

FROM: Det 7, 38th ARRS (Capt Johnson)

SUBJECT: Mission 7-38-23-8306 (Narrative)

2 NOV 1968

TO: 3ARRGP

1. At 0142Z, 1 Nov 68, while returning from a routine airborne emergency scramble, Pedro 69 was notified by the tower that a critically injured patient was being held on the north ramp for immediate evacuation to the NSA Hospital located at Marble Mountain AAF, RVN. Pedro proceeded to the north ramp and accomplished the required onload of the patient and an attending nurse. The patient suffered from wounds of the chest and leg. The evacuation of the patient (PFC Steven P. Preston, Organization and Ser. No.: UNK) and his release to the NSA Hospital at 0155Z was accomplished with no difficulties. The nurse was returned to the north ramp and Pedro 69 terminated the mission at 0206Z.

2. The crew of Pedro 69 was as follows:

RCC:	Capt. Johnny R. Johnson	Det 7, 38th ARRS
RCCP:	Capt. Henry E. Hooke	Det 7, 38th ARRS
FE:	Sgt. Brian D. Morris	Det 7, 38th ARRS
PJ:	ALC Steven R. Tuttle	Det 11, 38th ARRS

3. This report is submitted IAW ARRS 55-2, 3ARRGPSUP-1.

Johnny R. Johnson
JOHNNY R. JOHNSON, Capt., USAF
Rescue Crew Commander

DECLASSIFIED

~~CONFIDENTIAL~~

1400 DCS 68-3106

AR00pc MNR no. 2

FROM: 370

6 November 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-110-8306) (U)

TO: 370

3rd ARRGp (JSARC)

IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1, dated 15 June 1968.
2. (C) At 0845Z, 1 Nov 68, Jolly Green 25 was scrambled from ground alert at Quang Tri by a phone call from Queen, stating that Ringneck 536 had ejected Feet Wet east of Dong Ha. Jolly Green 25 was airborne at 0850Z and proceeded to the area of the ejection. The area was further defined by Crown 6 as 040/11/109. Crown 6 was circling overhead of the area of ejection and informed Jolly Green 25 that there had been two good chutes and the survivors had been sighted in the water in close proximity to each other. Jolly Green 25 arrived on scene at 0900Z and found Australian Destroyer Perth circling the survivors and 1ST Holmes County alongside one survivor. Jolly Green 25 visually sighted both survivors and proceeded to make a water landing and pickup of one survivor. The P.J. was deployed to assist the survivor and both were safely recovered at 0905Z. Jolly Green 25 lifted off the water and turned to the area of the other survivor. It was determined that he had been recovered by a launch from the Holmes County while the initial recovery was in process. Jolly Green 25 established a hover over the Holmes County and lowered the hoist with the Navy seat attached. The survivor mounted the seat and was safely on board the helicopter at 0922Z. Jolly Green 25 proceeded to Da Nang with the two survivors and landed at 0947Z. Both survivors were in excellent condition. Crew coordination throughout the mission was excellent.
3. (C) The survivors' names were Marine Capt George S. Libbey (pilot) and Marine 1st Lt William H. Frizell (co-pilot). Their unit was PTA-334- MAG II, 1st BN.
4. (U) Crewmembers of Jolly Green:

JOLLY GREEN 25

RCG	Lt Col	Jacob T. Carville
RCGP	Capt	John L. Lenamon
FE	Alc	James A. Thibodeau
RS	Cpt	Thomas C. Winters

Jacob T. Carville
JACOB T. CARVILLE, Lt Col, USAF
Rescue Crew Commander

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

~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

DECLASSIFIED ~~CONFIDENTIAL~~

441

SUPPORTING DOCUMENT 8

33.

Summary Report 1-3-110-8306, 1 Nov 68

(C) At 0845Z, 1 Nov 68, Jolly Green 25 was scrambled from ground alert at Quang Tri by a phone call from Queen, stating that Ringneck 536 had ejected "Feet Wet" east of Dong Ha. JG 25 was airborne at 0850Z and proceeded to the area of the ejection. The area was further defined by Crown 6 as 040/11/109. Crown 6 was circling overhead of the area of ejection and informed JG 25 that there had been two good chutes and the survivors had been sighted in the water in close proximity to each other. JG 25 arrived on scene at 0900Z and found the Australian Destroyer Perth circling the survivors and the LST Holmes County alongside one survivor. JG 25 visually sighted both survivors and proceeded to make a water landing and pickup one survivor. The PJ was deployed to assist the survivor and both were safely recovered at 0905Z. JG 25 lifted off the water and turned to the area of the other survivor. It was determined that he had been recovered by the launch from the Holmes County while the initial recovery was in progress. JG 25 established a hover over the Holmes County and lowered the hoist with the Navy seat attached. The survivor mounted the seat and was safely on board at 0922Z. JG 25 proceeded to Da Nang with the two survivors and landed at CH 77. Both survivors were in excellent condition. Crew coordination throughout the mission was excellent.

(C) The survivor's names were Marine Captain George S. Libey (pilot) and Marine 1st Lt William H. Grizell (co-pilot). Their unit was PMFA-334, MAG II, 1st MAW.

(U) Crewmembers of Jolly Green:

Jolly Green 25

RCC	Lt Col	Jacob T. Carwile
RCCP	Capt	John L. Lenamon
FE	AlC	James A. Thibodeau
RS	Sgt	Thomas T. Winters

JACOB T. CARWILE, Lt Colonel, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

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37 ARRSQ, History, Oct - Dec 1968

CREW OF JOLLY GREEN 25
AND SURVIVORS OF RINGNECK 536

Bottom Row L to R: Lt Col Jacob T. Carwile, RCC;
1st Lt William H. Grizell, USMC; Capt George S.
Libey, USMC; Capt John L. Lenamon, RCCP. Top Row
L to R: AIC James A. Thibodeau, FE; Sgt Thomas T.
Winters, RS.

PHOTO FILE NAME RINGNECK 536



FROM: Det 6, 38ARRS

SUBJECT: Mission Narrative Report (Mission 6-38-20-8307)

TO: Det 6, 38ARRS (C) *SP*
38ARRS (38C)
3ARRGP (3JSARC) *LET 9 Nov 68*
IN TURN *B*

1. This report is submitted IAW ARRSM 55-2/3ARRGp Sup 1 dated 11 July 68.

guts!

2. JSARC notified Det 6 at 0835Z (1635L) on 2 Nov 68 of a downed OH-6 helicopter located 332 /42 NM from Bien Hoa. Due to having only one aircraft in commission, Pedro 95 (63-9714) launched solo and was airborne at 0848Z (1648L). We made contact with Air Force 01 FAC (Sidewinder 16) at 1655L who was orbiting over the scene. Also in the area were two UH-1 gunships, two OH-6's and a CH-47 in a high orbit. Pedro 95 arrived on scene at 1720L. One survivor was walking near the wreckage suffering light shock and possible fractures. The second survivor was pinned under the wreckage. Hover was established at 125' and ALC Ingulli was lowered through three layers of jungle canopy. Pedro 95 had 200' of 3600 lbs test nylon rope onboard. It was tied to a cargo tie down ring and the PJ carried it with him feeding it out as he went down on the forest penetrator. After directing the conscious survivor to lay down, the PJ tied the rope to the wreckage. An Army ground patrol arrived at this time and assisted Pedro 95 in lifting the wreckage enough so the survivor could be removed. To get directly over the wreckage the FE had to direct the helicopter to within five feet of tall trees that stood above the second layer of jungle. The survivor freed, the PJ asked for the stokes litter. The litter was sent down and the survivor brought aboard. Communication with the ground was relayed from the Army patrol radio via FAC, to Pedro. The PJ had two radios with him and all though they had ground checked OK earlier in the day, he was now unable to receive. The PJ felt that the condition of the survivor was so grave that minutes could mean the difference in life and death. He requested we leave him and the other survivor in the jungle and rush the man on board to medical aide. It was growing dark and we didn't want to risk leaving them in the jungle all night, but on the PJ's insistence we left for Quan Loi, a Med evac hospital 18 NM northeast of the crash site. Arrived there at 1820L and off loaded the critically injured pilot. We refueled and returned to the crash scene, arriving at 1845. By this time it was completely dark. The PJ had been administering first aid to the second survivor. The ground party reported movement around them in the jungle. F-100 strikes were being called in so close that dirt and debris were falling on our PJ, the second survivor, and the Army patrol. We advised the support aircraft that we were coming in and at 500' altitude we would turn off all lights going in blacked out. The PJ set off a M-13 Flare, we followed it down to a hover and lowered the penetrator to the PJ's flashlight. He placed the second survivor on and he was brought aboard. The penetrator was lowered again and ALC Ingulli finally allowed himself to be brought up. We were hovering at max power, the lights were left off until 800' of altitude was obtained. We learned from the survivor that they had been downed by hostile ground fire in the area.

We had hovered in the area a total of one hour, 45 minutes for the first rescue and 15 minutes for the second. We returned to Quan Loi with the second survivor, arriving at 1925L. We departed for Bien Hoa at 1930L. Ten miles NW of Bien Hoa flying at 4500' altitude we encountered cloud layers and began a descent. At 3500' tracers were observed coming toward the aircraft. Pedro started an ascent until clear of the area. Arrived at Bien Hoa 2005L. Weather enroute and target both were VRF 4500 foot broken more than 15 miles visibility. All coordination between the UH-1's OH-6's, Sidewinder 16 and Pedro 95 was carried out in the highest professional manner. Sidewinder 16, in directing the supporting airstrikes and coordinating the rescue efforts, deserves much of the credit for the successful completion of this mission. Two combat saves; three sorties, 3.1 hours flying time, one mission.

3. Det 6, 38ARRS personnel participating in the mission were:

RCC	1st Lt John F. Kolar ✓
RCCP	Capt Harvey B. Bell
FE	SSgt James P. Baldwin
PJ	A1C Charles R. Ingulli Jr.

John F. Kolar

JOHN F. KOLAR, 1st Lt, USAF
Rescue Crew Commander

Mission 6-38-20-2 November 1968

At 1635 Detachment 6 was notified that an US Army OH-6 had crashed 42 Nautical Miles Northwest of Bien Hoa Air Base, Republic of Vietnam. Pedro 95 was launched at 1648 and navigated to the area arriving at 1720. The Forward Air Controller reported that one crewmember was pinned under the wreckage. The Pararescueman, A1C Charles R. Ingulli Jr. was lowered to the wreckage and carried with him a coiled rope which had one end tied to the cargo tiedown in the helicopter cabin. The other end was tied to the downed helicopter an attempt was made to lift the wreckage off of the injured pilot. The attempt was not successful. Airman Ingulli started to chop the metal away to free the pilot and was assisted by an arriving US Army patrol. The combined efforts of the helicopter lifting, the persons lifting and chopping of the metal freed the pilot. He was loaded into the wire Stokes Litter and hoisted into the rescue helicopter. Airman Ingulli directed the pilot to proceed immediately to a hospital due to the seriousness of the injuries to the man. The injured pilot was taken to a hospital at Quan Loi, Republic of Vietnam. During the landing at the hospital a failure of the right main landing gear strut occurred. The damage was assessed and it was decided to continue the mission. The helicopter returned to the crash site and the other survivor of the crash and the pararescueman were hoisted aboard. The second crewmember was taken to the hospital and Pedro 95 returned to Bien Hoa Air Base, Republic of Vietnam at 2005. Two combat saves were credited to Detachment 6.

2 NOV
68

2 NOV

Saturday

0700 AIC Ingulli - 1st alert - Med. + Surv. Equip. Checked
RCC Lt. Kolar - Capt Bell

FE SSgt Baldwin

My last alert before I go TDY to Denang
for 29 days. When I come back I'll
have less than 20 days - I hope!

General McConnell was on base yesterday

Got my Hero Comrade award!

*Last night the bombing halt went into effect
at 2200 hrs. - Yesterday morning Saigon
and TSN was hit ~~28~~ killed.

* 1650 Notified of an Army Chopper crashed (LCH-6)
Loaded Chopper & fueled

On the way an Army Dust-off tried
to take mission away from us - but
in so many words we told him we
had the capabilities.

The FAC directed us in and we spotted
the wreckage between two smoke bomb
signals. (FAC pilot had informed us that
the one person was pinned under the
crash, so we had our ropes & crash
entry kit ready when we arrived)

A snap link was attached to the end
of the rope so all we had to do
was snap in to the tie down ring
on the floor of the chopper.

I went down on the Forest penetrator with
my med. kit, crash entry kit, and the
rope. The Bird Nest wrapping of the
rope made it easy to uncoil as I
went down. In fact it worked
"Great" - just as advertised!

Before I reached the ground I spotted the crash site & one survivor. I dropped the rest of the rope and the crash entry kit in his area.

After I reached the ground the survivor (crew member) showed me where the body of his pilot was - under the chopper still strapped to his seat. The crew member was able to walk and helped pull out his pilot but complained about pains in his shoulder & leg. I was amazed how little visible injury was incurred on him when I checked him later.

I tied the rope around a point on the wreckage and tried to radio back to Pedro we were ready to lift. (Seat straps were undone except for one which we finally found later & cut) Neither my 60-P or RT-10 was able to give us communication. 60-P was completely dead and the RT-10 was all static. Lt. Kolar could hear me and tried to ~~answer~~^{answer} me through his public address system. But I couldn't understand him. I then gave hand signals for him to move up.

With Pedro pulling the ~~survivor~~ and
id push & pulled but couldn't manage
the body loose. At this point ground
troops moved into our area and gave
us a hand. With this help plus
using the crash entry kit we were
able to pull the pilot out from
underneath the chopper.
I decided to relay all messages
to Pedro via the FAC using the
ground troops radio.

While I was asking for the Stokes litter
~~the~~ an army troop gave M to M Resuscitation
to the pilot. He looked as if he responded
and I found he still had a weak pulse.
The pilot had had laceration around the
facial ~~area~~ and head area. I expect
there was much internal bleeding & damage.
We loaded him on the Stokes & gave the
signal to hoist. I decided ~~the~~ time
was most important to him so I radioed
to Radio to go ahead & leave so Pilot
& could get immediate attention. I tried
the RT-10 again but some static, so
continued to use army's radio.

At this time, ~~we~~ with the help of
the Army personnel, I made a closer
inspection of the survivor and found
only bad bruises & possible broken
leg. I put a leg pneumatic splint.
He had a small laceration on his right
leg, but he had put a small field
bandages on that already - the bleeding
was controlled. I wanted to start
an I.V. in case shock set in later.

Even though his pulse was good
I had a hard time ~~to~~ getting veins
to show. I put the needle in
several times only to have
swelling appear - missed vein. I
decided the guy had enough of being
a pin cushion plus I noticed the
I.V. tube was pinched and the
I.V. flow was not normal. The
guy looked really good so I decided
not to continue. Boy did you
blow it!

During this time an F-100 strike was called in and we took cover from the falling ~~debris~~ debris. We also checked all radios to see if any beepers were on - None! It was becoming dark and we thought we all would be there all night. We didn't dig the idea too much, especially with strange noises coming from the woods & brush. One high pitch sound continued - which worked on our minds - I still don't know what that was.

I gathered my equipment to be ready for a pick-up - hoping it would be soon.

The radio man said they may fly in to pick up the crashed LCH-6 - That didn't make any sense to us!

Finally FAG told us to light a yellow smoke bomb - again I ~~was~~ thought what in the world - no one will see that in the dark. I told the radio

man I had two Mark-13 night flares. ~~The~~ The FAC then asked to light one. - he spotted it and asked to light another one for PEDRO. We could hear Pedro up there but couldn't see him. I lit the second flare and out of nowhere Pedro appeared. Right on target. My flare went out but left a small flame burning to use as a marker. after that we used a flash light. The penetrator was right on target. First went the survivor and then I went up. Half way up the crash entry but snagged a tree & I lost it. (Suzuki, you blew it again)



Air Force News

Vol. 4, No. 50

HQ., SEVENTH AIR FORCE

Dec. 18, 1968



'That's Where They Were'

An HH-43 Huskie helicopter crew is all smiles as they show on a map where two downed Army fliers were rescued 42 miles northeast of Bien Hoa. The men are (from left) A1C Charles R. Ingulli Jr., Capt. Harvey B. Bell, SSgt. James P. Baldwin, and 1st Lt. John F. Kolar.

Rescueman Earns Silver Star, Then Saves Two More Pilots

BIEN HOA—A1C Charles R. Ingulli Jr., of Glen Rock, N.J. likes to celebrate in a big way. He recently received the Silver Star for "gallantry in action" from Air Force Chief of Staff, Gen. John P. McConnell. Less than 24 hours later he celebrated



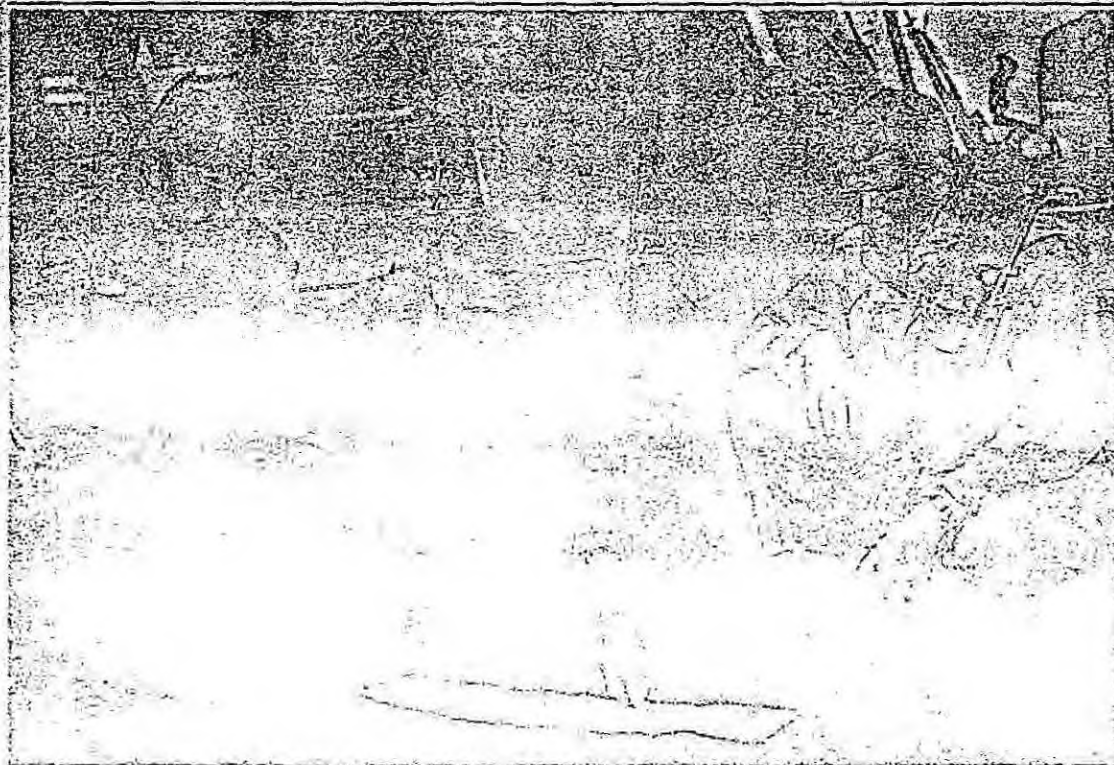
Air Force News



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HQ., SEVENTH AIR FORCE

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Rescueman Earns Silver Star, Then Saves Two More Pilots

BIEN HOA—A1C Charles R. Ingulli Jr., of Glen Rock, N.J. likes to celebrate in a big way. He recently received the Silver Star for "gallantry in action" from Air Force Chief of Staff, Gen. John P. McConnell. Less than 24 hours later he celebrated

by adding two more "combat saves" to his record in a rescue action 45 miles northwest of here.

