-taxied to the new position. Upon arrival in the near vicinity of Scotch III, JG 29 began taking heavy ground fire. Departure was taken to the SW and after moving approximately 300 meters another barrage of ground fire was taken from directly below. Damage was evaluated as No. 2 generator, No. 2 TR, No. 2 boost pumps and the forward fuel gage being inoperative. There was a difference in torque between 0 and 80%. There was a hydraulic leak near the transmission. Both engines were determined to be operating properly. JG 29 climbed to 2500 feet and determined that the helicopter was still airworthy. The Spads put down smoke on the east ridge. JG 22 was preparing to make a rescue attempt although it was dusk and nightfall was rapidly approaching. At this point it was decided that JG 29 would make the attempt since JG 22 was still unscathed and would be of greater value as high bird. JG 29 made an approach from the NW in an effort to avoid the previously sighted ground fire area. Just as JG 29 reached a hover, heavy ground fire was received. Muzzle flashes were sighted on both ridge lines and from directly below the aircraft. JG 29 commenced a climbout when JG 22 began taking airbursts at 1000ft JG 22 had to make violent flight maneuvers to avoid being hit. The Spads joined the Jolly Greens in escort to the "Rockpile." 50 cal ground fire was encountered with no hits until all aircraft were clear of the DMZ. JG 29 and 22 landed CH103 at 1210Z. A "first light" effort was fragged for 2 July. JG 24 and 22 were airborne at 2215Z from CH103 and was joined by JG 31 at the "Rockpile." After 2 hours of orbiting, JG 22 was directed to RTB CH103 to remove the external auxiliary fuel tanks. At 0045Z, JG 24 and 31 were directed into the area by Crown. Prior to arriving in the area Spad 11 had assumed OSC and directed the helos to hold off while the Spads made ordnance deliveries in close proximity of Scotch III. JG 24 was 15 minutes past bingo fuel and RTB CH103 to refuel. JG 22 arrived on scene as relief of JG 24. At 2120Z, 1 July 1968, JG 31 departed CH77 with instructions to proceed to CH103. Upon initial contact with Queen JG 31 was directed to proceed to the "Rockpile" and rendezvous with JG 24 and JG 22. While enroute JG 31 attempted to transfer fuel from external auxiliary fuel tanks but when pressurized the right tank leaked around the filler cap. JG 31 landed at CH103 at 2220Z and by re-adjusting the

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filler cap the leak was stopped. Departing CH103 at 2230Z, JG 31 rendezvoused with JG 24 and JG 22 over the "Rockpile" at 2245Z. While JG 22, 24 and 31 orbited Misty 21 established contact with Scotch 03 at approximately 2320Z and began directing high performance aircraft in their strikes around Scotch 03's position. Crown 4 called at 2335Z and directed JG 31 to return to CH103, remove the external fuel tanks, refuel and return to the "Rockpile" orbit point. JG 31 landed at CH103 at 2350Z, removed tanks, refueled and departed at 0015Z arriving orbit point 0030Z along with Spads 11, 12 and 13 who had departed from CH77. JG 22 then left the orbit point to proceed to CH103 to remove the external tanks, refuel and return to the orbit point. The high performance aircraft attempted to sterilize the area until 0020Z. The Spads then moved into the area to try to neutralize the area close to the survivor. Spad 13 then brought JG 24 and 31 into the area of the downed pilot. JG 24 was too low on fuel for a rescue attempt and returned to CH103. JG 31 returned to orbit point to wait for JG 22 who was enroute from CH103. At 0055Z JG 22 returned to the "Rockpile" and the decision was made to attempt a rescue. Cloud cover was moving into the area and any further delay would force the rescue aircraft to abort the rescue effort. JG 31 assumed low bird position and under the direction of Spad 13 was guided into the survivor's area. As JG 31 entered the area from the southwest, Covey 171 requested Scotch 03 to begin directing JG 31 to his position, JG 31 initiated a slow descending left turn and after 180 degrees of turn, moderate ground fire was encountered. JG 31 climbed to 300 AGL and continued to turn left. The Spads put in more ordnance while JG 31 prepared for another approach to the survivor. While JG 31 was still in the turn the Co-pilot spotted the smoke from the survivor's flare coming up thru the trees. Continuing the left turn JG 31 established a hover with the survivor on the right side of the aircraft. The Flight Engineer and Rescue Specialist commenced firing the two M-60 machine guns. Immediately JG 31 began receiving intense ground fire and sustained several hits. Both forward boost pump fuselage warning lights and the forward fuel by-pass lights, illuminated. JG 31 climbed out to the southwest over a ridge about 100 meters from the survivor and received more ground fire. Spad 13 gave heading directions to assist JG 31 in remaining clear of 37MM and 57MM positions. While JG 31 was climbing out the forward fuel quantity gauge indicated a rapid low of fuel. Spad 13 and JG 22 advised JG 31 he was streaming fuel from the bottom of the aircraft. JG 31 continued to climb to 4000 feet MSL and proceeded to CH103. The tower was advised that JG 31 had sustained battle damage. The tower operator cleared the traffic pattern and had fire fighting equipment standing by to assist JG 31. JG 31 landed at 0135 and without further incident. JG 24 landed CH103 at 0100Z for fuel and was airborne at 0110Z enroute to the "Rockpile." JG 31 reported that he was rapidly losing fuel. JG 22 was having slight control problems at this time. JG 24 proceeded on an intercept course for JG 31 and 22. At 0120Z Spad 11 stated that he had lost oil pressure and was heading feet wet. JG 24 and 22 diverted in his direction since JG 31 was south of the DMZ at this time. JG 24 and 22 rendezvoused approximately 3 miles south of the Spad 11 crash site. Spad 12 reported that Spad 11 went in with his canopy still on. JG 24 and 22 reversed course for SVN. JG 24 and 22 landed CH103 at 0215Z. JG 21 and JG 28 departed Channel 77 at 0140Z to relieve the other Jolly Green crews who had sustained battle damage during recovery attempts. Prior to arriving at Channel 103 the SAR communications were monitored and shortly after the loss of Spad 11, the SAR forces were RTB'd due to a fragged ARC Light strike

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in the area. At this time Crown 4 and Queen recommended termination of the effort. JG 21 and JG 28 assumed the alert at Channel 103. At 0530Z Queen advised another recovery attempt would be made. JG's 21 and 28 were to rendezvous with Spads 13 and 14 and Sandies 3, 4, 5, 6 over "Rockpile" at 0700Z. JG's 21 and 28 departed CH103 at 0640 and arrived over "Rockpile" at 0700Z. Sandy's 3,4,5,6 arrived to provide RESCORT. At this time Crown 4 briefed that Covey 112 would lead the Sandys and Jollies into the area and TAC air strikes would cease when the Jollies were 3/4 miles out. At this time JG 21 stated Sandy 3 would be the only clearing authority for the JG's to make an approach. At 0710 JG 21 dumped fuel for the penetration. Hostile area descent was performed by the CP. At 0715 Covey 112 led Sandy 3 and 4 to the area. Sandy 5 and 6 escorted JG 21 and 28 about 2 miles behind. At 0720 JG 21 commenced dumping the buffer of fuel he had retained for a wave-off. About one minute later JG 21 received 6-10 bursts of 37/57MM AAA fire close aboard the right side from the Fingers Lake region. As the helicopter was shaken by the concussion, evasive action was taken and vectors from Covey 112 were utilized in the descent to the area previously marked by smoke. The area was approached from the south and voice contact was made with the survivor at 0725Z. A spiraling descent was made trying to sight the survivor. He popped smoke, and giving vectors, managed to direct us to a point 50 meters west of him. Two 40Kt 360 degree turns were used in locating his smoke. The FE saw the smoke and directed the helicopter into a position over a clearing in the jungle 30-50 meters south of the survivor. JG 28 meanwhile held high. The survivor confirmed at this time he could not move and would require a Rescue Specialist to get him in the hoist. The hover was established at 0730Z. No ground fire was received. Sandys and Coveys were holding overhead. The RS was lowered to the ground on the penetrator. The survivor could not be seen from the helicopter; only his smoke was visible. The RS had to search the jungle for the survivor. The CP and FE maintained constant vigilance for enemy forces and directed the pilot in maintaining the hover. The RS had extreme difficulty in locating the survivor. The CP directed the survivor to fire a flare and to shout to assist the RS. He fired a pen gun and the RS observed the flash. The RS finally saw the survivors foot and was able to reach him. At this time the RS requested the penetrator be moved closer to this position due to the extreme density of the jungle. Extreme crew coordination between all members of the crew resulted in placing the penetrator about 10m south of the survivor. The hover was about 130 feet AGL and a tall tree prevented moving any closer. The rotor blades contacted the tree in an effort to get as close as possible. A ridge extended 150 feet above on the left side, 200 feet in front, and 150 ft above and on the right side. The wind and terrain forced a heading into the ridge. The penetrator was again lowered and the RS carried the survivor to it. While the RS was undoing the straps on the penetrator, the survivor fired two tracers. The RS relieved him of his .38 revolver. He then placed the survivor to be raised on the penetrator and secured himself. At 0745Z he called for the penetrator to be raised. At that instant it appeared that the NVA had been monitoring the radio conversation and extremely heavy ground fire began. The first round entered the cockpit from the ridge directly ahead and penetrated the center windshield. The hover was maintained as the penetrator was raised through the trees. Heavy fire struck the helicopter and the No. 2 TR and associated equipment were lost. The CP attempted to return fire and then monitored the controls as the penetrator broke the canopy and

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a climb was initiated moving forward and up to clear the area of ground fire and prevent the personnel on the hoist from being hit. The CP recommended a left turn, which was entered to clear the lowest point of the ridge. During approximately 90 degree of turn the hoist was brought up and the FE pulled the penetrator in the aircraft while directing the pilot in hoist operations. The RS extracted himself from the penetrator and he and the FE got the survivor into the aircraft at 0752Z. The survivor was given water and treated for shock by the RS and FE. Covey 112 led JG 21 back across the DMZ around the 37/57MM AAA sites to the Dong Ha Med Evac pad. Since JG 21 had lost his gyro compass the survivor was transferred at 0810 and JG 21 returned to CH103 with JG 28 as escort. Inspection of the aircraft indicated ground fire was received from all quadrants, ranging in size from AK47 and 30cal, to 50cal. Four of the five main rotor blades were hit.

3. (C) SURVIVOR: LTCOL JACK MEDICA JR, 333rd TAC FTR WING.
4. (U) Other aircraft participating are too numerous to mention.
5. (C) CREW LIST:

<u>JG</u> <u>RCC</u>		<u>RCCP</u>	1 July <u>FE</u>	<u>RS</u>
27	Maj Robey	Capt Hagen	SSgt Stumbaugh	A1C Thompson
31	Maj Wingfield	Capt Griffiths	Sgt Malone	Sgt Stanaland
29	LCDR MIXON	Capt Wiegard	Sgt Mangrum	Sgt Boushelle
22	Maj Green	Capt Spray	Sgt Beland	Sgt Klenovich

<u>JG</u> <u>RCC</u>		<u>RCCP</u>	2 July <u>FE</u>	<u>RS</u>
31	Capt Oliver	Maj Stafford	Sgt Rodriquez	SSgt Miller
24	LCDR Mixon	Capt Wiegard	Sgt Mangrum	Sgt Boushelle
22	Maj Green	Capt Spray	Sgt Beland	Sgt Klenovich
21	Lt Eagan	Maj Booth	Sgt Honer	A1C Talley
28	Capt Ashley	Maj Wicker	SSgt Bowers	SSgt Spears

L. A. Eagan
LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander

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Summary Report 1-3-65, 1 Jul 68

(C) At 0850Z, 1 Jul 68, Jolly Greens 27 and 31 were scrambled from Da Nang AB, RVN, to intercept an F-105 which had received battle damage and was heading for the Gulf of Tonkin. The F-105 pilot was unable to reach the sea and ejected northwest of Dong Ha, North Vietnam. Misty 41 (an F-100 FAC) had established a visual reference of the location of the F-105 pilot entering heavy forest. At 1045Z Misty 41 established voice contact with the survivor who stated he was injured. Spads 11, 12, 13, and 14, and Covey 171 arrived on scene and commenced a visual search for the survivor with Misty 41 assisting. Although the survivor's position had not been pinpointed, Jolly Green 27 was cleared for ingress because of the nature of injuries to the F-105 pilot. Jolly Green 27 was driven off by ground fire. Since he had disposed of external tanks it was necessary to depart the rescue area with Jolly Green 31 escorting. Back-up forces, Jolly Greens 29 and 22, were cleared for ingress at 1120Z. Jolly Green 29 approached the location of the survivor but sustained battle damage and was forced to withdraw temporarily. Jolly Green 29 made a second attempt to ingress the area but was again driven off by ground fire. Darkness had approached therefore all SAR forces were withdrawn for the night. On 1 Jul 68 at 2215Z Jolly Greens 24, 22 and 31 were launched for the rescue area. At 0045Z on 2 Jul 68, Jolly Green 24 departed the scene for refueling. Jolly Green 31 was cleared for an attempt at rescue at 0055Z but received extensive battle damage and was forced to withdraw to home plate. Spad 11 had received battle damage, lost oil pressure and crashed with the canopy in place. Jolly Greens 24, 22 and 31 were replaced by Jolly Greens 21 and 28 at approximately 0145Z. SAR forces were withdrawn temporarily while other missions were performed in the area. At 0700Z SAR forces (Jolly Greens 21 and 28), Spads 13 and 14, Sandy 3, 4, 5 and 6; and Covey 112) were reformed in the area of the survivor. Jolly Green 21 penetrated to the survivor's position at 0730Z, confirmed that help was essential, and lowered the rescue specialist. After a difficult ground search the survivor was located, placed aboard the forest penetrator with the rescue specialist, and hoisting into the helicopter began. As the penetrator departed the ground at 0745Z intense ground fire was experienced with resultant battle damage to the helicopter. Upon the penetrator clearing the trees a successful egress was made. Survivor was Lt Col Jack Medica Jr., 333rd Tac Ftr Wg.

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

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

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

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

~~SECRET~~

DECLASSIFIED

from the rescue aircraft by cable, rope or parachute to the survivor whether on land or in the water. After bringing the survivor aboard the rescue aircraft, it is his job to render necessary medical attention to insure survival pending evacuation to a hospital. The variety of possible contingencies in which the PJ may be required to provide aid is virtually endless. And yet, the record of performance by those young men in the SEA war has proven their dedication and 'can-do' spirit hundreds of times over. The following July 1968 account is only one of dozens of examples of courageous action by the pararescuemen.

SCOTCH 03 SAR
JUL 68

At first light on the second of two successive days of effort, a rescue task force approached the scene of a F-105 pilot down in the jungle-covered mountains just north of the DMZ. As expected, the task force met a heavy concentration of ground fire. One helicopter was driven away with battle damage and an A-1 escort aircraft was shot down and its pilot killed. Descending into the valley between steep hills, the JOLLY GREEN crew headed for the survivor's smoke signal rising faintly through the dense jungle canopy.

Not knowing precisely where the downed pilot was lying, but aware that he could not move because of a broken back, the PJ was lowered through the trees to search for the survivor and assist him. Rough terrain impeded the PJ as he scrambled through vines, jagged rocks, and heavy undergrowth for ten minutes before finding the survivor. Having secured the 'THUD' pilot and himself to the rescue sling, the PJ gave the signal to hoist them aboard. Just as the cable began to ascend, threading the two through the tall trees, enemy guns opened up. Holding fire until this most vulnerable moment is a familiar tactic of the enemy and the main reason for mounting guns on rescue helicopters. Miraculously, although the JOLLY GREEN pilot was obliged to hold the chopper motionless while the survivors were hoisted through the trees, none of the crew or the survivors was hit. This despite the fact that 66 bullet holes were found in the helicopter upon landing.