Airman Ingulli, a PJ (pararescueman) with Detachment 6, 38th Aerospace Rescue and Recovery Squadron, was awarded the Nation's fourth highest decoration for valor during a ceremony at Bien Hoa. The award was made for his rescue of a seriously injured Air Force pilot in February.

The day after receiving his award, Airman Ingulli was on alert with three other members of an HH-43 "Pedro" rescue helicopter crew at Bien Hoa.

The alarm sounded, an Army OH-6 "Dumble Bee" observation helicopter had gone down in the jungles 45 miles northwest of Bien Hoa. It was shortly after 4:30 p.m. when the "Pedro" crew, commanded by 1st Lt. John F. Kolar, Prague, Okla., scrambled. Less than 30 minutes later they were hovering above the crash scene.

Airman Ingulli had to be lowered 125 feet to the crash site by a cable because of the dense cable-canopied jungle growth. Below an Army pilot lay pinned under the wreckage.

"As I went down the penetrator I fed out 100 feet of rope I would need to anchor the trapped man," he recounted. "As I hit the ground I saw another crewman walking around in a daze."

The airman brought the dazed man to safety and then quickly tied the nylon rope to the helicopter wreckage. He then called for Lieutenant Kolar to lift off.

"Things started looking pretty bad as the chopper couldn't get that little extra budge I needed," said Airman Ingulli. "Then an Army patrol arrived on the scene and we got the man out." With the soldiers and Ingulli pushing and the chopper pulling—the "bug of life" was won.

The "Pedro's" flight engineer, SSgt. James P. Baldwin, La Porte, Ind., then lowered a Stokes litter (a basket-type stretcher) to the ground in order that the injured Army pilot might be lifted to safety.

While the 10-man Army patrol quickly set up a perimeter defense, Airman Ingulli decided to remain on the ground with the second Army crewmember—who also required medical care. He advised Lieutenant Kolar, who had remained in a hover over the area for 45 minutes to rush the more severely injured Army pilot to the hospital. Ten minutes later the HH-43 was at Quan Loi.

"When the chopper left it looked like a long night ahead for the rest of us on the ground," recalled Airman Ingulli. "As it got dark we could hear noises around us and were positive there were enemy elements nearby."

After leaving their patient at Quan Loi, Lieutenant Kolar returned to the scene despite the darkness. Lieutenant Kolar, Sergeant Baldwin and the rescue chopper's co-pilot, Capt. Harvey B. Bell, Valparaiso, Fla., were back on the scene 20 minutes later. Awaiting Army "Gunships" before going into their in-place hover, the "Pedro" crew lost sight of the survivors.

Moments later Airman Ingulli lit a flare to guide the "Pedro" to its hover point and the pararescueman and injured Army crew member, who had suffered a broken leg, were safely aboard the aircraft.

A1C Ingulli, PJ, Wins Silver Star in SEA

BIEN HOA (7AF)--A1C Charles R. Ingulli, Jr., a PJ with Det 6, 38th ARRSq, recently received the Silver Star for "gallantry in action" from Air Force Chief of Staff, Gen John P. McConnell. Less than 24 hours later he celebrated by adding two more combat saves to his record.

The day after receiving his award, Ingulli was on alert with three other members of an HH-43 crew.

The alarm sounded; an Army CH-6 "Bumble Bee" observation helicopter had gone down in the jungle 45 miles northwest of Bien Hoa. It was shortly after 4:30 p.m. when the Pedro crew, commanded by 1st Lt John F. Kolar, scrambled. Less than 50 minutes later they were hovering above the crash scene.

Ingulli had to be lowered 125 feet to the crash scene because of the dense double-canopied jungle growth. Below, an Army pilot lay under the wreckage.

"As I hit the ground," Ingulli recounted, "I saw another crewman walking around in a daze." He brought the dazed man to safety and then quickly tied a nylon rope to the helicopter wreckage. He then called for Kolar to lift off.

As night closed in the Pedro strained upwards, trying to lift the wreckage off the injured pilot. An Army patrol arrived. Ingulli and the soldiers pushed while the Pedro pulled--and the tug of life was won.

The Pedro's flight engineer, SSgt James P. Baldwin, then lowered a litter to the ground to lift the injured Army pilot to safety.

The 10-man Army patrol quickly set up a perimeter defense. Ingulli decided to remain on the ground with the second Army crew member, who also required medical care. He advised Kolar, who had remained in a hover for 45 minutes, to rush the more severely injured man to the hospital.

"When the chopper left it looked like a long night ahead for the rest of us," Ingulli remembered.

After leaving their patient at Quan Loi, Kolar decided to return to the scene despite the darkness. Kolar, Baldwin and the co-pilot, Capt Harvey B. Bell, were back on the scene 20 minutes later. Awaiting Army gunships before going into their in-place hover the Pedro crew lost sight of the survivors.

Moments later Ingulli lit a flare to show the Pedro to its hover point, and the PJ and injured crewmember, who had a broken leg, were taken safely aboard the chopper.

For Ingulli, who now has four of the 1400 combat saves by members of the 3rd Gp, it was the second eventful day in a row.

CONGRATULATIONS...

CAPT BILLY J. JOHNSON, formerly with Det 9, 38th ARRSq, and now with Det 12, CARRC, who earned an Air Force Well Done Award. He and his crew were practicing autorotations in their HH-43 near Pleiku on March 13, when the Pedro's rotor system failed. This caused severe directional oscillations making controlled flight difficult. In spite of their problems, Capt Johnson and crew managed to bring the bird down safely.

MAJ JUAN H. MIGIA, and welcome aboard. Maj Migia, a 12-year Air Force veteran and HH-43 pilot, recently assumed command of Det 13, 38th ARRSq at Phu Cat AB, RVN.

ARRS MAINTENANCE AWARD WINNERS. SMSGT JOHN C. BRECKENRIDGE, Det 5, AARRC, is a double winner. He is the ARRS LBR Maintenance NCO of the Year and went on to claim the title of MAC Services Maintenance Man of the Year. In his letter of 4 Nov, Maj Gen W.H.Reddell, DCS/Materiel for MAC, explained that these awards recognize "outstanding performance, superior leadership, management and personal accomplishment." The ARRS commander, Gen Brooks, added in a personal message: "It is a privilege to have you as a member of this command." A1C ROBERT E. BALLEY, III, Det 15, EARRC, in the same competition, was named ARRS LBR Maintenance Airman of the Year. The LBR Unit of the Year is DETACHMENT 11, EARRC.

Sikorsky to Award Winged-S

Any ARRS helicopter pilot who has at least 1,000 hours at the controls of a particular Sikorsky helicopter is eligible for Sikorsky's "Winged-S", according to a company spokesman.

The award, open to military and civilian pilots, is a blue and gold lapel pin bearing Sikorsky's Winged-S symbol and the inscription "1,000 hours".

It is retroactive to cover pilots whose flight hours date back to the helicopter's pioneer days.

Eligible pilots can apply through their local field service rep, or by writing to the Field Support Manager, Product Support Department, Sikorsky Aircraft, Stratford, Connecticut.

DECLASSIFIED

~~CONFIDENTIAL~~

FROM: Det 7, 38ARRS/Capt Johnson

5 NOV 1968

SUBJECT: Mission 7-38-25-8309 (Narrative)

TO: 3ARRGP

1. (C) At 0558Z, 4 Nov 68, Det 7, 38ARRS was advised by the 903rd Air evac Squadron that a C-130 was landing at Danang with two critically injured patients on board. They both required immediate evacuation for Medical attention. Pedro 69 immediately proceeded to the north ramp and unloaded the two patients and a Security Police guard. The patients were both suffering from multiple gunshot wounds. The patients, two NVA soldiers, and their guard were flown to the NSA Hospital at Marble Mountain AAF, RVN. They were released to the NSA Hospital at 0620Z. Pedro 69 and crew returned to the Det 7 helipad and terminated at 0630Z. Two non-combat saves were recorded.

2. (U) The crew of Pedro 69 was as follows.

RGC: Capt Johnny R. Johnson	Det 7, 38 ARRS
RGCP: Capt John E. Murray	Det 7, 38ARRS
FE: SSgt Keith L. Brown	Det 7, 38ARRS
PJ: AIC Nicholas Gala	Det 9, 38ARRS

3. This report is submitted IAW ARRSM 55-2, 3ARRGP Sup-1.

Johnny R. Johnson
JOHNNY R. JOHNSON, Capt, USAF
Alert Crew Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

446

SUPPORTING DOCUMENT 9

36.

Summary Report 1-3-111-8310, 5 Nov 68

(C) At 0715Z, 5 Nov 68, Jolly Greens 32 and 04 were scrambled from ground alert at Quang Tri by phone call from Queen, stating that Hellborn 228-2 had ejected "Feet Wet" East of Dong Ha. Both aircraft were airborne at 0720Z and proceeded to the area of the ejection. The survivor used his URS-10 radio to supply UHF/DF homing signals and it worked very well. Jolly Green 32 visually found the downed pilot and made a water landing 20 feet away from him. The PJ was deployed to assist the survivor and both were safely in the Jolly Green at 0736Z. The survivor was in excellent condition and was flown to Da Nang for a medical examination and then returned to Chu Lai, his home base.

(C) The survivor's name was (Marine) Capt James R. Hammett III, 092717

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 32

JOLLY GREEN 04

RCC	Capt	John D. Oliver	RCC	Capt	Jerry M. Griggs
RCCP	Major	Paul B. Davis Jr.	RCCP	Capt	Vincent A. Ziccardi
FE	TSgt	Jerome M. Casey (NKP)	FE	TSgt	Arthur L. Ambrose
RS	MSgt	Glenwood G. Wilkinson	RS	ALC	William Jennings IV

JOHN D. OLIVER, Captain, USAF
Rescue Crew Commander

CONFIDENTIAL

SNOW 68

Pilot's Rescue A Record

DA NANG — The 37th Aerospace Rescue and Recovery Squadron here recorded their 422nd combat save of the Vietnam War recently as a rescue team led by Capt. John D. Oliver, Marietta, Ohio, rescued U.S. Marine Capt. James R. Hammett off the northernmost coast of South Vietnam.

"I was flying a routine mission when I heard a loud explosion and my controls went stiff and then dead," recalled Captain Hammett. "I headed toward the water near Dong Ha and when I couldn't regain control of my aircraft, I punched out."

Within minutes, the Jolly Green Giant helicopter sighted the downed pilot floating in his raft.

"When I saw him in the raft, we decided to land on the water near him," noted Captain Oliver. "Meanwhile the pararescueman (MSgt. Glenwood C. Wilkinson, Ft. Walton Beach, Fla.) slipped on his 'wet' suit."

Sergeant Wilkinson swam out to the raft and checked the pilot. Hammett for possible injuries, then the helicopter crew pulled both men aboard and headed for Da Nang AB.

"This was my third rescue and the smoothest yet," commented Oliver. "Hammett knew exactly what to help us

FROM: Det 7, 38ARRS/Capt Henderson

8 NOV 1968

SUBJECT: Mission 7-38-28-8313 (Narrative)

TO: 3ARRGP/JSARC *LEH*

1. Detachment 7 was notified at 0710Z by the 903rd Medevac Squadron that the NSA hospital required an immediate air evacuation of a critical patient from their hospital to the Danang AB south ramp area.. The patient, suffering from complete renal shut down due to multiple shrapnel wounds in the abdomen and legs, was to be loaded on a waiting C-130 for transfer to an advanced medical facility. The crew departed Danang at 0715Z and landed at NSA at 0720Z. The patient was brought to the airplane via litter and on-loaded. The Pedro 93 crew departed NSA at 0722Z. A landing was made at the tail of the C-130 where a medical team took over care of the patient at 0730. The C-130 departed immediately. The Pedro crew returned to the alert pad and terminated at 0745. The identity of the patient was undetermined, except for the fact that he was a soldier. Determining identification of medevac patients is often difficult due to the communication problem between this unit and the outlying hospital facilities. Total flying time on this mission was 30 minutes with 3 sorties. Weather was not a factor.

2. The crew of Pedro 93 was as follows:

Capt Robert S. Henderson, RCC, Det 7, 38ARRS.
Capt John E. Murray, RCCP, Det 7, 38ARRS.
Sgt Brian D. Morris, FE, Det 7, 38 ARRS.
AIC Charles R. Ingully, PJ, Det 6, 38ARRS (TDY)

3. This report is submitted IAW ARPSM 55-2, 3ARRGP Sup-1.

Robert S. Henderson
ROBERT S. HENDERSON, Capt, USAF
Rescue Crew Commander

FROM: Det 7, 38ARRS/Major Holley

9 NOV 1968

SUBJECT: Mission 7-38-29-8314 (Narrative)

TO: 3ARRGP/JSARC *LLG*

1. Detachment 7 was notified at 0400Z, 9 Nov 68, by th 903rd Medevac Squadron that a critically injured patient was inbound on a C-130 Medevac aircraft. Pedro 69 scrambled at 0405Z, and met the C-130 on the Danang AB north ramp at 0415Z. The patient was E-3 John Mendoza, US67138501, Unit unknown. He was suffering multiple wounds, principally a direct hit by a 106-MM type weapon in both legs. The patient and a medical technician were loaded on Pedro 69 from the C-130, and the crew attempted to transport them to the 95th Evac Hospital. The weather at the field was 700 broken, 2000 broken, 8000 overcast with rain showers. Ceilings lowered as the crew proceeded toward the 95th Evac Hospital, and weather was down to zero-zero due to heavy rain and a dense fog bank when still over a mile from the hospital. The Rescue Crew Commander elected to proceed to the NSA Hospital, Marble Mountain, AAF, RVN which was still open. The patient was delivered to the NSA Hospital at 0430Z. Pedro 69 and crew returned to the alert pad in steadily worsening weather. Total flying time for the mission was 0.5 hours with 3 sorties. The weather, a combination of very heavy rain, low ceilings, and fog was a factor in the mission.

2. The crew of Pedro 69 was as follows:

Major Keaver Holley III, /RCC/Det 7, 38ARRS
Capt John E Murray/RCCP/Det 7, 38ARRS
SSgt William P. Owens, /FE/Det 7, 38ARRS
AIC Edward A. Deshae/PJ/Det 12, 38ARRS

3. This report is submitted IAW ARRSM 55-2, 3ARRGP Sup-1.

Keaver Holley III
KEAVER HOLLEY III, Major, USAF
Rescue Crew Commander

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25
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DECLASSIFIED

WHEN THE ATCHS ARE WITHDRAWN OR NOT ATTACHED

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: 400 (Major Jones/2687)

12 November 1968

SUBJECT: Mission Narrative Report (#02-03-066-8314)

TO: Operations Officer
Commander
3ARRGP (JSARG) *JS*
IN TURN

Classified by *mb*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 14*

1. (U) This report is submitted in accordance with ARRS 55-2/3ARRGPSUP 1, dated 11 July 1968.

2. (C) On 9 November 1968 Jolly Green 68 and 71 were on airborne alert in the Alpha Orbit area covering F-4 and F-105 strikes. At 1350 local a mayday was received that an aircraft had been hit and the crew had ejected over the PDJ. The location was 1929N, 10314E in the center of an intense Triple A area. Initially there was confusion as to the number of crewmembers that had gone out. It was subsequently learned that Ringo 04, an F-4, had been hit by a 37MM and the rear seater had ejected. The pilot was unable to get his seat to fire, and had regained control of the aircraft and returned to Udorn. Firefly 23 and 24 had been acting as FAC for Ringo flight and were capping the survivor. They reported that he appeared to be in satisfactory condition. Sandy 03 then took control of the mission and directed Jolly Green 68 and 71 to hold approximately 10 miles north of the site. Orbit was established in this position at 9300 feet MSL using an 8000 feet broken cloud layer as protection from ground fire. Ringo 04 advised that he had landed in a pasture and that there were enemy troops throughout the area, with a large concentration coming toward him from the east. Firefly 23 and 24 used strafing passes to repel the troops while Sandy 03 called for "fast movers" and additional Sandies. Between 1415 and 1545 approximately six flights of fast movers were put into the area. Intense 37MM, 14.5MM and 12.7MM fire was encountered on most of the passes and some of the guns were knocked out. Additional strafing passes were made on the troops, who were now approximately 200 yards east of Ringo 24, to hold them back. At 1500 Jolly Green 68 and 71 moved to a position 30 miles north of the survivor where they refueled from Crown 02. Both aircraft were back into position at 1525, 10 miles north of the survivor. At 1545 Ringo 04 advised that the enemy troops were closing in and firing, and if he was going to be picked up, it would have to be now. Sandy called for Jolly Green 68 and briefed the pickup. A heavy smoke screen would be laid just to the east of Ringo 04 - the wind was from the east - and Jolly Green 68 would fly a final approach from the west. In addition to the smoke, the sun would also provide masking during the approach. Jolly Green 68 started into the area at 9000 feet. Approximately 5 miles from the survivor intense ground fire was encountered on both sides and to the rear of the aircraft.

~~CONFIDENTIAL~~

Gp-4
Downgraded at 3 yr intervals
Declassified after 12 yrs

(THIS PAGE IS CONFIDENTIAL)

400-0049

The Day We Lost the Hoss.

By Thomas E. (Tom) Lee
Version 1.0, November, 1998
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This is the account of the loss of Forward Air Controller Edward "Hoss" McBride, call sign RAVEN 30, on November 27, 1968 in Savannakhet Province, Laos. It captures the drama as experienced by the players who were fighting the "Secret War" in Laos late in November of 1968. It varies significantly from the version of his death in Christopher Robbins' book, "The Ravens".¹ The Internet tribute to "Major McBride, The Singing FAC" on the Air Commando Association (ACA) Home Page profoundly influenced my finishing this paper as did the fact that the McBride children were searching for more information concerning their father and his activities in Laos.² I knew I could provide some of that information. Hoss McBride and I developed a close friendship during his five months at Savannakhet. We flew together, worked together and partied together. However, some of my most memorable memories of Hoss were the long talks he and I shared late at night. I took his loss very hard.