Although the JOLLY GREEN crewmen were cheered by the successful outcome of their mission,

APR 1969 SPECIAL REPORT SEA SAR
CORONA HARVEST

DECLASSIFIED

[REDACTED]

for the pararescueman the event had particular significance -- it was his first mission with the JOLLY GREEN unit.[50]

On many occasions in SEA the PJ, having been lowered to the ground to aid a survivor has had to remain overnight or for extensive periods of time due to the helicopter being driven away by ground fire. On one such occasion in South Vietnam the PJ joined a surrounded Army unit and fought bravely until his death in a vain attempt to hold off the enemy until rescue could take place. The Air Force Cross was awarded posthumously to this gallant airman. On another occasion, after his own rescue helicopter had been shot down during a recovery mission just off Tiger Island in the Gulf of Tonkin, and with automatic weapons fire impacting all around him, the PJ recovered an F-4 pilot who had fallen under the disabled helicopter and became entangled underwater in his survival equipment.[51]

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[REDACTED]



A1C Joel Talley receives the Air Force Cross from Gen. Howell M. Estes Jr. at Da Nang AB, South Vietnam, in 1969.

A1C Joel E. Talley

On July 2, 1968, A1C Joel E. Talley, a 37th ARRS pararescueman, entered the jungle at Dong Hoi, North Vietnam, to rescue an injured F-105 pilot. The pilot had landed in the midst of enemy forces that had immediately established gun positions to ensnare rescue helicopters. Three rescue attempts were thwarted, and a supporting attack aircraft was shot down. Finally, chopper Jolly Green 21 was able to penetrate the area and lowered Talley, who had to conduct an extensive search to locate the injured pilot. The PJ determined the pilot had a broken pelvis and decided he would have to direct the helicopter to their location. As soon as he strapped the pilot on the forest penetrator and gave the radio signal to hoist away, enemy fire erupted again. When Talley and the pilot cleared the treetops, the chopper departed the area with him and the pilot dangling, then slowly brought them aboard the aircraft.



SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. II No. 6

JUNE 1968

PACAF RP 64-

A1C TALLEY SAVED INJURED JET PILOT

A1C Joel E. Talley wears the Air Force Cross because of his heroism in the July 2, 1968, rescue of Lt. Col. Jack Modica, an F-105 Thunderchief pilot.

Colonel Modica parachuted into a concentration of North Vietnamese troops who surrounded him and set up gun positions to trap the 37th ARRSq HH-3E rescue helicopters. Four attempts were driven off by ground fire.

Despite full knowledge of the well-laid enemy trap in the dense North Vietnamese jungle, a Jolly Green Giant rescue crew volunteered to make yet another attempt.

As the chopper crossed the DMZ into North Vietnam it was shaken by a concussion from bursts of enemy anti-aircraft artillery fire. The pilots con-

tinued while establishing voice contact with Colonel Modica, who said he could not move because of his injuries.

The crew spotted smoke from the pilot's survival flare and located him in a small U-shaped valley.

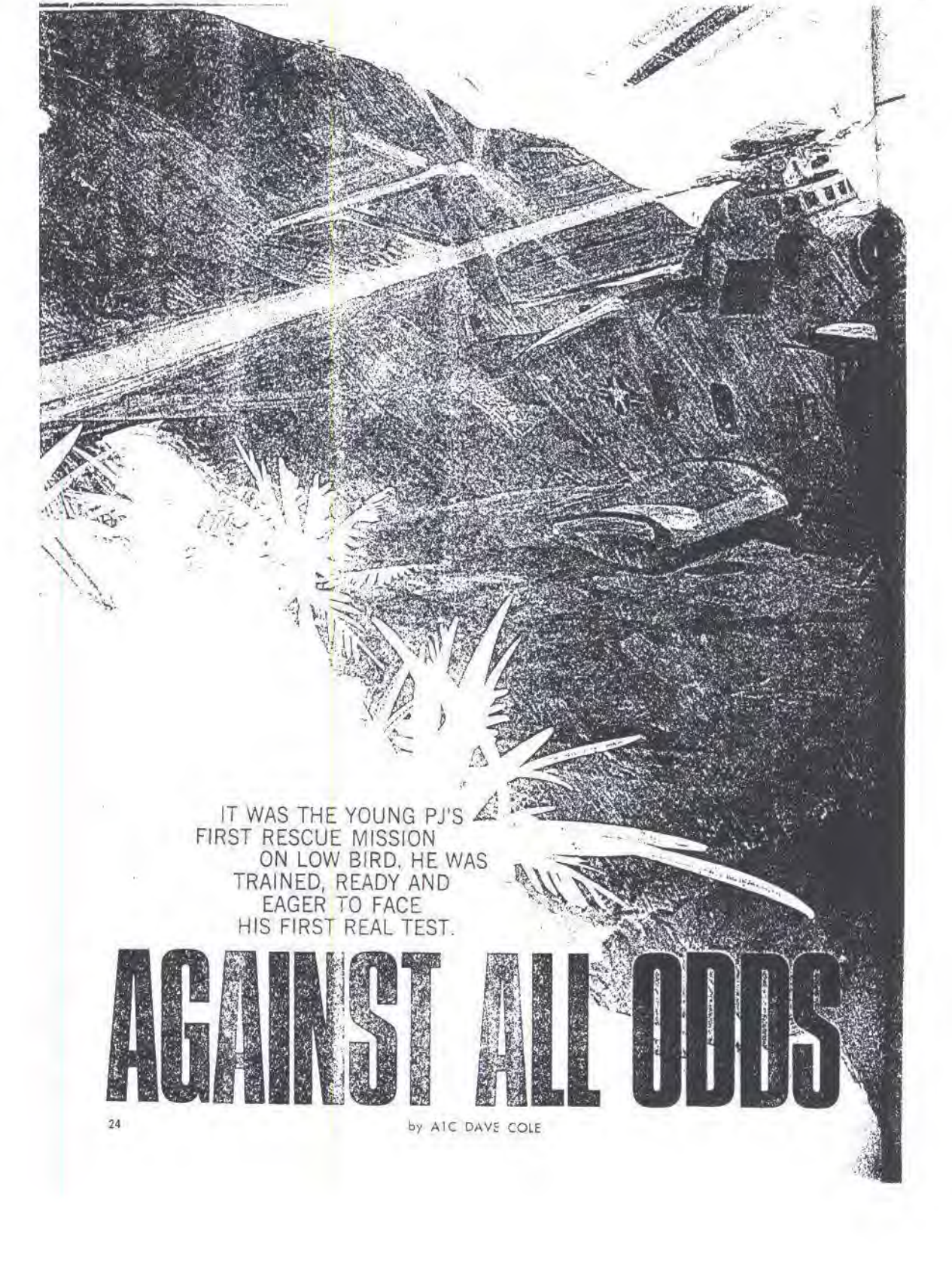
Airman Talley was lowered on the forest penetrator hoist

"The underbrush was really thick and it took about 10 minutes to locate the pilot," Airman Talley said. "Once I found him, I asked the chopper to come in a little closer because of his injuries.

As Lieutenant Eagan maintained the hover, Airman Talley carried the helpless pilot to the hoist. The North Vietnamese waited until the Jolly Green was most vulnerable, the moment when the survivor and the pararescueman were being raised to safety.

A fusillade of automatic weapons fire erupted around the helicopter.

Holding their position until the pair on the hoist were above the trees, the pilots then moved out of the area. After landing, the crew found 66 enemy bullet holes in the aircraft.



IT WAS THE YOUNG PJ'S
FIRST RESCUE MISSION
ON LOW BIRD. HE WAS
TRAINED, READY AND
EAGER TO FACE
HIS FIRST REAL TEST.

AGAINST ALL ODDS

THE PRESIDENT OF THE UNITED STATES OF AMERICA . . .

A1C Joel E. Talley was a newcomer to the aerospace rescue business on July 2, 1968. He wasn't a rookie in terms of know-how or ability — he had been through a year of intensive training, earning the right to wear the maroon beret of a pararescue specialist . . . a PJ.

AUTHORIZED BY TITLE 10, SECTION 8742, UNITED STATES CODE . . .

But, he was a newcomer to Vietnam. Less than a month had passed since he stepped off the aircraft and into the heat of his first Southeast Asian afternoon.

AWARDS THE AIR FORCE CROSS . . .

Looking out of the briefing room window at the HH-3E, *Jolly Green Giant* helicopter warming up on the pad, he thought about the year before—the year of training—that had prepared him for the mission he was about to fly.

"One helluva year," he silently recalled.

TO AIRMAN JOEL E. TALLEY . . .

It all began in basic training, during career counseling. Talley had been classified in the mechanics field, but was looking for something special.

FOR EXTRAORDINARY HEROISM . . .

So he was really tuned in that day in the big, green-walled classroom at Lackland when an NCO talked about some career fields that were open to volunteers. One of them was pararescue, and there was even a team of three PJs there to explain their jobs.

"It sounded fantastic," Talley explains now, "so I thought I would try to get into the field." A week later, he and 19 other volunteers began to test. Physical fitness, mental aptitude and a variety of other tests were required. Not everyone can cut it as a PJ.

IN MILITARY OPERATIONS . . .

Five of the volunteers were selected to begin training. Talley was one of them. With a single stripe freshly sewn on their new, green fatigues, the five airmen proceeded to the Aerospace Rescue and Re-

covery Service Headquarters, then in Orlando, Fla., for three weeks of intensive physical training. Three tough weeks. And that was only the beginning. "A team of seasoned PJs was there to prepare us for the schools to come," he recalls, pauses, then adds, "and they did."

AGAINST AN OPPOSING ARMED FORCE . . .

Jump school at Ft. Benning, Ga., was next. "It was rough but really interesting at the same time," Talley recalls. "PJs have a reputation for being gung-ho."

AS RESCUE SPECIALIST . . .

From jump school, the fledgling pararescuemen went to Fairchild AFB, Wash., for Air Force survival school, back to Orlando for more physical fitness training and then to Navy Scuba School in Key West, Fla. "That was the toughest of them all," he explains. "We stayed there a month and went back to Orlando."

ON AN HH-3E HELICOPTER . . .

After a ride in the altitude chamber, "for our flying status," it was on to Shepard AFB, Tex., for medical training. "Essentially," Talley explains, "we are parachuting medics and they really crammed a lot of medical knowledge into us during that school."

Completing medical training, they went on to Eglin AFB, Fla., for transition training. "This is where we got it all together," he recalls, with a quick laugh. During the Eglin school older, seasoned pararescue experts teach the neophytes how each phase of their training will be used to complete a very important mission—aerospace rescue and recovery.

IN SOUTHEAST ASIA ON 2 JULY 1968 . . .

During their three months of transition, the new PJs learn effective use of their unique equipment, advanced survival techniques—under many conditions—and continue physical training.

January 18, 1968, Airman Talley donned the maroon beret of pararescue specialist, a full-fledged PJ. After putting on the trademark he would wear with distinction during the next three years, he

and his fellow PJs returned to Orlando to pick up their personal gear and await assignments.

Talley wasn't surprised at all to get orders to Da Nang AB, Republic of Vietnam. He took some leave, returned to Orlando for a familiarization course on helicopter operations and then headed for the West Coast and a ride to SEA.

He stepped off the aircraft in early June and began duty with the 37th Aerospace Rescue and Recovery Sq. A local checkout and he was ready to go.

ON THAT DATE . . .

A few days less than a month had passed since his first day in Vietnam. Today, July 2, 1968, he would have to put his training to use—in the jungle. It would be his first rescue mission on low bird, the primary rescue chopper that would go in for a survivor. *Numero uno*. Number one. It wouldn't be just another training exercise where only a grade or perhaps the scorn of an evaluator counted. There would be no room for a rookie in the rescue bird today—no room at all, and he knew it.

The word had come in the day before. A *Thud* jock was down in the jungle. Worse yet, it was in North Vietnam, just inside the Demilitarized Zone (DMZ).

To further complicate the situation, the F-105 pilot, Lt. Col. Jack Modica, was right in the middle of a hornet's nest of North Vietnamese regulars. But instead of taking Colonel Modica prisoner, or killing him, the soldiers had set a death trap—baited with the downed pilot!

After his F-105 had been blasted with 37mm. ground fire, the colonel had punched out into a small U-shaped valley and the NVA troops had set up positions on the ridges and in the dense jungle which surrounded the airman. It was a common NVA trick, and they awaited the rescue forces, with a variety of small arms, .30 and .50 caliber machineguns, primed and ready.

During the afternoon and early evening the *Jolly Greens* and supporting A-1Es—the *Spads*—made several attempts to go

in for the colonel. Each time they had been driven away by walls of small arms fire and heavy machineguns.

Darkness comes quickly in the jungle, the red sun blinks and dies with little warning. And at dark, most of the rescue aircraft had to withdraw. But two *Jolly Green Giants* stayed, keeping a constant watch over the colonel.

Late in the evening, other rescue crews began planning for a first-light effort to pull the pilot out of the trap before it shut . . . permanently.

Jolly Green 21 would scramble before dawn and rendezvous with supporting A-1Es. They would gather below the DMZ.

Meanwhile, the two choppers that had stayed the night made another attempt to rescue the survivor and were again driven away by enemy fire. One of the A-1Es, attempting to cover the rescue attempt, was shot out of the sky.

The morning dawned hot and bright as the crew of *Jolly Green 21* prepared to make another attempt. Lt. Lance A. Eagan, an exchange pilot from the Coast Guard, Maj. Robert E. Booth, and flight engineer Sgt. Herbert H. Honer were ready to go.

So was Airman Talley—his year of pararescue training about to undergo a test of life or death.

The airmen aboard *Jolly Green 21* knew the risks. They knew that the soldiers surrounding the colonel had had time to reinforce their positions and were stronger than ever. They also knew there wouldn't be another chance. It was now or never.

Jolly Green 21 waited as the *Spads* flew in to soften the area. Raking the sides of the valley with rocket and machinegun fire, they tried to silence the formidable enemy positions.

After they had worked over the area for a time, *Jolly Green 21* was called. As the chopper moved into position, 37mm. antiaircraft artillery began to burst around it, jarring and rocking the ship.

Diving violently to the left, the pilot took the bird down on the deck to avoid



A1C Joel Talley rides a hoist to the floor of South Vietnam's jungle during a rescue operation.



Talley donned the maroon beret of a pararescue specialist in January 1968 and has worn it with distinction ever since.

the exploding triple-A. Close to the trees they continued on their way toward the rescue point.

Lieutenant Egan, the crew commander, planned to make a pass over the area to see if they would draw ground fire and possibly to spot the colonel, pass over the area again and then repeat the maneuver. On the final pass, the jungle penetrator hoist would be lowered from the chopper and the survivor would strap himself on and be pulled to safety. They hoped!

It was considered too risky to lower a rescuer with the penetrator because of the concentration of enemy troops surrounding the area. Much too risky.

But Airman Talley was willing to take the risk. Again and again he volunteered to ride the penetrator down into the jungle trap.

On *Jolly Green 21*'s first pass, Talley and Sergeant Honer spotted the smoke from a survival flare filtering through the dense growth of trees. It was then that Lieutenant Egan made a decision.

There had been no ground fire on the first pass—maybe, just maybe, the A-1Es had really cleaned up the area and the North Vietnamese soldiers had pulled out. It was a chance. And since they also had spotted the survivor's smoke, they knew where he was—or at least pretty close.

They also knew that the *Spads* had hit only the ridges surrounding the survivor, but not close in. The ground could still be crawling with the enemy—even if they had left their position on the hill—just waiting for the rescue specialist to be lowered into their sights. Talley agreed to go in for the colonel and Lieutenant Egan decided to attempt rescue on the first pass.

Talley checked his equipment, adjusted the harness and started down on the jungle penetrator. Down—70, 60, 50, 40, 30 feet above the ground in the cover of the trees and heavy foliage.

Before leaving the helicopter, Talley had oriented himself to the survivor's suspected position in relation to that of the hovering chopper. But on the way down, the penetrator began to spin around and around. When he reached the ground he

had lost the positions he had set for himself and had to call back to *Jolly Green 21* for a bearing. The flight engineer pointed toward the direction where they had hoped the survivor was located.

Pistol in hand, Talley began his search. He crouched low and began inching his way through the heavy underbrush.

Dense jungle had turned the terrain into a dim background of shadows. Talley searched on, looking for both the enemy—who may have been lurking in the darkened corners—or the colonel who was so close to rescue.

Hovering above, *Jolly Green 21* had still not taken any ground fire. *Was the enemy waiting? Were they about to spring the trap?*

After a few minutes of searching and following the smoke of a flare, Talley lost radio contact with the colonel. He then slowed his pace and continued moving slowly through the underbrush, looking, watching, concentrating on finding another point of reference.