This article is an extract from my on-going personal memoir project concerning my experiences in the Secret War in Laos in 1968-1969 while serving as a Project 404 Intelligence Officer.³ One of my duties was to support the RAVEN Forward Air Controllers (FAC) in Military Region Three (MR3) in South Laos.⁴ The core of this account is my personal memories of that day at the AIRA Site in Savannakhet.⁵ Into these personal recollections, I have interwoven important details drawn from a variety of other sources.⁶ The dialogue is representative and may not be actually what was said. However, it captures the flavor of the exchanges that would have occurred. This story is not yet complete. Further documenting of the drama and the players continues and should enrich the details. But it will not change the basic facts presented here.

Regretfully, the article is not contextually complete. Were the complexities of the the political, military and organizational situation in Laos discussed, it would be at least twice the present length. Therefore, much of the big picture setting of the event has been sacrificed for brevity.⁷ The focus is on a single day's activities concerning a single person's mission in the operational war. None of the known details of the November 27, 1968 incident have been omitted. The footnotes are integral to the article and provide additional information for the reader's better understanding of the events. If the reader is unfamiliar with the Laotian aspect of the Vietnam War, a review of the glossary before reading the article may be useful. It will introduce a rather unique lexicon of terms, phrases and codes used during the war.

1. See "The Ravens." By Christopher Robbins, Crown Publishers, New York 1987. pp 81-82. It is a challenge to dispute the mythology surrounding the demise of a colorful character like Hoss McBride. As a chronicler, Chris Robbins recorded stories provided to him. In the case of the "Candy Bomber of Laos", many of the events recounted in the Robbins' book did occur but not at the same time, nor did they contribute to his untimely death. While flying with Hoss, I experienced a number of these events from the back seat "sunroom" of the O-1.

2. See <http://home.earthlink.net/~aircommando1/mcbride.html>. Until reading this tribute in August, 1998 I did not know what happened to Hoss after NKP. During my research, I learned that his remains were flown from NKP to Udorn by Air America. After a formal medical review, he was

shipped back to the States for burial. Hoss is buried in Hattisburg, Mississippi.

3. In mid -1966, the U.S. Department of Defense began Project 404, a covert augmentation of Deputy Chief Military Assistance Command, Thailand (DEPCHIEF) and the U.S. military attaches in Laos. Under the program about 120 USAF and USA personnel were administratively assigned to DEPCHIEF in Thailand but served in Laos. DEPCHIEF was the unclassified cover for Military Assistance Command, Laos.

4. In October, 1966 the U.S. began to station USAF Forward Air Controllers (FACs) in Laos using the call sign of RAVEN. RAVENs were volunteer FACs with previous Vietnam experience. They were in TDY status and administratively assigned to WATERPUMP (Det 1, 56 SOW) at Udorn.

5. The AIRA Site was a USAF-manned operational site at Savannakhet that supported the US Embassy target validation activities, the RAVEN FACs in MR3, and direct support to the RLAF T-28Ds, plus other sundry activities. The site had an extensive communications suite including a broad spectrum of radios (FM, HF, VHF, and UHF), secure voice and message capability, non secure microwave telephone to the US military network in Thailand as well as a Savannakhet-based "telephone company of about 50 subscribers". The communications suite operated around the clock, 7 days a week. The site had various call signs including TEXAS, CAPETOWN, and SMOKEY during 1968-1969. There were approximately 20 USAF personnel manning the site. They included the legal Assistant Air Attache, and the "black" (covert) personnel. All black personnel were "rankless civilians" referred to as Mister. There were approximately four officer "misters" (AOC Commander, 2 FACs and the Intelligence Officer). The remainder were enlisted "misters". Their skills included administration, communications, maintenance (air and ground), supply, flight line support, EOD and medical. All covert personnel wore civilian clothes as mandated by the U.S. Embassy. Our cover was exceptionally thin, and was not of the "sheep dipped" variety of people seconded to the CIA. Nevertheless we made it work. Occasionally, I used the CIA for cover when I met former Air Force friends in Thailand to hide our activities.

6. William Forsyth of Joint Task Force - Full Accounting (JTF-FA) at the U.S. Pacific Command (USPACOM) provided invaluable logs to tell the SAR story as well as maps that allowed me to relocate the crash site. Charles Buckley, a former Det 1, 56 SOW medic at WATERPUMP, who flew with Hoss in Northern Laos, confirmed accounts concerning the crash effects. Captain Lee Gossett, the Continental Air Services Inc. (CASI) pilot that flew the Beech Baron over the crash site, recounted his memories of the event.

7. The sources in the bibliography provide corroborative information and are useful reading for a broader context of Laotian events.

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November 27, 1968 Savannakhet Laos

The day began like many others. Hoss McBride is up early as usual. He fires up a fresh cigar and heads for the bathroom. I awake to the smell of cigar smoke. How can he smoke one of those things so early in the morning? Hoss clumps down the hall and descends the stairs to the first floor. Jungle boots make such a sweet sound on wooden floors. That is my signal to get up and dress. I am still tired from the Air America crash earlier in the week.⁸ The target validation fiasco with MOONBEAM last night didn't help either. Maybe it was a new guy on the ABCCC who sent just a coordinate for validation.⁹ Normally the night guys are real good; it could have been a bad night for them too. I visit the bathroom for a quick shave and follow McBride down to breakfast. Mr Hai, our venerable Vietnamese cook, brings in the coffee pot so we can jump start our hearts.¹⁰ He takes our orders for eggs - a stirring motion means scrambled, a flip of the hand means fried over easy. Those were the breakfast egg choices at the Green House diner, take um or leave um.¹¹

We hold our breakfast operations planning meeting. Discussions center on what is going on in the southern part of MR III. We are uncomfortable about not knowing what the bad guys are doing. Our concern is that they might get organized and mount a counter action to the Fa Ngum. One offensive last August when Muang Phalane was retaken by a joint SGU/FAR operation. Another possibility is a move west along the Sé Bang Hiang (River) to the Keng Kok region, or even to the Mekong, cutting the country apart near the MR3 and MR4 boundary. We do not know.

With breakfast complete we go our separate ways. The FACs go to the base, and I drive to the morning meeting at MR3 headquarters.¹³ Concern at the morning meeting also centers on activities in the south. Both the FAR and CAS sources seem to agree that something strange is occurring. It concerns a multi-unit troop activity near the Sé Bang Hiang.¹⁴ Coordinates are passed. No change from yesterday. The meeting adjourns. Thankfully short for a change. Bureaucrats worldwide are the same. They can take a 30 minute meeting and cram it into hours.

Hoss will take the morning flight with a Lao observer. FAC preflight preparation is relaxed; nothing like the formal USAF briefings of our brethren across the river. There is no intelligence prebrief since the intelligence is the information from the MR3 meeting. The AIRA site did not try to maintain an enemy ground order of battle due to the tenuous stream of intelligence and our one deep level of manning. In 1968, there were no known anti-aircraft defenses in this area so there was no threat brief. Ground fire was always a possibility and everyone knew that. Radio frequencies of the air and ground contacts were already in the check list. This will be a visual reconnaissance (VR) flight with the possibility of action depending upon what is found in the target area - a typical FAC flight in MR3 at this time.

Hoss gathers up his flight gear from the Intel Shop's storage area behind the map stands. He takes his survival vest, map case, flak jacket, binoculars, AR-15, and .38 caliber sidearm.¹⁵ The RAVENs in Savannakhet do not wear flying helmets nor did they have them. For the most part they do not wear long sleeved flying clothes like their USAF compadres. Most wear flying gloves. On his way out of the building Hoss stops to fill his canteen with fresh water from the water cooler. Usually he leaves his signature straw hat at the site for safekeeping or in his jeep which is brought back to the site from the flight line. Today, it is the site. He leaves the hat on my target validation map table just to jerk my chain because he knows that I will have to move it to use the maps underneath. This is one of the comic relief gotcha games we play.

Hoss picks up his Lao observer from the new AOC building before he goes to the flight line. Preflight of an O-1 is not exceptionally complicated; A walk around of the bird, a check of the armament (Willy Pete rockets), check the flight control surfaces, a fuel and oil check. Everything looks OK.16

Load up the aircraft. Lao observer and AR-15 in back plus other gear. Map case and binoculars in front. Put on the flak vest, climb in and readjust the front seat to the big boy position. Hoss is the biggest man flying these airplanes at L39. All Clear. Crank the engine. The little Continental engine coughs and then roars to life. Systems stabilize and instruments look good. Contact SMOKEY Control for radio checks - victor, uniform and fox mike. Radio checks acknowledged. Ground crew removes the safety pins on the rockets. The wheel chocks are pulled. Time to go.

Throttle applied, the engine responds and the Birdog begins to move. A 180 degree turn toward the taxiway. Dust billows across the PSP as the little bird taxis. Onto the the asphalt surface of the taxiway. The dust stops. Side windows are open to get a little cool air in the aircraft. Stop at the runway. Call the tower. What a joke! If the tower is manned, and if its radio works, it serves only as a lookout for landing aircraft. But it is an attempt at air traffic control. Little things are important in Laos. Visual check the approaches to insure there is not incoming traffic, regardless what you are told by the tower. This is do it yourself Air Traffic Control. Taxi onto the runway. Heading 220. Run up, release brakes and go. Call airborne to SMOKEY, bank left over the Air America ramp and then head southeast following Route 11 toward Keng Kok. Soon after getting airborne, the ever present cigar is lit. Ah! The flight departs L39 about 0845 (0145Z). This allows for a three hour operational flight and recovery by Noon. That schedule permits a minimum maintenance turnaround if that aircraft is needed in the afternoon. The flight from L39 to the target area takes about 45 to 60 minutes given Hoss is observing the road and activity along the way. He is over the search area by about 0945 local (0245Z). The cigar goes out and the work begins.

8. An Air America C-46 serving as the USAID courier crashed at Savannakhet on Monday afternoon killing all 34 people aboard. (The newspaper article in the bibliography was in error.) Hoss and I went to the crash site together. He organized the recovery effort. We pulled bodies from the wreck Monday evening till dark. We were "extracted" from a makeshift LZ near the crash site aboard Captain Ed Reid's Air America Bell 205. The stress level and emotional trauma was already high in Savannakhet before this accident, due to the loss of another associate, CAS case officer, Wayne McNulty in August 1968. The small American community in Savannakhet was a closely knit group. This accident drove the stress level to the near limits. But it was to go higher.

9. I was the US Embassy target validation officer in South Laos (usually my night job). The night airborne command and control aircraft (MOONBEAM) was providing incomplete information while trying to get target validations approved.

10. Hoss received care packages of 100% Colombian coffee from his wife who was from Colombia. The 100% Colombian coffee really got us going in the morning.

11. The Green House was the name for the "officers" quarters in Savannakhet. But since we were all misters I guess I can't say that. The "Grey House" was the quarters for the enlisted misters. The dwellings were named for their exterior colors.

12. The village of Muong Phalane is along Route 9, approximately 50 nautical miles east of L39, about two thirds the distance from L39 to the Ho Chi Minh Trail. Since 1965 it had formed the de facto eastern boundary of FAR influence and the western boundary of PAVN influence. The installation of a USAF TACAN site in March, 1968 upset this stalemate since it was used to attack the infiltration routes. The town was attacked by PAVN battalion and a Dac Cong (special task)

company late on December 24, 1967. They destroyed the USAF TACAN station located at the nearby LS61, an Air America radio station and USAID facilities. See Van Staaveren, CAP 671165, and Conboy. Two Americans, four Thai and 21 Lao Army were killed. BI 28, the FAR unit guarding the town fled. This was the first significant enemy action in a year in this part of the Panhandle. The town was retained in December and subsequently lost in February, 1968. In August 1968, the First Special Guerrilla Unit (SGU) Battalion supported by the Royal Lao Army (FAR) retook the village with significant assistance from the RAVENs, the Lao T-28s and . This meeting was an attempt at joint coordination. The participants usually included the MR3 Chief of Staff, Col. Thao Ly, his staff, the Assistant Air Attache, the Project 404 Army representative, the Controlled American Source (CAS) representative, and AIRA Intelligence. USAF/USN air strikes. Hoss was a major player in this first offensive success in MR3 in a year.

13. This meeting was an attempt at joint coordination. The participants usually included the MR3 Chief of Staff, Col. Thao Ly, his staff, the Assistant Air Attache, the Project 404 Army representative, the Controlled American Source (CAS) representative, and AIRA Intelligence.

14. Sé is river in Laotian.

15. We were provided the latest in small arms. Ha! We carried the civilian Armalite, the AR-15, rather than the military M-16. Remember we were civilians! The .38 caliber revolvers the FACs carried during missions were worn out USAF sidearms. We joked that the RAVENs had the last of the "smooth bore" pistols in the USAF inventory. Often we borrowed better weapons from the CIA, or carried liberated Chinese AK-47s. I carried a new .38 caliber revolver all the time, but that is another story.

16. Willy Pete is White Phosphorus. It creates a white marking smoke for the fighters to see and use as a reference while bombing.

17. L39 was the code for the Savannakhet airfield. See "Air Facilities Data, Laos"; Flight Information Center; Vientiane; May 1970.

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The Recovery, November 27, 1968

While we were returning to L39 the SAR was progressing. At 1200 (0500Z) SANDY 1 reported he had contact with friendlies in the area. Two minutes later SHAKO and TOMCAT flights were diverted to LION (Ubon CRC) for the SAR if they were needed. SANDY 1 was in contact with ground party CV393 and will have them check out the crash site. At 1217 (0517Z) a log entry indicated "Ground Team Good" and no ground fire. At 1218 (0518Z) it was reported that a Porter aircraft has good contact with the ground team and CROWN. However, it would take hours for the team to get to the area. At 1220 (0520Z) it was logged that there were 2 USAF aboard RAVEN 30. The information source was unspecified, but this would have been the worst case. SMOKEY did not provide the information so it may have been AIRA Vientiane. At 1240 (0540Z) aircraft PCL (the Porter?) advises that a ground party is 5 to 6 kilometers away and there are no hostiles in the area. If McBride did put in an airstrike in the vicinity of the crash site, this report is suspect. A logged description of the area at 1245 (0545Z) said "Terrain flat. River about 5 feet. Bank on each side approximately 15 feet with heavy fern growth on each side. Aircraft is partially submerged. Part of canopy is above water." By this time the JOLLY GREENs were holding west of the site and the SANDYs were checking out the area. At 1302 (0602Z) JOLLY GREEN 17 moves in and advises that he doesn't think there are any survivors. Minutes later he reports he has one body in sight and will try for pick up of deceased. By 1308 (0608Z) the PJ was on the way down. This recovery is not without risks. The recovery helicopter has to hover over the wreckage while the PJs extract the crew from the wrecked aircraft in the river. The PJs then have to negotiate each of the deceased crew members in turn into a Stokes basket lowered for that purpose. The basket is then winched up to the helicopter for each deceased crew member. During this time the recovery helicopter and its crew is very vulnerable to ground fire. At 1315 (0615Z) both of the deceased crew were picked up and the JOLLY GREEN was returning to Channel 89 (NKP) with an ETA of 1410 (0710Z).

Back at the AIRA site, discussions center on the O-1 wreckage. The decision is made to bomb the aircraft to deny the use of the radios by the enemy. However, it is getting too late in the day to make that happen before dark.

Jack Strobel, the AAIRA, told me that I was going to NKP to identify Hoss and recover the remains of the observer. The afternoon was waning and to get on it. I drove back to Air Ops where a Porter was waiting to take us north. We had an escort of four Laotian military to accompany us. I climbed in the right seat of the Porter with the little guys in back. It was an ordinary workhorse Porter - grey in color without insignia, used to move people and supplies throughout the country.

The Filipino pilot introduced himself, gave a two minute introduction to the aircraft, and off we went. He did the super short takeoff for my benefit. In a Porter it is impressive. He runs the turboprop up to full power, gets the tail up and then cuts in the variable pitch prop at which time the Porter begins a take off roll and virtually jumps into the air. After what had just happened, this was the thrill for the day. For the hour's flight to NKP we talked about the Philippines after I told him I grew up there. This was good for me because it got my mind on something else.

When we landed at NKP we taxied up to the ramp near the tower. We were met by a NAIL FAC, a mutual friend of Hoss and myself. He said that he had already identified Hoss and said I did not have to do that chore. I was thankful. He briefed me on the findings and gave me a bag with Hoss's personal effects in it. His billfold was still wet from the river. There were tears in both of our eyes as we talked. An ambulance brought the remains of the observer to the aircraft. The escorts carefully lifted the body bag into the Porter and laid it out on the floor of the aircraft. This Porter like many

had a parachute drop trap door in the floor of its cargo bay. We had to avoid laying the body over the trap door should it come open unexpectedly from the weight. Your mind operates in strange and tragic-comic ways during times of stress. The fast forward of my thoughts played out a situation where we lost the observer through the trap door on the return trip and we had to explain the loss of our deceased passenger when we returned to L39. Coming back to reality, I thanked the FAC for his efforts, particularly in the identification, and shook his hand; our eyes met and we embraced, tears streaming down onto the shoulders of the other - a combat brotherhood in mourning. I bid him farewell not knowing this was the last time I would see him. I walked back to the Porter, climbed in, maneuvering around the fallen comrade on the floor. I looked at our Lao escorts and said in my very best Lao "sia chay lay lay" (many many sorries). Their faces acknowledged and told their feelings. Nationality, service, rank or manliness didn't count. We were grieving for our friends. The scream of the Porter's turboprop crossed the ramp. Young Americans in t-shirts and cammie pants who had watched the unfolding scene, turned away and returned to work. The NAIL waved or maybe he saluted our departure. He felt the loss because he had worked with the Lao observers at NKP. As we taxied out I stared at the HOBOS and the NIMRODs dressed for war, the O-2s and the Helios parked along the NKP ramps. I thought, what the hell is this all about? And what does it all mean? Minutes later we were in the air heading south.

It was a somber flight down the Mekong. Evening was coming on and the shadows were getting long across the majestic mile wide river. We crossed the fence and landed to the south. When we taxied up to Air Ops at L39, there was a Lao military honor guard waiting with a number of the MR3 and air community present, Lao and American. The escorts smartly removed the body from the Porter and a brief ceremony began on the ramp. I thanked the pilot, climbed out of the Porter, and slipped away to my jeep.

I drove to the site. There on my desk was a message from Gus Sonnenberg, Assistant Air Attache at the Embassy in Vientiane. I had been appointed Summary Court Officer for Major E. E. McBride. Even in death, the paperwork must be done. Hoss was no longer a mister. He had passed back through the veil of secrecy back into the Air force. Today there had been bad very bad pi.

Twenty three days after the incident, a highly classified intelligence collector visited the area. Mission 1049, a United States KH4A photo reconnaissance satellite, silently crossed the Savannakhet Plain from north to south at an altitude of approximately 100 miles. The weather was perfect over the crash site. On Pass 119, its 24 inch focal length, aft panoramic camera captured the scene on frame 241. The people on the ground were unaware of its existence or its visit. Similarly, the CIA photo interpreters at the Washington Navy Yard and the DIA photo interpreters at Arlington Hall Station, Virginia who later reviewed this frame of photography, were equally unaware of the tragedy that occurred three weeks earlier along the Sé Bang Hiang which is clearly visible on the photo. How far apart in viewpoint was the bean counting world of Washington and the battlefield in Laos.