Then he spotted the glow of a night flare Colonel Modica had ignited. He quickened his pace toward the spot where the flare burned. He could only catch quick glimpses of the sizzling signal through the deep green growths. But at least he was going in the right direction.

The problem now was to keep a bearing on the flare and locate the colonel. Easy enough? But the night flare would only burn a short time and then the jungle would quickly darken and close. Time was critical.

He continued moving through the underbrush, across a gully and toward a large tree.

Then he spotted him, lying on the side of a small hill.

Talley rushed to his side, checked him for wounds and began directing the helicopter toward the spot where they waited. Because of the pilot's injury—a broken pelvis—Talley decided it would be too much of a strain on the colonel to carry him to the penetrator, so he signaled the chopper to come in closer.

The dense canopy of trees made it im-

possible for the crew of the rescue bird to see Talley and the survivor, but from the ground the chopper was visible. Using Talley's radio directions, the pilot moved the bird into a good pickup position and dropped the penetrator about 30 or 40 feet from the men.

Still the jungle was silent. No small arms fire crackled from the green.

Talley carried the colonel to the penetrator, strapped him on and gave a signal to the chopper to pull them on board. But the injured man slipped from the hoist before they started up.

Again strapping him into the harness, Talley radioed that they were ready to go.

"Take us up," he called.

Almost before the electronically amplified words could reach the chopper, enemy fire erupted from the jungle. The enemy had monitored the rescue radios and the signal to "take us up," brought an instant response.

"All hell was breaking loose around us," Talley recalls.

Deadly accurate fire came from every angle as the crew began a desperate effort to pull Talley and the survivor on board the ship. One round, fired from a position on the side of the valley pierced the windshield of the chopper and passed between the two pilots.

Knowing that the most vulnerable time during a rescue operation was when the penetrator began its upward journey, the enemy had waited. When the survivor and the pararescueman were dangling in space, they opened fire on the bird.

From the jungle floor and the sides of the valley, the shots crackled.

Before the chopper could climb to safety, the men dangling below had to clear the tops of the trees. If not, the branches and limbs would tear them from the hoist and drop them into enemy hands.

They rose 10, 20, 30 feet. Ground fire continued to erupt from the jungle.

Forty, 50 feet. The hoist cleared the trees and the chopper raced to safety. Talley and Modica still dangled below. Slowly the men were pulled into Jolly Green 21.

On board, Talley and the flight engineer administered first aid to the pilot and made him as comfortable as possible as they sped to a nearby hospital.

After landing on the medical evacuation pad outside the hospital and seeing that the colonel was on his way to emergency treatment, the crew checked over the damage done to their helicopter.

More than 60 rounds had pierced her skin, four of the main rotor blades had been hit and nine holes had been punched in the fuel tanks.

On the way home, the flight engineer asked Talley to look to the rear of the chopper. "Sunlight beamed through the dozens of holes the ground fire had made in the aircraft," he explains. "It was amazing none of us was hurt or that the bird could still fly."

"You know," Talley recalls now, "you don't think about what is happening when it is all happening. You just do what you are trained to do and that is that."

Throughout the flight of *Jolly Green 21* on that day in July, Talley explains, he didn't think any of the crewmembers really thought about the dangers involved. "We were all fully aware of what had to be faced, but we just thought about the best ways of getting the job done.

"Even when I was on the ground, I was concentrating only on finding the man. Everything else was secondary."

Talley had spent 17 minutes searching the jungle floor for the survivor—a very, very long time when surrounded by the jaws of a well-laid death trap.

Now a Staff Sergeant, Talley is working for the 57th Aerospace Rescue and Recovery Sq., Lajes Field, Azores. Before leaving Southeast Asia, he flew a total of 276 combat sorties and logged 294 combat hours. But even if Talley were to fly a million hours, he probably won't forget his first life and death test.

Through his extraordinary heroism, superb airmanship and aggressiveness, Airman Talley reflected the highest credit upon himself and the United States Air Force.



Rescuemen Snatch Pilot From Enemy's Grasp

By Sgt. Mark Fleisher

SAIGON — Lt. Col. Jack Modica, Birmingham, Ala., an F-105 Thunderchief pilot shot down during a strike mission, was rescued from the dense jungles of North Vietnam's panhandle following a 23-hour search and rescue effort. The rescue involved more than 100 sorties of tactical fighters, helicopters, forward air controllers (FACs) and command and control aircraft.

The Thunderchief pilot was shot down 17 miles northwest of Dong Ha late in the afternoon just across the demilitarized zone. Regaining consciousness after bailing out he established voice contact with rescue forces that had rushed to the scene.

Initial search and rescue efforts were suspended at night-

fall because of the heavy ground fire and darkness.

At first light the next morning efforts to pick up the downed pilot were resumed but again were hampered by an intense barrage of enemy automatic weapons fire.

Air strikes were called in and O-2 Super Skymaster and F-100 CommandoSabre FACs directed 76 fire suppression sorties by Air Force, Navy and Marine Corps fighter-bomber aircraft.

In mid-afternoon, an HH-3E Jolly Green Giant rescue helicopter from the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB arrived on the scene. "When we got to the point where the F-105 pilot was hiding, we were met by four A-1 Skyraiders and two FACs."

(Continued On Back Page)

In North Vietnam

Capt. Stretch Dalmes was on this rescue

Rescuemen Save F-105 Pilot

(Continued From Page 1)

said Coast Guard Lt. Lance Eagan, Old Saybrook, Conn., an exchange pilot attached to the Air Force. "The first two A-1s went in to pinpoint the location and they marked the area with smoke.

"I maintained radio contact with the Thunderchief pilot and he was very calm as he tried to direct us into position for the pickup. Then our flight engineer saw him in the undergrowth."

Sgt. Herbert H. Honor, Detroit, the flight engineer, commented, "I could see the man in the brush and guided Lieutenant Eagan over the spot. There wasn't any ground fire at the time and we had to lower the pararescueman since the downed man was reported to have an injured back and would need assistance to get into the chopper."

The pararescueman, A1C Joel Talley, Farmland, Ind., who was lowered down the jungle penetrator hoist, said, "I found the man and got him strapped into the hoist and we started up into the chopper when the enemy opened up with automatic weapons fire."

Ha, I counted 40 hits in the aircraft so I guess the enemy was intent on stopping us."

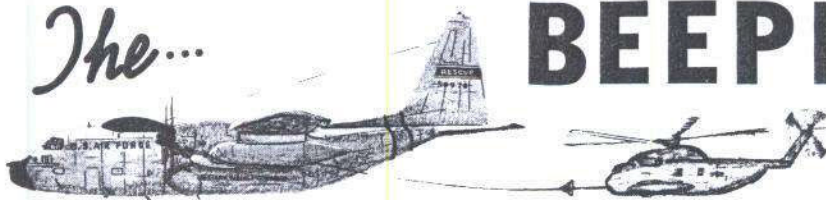
For both Airman Talley and the Jolly Green copilot, Maj. Robert F. Booth, Peekskill, N.Y., it was their first rescue in Vietnam.

"I thought I would worry about what to do on my first mission," said Talley. "It was kind of funny but I didn't have time to think about what happened until we were back safely at Dong Ha. It's a tremendous feeling to help someone."

Lieutenant Eagan continued, "We got the pararescueman and the pilot into the Jolly Green and then moved out. The pilot was brought to Dong Ha Hospital for observation and then to the Naval Support Hospital at Da Nang. When we got down on the ground at Dong

The...

BEEPER



Directorate of Information

Hq. ARRS Scott AFB, Illinois 62225

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A1C Joel E. Talley, the fourth living enlisted man to receive the Air Force's highest award for heroism, rides the forest penetrator from his Jolly Green over a hostile site.

Two Jolly Green Giant Crewmen Given Air Force Crosses for Vietnam Rescues

Two 3rd ARRGp Jolly Green Giant crewmen have recently been presented the nation's second highest award for "extraordinary heroism" for their actions during combat rescue missions in Vietnam.

A1C Joel E. Talley is the fourth living enlisted man to receive the Air Force Cross; Maj Joe B. Green became the tenth Rescue officer to receive the award.

Only seven enlisted men have ever received the Air Force Cross (including three posthumous awards), and six of the seven recipients were assigned to the 3rd ARRGp.

Talley, a 21-year-old PJ, was assigned to the 37th ARRSq, DaNang AB, where Gen Howell M. Estes, Jr., MAC commander, presented his award.