Epilogue, The Pentagon, Fall 1969

When I left Laos in 1969, I was reassigned to the Office of the Assistant Chief of Staff Intelligence, Headquarters USAF (AFIN) at the Pentagon. As with all new guys you did your time in the hole. The proper name for this uninspiring job was the AFIN Liaison Officer to the Defense Intelligence Agency's National Military Intelligence Center (NMIC). It was a night and weekend job in the bowels of the Pentagon being a message sorter and reviewer for the day empire of analysts and briefers. You were at the absolute bottom of the food chain, even below a watch officer. Talk about a real downer after Laos where you were really doing something worthwhile. The only good news was

that you could review, and read if you desired, messages of all classifications, on all subjects, worldwide. I devoured the Laos message traffic.

Early one morning, as the coffee jug was running dry and the eyes were very heavy, I began to read even another message concerning Laos. As with many of the Pathet Lao/PAVN messages, it was full of patriotic rhetoric. This message was an admonition to be more security conscious and be alert to American aircraft. It cited a year old incident as the example. The next few sentences spoke of a FAC putting in air strikes, fighters bombing the patriotic forces, the patriotic forces shooting at the FAC airplane and its crash in the river. I was stunned. This was the McBride incident told from the other side. I read further. The strikes disrupted the re-equipping of regional Pathet Lao/PAVN forces. The units had gathered to turn in their older weapons and were being issued the newer AK-47s when the air strikes occurred. The message concluded that obviously the Americans knew this was happening due to a breach of security and attacked at the most inopportune time. Therefore be more vigilant. End of message.

The country boy unknowingly waded into a bee hive of bad guys itching to try out their new toys. HOB0 41 was right. There probably was alot of ground fire that day. How ironic! What happened a year earlier was answered by the enemy themselves and I happened to be on duty that night to read that particular message. Hoss passed into Valhalla doing what he loved to do - flying airplanes and getting the bad guys. However, I am convinced that his last moments concerned not the war or himself but the guy in back - his observer. That was the kind of person he was.

24. CV393 was a "Compagnie Volunteer" (Volunteer Company). It was a company sized MR3 paramilitary unit. Apparently the presence of the Porter in the area checking on the team was coincidental. However, this team may have been the source of the intelligence concerning the PL/PAVN units in the area.

25. This summary was gleaned from discussions with PJs who did such recoveries.

26. From 38ARRS log for November 27, 1968.

27. There is continuing confusion about the NAIL's identity. For years, I associated the call sign of NAIL 20 with this incident. My memorabilia did not record his name nor did my brain despite his visiting Savannakhet on a special invite. (USAF military personnel normally did not visit Laos on "social calls" without Embassy approval.) Early in 1969 the NKP 56 SOW TUOC intel folks told me of the loss of this FAC. The call sign NAIL 20 does not match the current USPACOM JTF-FA records of actual KIA/MIA from the 23TASS during this period. It may have been NAIL 40, Captain Robert Rex, who was KIA on 9 March 1969 at XD574628 while supporting a Special Forces team insertion. This is a detail that remains to be resolved.

28. In February, 1995, the first generation of U.S. space-based national intelligence reconnaissance imagery, including the KH4A, was declassified by Executive Order 12951. I have a copy of frame 241 and am reviewing it for additional insights.

[PREVIOUS PAGE](#)

[NEXT PAGE - Bibliography](#)

[INDEX PAGE](#)

"Clegie Chambers" <chambersjr@aol.com>,
"Chuck Straley" <chuck@adisfwb.com>, "Chuck Hassler" <pjchuck@aol.com>,
"Charlie Jenkins" <CVJenkins@aol.com>,
"Charles Blakeslee" <XPJ@aol.com>, "Bruce Hickson" <skywayadv@aol.com>,
"Brian Stephens" <bjrescue@earthlink.net>,
"Bob Phillips" <bobsuzphilli@earthlink.net>,
"Bob Holler" <yHoller@arc.net>, "Bill Vargas" <bvargas@pjassn.org>,
"Bill Sine" <billsine@surfsouth.com>,
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"Al Williams" <williamsa@ngb.af.mil>,
"Bill Davidson" <davidson@topsurf.com>,
"Dan Dailey" <dfdailey@cyou.com>,
"Michael McKendry" <michael.mckendry@mci2000.com>

From: Chuck McGrath <cmcgrat@exis.net>

Subject: Request for info - Raven 30, 27 Nov 1968

This msg was relayed by Chuck Rouhier, webmaster of the Jolly Green website. Requestor is Tom Lee tlee@erols.com

v/r

Chuck McGrath

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

From: Tom Lee [mailto:tlee@erols.com]

Sent: Friday, September 25, 1998 5:22 PM

To: rouhierc@deskbook.osd.mil

Subject: Jolly Green 17

I'm looking for the crew of Jolly Green 17 (or 16) who recovered the remains of Raven 30 (Hoss McBride - the Singing FAC) and his Lao observer on Nov 27, 1968 from an O-1 in the Xe Bang Hiang (river) at approx WD773029 in Savannakhet Province, Laos, approx 15 NM west of Delta Point 47 (Catcher's Mitt). Picked up two KIA at about 1315 local and RTB Channel 89. I am writing the story of McBride's loss for his family, the Air Commando Assn., and posterity. I was the in country intel officer for the RAVENS at Savannakhet at that time. Was over the crash site before the rescue team came in. We saw the JGs and Sandys coming as we went bingo fuel. Need the perspective of the JG crew and the PJ if possible. The story as written is available to refresh fading 30 year old memories. Please help guys. Thanks and God bless.

DECLASSIFIED

1400005 68-3246
ARODPCR MNR No. 10

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: 40G (Lt Col Ratcliffe/2727)

SUBJECT: Mission Narrative Report (#2-3-072-8332) (U)

TO: 3ARRGP (JSARC) *lee*
APO 96307

~~CONFIDENTIAL~~
Downgraded to CONFIDENTIAL

9 MAR 72
(Date)

140 APR 205-2

1. (U) This report is submitted in accordance with ARRSN 55-2/
3ARRGP Sup 1, dated 11 July 1968.

2. (S) On 27 Nov 1968 at 0900Z Jolly Green 72 and 71 had just been RTB from a normal alert orbit position when they heard a call for assistance in recovering an Air America pilot who had landed at Lima Site 126 and had come under an enemy mortar attack. Jolly Green 72 and 71 answered the call, received the information concerning the mission and immediately set course for Lima Site 126. While inbound to Lima Site 126, Jolly Green 72 made contact with Crown 02 who informed Jolly Green 72 of the status of the area. Unfriendly forces were in the area, but had retreated and had not fired since the original attack when the Air America pilot landed. Weather in the area was overcast with a few small holes. Bases of clouds were approximately 5500' MSL, tops 7000' MSL. The terrain elevation was approximately 4000'. Jolly Green 72 and 71 arrived in the area at approximately 1020 and set up an orbit pattern approximately 5 miles west of the objective and was joined by Sandy 11 and 12. At 1025Z Sandy 7 cleared Jolly Green 72 for the pickup. Jolly Green 72 and 71 descended through a hole approximately $\frac{1}{2}$ mile from the objective and proceeded up a valley to the site of the objective. As Jolly Green 72 approached the site it was determined the pickup could best be made with a slope landing. Jolly Green 72 landed at 1030Z and picked up the Air America pilot plus 4 indigenous personnel. Three of the indigenous personnel were wounded, one serious and two with minor wounds. At 1033Z Jolly Green 72 took off to return to Udorn RTAFB. During the trip to Udorn RTAFB, the PJs assisted by the FE and AP gave first aid to the wounded. Jolly Green 71 maintained a position to keep Jolly Green 72 in sight in the event assistance was needed. Jolly Green 71 reported flashes from ground fire on a ridge line approximately $\frac{1}{2}$ mile to the Northwest of the objective. Jolly Green 72 did not see any ground fire nor did it receive any hits. Jolly Green 72 and 71 landed at Udorn RTAFB at 1125Z.

~~CONFIDENTIAL~~

GROUP-4

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

ATCH 1

ARODC #

682104

400-0050

65-470-278-1

DECLASSIFIED

~~CONFIDENTIAL~~

3. (U) The rescue crews were:

Jolly Green 72

RCC: Lt Col Chester R. Ratcliffe Jr.

RCCP: Capt Claude E. Stowell

FE: SSgt John B. Mahoney

ES: Sgt Donald C. Johnson

ES: Sgt Lawrence R. Zettervall

AP: SSgt Raymond H. Windham

Jolly Green 71

IP: Maj John E. Duffy

RCCP: Capt John L. Harvell

RCC: Capt Louis D. Durham

FE: SSgt Maxie L. Hilligoss

RS: TSgt George E. Schipper

RS: Sgt Lloyd A. Vide

[Signature]

CHESTER R. RATCLIFFE JR., Lt Colonel, USAF
Rescue Crew Commander

Downgraded to CONFIDENTIAL
9 MAR 12
(Date)

~~CONFIDENTIAL~~

~~SECRET~~

68-90-2784

MISSION NARRATIVE: Mission 10-38-47, 27 Nov 68, 2 sorties, 1.7 hours.

Pedro Operations was called at 2210L, 27 Nov 68, by the Navy River Patrol at Binh Thuy with a request for immediate medevac of 3 seriously wounded sailors from coordinates WS 167167. Frequencies were given for rendezvous with Asternold 4, the PBR force control ship. Pedro 91 launched at 2230L, and arrived in the area at 2315. A Navy Seawolf fire team had arrived at the scene earlier with Seawolf 74 orbiting the area with one wounded sailor on board, while Seawolf 70 was picking up a second. The pickups were being made from a treeline field a short distance from an outpost. Pedro 91 made a steep night approach to the spot when Seawolf 70 departed at 2330L. The last wounded sailor suffering from multiple shrapnel wounds to both legs was litter loaded along with a KIA that had not previously been mentioned. During the return trip, the paramedic applied multiple pressure bandages to the wounds in order to stem the flow of blood. Pedro 91 departed the area at 2335L and terminated at Binh Thuy at 0015L. The wounded sailor and the KIA were delivered to the 29th Med Evac Hospital at Binh Thuy. Light ground fire was encountered during approach and departure from the pickup point. One combat save.

The name of the survivor was Gunners Mate 3rd Class Wayne D. Maxwell, River Division 53, USN.

Crewmembers of Pedro 91, an HH-43F helicopter, serial number 62-4560, all personnel assigned to Det 10, 38th ARRSq

AS RCC Capt John L. Debevec
 RCCP Lt Col Roland E. Speckman
 RS TSgt Dudley R. Peckinpaugh
 FE ALC James E. Tarantino

FROM: Det 7, 38ARRS, APO S.F 96337

29 NOV 1968

SUBJECT: Mission 7-38-39-8332 (Narrative)

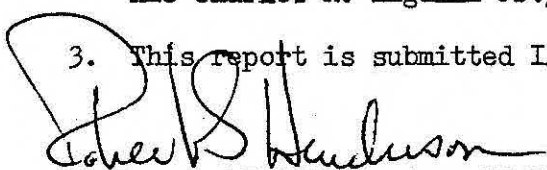
TO: 3ARRGP/JSARC *JS*

1. Detachment 7 was notified by the 366 USAF Dispensary at 1123Z, 27 Nov 1968 of an emergency Medevac requirement for a Sgt Robert Lauda assigned as an aircrew member with the 311 S.O.S. The victim had been struck by a truck while walking and was suffering from a broken femur, head injuries, internal injuries, multiple lacerations and shock. Pedro launched at 1122 and met an ambulance at the Danang South Ramp area. The patient was transferred to the helicopter and airlifted to the NSA Hospital. Enroute the patient suffered severe breathing problems and extreme pain. The patient was released to NSA at 1145Z. One noncombat save is claimed.

2. Crew making save.

Capt Robert S. Henderson/RCC/Det 7, 38ARRS
Capt Henry E. Hooke/RCCP/ Det 7, 38ARRS
SSgt Kenneth R. Jones/FE/Det 7, 38ARRS
AIC Charles R. Ingulli Jr./PJ/Det 6, 38ARRS

3. This report is submitted IAW ARRSM 55-2, 3ARRGP Sup-1.


ROBERT S. HENDERSON, Capt, USAF
Rescue Crew Commander

FROM: RCC

29 Nov 68

SUBJECT: Mission Narrative Report (10-38-047-8322)

TO: 10-38C *REG*
38C *12/2*
3rd ARRGp (JSARC) *429*
IN TURN

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.
2. Pedro Operations was called at 2210L, 27 Nov 68, by the Navy River Patrol at Binh Thuy with a request for immediate medevac of 3 seriously wounded sailors from coordinates WS 167167. Frequencies were given for rendezvous with Asternold 4, the PBR force control ship. Pedro 91 launched at 2230L and arrived in the area at 2315. A Navy Seawolf fire team had arrived at the scene earlier with Seawolf 74 orbiting the area with one wounded sailor on board, while Seawolf 70 was picking up a second. The pickups were being made from a treelined field a short distance from an outpost. Pedro 91 made a steep night approach to the spot when Seawolf 70 departed at 2330L. The last wounded sailor suffering from multiple shrapnel wounds to both legs was litter loaded along with a KIA that had not previously been mentioned. During the return trip, the paramedic applied multiple pressure bandages to the wounds in order to stem the flow of blood. Pedro 91 departed the area at 2335L and terminated at Binh Thuy at 0015L. The wounded sailor and the KIA were delivered to the 29th Med Evac Hospital at Binh Thuy. Light ground fire was encountered during approach and departure from the pickup point. One combat save.
3. The name of the survivor was: Wayne D. Maxwell, Gunners Mate 3rd Class, River Division 53, USN.
4. Crewmembers of Pedro:

Pedro 91

RCC Capt John L. Debevec
RCCP Lt Col Roland E. Speckman
RS TSgt Dudley R. Peckinpaugh
FE AIC James E. Tarantino

John L. Debevec
JOHN L. DEBEVEC, Capt., USAF
Rescue Crew Commander

3. On 25 November 1968, General Estes, Commander MAC, was given an orientation flight by Detachment 7, for the purpose of providing a briefing on MAC facilities and construction at DaNang.

4. Mission 7-38-40-8333. The control tower scrambled Pedro 69 at 0600L on 28 November 1968 in response to an F-4 crash on the runway. The alert crew scrambled and immediately located the crash. Two fire trucks were arriving at the time and begin applying agent to the burning aircraft, so no attempt was made to pick up the fire suppression kit. The PJ and both firefighters were deployed, and the pilot was located 15 feet from the badly deteriorated nose section in a string of concertina wire. Attempts to revive the pilot by the PJ using mouth to mouth resuscitation failed. The backseater was not immediately located. He was soon found by a witness about 100 meters from the crash in a construction storage area. He had ejected from ground level and was alive. As Pedro could not land in the area the man was brought to the helicopter by ambulance. Both crewmembers were evacuated to the NSA Hospital. One combat save was recorded for the Backseater, Capt Kenneth R. Crist,

5. Mission 1-3-125-8348. Operating Location One alerted the Pedro 69 crew at 1916L on 13 December 1968 of a dual ejection in the vicinity of Son Tra Mountain. The crew launched and established radio contact with one crewmember as he was descending in his parachute. He was located by observing a MK 13 flare he had lighted soon after landing in the jungle on the Mountain, and was recovered using the forest penetrator. The second pilot position was approximated after observing a pen-gun rocket flare, although no radio contact was made. The PJ was lowered by hoist, and he

FROM: Det 7, 38ARRS/Capt Henderson

29 NOV 1968

SUBJECT: Mission 7-38-37-8330 (Narrative)

TO: 3ARRGP/JSARC *422*

1. Detachment 7 was notified of a requirement to transfer two combat casualties from the 95TH Evac Hospital to the Danang South Ramp for airlift out of the country. One patient was secured in a foster frame and had to be transferred separately due to the size of the frame. This piece of equipment is very difficult to load and secure in a HH-43B. It elevates the patient so that he may be turned which places the person very close to the aft cabin ceiling. An attending physician accompanied this patient. The second patient was on a normal litter and no difficulty was encountered in his transfer. The patients were picked up at 0555L and 0625 respectively, and final release to the 22ND CSF was made at 0635. This mission was reclassified as two noncombat nonaircrew saves based on a letter from the 22ND CSF Commander. Considerable time and effort is needed to coordinate these letters due to reasons outlined in our recent letter subject Medical Evacuation Non-Combat Saves. They are not always obtainable and require considerable effort on the part of Colonel Hanson, 22ND Casualty Staging Flight Commander.

2. The crew of Pedro 69 was as follows:

Capt Robert S. Henderson/RCC/Det 7, 38ARRS
Capt John E. Murray/RCCP/Det 7, 38ARRS
TSgt William H. Sands/HM/Det 7, 38ARRS
AIC Donald H. Jr. Goodlett/PJ/Det 8, 38ARRS

3. This report is submitted IAW ARRS 55-2, 3ARRGP Sup-1. Report due to reclassification of a mission report based on medical officers statement.

Robert S. Henderson
ROBERT S. HENDERSON, Capt, USAF
Rescue Crew Commander

1 Atch
Ltr, Medical Evac Non-Combat
Saves, Dtd 25 Nov 68.

DECLASSIFIED

1400 DCS 68-7141

~~CONFIDENTIAL~~

FROM: Det 7, 38ARRS/Capt Henderson

30 NOV 1968

SUBJECT: Mission 7-38-40-8333 (Narrative)

TO: 3ARRGP/JSARC *leg*

1. Detachment 7 was notified by Danang Tower via primary crash phone at 2202Z of a crash on the runway. Crew was airborne at 2205Z and immediately located a crashed F4, 50 meters off the west side of runway 17R. Two crash trucks were observed approaching the scene with nozzles working so no attempt was made to pick up our remotely located FSK. The fire completely engulfed the nose section of the aircraft but was quickly extinguished by the firetrucks. Pedro 69 was landed next to the crash and the PJ and two firefighters deployed. The PJ located the pilot approximately 15 feet in front of the badly deteriorated nose section of the airplane. He apparently had broken free of his retaining straps and was tangled in a string of concertina wire. The PJ immediately began mouth to mouth resuscitation on the pilot. One of the fireman reported that the backseater was not in the airplane and could not be located. Pedro lifted off and began searching with flood and landing lights along the runway/taxiway area. After several minutes the crew observed several people attempting to put out a fire in a construction storage area aided by the lights of a refueling truck. The backseater had ejected, apparently from ground level, and landed about 100 meters from the wreckage. It looked from the air as though he had rolled up in his chute on impact and the chute was burning. (This was confirmed later as the man was still wrapped in sections of chute when airlifted) Pedro reported this scene to the tower for relay to the crash rescue ground team. An ambulance picked up the backseater and carried him back to the crash site. Both crew members were unloaded at this point and flown to the NSA hospital. Enroute a fast diagnosis by the PJ was forwarded to the control tower. They inturn relayed the information to NSA through Marble Mountain tower so that immediate specialized care would be ready upon landing. The pilot was pronounced dead on arrival at NSA. The backseater was alive and conscious when released at 2230Z. Pedro returned to the crash site, recovered the two firefighters and secured at the alert pad at 2247Z. The Commander of the 366 USAF Dispensary stated that the incident fell within the definition of a combat save. I would like to emphasize the outstanding efforts of Airman Ingulli in both his attempts to save the pilots life and for his aid given to the backseater. His actions were of the highest caliber. With complete disregard for his own safety and without protective clothing he went immediately to the aid of the pilot who was located in a hot, extremely volatile area. At the time of his efforts there were minor explosions going on within the wreckage. Though his efforts were unsuccessful in saving the pilot's life his prompt unhesitating actions were outstanding. The aid he administered and his accurate diagnosis of the condition of the critically injured backseater, which was subsequently radioed ahead to the hospital, contributed substantially to the saving of this individual's life. Classified by

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *SI 1004*

~~CONFIDENTIAL~~

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

7-38-058

DECLASSIFIED

~~CONFIDENTIAL~~

2. List of complete crew making the save

Capt Robert S. Henderson/RCC/Det 7, 38ARRS

Capt Henry E. Hooke/RCCP/Det 7, 38ARRS

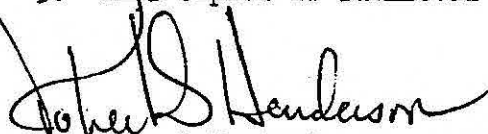
SSgt Kenneth R. Jones/FE/Det 7, 38ARRS

Sgt Samuel D. Hamilton/RS/366CES

Sgt Roger D. Elam/RS/366CES

AIC Charles R. Ingulli Jr./PJ/Det 6, 38ARRS

3. This report is submitted IAW ARRSM 55-2, 3ARRGP Sup-1.



ROBERT S. HENDERSON, Capt, USAF
Rescue Crew Commander

FROM: RCC

30 Nov 68

SUBJECT: Mission Narrative Report (10-38-048-8335)

TO: 10-380 *293*
38C ✓
3rd ARRGp (JSARC) *293*
IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1 11 Jul 68.
2. Pedro Operations was notified by Binh Thuy tower with a request from Paddy Control for a pickup of wounded personnel at 1120L, 30 Nov 68. Pedro 91 launched at 1125L enroute to location WS663132. Weather enroute and on return was 2000 broken, eight miles visibility with light haze. Before arriving at target, artillery in area had to be terminated. Pedro 91 arrived in area at 1135 local and was in radio contact with shotgun 916, an Air Force FAC. After three minutes of orbiting in area contact was made with wounded troops by visual sighting of smoke flare. Pedro 91 made a tactical approach into area which was a rice paddy adjacent to a canal. Power was held on aircraft to prevent settling into rice paddy. The flight engineer and PJ waded through the rice paddy in order to aid the pickup of eight wounded ARVN soldiers. The wounded were carried to the helicopter and placed inside. Five of eight were ambulatory and three were critically wounded. Pedro 91 departed area at 1145L enroute to Eakin Compound at Can Tho RVN. Pedro arrived at Eakin Compound at 1200L, off-loaded wounded and departed at 1205L enroute for Binh Thuy AB RVN. Pedro 91 arrived for termination at 1215L. Negative ground fire was encountered on approach or departure from pickup point. Eight combat saves credited.
3. Names and unit of wounded unknown.
4. Crewmembers of Pedro:

Pedro 91

RCC Capt John L. Debevec
RCCP Capt Cecil A. Jessee
RS ALC Richard C. Stiefken
FE SSgt Gerald H. Jones

John L. Debevec
JOHN L. DEBEVEC, Captain, USAF
Rescue Crew Commander

Det 10, 38 ARRSq History, Oct - Dec 68

10-14

MISSION NARRATIVE: Mission 10-38-48, 30 Nov 68, 2 sorties, 0.7 hours.

Pedro Operations was notified by Binh Thuy tower with a request from Paddy Control for a pickup of wounded personnel at 1120L, 30 Nov 68. Pedro 91 launched at 1125L enroute to location WS663132. Weather enroute and on return was 2000 broken, eight miles visibility with light haze. Before arriving at target, artillery in area had to be terminated. Pedro 91 arrived in area at 1135 local and was in radio contact with Shotgun 916, an Air Force FAC. After three minutes of orbiting in area, contact was made with wounded troops by visual sighting of smoke flare. Pedro 91 made a tactical approach into area which was a rice paddy adjacent to a canal. Power was held on aircraft to prevent settling into rice paddy. The flight engineer and PJ waded through the rice paddy in order to aid the pickup of eight wounded ARVN soldiers. The wounded were carried to the helicopter and placed inside. Five of eight were ambulatory and three were critically wounded. Pedro 91 departed area at 1145L enroute to Eakin Compound at Can Tho RVN. Pedro arrived at Eakin Compound at 1200L, off-loaded wounded and departed at 1205L enroute for Binh Thuy AB, RVN. Pedro 91 arrived for termination at 1215L. Negative ground fire was encountered on approach or departure from pickup point. Eight combat saves credited.

Names and unit of wounded unknown.

Crewmembers of Pedro 91, an HH-43F helicopter, serial number 62-4560, all personnel assigned to Det 10, 38th ARRSq.

RCC Capt John L. Debevec
RCCP Capt Cecil A. Jessee
RJ RS ALC Richard C. Stiefken
FE SSgt Gerald H. Jones

Supporting Document #2

DECLASSIFIED

1400 DCS 68-3141

AROOPCR MNR No. 8

~~CONFIDENTIAL~~

FROM: 370

1 December 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-121-8335) (U)

TO: 370

3rd ARRGp (JSARG) *lee*
IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1, dated 15 June 1968.

2. (G) At 0917Z, 30 Nov 68, Jolly Green 31 and 34 were approximately 095/22/103 enroute to Ch 77 from Ch 103. At this time, a Mayday was broadcast on the UHF Guard Channel from Highboy 32-69, who stated that he was down at position 335/16/69. He continued talking on Guard Channel attempting to make his position known to helicopters flying near the area. Jolly Green 31 proceeded toward the area and informed Highboy 32-69. When Jolly Green 31 was approximately 4-5 miles from his position, Highboy 32-69 again broadcast a Mayday and stated that indigenous personnel were approaching his aircraft, but at that time did not appear hostile. He said he was on the sand dune area between the Gulf and the Bay. Approximately 2 miles from the coast Jolly Green 31 spotted a CH 46 on the Sand Dunes and called Highboy to verify that it was his aircraft. Since Jolly Green 31 was farther south and closer to the downed aircraft, and because of the approaching indigenous personnel, Jolly Green 31 called that he was going in immediately to pickup the crewmembers. At this time an OH-6 helicopter and an O-2 were circling the area and a Huey Cobra had called in to say he would be flying gunship cover. Jolly Green 31 landed next to the Marine CH-46 and waited for the crewmembers to remove guns, ammunition, and electronics equipment. Jolly Green 34 maintained high position while the Huey Cobra circled the area. With the 5 Marine crewmembers and equipment on board, Jolly Green 31 proceeded to CH 69 to drop off the Highboy crew, arriving at 0938Z. The Highboy aircraft commander stated that he had made a forced landing due to control difficulty. There were no injuries to the crewmembers. Jolly Green 31 departed Ch 69 at 0950Z, and with Jolly Green 34, proceeded to RTB Ch 77.

3. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 31 (High)			JOLLY GREEN 34 (Low)		
RCC	LTCOL	Charles R. Klinkert	RCC	MAJOR	John G. Kakacek
RCCP	MAJOR	Russell G. Mills	RCCP	CAPT	Ronald G. Spray
FE	SGT	Robert T. Anderson	FE	TSgt	Charles D. Severns
RS	SGT	John D. Nusbaum	RS	SSGT	Allen J. Avery

4. (U) Highboy 32-69 crewmembers' names unknown. Organization is HMM 265

Charles R. Klinkert

CHARLES R. KLINKERT, Lt Col, USA
Rescue Crew Commander

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

DECLASSIFIED ON

3/10/94 GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

DECLASSIFIED

FLASH

CONFIDENTIAL

PAGE 3 RUSVTFB 367 C O N F I D E N T I A L

10. 0L-1, 3 ARRG. CAPT. DAVID H. DICKINSON, TSGT WILLIAM L. SCHWENCER.

11. US ARMY, TADC, PANAMA GCI.

12. JOLLY GREEN 31 AT 0921Z, 1638N 10733.5E.

13. 37 ARRS/HH-3E/LANDED/0925Z.

14. 5/5/5/5/0/0.

15. TAKEN TO PHU BAI AB, RVN.

16. 2/1PLUS00/HH-3E/37 ARRS; 1/0PLUS15/HC-130P/39 ARRS.

17. 0/0/0/0/UNK/0/UNK/5

18. A. ALL OF 37 ARRS: RCC, L/COL KLINKERT, C.R., RCP, MAJ MILLS, R., FM, TSGT ANDERSON, R.T., RS, SGT NUSBAUM, J.P.

B. BASYE, R.A. 1LT; WILEY, B.B. 1LT; TORRES, R. CPL; WILLIAMS, J.A. SSGT; FLEMING, R. 1/LT.

19. A. VICINITY OF 1638N 10733.5E. 100PERCENT EFFECTIVE.

B. OBJECTIVES LOCATED AND RECOVERED.

C. S/E

D. S/E

H. FIVE ARRS COMBAT SAVES/ OBJECTIVE DOWN DUE TO MECHANICAL FAILURE/FOUR USMC AIRCREW AND ONE USMC PASSENGER/ NO AIR REFUELINGS/ ONE PJ DEPLOYED. HIBOY 32-69 CALLED MAYDAY ON GUARD AT 0917Z.

PAGE 4 RUSVTFB 367 C O N F I D E N T I A L

HE INDICATED THAT HE COULD NOT CONTROL THE AIRCRAFT AND WAS GOING DOWN. JOLLY GREEN 31 AND 34 WERE FIVE MILES FROM THE DISTRESSED AIRCRAFT AND WERE ON SCENE IN FOUR MINUTES. HIBOY 32-69 WAS DOWN ON A SAND BAR NEAR THE COAST. JOLLY GREEN 31 LANDED NEAR HIBOY 32-69 USING A SAND DUNE TO SHIELD HIMSELF FROM INDIGENOUS PERSONNEL LOCATED APPROXIMATELY 150 YARDS FROM THE SCENE. THE AREA IS CONSIDERED HOSTILE AND THE CREW FROM HIBOY 32-69 WERE FORCED TO LEAVE THEIR AIRCRAFT. JOLLY GREEN 31 TOOK THEM ABOARD AND DEPARTED THE AREA.

GP-4

BT

NNNN#

m/K/SVC

FLASH

FLASH

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED

~~CONFIDENTIAL~~

SUPPORTING DOCUMENT 14

43.

Summary Report 1-3-121-8335, 30 Nov 68

(C) At 0917Z, 30 Nov 68, Jolly Green 31 and 34 were approximately 095/22/103 enroute to CH 77 from CH 103. At this time a Mayday was broadcast on the UHF Guard Channel from Highboy 32-69, who stated that he was down at position 335/16/69. He continued talking on Guard Channel attempting to make his position known to helicopters flying near the area. JG 31 proceeded toward the area and informed Highboy 32-69. When JG 31 was approximately 4 - 5 miles from his position, Highboy 32-69 again broadcast a Mayday and stated that indigenous personnel were approaching his aircraft, but at this time did not appear hostile. He said he was on the sand dune between the Gulf and the Bay. Approximately 2 miles from the coast JG 31 spotted a CH 46 on the Sand Dunes and called Highboy to verify that it was his aircraft. Since JG 31 was farther south and closer to the downed aircraft, and because of the approaching indigenous personnel, JG 31 called that he was going in immediately to pickup the crewmembers. At this time an OH-6 helicopter and an O-2 were circling the area and a Huey Cobra had called in to say he would be flying gunship cover. JG 31 landed next to the Marine CH-46 and waited for the crewmembers to remove guns, ammunition, and electronics equipment. JG 34 maintained high position while the Huey Cobra circled the area. With the 5 Marine crewmembers and equipment on board, JG 31 proceeded to CH 69 to drop off the Highboy crew, arriving at 0938Z. The Highboy aircraft commander stated that he had made a forced landing due to control difficulty. There were no injuries to the crewmembers. Jolly Green 31 departed CH 69 at 0950Z, and with Jolly Green 34, proceeded to RTB CH 77.

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 31 (High)

RCC LtCol Charles R. Klinkert
RCCP Major Russell G. Mills
FE Sgt Robert T. Anderson
RS Sgt John D. Nusbaum

JOLLY GREEN 34 (Low)

RCC Major John G. Kakacek
RCCP Capt Ronald G. Spray
FE TSgt Charles D. Severns
RS SSgt Allen J. Avery

(U) Highboy 32-69 crewmembers names unknown. Organization is HMM 265.

CHARLES R. KLINKERT, Lt Colonel, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

37 ARRSq, History, Oct - Dec 1968

6.

later that same date, and was effected over North Vietnam.

(10)(U) 1-3-114, 11 Nov 1968. Jolly Green 32 and 34 were scrambled from Quang Tri to recover the pilot of an A-4 that had gone down northwest of Quang Tri. (Ref. Supporting Document 10, page 37.)

(11)(U) 1-3-116, 20 Nov 1968. Jolly Green 07 and 34 were launched from Da Nang to search for the remains of an F-4 that had crashed the night before north of the base. Deteriorating weather resulted in negative results and the mission was later terminated. (Ref. Supporting Document 11, page 38.)

(12)(U) 1-3-117, 20 Nov 1968. This mission resulted in the successful recovery of two pilots who had ejected west of Da Nang. One of the most significant factors that contributed to the success of the mission was that the pilots stayed with their disabled aircraft long enough to put them in terrain where a safe recovery could be made. (Ref. Supporting Document 12, page 39.)

(13)(U) 1-3-120, 25 Nov 1968. Jolly Green 34 and 32 were scrambled from Da Nang to recover the pilots of an O-2 that had crashed earlier west of Da Nang. The mission results were that one pilot was recovered and the other apparently perished in the aircraft. (Ref. Supporting Document 13, page 41.)

(14)(U) 1-3-121, 30 Nov 1968. While returning from strip alert at Quang Tri, Jolly Green 31 heard a Mayday being transmitted by a Marine CH-46. Jolly Green 31 responded to the Mayday and landed beside the disabled ch-46 on a sand dune and successfully recovered all five crew members. (Ref. Supporting Document 14, page 43.)

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~~CONFIDENTIAL~~

of a karst with a deep jungle canopy of approximately 200 feet. To be able to have enough cable for the penetrator to reach the survivor, Jolly 09 had to hover with the bottom of the helicopter touching in the top of a tall tree. The Jolly entered a hover at 0800L; the entire length of the cable was required for the forest penetrator to reach the survivor. The pickup was completed at 0809L. During the second pickup, again the Sandies formed a daisy chain and gave us that secure feeling of safety while they strafed. Jolly 09 exited via the entry route. Climb out was to 6000' to join up with Jolly 15 and return to home base escorted by Sandies 1, 2, 3, and 4. The weather was scattered to broken, smoke and haze reducing visibility to 5-6 miles. Condition of both survivors was good. The Jolly Green's incurred no battle damage. Radio discipline was outstanding between the Sandies, Crown, Nail 69, Litter flight and the Jollies.

3. (C) The names of the survivors are: Captain William Grenoble Jr.,
FV3156890, USAF, 23rd Tactical Air Support Squadron, Nakhon Phanom
RTAFB, and Captain Robert Welch, USAF, 809th Tactical Fighter
Squadron, Tuy Hoa AB, RVN.

4. (U) Crewmembers of Jolly Green:

JOLLY GREEN 09 (LOW)

RCC	Lt Col Royal A. Brown
RCCP	Captain Samuel P. Wheate
FE	SSgt Kenneth P. Hamnegan
RS	TSgt Aaron D. Farrior

JOLLY GREEN 15 (HIGH)

RCC	Major Raymond P. Sancton
RCCP	Captain Ronald McKinley
FE	Sgt Mickey D. Berry
RS	A1C Douglas L. Horka

Royal A. Brown Jr.
ROYAL A. BROWN JR., Lt Col, USAF
Rescue Crew Commander

DECLASSIFIED

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648

SUPPORTING DOCUMENT 11

38.

Summary Report 1-3-116-8324, 20 Nov 68

(C) At 0827Z, 20 Nov 68, Jolly Greens 07 and 34 were launched from Da Nang AB. JG 07 and 34 proceeded to a known crash site GH 77 328/11.5 for the purpose of aircraft identification and possible body recovery. JG 07 and 34 arrived on scene at 0840Z and established an orbit until Spad 11 and 12 arrived at 0850Z, with Spad 11 assuming command of the mission. Additional aircraft support was two UH-1 helicopters (callsign Scarface 36, Dash 39 and Scarface 36, Dash 40). JG 07 established contact with a ground party in the area (callsign Rummage Alpha 14), who reported no known Friendlies or Unfriendlies in the area. The crash site was located on a ridge line at 3,000' MSL. The area was enclosed in clouds with no ground fire sighted by any aircraft. JG 07 and 34 orbited close to the site, making several passes, using the rotor wash to aid in dispersing the clouds. At 0920Z JG 07 dumped fuel down to 1400 lbs and established a hover over the site. The FE lowered the two RS's at one time. JG 34 continued to use his rotor wash to disperse clouds which were moving into the area. The RS on the ground requested additional help but JG decided to abandon the search and pick up the RS's because of rapidly deteriorating weather. JG 07 maintained a low hover, in the weather, while the FE retrieved the RS's from the ground. JG 07 and 34 departed the area and returned to Da Nang at 1009Z. All communications with other aircraft were handled by JG 34. Crew coordination was excellent throughout the mission. JG 07 and 34 feel that the use of rotor wash in dispersing clouds aided significantly in this mission.

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 07 (Low)

RCC Capt Joseph R. Hall Jr.
RCCP Major Don P. Olsen
FE SSgt Jackie L. Mangrum
RS SSgt Allen J. Avery
RS Sgt Norman C. Kohlstrand

JOLLY GREEN 34 (High)

RCC Major Harvie L. Stringer
RCCP Capt Vincent A. Ziccardi
RS Sgt John J. Eldridge
RS ALC Sammie J. Thompson

JOSEPH R. HALL, Captain, USAF
Rescue Crew Commander

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DECLASSIFIED

1400DCS 68-3076 3104

~~CONFIDENTIAL~~

FROM: 370

21 November 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-116-8324) (U)

TO: 37C

3rd ARRGp (JSARG)

IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1, dated 15 June 1968.