The PJ was cited for his role in the July 2, 1968 rescue of F-105 pilot LtCol Jack Modica following a 23-hour ordeal

in North Vietnam.

Modica had parachuted into a concentration of North Vietnamese Army regulars who immediately surrounded him and set up gun positions to trap the HH-3E helicopters. Four rescue attempts were

SEE AIR FORCE CROSSES, P. 2



Maj Joe B. Green reviews procedures in his HH-3E "Jolly Green Giant" helicopter. Green became the tenth ARRS officer to be awarded the Air Force Cross.



The Return of the Foot. Pictured erecting the foot are: (From Left to Right) Lt R.V. Butchka, Capt G.M. Hittle, Capt K.T. Kelley, Capt C.D. Langham, Capt H.I. Grossberg, and Lt J.M. Loomis.

CITATION TO ACCOMPANY THE AWARD OF

THE AIR FORCE CROSS

TO

JOEL E. TALLEY

The President of the United States of America, authorized by Title 10, Section 8742, United States Code, awards the Air Force Cross to Airman First Class Joel E. Talley for extraordinary heroism in military operations against an opposing armed force as Rescue Specialist on an HH-3E helicopter in Southeast Asia on 2 July 1968. On that date, Airman Talley volunteered to be lowered to the ground from a hovering helicopter into the jungle of North Vietnam to rescue an injured pilot, who had ejected the previous day. The downed pilot had parachuted into a concentration of North Vietnamese Army regulars who immediately surrounded him and set up gun positions to trap the forthcoming rescue helicopters. Four rescue attempts were driven off, and a supporting fighter aircraft was shot down by the devastating ground fire which encircled the survivor's position. Despite full knowledge of the well laid trap, Airman Talley voluntarily descended to search the jungle floor. After an extensive search he found the helpless survivor, carried him to the rescue device, and signaled the helicopter to commence extraction. While Airman Talley and the survivor were being hoisted, a fusillade of fire raked the helicopter scoring more than forty hits, forcing the helicopter to exit the area, exposing both airmen to hostile fire. The rescue was successfully accomplished. Through his extraordinary heroism, superb airmanship, and aggressiveness, Airman Talley reflected the highest credit upon himself and the United States Air Force.

1968 (cont)

30 May 68 (cont) pilot, who had a broken arm and leg. Sergeant Newman was later awarded the Air Force Cross and the Cheney Award for 1968.

20 Jun 68 HQ ARRS moved from Orlando AFB, Florida, to Scott AFB, Illinois.

2 Jul 68 Airman First Class Joel E. Talley, a pararescueman engaged in his first combat mission as a member of the 37th ARR Squadron, distinguished himself during a dangerous rescue mission near Dong Ha, Vietnam. A downed F-105 pilot was injured, and he was quickly surrounded by enemy forces who established a "flak trap" for the

rescue
forces.

Rescue
attempts on
1 July re-
sulted in
battle dam-
age to an
H-3. On
2 July an-
other H-3
was heavily
damaged and
forced to
withdraw,

and an F-105
was shot



General Howell M. Estes, Jr., presents the Air Force Cross to Airman First Class Joel E. Talley.

down by ground fire. Finally, an H-3 penetrated the enemy defenses, and Airman Talley descended and found the injured pilot. While Airman Talley and the survivor were being hoisted, enemy fire raked the H-3, leaving more than 40 hits. The aircraft immediately exited, dragging the two men on the hoist. Both were successfully recovered, and Airman Talley was later awarded the Air Force Cross.

4 Aug-
5 Aug 68

Late at night, the 33d ARR Squadron was alerted that a Japanese fishing vessel, the *Miya Maru*, was sinking in the East China Sea with 12 crewmen aboard. An HU-16 was dispatched, and two pararescuemen and a survival kit were parachuted to the survivors. The HU-16 alerted a surface ship, which picked up the sailors and the pararescuemen.

AIR FORCE

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MAGAZINE

Valor

By John L. Frisbee, Contributing Editor

A Distinguished First

A1C Joel Talley was called on to put his pararescue training to the test on his first and most difficult combat mission.

A disproportionately large number of extraordinarily heroic acts during the war in Southeast Asia were performed by crews of the Aerospace Rescue and Recovery Service, now the Air Rescue Service. The most decorated members of those crews were the pararescue jumpers (PJs), the link between a hovering helicopter and a survivor in the jungle or at sea [see Valor: USAF's Most Decorated PJ, March 1989 issue].

Of the 2,039 combat saves credited to the 3d ARR Group in Southeast Asia between 1966 and 1970, more than a fourth (572) were in 1968. That was the year of Khe Sanh, the Tet offensive, another enemy offensive in May, and the continued infiltration of 22,000 North Vietnamese Army (NVA) troops per month during most of that year. To that combat environment A1C Joel Talley, fresh out of PJ training, was introduced when he joined the 37th ARR Squadron at Da Nang in the summer of 1968. Talley didn't wait long to put his PJ training to use.

On the afternoon of July 1, 1968, Lt. Col. Jack Modica's F-105 was heavily damaged by ground fire over North Vietnam. Modica bailed out northwest of Dong Hoi, some 50 miles north of the DMZ, in a heavily forested area occupied by NVA regulars. An F-100 Misty FAC fixed Modica's general position and made radio contact with the downed pilot, who was seriously injured. Four A-1 Spads were called in to pinpoint the survivor's location. An HH-3 Jolly Green Giant helicopter was cleared for a rescue attempt but was driven off by ground fire. Two backup Jolly Greens then approached the site but were forced to withdraw. At nightfall, the search-and-rescue (SAR) force was recalled. It now was imperative that Modica be reached as early as possible the next day.

The following morning, July 2, a SAR force returned to the rescue site. During the night, NVA troops had moved in more anti-aircraft guns. On the first attempt, one HH-3 suffered extensive battle damage and was forced to leave. A supporting fighter was hit and crashed with the canopy in place. The mission was suspended temporarily until more support was available.

Several hours later, another SAR force was formed. Talley was the PJ on Jolly Green 21, the low helicopter that would be first into the rescue area. The crew of Jolly Green 21 knew this would be a

rough one, into the jaws of a well-established flak trap. Talley later recalled that before this first combat mission he had worried about measuring up to the standards set by such celebrated PJs as Bill Pittsenbarger and Duane Hackney. Now that the time had come, he was too busy to think about it.

Jolly Green 21 penetrated to Modica's position, saw his smoke, and made radio contact. Modica was unable to help himself. The HH-3 commander spotted a small opening in the jungle near Modica's smoke, and Talley was lowered on the forest penetrator. Once on the ground, blinded by the dense undergrowth and deafened by the HH-3s down-wash and by friendly and enemy fire, Talley could not determine where to search for the injured pilot. Looking up, he saw the flight engineer point in the direction of Modica's smoke. Although Talley was only a few yards from the survivor, it took more than 15 minutes to find the man, whose pelvis was broken, and determine that he must be moved as little as possible but quickly, before enemy soldiers zeroed in on the smoke.

Talley directed the pilot closer, secured Modica and himself to the penetrator, and radioed the crew to haul them up. As they reached the tops of the trees, intense enemy gunfire erupted, scoring more than 40 hits on the rescue bird. Before the two were aboard, the HH-3 broke away, "taking the tops of the trees with us," but the injured man was safe. Talley had done his job with professional competence. That save was the start of a lasting friendship between Modica and Talley.