2. (C) At 0827Z, 20 November 1968, Jolly Greens 07 and 34 were launched from Da Nang AB. Jolly Green 07 and 34 proceeded to a known crash site (CH 77 328/11.5) for the purpose of aircraft identification and possible body recovery. Jolly Green 07 and 34 arrived on scene at 0840Z and established an orbit until Spad 11 and 12 arrived at 0850Z, with Spad 11 assuming command of the mission. Additional aircraft support was two UH-1 helicopters (callsign Scarface 36 Dash 39 and Scarface 36 Dash 40). Jolly Green 07 established contact with a ground party in the area, (callsign Rummage Alpha 14), who reported no known Friendlies or Unfriendlies in the area. The crash site was located on a ridge line at 3,000 ft MSL. The area was enclosed in clouds with no ground fire sighted by any aircraft. Jolly Green 07 and 34 orbited close to the site, making several low passes, using the rotor wash to aid in dispersing the clouds. At 0920Z Jolly Green 07 dumped fuel down to 1400Lb and established a hover over the site. The FE lowered the two RS's one at a time. Jolly Green 07 remained in the hover while the RS's searched the crash site. Jolly Green 34 continued to use his rotor wash to disperse clouds which were moving into the area. The RS on the ground requested additional help but Jolly Green decided to abandon the search and pick up the RS's because of rapidly deteriorating weather. Jolly Green 07 maintained a low hover, in the weather, while the FE retrieved the RS's from the ground. Jolly Green 07 and 34 departed the area and returned to Da Nang at 1009Z. All communications with other aircraft were handled by Jolly Green 34. Crew coordination was excellent through out the mission. Jolly Green 07 and 34 feel that the use of rotor wash in dispersing clouds aided significantly in this mission.

3. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 07 (Low)

RCC	Capt	Joseph R. Hall Jr.
IP	Major	Don L. Olsen
FE	SSgt	Jackie L. Mangrum
RS	SSgt	Allen J. Avery
RS	Sgt	Norman C. Kholstrand

JOLLY GREEN 34 (High)

RCC	Major	Harvie L. Stringer
RCCP	Capt	Vincent A. Ziccardi
RS	Sgt	John J. Eldridge
RS	ALC	Sammie J. Thompson

Joseph R. Hall Jr.
JOSEPH R. HALL, Capt,
Rescue Crew Commander

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS

DECLASSIFIED ON--

GROUP 4
Downgraded at 2 year
intervals; Declassified
after 12 years

~~CONFIDENTIAL~~



SEARCHER

NEWSLETTER OF THE PACIFIC AEROSPACE RESCUE AND RECOVERY CENTER

Vol. II No. 1

January 1969

PACAFRP 64-1

The 37th ARRSq raised its combat saves to 424 when a Jolly Green crew extracted two Air Force pilots from a dense jungle ridge 17 miles southwest of Da Nang.

Capt Frank T. Kimball and Capt. Lawrence K. Irving of Phu Cat AB were on a Misty forward air control (FAC) mission when their F-100F was hit by enemy fire.

Lt. Col. John J. Devlin Jr., 37th ARRSq commander and pilot of the HH-3 Jolly Green Giant, described the action this way: "When we arrived on the scene, the Spads of the 6th Special Operations Squadron here had located and identified both pilots. They made a low level pass through the valley and declared it safe for us to attempt the pickup.

"We dropped to about 2,000 feet and went up the valley to where the back-seater was on a steep slope. We lowered the extractor and hoisted him, heading for the other man who was about 1,000 feet away".

This was Lt. Col. Devlin's first rescue since he had become the 37th ARRSq commander. It was also the first save for the flight engineer, MSgt Charles L. Manes.

The co-pilot on the Jolly Green was Maj. Herman C. Stafford Jr., and the air rescuer was SSgt Eugene L. Nardi. (Contributed by Sgt J. Kaweck, staff writer of the Da Nang Gunfighter Gazette.

21 NOV 68 SAR

DECLASSIFIED

DCS 140 68-3106

~~CONFIDENTIAL~~

FROM: 370

21 November 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-117-8325)

Classified by EW
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 14

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1, dated 15 June 1968.

2. (S) The crews of Jolly Green's 33 and 21 were alerted for Misty 41 which had battle damage. A few minutes later, the crews were scrambled and directed to hold Feet Wet. While east of Marble Mountain, Jolly Green 33 and 21 heard that the pilots from Misty 41 had ejected. Spads 11 and 12 had been scrambled and Spad 11 went directly to (253/20/77) the bailout scene while Spad 12 joined Jolly Green 33 and 21 for escort. Crown 6 made radio contact with Misty 41B and a few minutes later contacted 41A. Neither pilot was injured except for cuts and bruises. Crown 6 called for flights of Fast Movers to standby. The flights checked in minutes later, but, as it happened, were not needed. Covey 537 came in and helped to narrow the search area. Shortly after the Covey arrived, Spad 11 came in, took over locating the survivors, and made low passes to draw ground fire. The Jolly Green's holding Feet Wet were directed to proceed to the area and hold at altitude until the positions of 41A and 41B were pinpointed. Panama vectored Spad 12 and the Jolly Green's to the area, 258/17/77, approximately five miles north of Thuong Duc Special Forces Camp. Upon arriving in the area Spad 12 joined Spad 11 in attempting to draw ground fire. After seeing and hearing none, Spad 11 called Jolly Green 33 and Jolly Green 21 in for the pickups. Jolly Green 33 (low bird and Jolly Green 21 (high bird) went to the survivors location. Fuel and weight requirements were rechecked and the external auxiliary fuel tanks jettisoned. Jolly Green 33 made the approach for the pickup along a ridge-line to avoid a valley to the west. Crown 6 called to clear guard (243.0 MHZ) frequency except for SAR forces. Spad 11 had Misty 41A pop his smoke; Jolly Green 33 spotted it and went in for the pickup at an altitude of 2000 feet on the side of a very steep ridge. The trees were estimated to be 150 feet high and formed a dense canopy. Misty 41A's radio signal became very faint as we (Jolly Green 33) approached him but he was readable. The penetrator was lowered; the survivor strapped himself on; and he was hoisted aboard. Jolly Green 33 pulled off the site, followed the ridge lines and proceeded to Misty 41B's location. On signal Misty 41B popped his smoke, and rescue was made without incident under the same conditions as Misty 41A. Misty 41B reported rifle fire during his hoist ride, but there were no hits on any SAR aircraft. Both Misty 41A and 41B turned their chute beepers off and moved away from their parachutes to find a place to hide while they waited for rescue. They speeded their recovery by keeping cool, following instructions, and using techniques learned in Survival Courses. Jolly Green 33 was joined by Jolly Green 21 and both were escorted to CH 77 by Spads 11 and 12.

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3. (U) Survivors were:

Misty 41A

Capt Frank T. Kimball, FR3103513
46th TFS Det 1

Misty 41B

Lawrence K. Irving, Capt, FR71824
46th TFS Det 1

4. (U) Spads were:

Spad 11

Major W.T. Franham

Spad 12

Capt W.L. Thompson

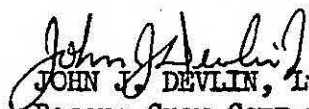
5. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 33 (Low)

RCC	Lt Col	John J. Devlin Jr.
RCCP	Major	Herman C. Stafford
FE	MSgt	Charles L. Manas
RS	SSgt	Eugene L. Nardi

JOLLY GREEN 24 (High)

RCC	Capt	Jerry M. Griggs
RCCP	Capt	Don W. Wiegard
FE	TSgt	Arthur L. Ambrose
RS	Sgt	Thomas T. Winters


JOHN J. DEVLIN, Lt Col, USAF
Rescue Crew Commander

FLASH

~~* C O N F I D E N T I A L *~~

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20 Nov 68 18 35

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1. 9) 1 EARRGP SON TRA AB RVN
TO RUCIEUA/ARRS/ARDCP/SCOTT AFB ILL
RUHHABA/PACARRC/PROCP/HICKAM AFB HAWAII
RHMTSNA/3ARRGP/JSARC/TAN SON NHUT AB RVN
RUEFHQA/CSAF/AFCP/AFXOPJH
INFO RUCIEUA/MAC/MCP/MAOAOA/SCOTT AFB ILL
RUKLAAA/TAC/DCOS LR/LANGLEY AFB VA
RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS
RUHEB/CINCPACAF/CC/HICKAM AFB HAWAII
RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA
RUSVB/7AF/DOTO/DO/DP/DI/BDPMP/CP/TSN AB RVN
RUEBAAA/ARDC/ABERDEEN PROVING GROUND MARYLAND
RHMSMVA/MACV SAIGON RVN
RUHHBRA/CINCPACFLT PEARL HARBOR HAWAII
RUMFSAA/COM SEVENTH FLT
RUMFSAA/ALL SEVENTH FLT CVA TG CRDS
RUYSYC/CTE SEVEN ZERO PT TWO PT ONE PT ONE
RUMFSAA/CTU SEVEN SEVEN PT ZERO PT ONE
RUMHAD/37TFW PHU CAT AB RVN
RUMFSAA/CTU SEVEN SEVEN PT ZERO PT TWO

STAFF	ACT	INFO
AGENCY		
ARCCO		
ARDC		
ARFDC		
ARSDC		
ARMDC		
ARDNS		
ARXDC		
ARFOI		
ARIIG		
ARASG		

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 94

PAGE 2 RUSVTFB 267 C O N F I D E N T I A L
RUMOSRA/OL 2 3ARRGP UDORN RTAFB THAILAND
RUMHTB/6SOS PLEIKU AB RVN
RUMIJHA/39ARRS TUY HOA AB RVN
RUSVTF/37ARRS DANANG AB RVN
RUSVTF/20TASS DANANG AB RVN
BT

~~C O N F I D E N T I A L~~/JOPREP JIFFY RESCUE/OL-1 3ARRGP/NOV 68.

SUBJ. (U) RESCUE INFORMATION REPORT.

1. RESCUE OPENING/CLOSING REPORT.
2. 1-3-117-8325
3. A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/56-3775/F-100F/
MISZY 41. D. USA E. USAF, 37TFW F. CAPT FRANK T. KIMBALL, FR
3103513, 416TFS. G. 2 POB.
4. PANAMA (GCI), 20/0541Z.
5. S/E
6. 1/HC-130P/39ARRS/0541Z; 2/HH-3E/37ARRS/0548Z; 2/A-1H/6SOS/
0548Z.
7. DIVERTED CROWN 6 FROM ANOTHER MISSION AT 0541Z, SCRAMBLED JOLLY
GREENS 33 AND 21 FROM DANANG AB, RVN AT 0548Z
8. 15-57N 107-53.5E.

PAGE 3 RUSVTFB 267 C O N F I D E N T I A L

9. A. NOT A FACTOR. B. 7000 BROKEN, VISIBILITY UNRESTRICTED.
10. OL-1, 3ARRGP, CAPT FLOYD W. WEAVER, TSGT WILLIAM J. SCHWENCER.
11. PANAMA (GCI), WATERBOY (GCI), 386TFW.

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12. SPAD 11, 0641Z/15-57N 107-53.5E.
13. 37ARRS/HH-3E/FORESZ PENETRATOR/ALPHA 0712Z; BRAVO AT 0717Z.
14. 2/2/2/2/0/0.
15. TAKEN TO DANANG AB, RVN.
16. 2/3PLUS40/HH-3E/37ARRS, 2/3PLUS20/A-1H/6S0S, 1/1PLUS40/HC-130P 39ARRS, 2/1PLUS30/F-4D/366TFW, 1/1PLUS30/0-2A/20TASS, 2/2PLUS40/F-100F/37TFW.
17. 0/0/0/0/UNK/0/UNK/UNK.
18. A. RCC LTCOL J.J. DEVLIN, RCCP MAJOR H.C. STAFFORD, FEM/SGT C.L. MANES, PJ S/SGT E. L. NARDI, ALL OF 37ARRS. B. PILOT CAPT FRANK T. KIMBALL, CO-PILOT CAPT LAWRENCE K. IRVING BOTH OF 416TFS, 37TFW.
19. A. VICINITY OF 15-57N 107-53.5E. 100 PERCENT EFFECTIVE B. OBJECTIVE FOUND. C. S/E. D. S/E. D. S/E. H. TWO ARRS COMBAT SAVES/NO AIR REFUELINGS/OBJECTIVE DOWN DUE TO HOSTILE ACTION/TWO USAF CREWMEN/NO PJ DEPLOYMENTS. MISITY 41 (F-100F) RECEIVED GROUND FIREHITS AND WAS FORCED TO EJECT. LOSS OF RADIO COMMUNICATIONS WITH MISTY 41 PRIOR TO

PAGE 4 RUSVTFB 267 C O N F I D E N T I A L
EJECTION CAUSED SOME CONFUSION SINCE PANAMA (GCI) STILL OBSERVED THE AIRCRAFT ON RADAR TO CONTINUE TO FLY FOR APPROXIMATELY 35 MILES AFTER COMMUNICATIONS WITH THE AIRCRAFT WAS LOST. CROWN 6 WAS ABLE TO OBTAIN A GOOD BEARING ON A CHUTE BEEPER AND COORDINATION WITH PANAMA INDICATED THE BEARING FROM CROWN 6 WAS NEAR WHERE LOSS OF COMMUNICATIONS HAD OCCURED. SPADS 11 AND 12, ALONG WITH JOLLY GREENS 33 AND 21 PROCEEDED TO THE SCENE AND SPAD 11 ESTABLISHED VOICE CONTACT WITH BOTH SURVIVORS. AFTER EVALUATION OF THE AREA AND AFTER PINPOINTING BOTH SURVIVORS POSITIONS, THE SPADS ESCORTED JOLLY GREEN 33 INTO THE AREA. JOLLY GREEN 33 RECOVERED BOTH SURVIVORS AND TOOK THEM TO DANANG AB IN GOOD CONDITION. THE RECOVERY WAS MADE IN AN EXTREMELY HOSTILE AREA, BUT NO GROUND FIRE WAS REPORTED. GP-4.
BT

NNNN#

M/K

FLASH

2 3 40
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3 4 80
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2 1
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~~CONFIDENTIAL~~

21 NOV 68

449

SUPPORTING DOCUMENT 12

39.

Summary Report 1-3-117-8325

(G) The crews of Jolly Green's 33 and 21 were alerted for Misty 41 which had battle damage. A few minutes later the crews were scrambled and directed to hold feet wet. While East of Marble Mountain, JG's 33 and 21 heard that the pilots from Misty 41 had ejected. Spads 11 and 12 had been scrambled and Spad 11 went directly to 253/20/77, the bailout scene, while Spad 12 joined JG 33 and 21 for escort. Crown 6 made radio contact with Misty 41B and a few minutes later contacted 41A. Neither pilot was injured except for cuts and bruises. Crown 6 called for flights of Fast Movers to standby. The flights checked in minutes later, but, as it happened, were not needed. Covey 537 came in and helped to narrow the search area. Shortly after the Covey arrived, Spad 11 came in, took over locating the survivors, and made low passes to draw ground fire. The JG's holding Feet Wet were directed to proceed to the area and hold at altitude until the positions of 41A and 41B were pinpointed. Panama vectored Spad 12 and the JG's to the area, 258/17/77, approximately five miles north of Thung Duc Special Forces Camp. Upon arriving in the area Spad 12 joined Spad 11 in attempting to draw ground fire. After seeing and hearing none, Spad 11 called JG 33 and JG 21 in for the pickups. JG 33 (low bird) and JG 21 (high bird) went to the survivors location. Fuel and weight requirements were rechecked and the external auxiliary fuel tanks were jettisoned. JG 33 made the approach for the pickup along a ridgeline to avoid a valley to the west. Crown 6 called to clear guard (243.0) frequency except for SAR forces. Spad 11 had Misty 41A pop his smoke; JG 33 spotted it and went in for the pickup at an altitude of 2000' on the side of a very steep ridge. The trees were estimated to be 150 feet high and formed a dense canopy. Misty 41A's radio signal became very faint as we (JG 33) approached him, but he was readable. The penetrator was lowered, the survivor strapped himself on, and he was hoisted aboard. JG 33 pulled off the site, followed the ridge lines and proceeded to Misty 41B's position. On signal Misty 41B popped his smoke, and rescue was made without incident in the same manner as Misty 41A. Misty 41B reported rifle fire during his hoist ride, but there were no hits on any SAR aircraft. Both Misty 41A and 41B turned their chute beepers off and moved away from their parachutes to find a place to hide while they waited for rescue. They speeded their recovery by keeping cool, following instructions, and using techniques learned in Survival Courses. JG 33 was joined by JG 21 and both were escorted to CH 77 by Spads 11 and 12.

(U) Survivors were:

Misty 41AMisty 41B

Capt Frank T. Kimball,

Capt Lawrence K. Irving, FR71824

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(U) Spads were:

40.

Spad 11

Major W. T. Franham

Spad 12

Capt W. L. Thompson

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 33 (Low)

RCC LtCol John J. Devlin Jr.

RCCP Major Herman C. Stafford

FE MSgt Charles L. Manes

RS SSgt Eugene L. Nardi

JOLLY GREEN 24 (High)

RCC Capt Jerry M Griggs

RCCP Capt Don W. Wiegard

FE TSgt Arthur L. Ambrose

RS Sgt Thomas T. Winters

JOHN J. DEVLIN JR., Lt Colonel, USAF
Rescue Crew Commander

Rescuers Score Their 424th Save

DA NANG, Vietnam (Special) —The 37th Aerospace Rescue and Recovery Sq. (MAC), at Da Nang AB, pushed their combat 'saves' to a total of 424 as a rescue crew led by Lt. Col. John J. Devlin Jr., 37th ARRS commander and Maj. Herman C. Stafford Jr., recently extracted two Air Force pilots from a dense jungle ridge some 17 miles west-southwest of Da Nang.

Capt. Frank T. Kimball, 29, Arundell, Maine, and Capt. Lawrence K. Irving, 28, Los Angeles, Calif., both members of the 37th Tactical Fighter Wing, Phu Cat AB, were on a forward air controller mission when their F100 was hit by enemy fire. "After we felt the hit, I headed our plane toward the coast and Da Nang," said Kimball. "But before too long, our engine flamed out and we had to punch out."

"When we arrived on the scene, the Spads from the 4th

Special Ops. Sq. detachment had located and identified both pilots," said Devlin, 44, of Honolulu. "The Spads made a low level pass through the valley and declared it safe for us to attempt the pickup."

"We dropped to about 2,000 feet and started up the valley to where the backseater was located on a steep slope in the dense jungle. We found him and lowered our extractor and when he was safely on the penetrator, we lifted him aboard. Then we headed for the second man who was about 1,000 feet from the first downed man. After we extracted him, we headed for Da Nang," he added.

"Actually it wasn't too rough, although we did almost hit some tree limbs while we were extracting the men from the slope," added Stafford, 40, Bluefield, W. Va.