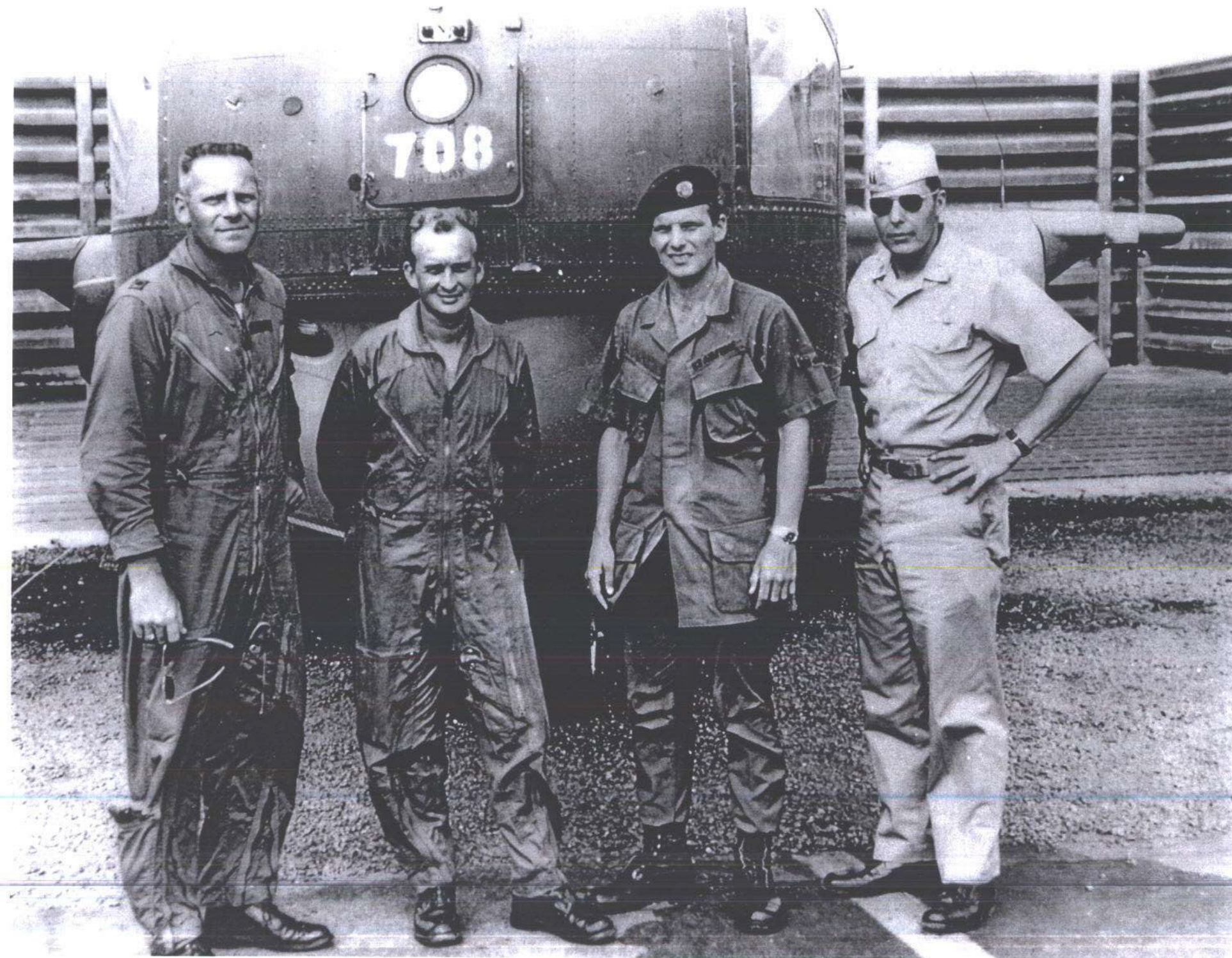
Talley participated in many more rescues before the end of his tour in Southeast Asia, but none more dicey than his first, for which he was awarded the Air Force Cross, the fifth PJ to earn that distinction. In the years since Vietnam, Talley lived up to his early promise. He later became a chief master sergeant and senior enlisted advisor in the Azores.

Published November 1990. For presentation on this web site, some Valor articles have been amended for accuracy.

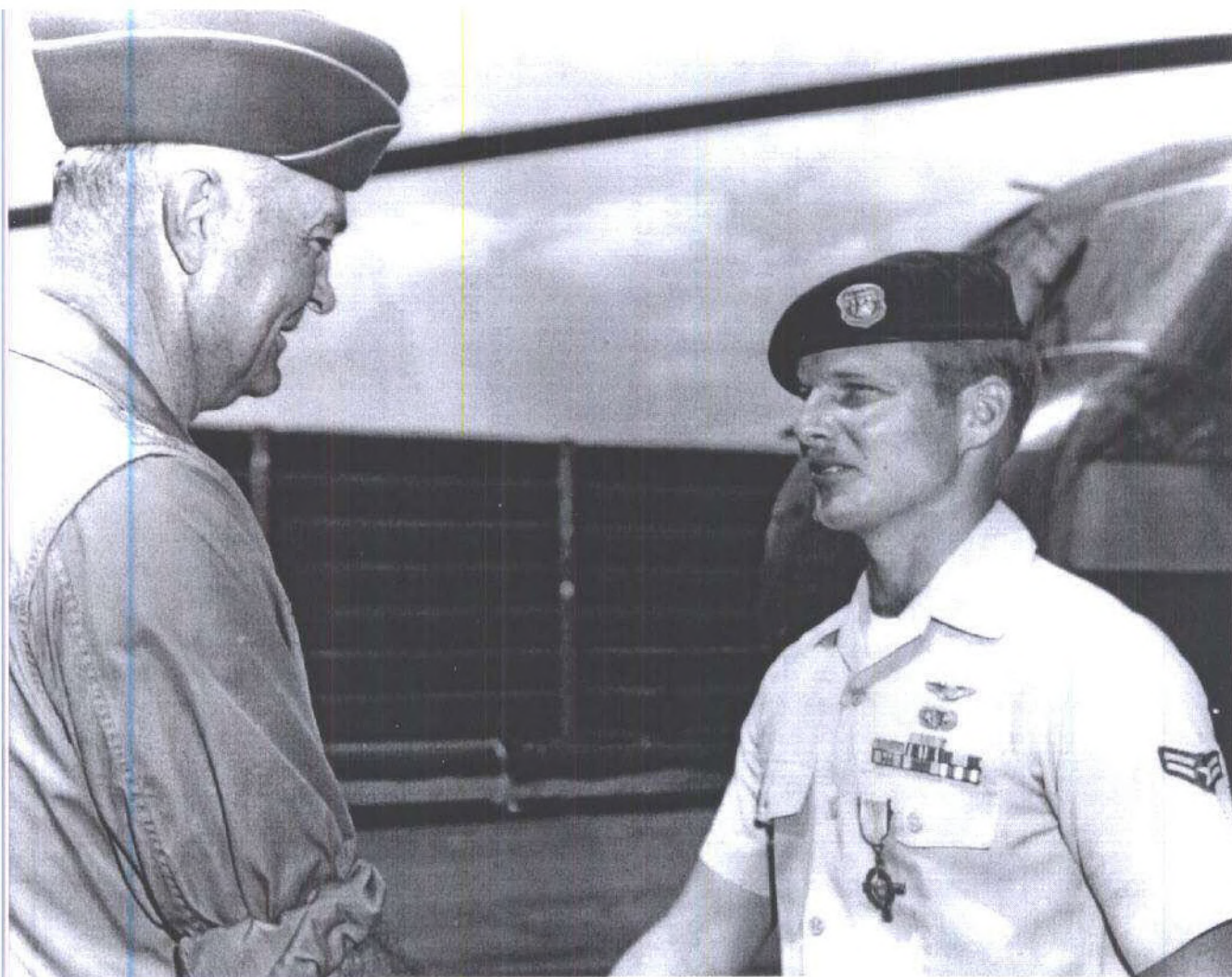
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TALLEY, JPL



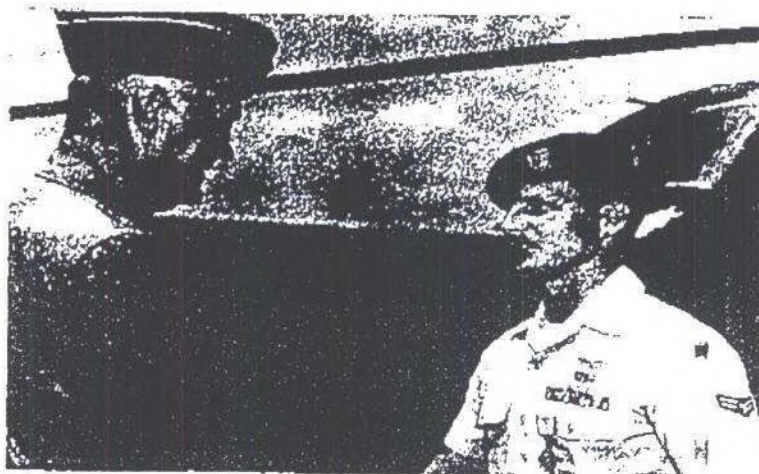
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PJ MUSEUM PHOTO

Finally, an H-3 penetrated the enemy defenses, and Airman Talley descended and located the injured pilot. While Airman Talley and the survivor were being hoisted, enemy fire raked the helicopter, leaving more than 40 hits. The aircraft immediately exited the area, dragging the two men through the trees on the hoist below. Both were successfully recovered. Airman Talley was later awarded the Air Force Cross.