Pacific Stars & Stripes
Wednesday, Dec. 11, 1968

40

DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF: Det 1-40 RCG

25 Nov 68

SUBJECT: Mission Narrative Report (2-3-070-8327) (22 Nov 68) (U)

TO: Det 1-40 G
3rd ARRG (JSARC) *2092*
IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRG Sup 1, dated 11 July 1968.
2. (U) At 1200Z 56th Special Operations Wing requested Det 1, 40th ARRS to have one Jolly Green crew stand by for a possible mission involving a Nail 63 (O-2) near Nakhon Phanom RTAFB. At approximately 1210Z, the Command post advised the crew to standby at the aircraft, that the O-2 had disappeared approximately 1½ miles northwest of NKP while on landing approach. At 1215Z the command post advised Jolly Green 09 to launch. All requests were coordinated with Compress. Jolly Green 09 was airborne at 1225Z and proceeded to the area, where Knife 27, a CH-3E, was already searching. Knife 27 climbed to a higher altitude and began dropping flares for Jolly Green 09. Directions were received from the tower and GCA controllers who had observed the O-2 on approach. Several lights and camp fires in the area were investigated before a signal fire was spotted. Upon closer examination, the fire was found to be built by Thais who were also waving torches. A search of the immediate area revealed the O-2 wreckage approximately 200 yards from the signal fire, at 104 37'E, 17 23'N. Jolly Green 09 dropped its tip tanks about ½ mile from this location in dense jungle, then hovered over the wreckage while the rescue specialist was lowered on the hoist at 1310Z. Jolly Green 09 remained in a hover and furnished lights for the ground operation. The rescue specialist maintained radio contact with Jolly Green 09 and reported finding first one occupant, then the other in the wreckage, which was extremely twisted and demolished. He attempted mouth to mouth resuscitation on one, but to no avail. Both bodies were cold and no pulse could be found. Knife 27 landed approximately 400 yards from the area and let off a doctor, crash crew and guards, who assisted the rescue specialist in removing the bodies. Jolly Green 09 returned and landed at NKP at 0200Z. Knife 27 returned with the bodies, ground team and the rescue specialist. Communications were good throughout the mission. Weather was not a factor. No enemy action was observed.
3. (U) Names of the deceased: 1Lt Ivan J. Campbell, Pilot and Major Richard C. Swift, Instructor Pilot.

4. (U) Crewmembers of Jolly Green 09:

Captain	Richard J. Harwood	RCC
Major	Dale N. Weeden	RCCP
Sgt	Henry L. Burnett	FE
Sgt	Clifton L. Caffall	RS

Richard J. Harwood
RICHARD J. HARWOOD, Captain, USAF
Rescue Crew Commander

2-3-90

~~CONFIDENTIAL~~

O/C.

J 6 09 launched out of Nakhon Phanom
when an 0-2 was reported down 1 1/2 miles from
the base. He located the crash site & deployed
a p.j. who ascertained both p.c.s were dead.
J 6 09 then returned to base after 2 sorties, 1.5 hrs.

Briefed 25 Nov

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EXCEPT BY SPECIAL INSTRUCTIONS
NOV 1999

1968 23 NOV
RUBY 22 SAR

Phil Kammann's a captain now, assigned to Richards-Gebaur AFB, Mo., and flying rescue and recovery support for the *Apollo* astronauts.

But Philip H. Kammann was a 26-year-old first lieutenant when he made his rescue attempt.

It began, as most rescues do, with a radio crackling to life. The radio was at Binh Thuy AB, RVN, in the alert quarters of Detachment 10, 38th Aerospace Rescue and Recovery Squadron. The caller was a controller from the IV Corps Direct Air Support Center. Time: 1:10 a.m.

"We've got two critically wounded Army troopers in an area where the 'Hueys' can't get in to land. One's got a sucking chest wound and the other has shattered legs. We need a rescue chopper with a hoist to get 'em out."

The controller gave the exact location, which turned out to be near Chi Lang in a mountainous area adjacent to the Cambodian border.

Phil Kammann was out of bed and had his clothes on before the controller stopped talking. "That's a good 50 miles from here. Better take both aircraft," Kammann called back to the bunkroom. The other crew was already up. Eight men hustled out to the alert pad.

The HH-43F—"Pedro" to everyone in Southeast Asia—was waiting. Even while Kammann was cranking up the engine, copilot Capt. Jack D. Cusano was already on the radio getting exact directions to the scene. It was a dark, moonless night and Kammann flew instruments most of the way to the area.

An AC-47 "Spooky" gunship and an Army *Cobra* helicopter were waiting. They had not yet spotted the survivors.

While the second Pedro — the "high bird"—remained in a safe orbit above the mountains, Kammann moved in with his aircraft to try to spot the survivors by the light of Spooky's flares. By now he had made radio contact with the men on the ground and they told him they had no flares or signaling devices of their own. Nothing but a penlight.

"We knew they were somewhere on a real rugged hill. There were rockpiles all over the place, and caves, too, we later found out. They said they were trying to signal us with their penlight but we couldn't spot them. That area must have been burned because there were all sorts of glowing embers all over it. Made it that much harder to spot the survivors."

When Kammann was pretty sure he knew the area where the survivors were, he asked the *Cobra* helicopter gunship to go in low to see if he would attract any fire. "He got no fire, so we made a low go to see if anybody was going to shoot at us. We didn't draw any fire either, so we figured the area was sterile."

As Kammann swung the Pedro around, pararescueman TSgt. Dudley Peckinpaugh, standing in the right rear door, spotted several men on a big rock, holding their hands up. Peckinpaugh remembers what happened.

"I had these guys in sight, stand-

PEDRO'S PERIL

A rescue attempt that failed
yet succeeded

ing there on the rock, so I started directing the helicopter in. Lieutenant Kammann hadn't seen 'em yet. We got over their position and I swung the litter out the door. About that time, Lieutenant Kammann said, 'I still don't have 'em in sight.' And I said neither did I because suddenly they were gone. That's when they opened up on us. It was a trap."

The Pedro was only 50 feet above ground when the firing began. But the steep slope made it possible for Kammann to drop the nose and gain airspeed and altitude in a hurry. Above him, the high bird Pedro was moving in fast. The crew figured Kammann had gone down in the heavy burst of firing.

"We moved out of the area a little and called for some suppressive fire. The *Cobras* put a lot of fire in there and they never got a shot back at them. I guess those guys knew the *Cobras* were armed and we weren't."

By now the Pedro was running low on fuel so Kammann flew to Chi Lang, 15 miles away, to refuel. Returning to the area, he was told by the *Cobras* that the area was sterile. They had received no further firing. So Kammann came in for another approach, this time blacked out—without lights. As he went into a hover, heavy fire again erupted. Again the gunships strafed the area.

But by this time Peckinpaugh had spotted the blinking penlight. The survivors were three-quarters of the way up a 2,000-foot rocky hill. With their position pin-pointed,

Kammann decided to risk another blackout approach. Again as he went into a hover, he drew heavy fire. There was nothing to do but pull out and wait for daylight. Kammann again flew to Chi Lang for fuel.

"We thought it was kind of strange that we were still getting fire out of that area. By the time we made our fourth or fifth approach, we had all sorts of firepower in the area. We even had a big AC-130 'Spectre' out there with his big cannons and searchlight. The Spooky pilot told me he could see exactly where the firing was coming from and that he was firing right on that area. What none of us knew was that these guys had deep caves in that mountain and they'd fire at us and then just run back into the caves. The gunships couldn't touch 'em."

At dawn, Kammann and his crew checked the Pedro for hits. They thought they had taken one during the night. That became extremely obvious when they found the hole. The shell had come up through the cabin, just inches from where flight engineer SSgt. Gordon L. Browning was standing. And it had gone up through the roof and into the engine mount. Had it had enough velocity to travel another inch or so into the engine, it would have brought the Pedro down.

By 6:45, Kammann's helicopter was back in the rescue area. He made contact with the survivors and learned that they had received no hostile fire for several hours. By this time an F-100 had worked the area

over. So had four *Cobra* gunships. A FAC was in the area, as well as "Crown," the rescue coordinating HC-130.

For his first daylight approach, Kammann selected an entry path along a ridge line. He drew fire even before he tried to hover. The FAC and the four gunships went to work. Another approach and more ground fire.

"By this time we had spotted a little helicopter landing pad just on the other side of the mountain, so we asked the survivors if they could get the wounded men up to it. They said they couldn't because the men were too badly hurt. I can't say I blame them for not wanting to move. There were all kinds of bad guys all over that place."

Copilot Jack Cusano, busy throughout this period with radio communication from everyone in the area, and doing the navigating besides, now called for fighter-bombers to hit the area. Two jets came in and made several bomb-dropping passes, all of them on target. The ground party again reported the area secure and Kammann made another approach. Again he drew fire.

"It was about 8:30 by then and I needed fuel. So I went back to Chi Lang while all those airplanes softened up the area for me. When I got back they again reported it sterile and I again drew fire. On my second approach after that refueling, Browning and Peckinpaugh shouted that we were taking hits. I pulled out in a hurry, but the controls still felt okay, so I went around for the



Pedro is a versatile bird. Here an HH-43 with a fire suppression kit responds to an emergency call at Bien Hoa AB, Vietnam.

ninth try. I made the approach with no sweat but I had a hard time transitioning to the hover. Finally, I got it down there and Peckinpaugh got the Stokes litter out the door. And that's when the fun really started!"

What Kammann didn't know was that his Pedro had taken a hit in the stability control system and that's what was making the hover difficult. Peckinpaugh had indeed gotten the Stokes litter out the door and had it only a few feet above the survivors' heads. He tells what happened.

"Well, we were in the hover and the guys were right down there so I was trying to get the hoist down to them, all the time talking on the radio. But then I heard us take hits and I looked up and there was a guy . . . he had jumped up on a rock and he was firing right at us from maybe 50 yards away. That's when I yelled, 'Pull out! Pull out!' so loud."

The survivors, too, saw the heavy fire and called for Kammann to pull out. Kammann applied max power and started to get out of the area but the quick change of attitude and air-speed caused the Stokes litter to swing upward—toward the rotor blades!

Peckinpaugh saw the litter go by and, held only by his gunner's belt, dove for it. As he struggled with the cable and the litter he called to Browning, who dropped his M-16

and grabbed Peckinpaugh around the waist, preventing him from falling out of the helicopter. Together, the two wrestled the litter back into the Pedro.

Against the background of two near-disasters—the bullets and the Stokes litter—and with his control greatly reduced due to the hit in the stability system, Kammann decided to abandon any further attempts at the rescue.

"Then we got another call from the survivors. They said, 'Would you drop us that funny looking thing you had hanging outside the door?' They meant the Stokes litter, of course, but I knew if they were going to try to carry their wounded over the hill the semirigid stretchers would be much better, so I decided to make one more low go and drop the stretchers. I came in real low, 12 or 15 feet above their position, because I knew if we didn't drop those stretchers right on them, they'd slide on down the mountain. Peckinpaugh pushed the stretchers out and they fell right on target. I don't think we drew much fire on that go. They were obviously waiting for us to hover."

Kammann flew his crippled Pedro to Chi Lang and landed safely. Almost hesitatingly, his crew members began to check for holes. They found 'em. Ten of them, five in the wooden rotor blades alone. The aircraft was technically not flyable.

Meanwhile, the little ground party had put the two wounded men on the stretchers and somehow avoided the enemy all around them to make it over the hill to the helicopter pad where an Army Huey picked them up. The Huey brought the wounded men to the nearest medically trained man around, Sergeant Peckinpaugh. By then, the backup Pedro had arrived and the two crews switched aircraft and Kammann flew the "good" one back to Binh Thuy. Throughout the flight back to home base, Peckinpaugh and Browning worked on the seriously injured Army men. Their efforts probably saved the lives of the two. Both survived.

"We later learned that the Army had tried to take that hill the day before and had failed. They went back a few days later and captured it. The whole mountain was lined with deep caves. They walked several hours through one of them. And they were full of stuff: B-40 rockets, 75mm recoilless rifles, 72 and 80mm mortars and 30- and 50-caliber machine guns as well as lots of small arms and automatic weapons. They even found typewriters in there!"

Later, as he watched his crippled Pedro being brought back to Binh Thuy slung under a big *Chinook* helicopter, Kammann's comment was a typical understatement: "I guess you could say that was a pretty hairy seven hours."

Guess you could at that!



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FROM: RCC

25 Nov 68

SUBJECT: Mission Narrative Report (10-38-045-8327)

TO: 10-38C
38C *ep*
3ARRGp (JSARC)
IN TURN

1. This report is submitted IAW ARRS 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.

2. At 0110L, 23 Nov 68 (1710Z, 22 Nov) Det 10 was alerted at quarters and requested by IV DASC to pickup 2 seriously wounded US soldiers, one with a sucking chest wound and one with shattered legs. Alert crew was informed that Pedro was needed because the pickup point was inaccessible and a hoist was necessary to extract the wounded. The coordinates given were 10 deg 22 min N, 104 deg 58 min E, or approximately 50 NM WNW of Binh Thuy. Due to the distance and the darkness, it was decided to launch both aircraft. JSARC was notified at 0130L (1730Z). Pedro 39, the primary aircraft was airborne at 0135L and Pedro 91 took off five minutes later. Weather enroute was 2000 feet scattered and there was no moonlight. Both H-43's arrived at the designated area along with Spooky 82 at 0220L. Satan 13 and Satan 17, a Cobra gunship fire team arrived ten minutes later. Spooky 82 lit the area with flares, attempting to locate the ground party who had no flares or night signalling devices other than a small penlight. Contact was made with the ground party, Ruby 24, on FM radio. Ruby 24 reported no hostile fire had been received all evening. Pedro 39 requested Satan 13 to make a pass to determine if ground fire would be received. No fire was received, so Pedro 39 went in to the approximate area to locate and extract the survivors. At approximately 50 feet AGL Pedro 39 turned on its flood lights and immediately drew heavy ground fire. Pedro now realized it was an ambush. After making a hasty retreat, Pedro 39 called for Spooky 82 and the 2 gunships to soften up the area. This was done while Pedro 39 and Pedro 91, who had been orbiting the area as high bird, went to Chi Long, a secure outpost 12 miles NNE, to refuel, as the fuel level was down to 400 and 500 pounds respectively. Both Pedros returned immediately and were informed that the area was sterile. The gunships made a low pass and again drew no fire. Pedro 39 made another approach escorted by the gunships and received heavy ground fire. At this time Specter, an AC-130, arrived on the scene. Specter, Spooky, and Satan 13 and 17 hosed down the area. Specter, with his searchlights illuminated the area in an effort to determine the ground parties exact location, which was still not precisely known. The fires and coals of the burning brush and trees made it nearly impossible to see a penlight. Finally, after a blinking lights signal, the party was pinpointed at a position 3/4 of the way up a small rocky mountain with a 50 deg slope. The mountain was covered with trees and brush making it difficult to locate the

GROUP 4

Declassify and downgrade at 3 year intervals:
Excluded from automatic downgrading and declassification

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position of the hostile forces. It was later discovered that the unfriendlies were entrenched in caves on the face of the mountain. Radio contact with Ruby 24 was maintained. After requesting the ground party to change location, Pedro 39 was informed that the 2 critically wounded could not possibly be moved. Satan 17 made a clearing pass, then Pedro 39 made another approach, again receiving heavy ground fire. At this time the RCC elected to return to Chi Long and wait for dawn. Meanwhile Spooky would continue suppressive fire and protect the survivors. At 0645L, after preflighting the aircraft and refueling, Pedro 39 took off followed by Pedro 91 and Satan 16 and 18, a new fire team. The target was easily located due to the day smoke popped by the ground party. Ruby 24 reported they had received no hostile fire since Pedro 39 departed the previous night. With gunships escort, Pedro 39 made an approach, this time receiving only moderate ground fire. The approach was aborted and a FAC (USAF O-1) called in at this time Pedro 91 returned to Binh Thuy. The gunships went to work again. Pedro 39 made a preparatory high speed pass and once again drew moderate ground fire. Pedro 39 orbited at a safe distance waiting the requested fighter support. Two F-100's arrived on scene and made several napalm dropping passes. Ruby 24 stated the napalm was on target. The gunships made a low pass and notified Pedro that the area appeared secure. With their escort, Pedro 39 went in again, again receiving moderate ground fire. The RCC decided to return to Chi Long for fuel and give the gunships time to soften up the area some more. At this time Crown 4 arrived on the scene and was briefed on the situation. At 0900L, after a thorough preflight, Pedro 39 took off and returned to the area. Accompanied by the gunships, 2 more pickup attempts were made but had to be terminated after moderate ground fire was observed. The gunships worked over the area from which the hostile fire came and learned from Ruby 24 that they had scored direct hits. Pedro 39 made another approach. (On every approach, Ruby 24 lit smoke when called for by the RCC. This was a great aid in determining wind direction on the cliff and in having an exact point to aim for.) On this approach Pedro 39 received no fire and arrived over the spot in a 15 foot hover. During the transition phase of this approach it was extremely difficult for the RCC to maintain control of the aircraft. This difficulty was at the time attributed to treacherous mountain wind currents, but it was later discovered that the DSAS had been rendered inoperative by a hit on the rudder lock attaching bracket. After established in a hover with the stokes litter halfway down, Pedro 39 received very heavy ground fire and immediately exited the area. The RCC notified Ruby 24 that further attempts were being abandoned because the area was too hot. At this time Ruby 24 requested Pedro to drop the stokes litter so that the wounded personnel could be transported to a secure helicopter landing area on the other side of the mountain crest. Pedro 39 made a high speed, low altitude pass and the PJ dropped one stretcher and one semi-rigid litter on target. Pedro 39 now returned to Chi Long to wait until 1130L where a rendezvous was to be made at the secure helicopter landing area and the wounded medevaced to a hospital. Upon postflight examination, it was discovered that Pedro 39

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had taken 10 hits, 5 of them in the blades, making the aircraft unflyable. Some of the hits were determined to be from a 50 caliber machine gun. Contact was made with the Army command post and a Huey slick was directed to the mountain landing area to evacuate the wounded. Not without difficulty, the slick evacuated 4 wounded soldiers and 2 dead ones. In the interim, Pedro 91 had returned to Chi Long from Binh Thuy. The wounded (one critical US soldier and 3 other personnel) were loaded aboard Pedro 91. Pedro 39's crew, flying Pedro 91, medivaced the survivors to the US Army 29th Field Evacuation Hospital adjacent to Binh Thuy and to Eakin Compound at Can Tho. During the return, the PJ administered vital medical service to the wounded personnel. The crew who brought Pedro 91 to Chi Long remained with the unflyable Pedro 39 and supervised its preparation for being sling-loaded by a Chinook back to Binh Thuy. Altogether, eleven sorties were flown compiling a total of 13.0 hours flying time. One combat save claimed.