General Howell M. Estes, Jr., presents the Air Force Cross to Airman First Class Joel E. Talley.



2 July 1968 -- Airman First Class Joel E. Talley, a pararescueman assigned to the 37 ARR Squadron, Da Nang AB, Republic of North Vietnam, on his first combat mission distinguished himself during a dangerous rescue mission near Dong Ha, North Vietnam. A downed F-105 pilot was injured and quickly surrounded by enemy forces who established a "flak trap" (antiaircraft gun positions) for the rescue forces. Rescue attempts on 1 July resulted in battle damage to an H-3. On 2 July another H-3 was heavily damaged and forced to withdraw. Another F-105 was shot down by ground fire attempting to soften a route for the rescue helicopters to retrieve the pilot.

SCOTCH 03 SAR
1 JULY 68 DOWNED
2 JUL 68 RESCUED

Rescuemen Snatch Pilot From Enemy's Grasp

By Sgt. Mark Fleisher

SAIGON — Lt. Col. Jack Modica, Birmingham, Ala., an F-105 Thunderchief pilot shot down during a strike mission, was rescued from the dense jungles of North Vietnam's panhandle following a 23-hour search and rescue effort. The rescue involved more than 100 sorties of tactical fighters, helicopters, forward air controllers (FACs) and command and control aircraft.

The Thunderchief pilot was shot down 17 miles northwest of Dong Ha late in the afternoon just across the demilitarized zone. Regaining consciousness after bailing out he established voice contact with rescue forces that had rushed to the scene.

Initial search and rescue efforts were suspended at night

fall because of the heavy ground fire and darkness.

At first light the next morning efforts to pick up the downed pilot were resumed but again were hampered by an intense barrage of enemy automatic weapons fire.

Air strikes were called in and O-2 Super Skymaster and F-100 Commando Sabre FACs directed 76 fire suppression sorties by Air Force, Navy and Marine Corps fighter-bomber aircraft.

In mid-afternoon, an HH-3E Jolly Green Giant rescue helicopter from the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB arrived on the scene. "When we got to the point where the F-105 pilot was hiding, we were met by four A-1 Skyraiders and two FACs."

(Continued On Back Page)

1968

In North Vietnam

Capt. Stretch Dalmores was on this rescue

Rescuemen Save F-105 Pilot

(Continued From Page 1)

said Coast Guard Lt. Lance Eagan, Old Saybrook, Conn., an exchange pilot attached to the Air Force. "The first two A-1s went in to pinpoint the location and they marked the area with smoke.

"I maintained radio contact with the Thunderchief pilot and he was very calm as he tried to direct us into position for the pickup. Then our flight engineer saw him in the undergrowth."

Sgt. Herbert H. Honor, Detroit, the flight engineer, commented, "I could see the man in the brush and guided Lieutenant

Ha. I counted 40 hits in the aircraft so I guess the enemy was intent on stopping us."

For both Airman Talley and the Jolly Green copilot, Maj. Robert, F. Booth, Peekskill, N.Y., it was their first rescue in Vietnam.

"I thought I would worry about what to do on my first mission," said Talley.

Eagan over the spot. There wasn't any ground fire at the time and we had to lower the pararescueman since the downed man was reported to have an injured back and would need assistance to get into the chopper."

The pararescueman, A1C Joel Talley, Farmland, Ind., who was lowered down the jungle penetrator hoist, said, "I found the man and got him strapped into the hoist and we started up into the chopper when the enemy opened up with automatic weapons fire."

mission, said Talley. It was kind of funny but I didn't have time to think about what happened until we were back safely at Dong Ha. It's a tremendous feeling to help someone."

Lieutenant Eagan continued, "We got the pararescueman and the pilot into the Jolly Green and then moved out. The pilot was brought to Dong Ha Hospital for observation and then to the Naval Support Hospital at Da Nang. When we got down on the ground at Dong

mary Report 1-3-65, 1 Jul 68

(C) At 0850Z, 1 Jul 68, Jolly Greens 27 and 31 were scrambled from Da Nang AB, RVN, to intercept an F-105 which had received battle damage and was heading for the Gulf of Tonkin. The F-105 pilot was unable to reach the sea and ejected northwest of Dong Ha, North Vietnam. Misty 41 (an F-100 FAC) had established a visual reference of the location of the F-105 pilot entering heavy forest. At 1045Z Misty 41 established voice contact with the survivor who stated he was injured. Spads 11, 12, 13, and 14, and Covey 171 arrived on scene and commenced a visual search for the survivor with Misty 41 assisting. Although the survivor's position had not been pinpointed, Jolly Green 27 was cleared for ingress because of the nature of injuries to the F-105 pilot. Jolly Green 27 was driven off by ground fire. Since he had disposed of external tanks it was necessary to depart the rescue area with Jolly Green 31 escorting. Back-up forces, Jolly Greens 29 and 22, were cleared for ingress at 1120Z. Jolly Green 29 approached the location of the survivor but sustained battle damage and was forced to withdraw temporarily. Jolly Green 29 made a second attempt to ingress the area but was again driven off by ground fire. Darkness had approached therefore all SAR forces were withdrawn for the night. On 1 Jul 68 at 2215Z Jolly Greens 24, 22 and 31 were launched for the rescue area. At 0045Z on 2 Jul 68, Jolly Green 24 departed the scene for refueling. Jolly Green 31 was cleared for an attempt at rescue at 0055Z but received extensive battle damage and was forced to withdraw to home plate. Spad 11 had received battle damage, lost oil pressure and crashed with the canopy in place. Jolly Greens 24, 22 and 31 were replaced by Jolly Greens 21 and 28 at approximately 0145Z. SAR forces were withdrawn temporarily while other missions were performed in the area. At 0700Z SAR forces (Jolly Greens 21 and 28), Spads 13 and 14, Sandy 3, 4, 5 and 6; and Covey 112) were reformed in the area of the survivor. Jolly Green 21 penetrated to the survivor's position at 0730Z, confirmed that help was essential, and lowered the rescue specialist. After a difficult ground search the survivor was located, placed aboard the forest penetrator with the rescue specialist, and hoisting into the helicopter began. As the penetrator departed the ground at 0745Z intense ground fire was experienced with resultant battle damage to the helicopter. Upon the penetrator clearing the trees a successful egress was made. Survivor was Lt Col Jack Medica Jr., 333rd Tac Ftr Wg.

CITATION TO ACCOMPANY THE AWARD OF

THE AIR FORCE CROSS

TO

JOEL E. TALLEY

The President of the United States of America, authorized by Title 10, Section 8742, United States Code, awards the Air Force Cross to Airman First Class Joel E. Talley for extraordinary heroism in military operations against an opposing armed force as Rescue Specialist on an HH-3E helicopter in Southeast Asia on 2 July 1968. On that date, Airman Talley volunteered to be lowered to the ground from a hovering helicopter into the jungle of North Vietnam to rescue an injured pilot, who had ejected the previous day. The downed pilot had parachuted into a concentration of North Vietnamese Army regulars who immediately surrounded him and set up gun positions to trap the forthcoming rescue helicopters. Four rescue attempts were driven off, and a supporting fighter aircraft was shot down by the devastating ground fire which encircled the survivor's position. Despite full knowledge of the well laid trap, Airman Talley voluntarily descended to search the jungle floor. After an extensive search he found the helpless survivor, carried him to the rescue device, and signaled the helicopter to commence extraction. While Airman Talley and the survivor were being hoisted, a fusillade of fire raked the helicopter scoring more than forty hits, forcing the helicopter to exit the area, exposing both airmen to hostile fire. The rescue was successfully accomplished. Through his extraordinary heroism, superb airmanship, and aggressiveness, Airman Talley reflected the highest credit upon himself and the United States Air Force.

SUPPORTING DOCUMENT #17