3. The names of the survivors were: John C. Runnell, E6, US Army; 3 others, names unknown.

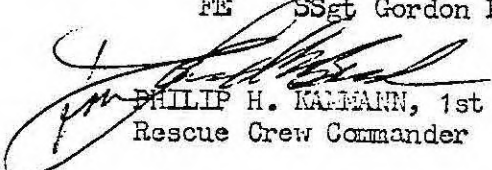
4. Crewmembers of Pedro:

Pedro 39 (Low)

RCC 1st Lt Philip H. Kammann
RCCP Capt Jack D. Cusano
RS TSgt Dudley R. Peckinpaugh
FE SSgt Gordon L. Browning

Pedro 91 (High)

RCC Capt John L. Debevec
RCCP Capt Cecil A. Jessee
RS A1C Richard C. Stiefken
FE SSgt Gerald H. Jones


PHILIP H. KAMMANN, 1st Lt., USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

FROM: RCC

24 Nov 68

SUBJECT: Mission Narrative Report (10-38-046-8329)

TO: 10-38C

38C ✓

3rd ARRGp (JSARC) *llg*

IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 Jun 67.
2. Pedro Operations was called at 0825L by Navy River Patrol Operations at Vinh Long RVN with a request for immediate rendezvous with patrol boat Diogenes Bravo 1 located on the Mekong River about 10 miles East of the town of Sa Dec. After refueling, Pedro 91 launched at 0830L direct to pickup point with flight monitor enroute by Paddy Control. Navy Control came up on Fox Mike with corrected pickup coordinates and radio contact established with PBR and Seawolf gunships. The weather was clear with unlimited visibility. No assistance from other agencies requested or needed. Radio discipline excellent with the Navy boat, Seawolf and Pedro using common frequency. Pedro 91 observed several river boats on river at reported pickup point at least 5 miles out. The boat with the wounded deployed a green then a purple smoke flare on request. The right boat was identified and beached in a little canal just in front of a friendly outpost. Coordinates were 10-17N 105-51E. Pedro 91 made overhead tactical approach out over river while Seawolf's flew orbital cover. Landing was at 0845L as close to the boat as possible. No ground fire encountered. Our flight engineer and paramedic assisted the Navy boat crew members in transferring the wounded from ship to aircraft. One was ambulatory suffering from multiple shrapnel wounds about the face and body, mainly on the legs. The other, a litter patient, had a severed right leg below the knee. All injuries were inflicted by rocket rounds striking the boat. The two were made comfortable and checked over by the paramedic. An I.V. was prepared but was not administered due to the short time enroute to the 29th Med Army hospital. Pedro relaunched at 0850 heading direct to Binh Thuy. Army receiving personnel were alerted by radio and were standing by as we landed. Both men were rushed into the emergency room for treatment. Pedro 91 returned to Binh Thuy AB terminating at 0905L.
3. The names of the survivors were: Joseph Hayes, G43; Roudolph Coofield, SN, PBR Sec 57 (572).
4. Crewmembers of Pedro:
 - RCC LT COL ROLAND SPECKMAN
 - CP MAS RALPH GAEDE
 - FE SGT ARCHELAUS WHITEHEAD
 - RS AIC LARRY O. NICHOLSON

DECLASSIFIED

1400 DCS 68-3246

FROM: 370

27 November 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-120-8380) (U) GENERAL DECLASSIFICATION

TO: 37C

3rd ARRGp (JSARC) *JS*
IN TURNClassified by _____
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 84*

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1, dated 15 June 1968.

2. (C) At 2250Z, 25 Nov 68 Queen notified the Da Nang alert crews (Jolly Green 34 and 32) to stand by at Jolly Green Operations for a possible mission. The alert crews arrived at operations at 2305Z and were scrambled for a mission at 270/85 Ch 77. Jolly Green 34 and 32 were airborne at 2315Z with Spad 11 and 12 as escort. Queen advised all SAR forces that Covey 227 and 265 had crashed in an O-2 and that Covey 267 had voice contact with one survivor (Covey 227). No contact had been made with Covey 265. Panama gave vectors and flight following service to Jolly Green's enroute to the crash site. Jolly Green 32 joined Jolly Green 34 at FL 080 and proceeded enroute. At approximately 2345Z the position of Covey 227 was refined to 002/22/72 by Spad 11 who was orbiting the survivors position. Jolly Green's arrived at the crash site at 0010Z and held at FL080 to allow Spad's to check out the area and get an exact position on the survivor. The weather enroute was 6000' undercast, 15+ visibility. Weather at the crash site was clear except for fog in valleys and low stratus around the scene of the survivor. The undercast condition terminated approximately eight miles east of the SAR scene. At 0017 Spad 11 advised that the area looked good for a pickup attempt and Jolly Green 34 began a decent with Spad 11 leading into the survivors position. Jolly Green 32 (high bird) held at FL050 over the pickup point. Internal fuel had been maintained at 1000# in each main tank and $\frac{1}{2}$ mile out on final approach to the survivor, the tip tanks were jettisoned. Jolly Green 34 requested the survivor to light a smoke and immediately an orange smoke was visible about $\frac{1}{4}$ mile ahead at 12 O'Clock. Jolly Green 34 hovered over the survivor while Spad 11 and 12 made dry passes on each side of the survivors position. The pickup was completed at 0025Z with no problems. No ground fire was heard or observed throughout the mission. Radio discipline was excellent for all forces. After the pickup, Jolly Green 34 exited the area on a NE heading as recommended by Spad 11. Queen was advised that the survivor was aboard and in excellent condition. Jolly Green 34 climbed to FL 090 and orbited for 20 minutes while Spad 11 and 12, Covey 267, Nail 34 and Jolly Green 32 looked over the area for the second crew member (Covey 265). Because of low fuel remaining, Jolly Green 34 requested Crown 1 to rendezvous for A/R if it was decided to remain on scene and attempt to locate the other crew member. Queen advised that Jolly Green 34 RTB to Ch 77 and other Jolly Green's from Ch 77 would be scrambled if additional forces were required. Jolly Green 34 departed the SAR scene at 0045Z for Ch 77 escorted by Spad 03 and 04. At approximately 0045Z Spad 11 sighted a metal object on a ridge in the vicinity of the crash scene; however, they were unable to positively identify the object. Jolly Green 32 was requested to make a low pass on the area and identify the object to see if it was the crashed O-2 and if the other crew member was in the aircraft (Covey 265).

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Jolly Green 32 made a minimum altitude low pass across the area at 28KTS. The object was identified as parts of a drop tank. At 0055Z Jolly Green 32 departed the area, climbed to FL 080 and proceeded east toward Ch 77. At 0105Z Spad 11 sighted smoke rising from trees about 200 meters south of the survivors pickup point. This area had been obscured by low stratus earlier but was now clearly visible. Spad 11 believed this to be the O-2 wreckage and Jolly Green 32 was recalled to investigate the sighting. At approximately 0115Z Jolly Green 32 made a low pass across the smoke area and positively identified the wreckage as the O-2 aircraft. Another approach was made to the wreckage and a hover was established to attempt visual sighting of the second O-2 crewmember. The O-2 was upside down and appeared to have made a soft vertical landing. (The survivor, Covey 227, had stated that the aircraft was in a flat inverted spin when bailed out). The front engine was intact, cabin area completely burned out and no rear engine visible. The right tail boom was intact, left boom severely damaged with no rudder or horizontal stabilizer visible. Jolly Green 32 decided not to deploy his PJ to search the wreckage because it was still smoking and the aircraft had ordinance on board. It was determined that the second crewmember could not have survived the crash if he had remained in the cockpit because it had been completely burned out. Jolly Green 32 departed the area at 0130Z. Jolly Green 34 arrived Ch 77 at 0140Z with one survivor (Covey 227) Jolly Green 32 arrived Ch 77 at 0245Z.

3. (U) Crewmembers of Jolly Greens:

<u>JOLLY GREEN 34 (Low)</u>			<u>JOLLY GREEN 32 (High)</u>		
RCC	CAPT	Gerald W. Moore	RCC	MAJ	Charles E. Wicker
RCCP	CAPT	Joseph J. Dillon	RCCP	LTCOL	Lamar G. Tullos
FE	SGT	Robert T. Anderson	FE	TSGT	Charles D. Severns
RS	TSGT	Nathaniel Smith Jr.	RS	SGT	Thomas T. Winters

4. (U) Spads were:

<u>Spad 11</u>	<u>Spad 12</u>
Maj James B. Wheeler	Maj Neal Lucas

5. (U) Other aircraft assisting SAR effort:

Crown 1, Covey 267, Nail 34, Spad 03, Spad 04.

6. (U) Survivors name:

1st Lt Allen S. Sheppard III
FV3206011
20th TASS

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

UNCLASSIFIED
CSAF MSG 101850 APR 15
M. 10115 (Date) 29 APR 15

Gerald W. Moore
GERALD W. MOORE, Capt, USAF
Rescue Crew Commander

UNCLASSIFIED

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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SUPPORTING DOCUMENT 13

41.

Summary Report 1-3-120-8330, 25 Nov 68

(C) At 2250Z, 25 Nov 68, Queen notified the Da Nang alert crews (JG 34 and 32) to standby at Jolly Green operations for a possible mission. The alert crews arrived at operations at 2305Z and were scrambled for a mission at 270/85/CH 77. JG 34 and 32 were airborne at 2315Z with Spad 11 and 12 as escort. Queen advised all SAR forces that Covey 227 and 265 had crashed in an O-2 and that Covey 267 had voice contact with one survivor (Covey 227). No contact had been made with Covey 265. Panama gave vectors and flight following service to the JG's enroute to the crash site. JG 32 joined JG 34 at FL 080 and proceeded enroute. At approximately 2345Z the position of Covey 227 was refined to 002/22/72 by Spad 11 who was orbiting the survivors position. JG's arrived at the crash site at 0010Z and held at FL080 to allow Spads to check out the area and get an exact position on the survivor. The weather enroute was 6000' undercast, 15+ visibility. Weather at the crash site was clear except for fog in valleys and low stratus around the scene of the survivor. The undercast condition terminated approximately eight miles east of the SAR scene. At 0017Z Spad 11 advised that the area looked good for a pickup attempt and JG 34 began a decent with Spad 11 leading into the survivors position. JG 32 (high bird) held at FL050 over the pickup point. Internal fuel had been maintained at 1000# in each main tank and $\frac{1}{2}$ mile out on final approach to the survivor, the tip tanks were jettisoned. JG 34 requested the survivor to light a smoke and immediately an orange smoke was visible about $\frac{1}{4}$ mile ahead at 12 o'clock. JG 34 hovered over the survivor while Spad 11 and 12 made dry passes on each side of the survivor's position. The pickup was completed at 0025Z with no problems. No ground fire was heard or observed throughout the mission. Radio discipline was excellent for all forces. After the pickup, JG 34 exited the area on a NE heading as recommended by Spad 11. Queen was advised that the survivor was aboard and in excellent condition. JG 34 climbed to FL090 and orbited for 20 minutes while Spad 11 and 12, Covey 267, Nail 34 and JG 32 looked over the area for the second crew member (Covey 265). Because of low fuel remaining, JG 34 requested Crown 1 to rendezvous for A/R if it was decided to remain on scene and attempt to locate the other crew member. Queen advised that JG 34 RTB to CH 77 and other JG's from CH 77 would be scrambled if additional forces were required. JG 34 departed the SAR scene at 0045Z for CH 77 escorted by Spad 03 and 04. At approximately 0045Z Spad 11 sighted a metal object on a ridge in the vicinity of the crash scene, however they were unable to positively identify the object. JG 32 was requested to make a low pass on the area and identify the object to see if it was the crashed O-2 and if the other crew member was in the aircraft (Covey 265). JG 32 made a minimum low pass over the area at 20KTS. The object was identified as parts of a drop tank. At 0055Z JG 32 departed the area, climbed to FL 080 and proceeded east toward CH 77. At 0105 Spad 11 sighted smoke rising from trees about 200 meters south of the survivors'

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42.

pickup point. This area had been obscured by low stratus earlier but was now clearly visible. Spad 11 believed this to be the O-2 wreckage and JG 32 made a low pass across the smoke area and positively identified the wreckage as the O-2 aircraft. Another approach was made to the wreckage and a hover was established to attempt visual sighting of the second O-2 crewmember. The O-2 was upside down and appeared to have made a soft vertical landing. (The survivor, Covey 227, had stated that the aircraft was in a flat spin when he bailed out.) The front engine was intact, cabin area completely burned out and no rear engine visible. The right tail boom was intact, left boom severely damaged with no rudder or horizontal stabilizer visible. JG 32 decided not to deploy his PJ to search the wreckage because it was still smoking and the aircraft had ordnance on board. It was determined that the second crewmember could not have survived the crash if he had remained in the cockpit because it had been completely burned out. JG 32 departed the area at 0130Z. JG 34 arrived CH 77 at 0140 with the one survivor (Covey 227). JG 32 arrived CH 77 at 0245Z.

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 34 (Low)

Capt Gerald W. Moore	RCC
Capt Joseph J. Dillon	RCCP
Sgt Robert T. Anderson	FE
TSgt Nathaniel Smith Jr.	RS

JOLLY GREEN 32 (High)

Major Charles E. Wicker
LtCol Lamar G. Tullos
TSgt Charles D. Severns
Sgt Thomas T. Winters

(U) Spads were:

Spad 11

Major James B. Wheller

Spad 12

Major Neal Lucas

(U) Other aircraft assisting SAR effort: Crown 1, Covey 267, Nail 34, Spad 03, and Spad 04.

(U) Survivor's name: 1st Lt Allen S. Sheppard III, FV3206011.

GERALD W. MOORE, Captain, USAF
Rescue Crew Commander

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IMMEDIATE

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PT 0637

OTTCZYUW RUMOSRA1162 3321103-CCCC-RUCIEUA.

ZNY CCCCC

Q P 270850Z NOV 68

FM OL2 3ARRGP UDORN RTAFB THAILAND

TO RHMTSNA/3ARRGP/USARC/TSN AB RVN

RUEFHQA/CSAF/AFCP/AFXOPFH/WASHINGTON DC

RUCIEUA/MAC/MCP/MAOCCA/SCOTT AFB ILL

RUCIEUA/ARSEP SCOTT AFB ILL

RUHHABA/PACARRC/PROCP/HICKAM AFB HAWAII

INFO RHMTSNA/7AF/DOTO/DO/DO/DI/BDPMP/CP/TSN AB RVN

RUMTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS

RHMSMVA/MACV SAIGON RVN

RUHHABA/CINC PACAF/CC/HICKAM AFB HAWAII

RUKLAAA/TAC/DOOS-LR/LANGELY AFB VA

ZEN/TUOC UDORN RTAFB THAILAND

RUMHPD/OL-1 3ARRGP SON TRA RVN

RUCEAAA/HQ USAF ALTERNATE CP MAXWELL AFB ALA

RUMBPN/DET 1 40 ARRS NAKHON PHANOM RTAFB THAILAND

RUMBPN/602SOS NAKHON PHANOM RTAFB THAI

BT

~~CONFIDENTIAL~~ JOPREP JIFFY RESCUE REPORT/OL-2, 3 ARRG

PAGE 2 RUMOSRA1162 ~~CONFIDENTIAL~~

1. RESCUE OPENING/CLOSING REPORT.

2. 2-3-071-8332

3. A. TACTICAL B. CLASSIFIED C. GRAY/57-2885/02/RAVEN30.

4. UNKNOWN E. UNKNOWN F. UNKNOWN G. 2 H. UNKNOWN.

4. OL-1, 3ARRGP/27/0338Z. 5. SE 6. 2/HH3E/DET-1, 40 ARRS;

4/A1H/602SOS; 1/HC130P/39ARRS AT 27/0340Z 7. JG 16/17 LAUNCHED AT

27/0432Z; SANDIES 1, 2 LAUNCHED AT 27/0436Z; SANDIES 3, 4 LAUNCHED AT 27/0441Z; CROWN 1 DIVERTED TO AREA AT 27/0340Z. 8. 1618N 10543E.

9. A. NOT A FACTOR B. NOT A FACTOR. 10. OL-2, 3 ARRG CAPT

WILLIAM E. ARNOLD, TSGT RICHARD A. LINCK. 11. NONE 12. HOB0

41 27/0342Z/1618N 10543E. 13. DET-1, 40ARRS/HH3E/PJ DEPLOYED/27/

0615Z. 14. 2/2/2/0/0/2. 15. TAKEN TO NAKHOM PHANOM RTAFB THAILAND.

16. 2/5PLUS10/DET-1, 40ARRS/HH3E; 4/4PLUS50/602SOS/A1H; 2/2PLUS35/39

ARRS/HC130P. 17. 0/0/0/0/0/0/0/0. 18. A. RCC OLIVER, JAMES E. CAPT;

RCCP WEEDEN, DALE N. MAJOR; FE GALLAGHER, GREGORY G. SGT; PJ WIDNER,

DALFORD R.V. SGT. ALL ASSIGNED TO DET-1, 40 ARRS. B. UNKNOWN

19. H. NO ARRS COMBAT SAVES/NO AIR REFUELING ACCOMPLISHED/PJ WAS

DEPLOYED. NOTIFIED BY OL-1, 3 ARRG THAT RAVEN 30 WAS DOWN POSITION

1618N 10543E. HOB0 41 WAS ON SCENE AND REPORTED NO SIGN OF SURVIVORS

AND AIRCRAFT WAS IN RIVER. LAUNCHED JG 16/17 AND SANDIES 1, 2, 3, 4

PAGE 3 RUMOSRA1162 ~~CONFIDENTIAL~~

FROM NAKHOM PHANOM RTAFB. JG 17 MADE PICKUP OF DECEASED CREW MEMBERS

AND TOOK THE BODIES TO NAKHOM PHANOM RTAFB THAILAND. GP-4

BT

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YEAR INTERVALS
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(Para 2 (C) Cont)

Jolly Green 68 turned to a northerly heading and took evasive action while egressing the area. Ground fire continued for approximately 10 seconds. Jolly Green 68 then picked up Sandy 03 and proceeded to an area approximately 2 miles northwest of Ringo 04. A descending turn was made and the approach to Ringo 04 was started in the smoke. Jolly Green 68 did not have visual contact with Ringo 04 and asked him to light a flare. No flare was sighted, however, Ringo 04 advised that he had visual contact with Jolly Green 68 approximately 300 yards from his position. At this time Jolly Green 68 passed over several enemy troops and was fired upon. Fire was returned by TSgt Fullwood, the tail gunner. The approach was continued although Ringo 04 was still not in sight. Ringo 04 then advised Jolly Green 68, that he was directly overhead. A right 360 degree turn was made and Ringo 04 was spotted. As Jolly Green 68 came to a hover, approximately 20 enemy troops were observed firing from a knoll to the rear. TSgt Fullwood again returned fire and continued to fire throughout the pickup. Several of the enemy troops were knocked down, and the remainder took cover. Additional ground fire was observed coming from several gun positions to the right of Jolly Green 68. TSgt Moye lowered the hoist to Ringo 04, while Sgt Koecher provided suppressive fire on the right side using an M-16 rifle. Although Ringo 04 had a knee injury, he was able to get on the forest penetrator and the hover position was maintained until he was brought into the cabin. Jolly Green 68 then made a 180° turn and took off again using the smoke for masking. TSgt Fullwood continued to fire the #3 gun while Sgt Koecher and Moye administered first aid to Ringo 04. Ringo 04 had a torn cartilage in his knee and a pulled muscle in his shoulder. After the pickup, Jolly Green 68 again refueled with Crown 02 and returned to Udorn. After landing at Udorn, hits were discovered in a rotor blade, the left side and cargo ramp.

3.(C)The survivor(s) was : Gough, Jamie III, 1st Lt, 555 TFS.

4. (U)The Rescue Crews were:

Jolly Green 68

RCC: Major Gerald A. Jones
RCCP: Major Robert R. Stewart
FE: TSgt John W. Moye
RS: TSgt Fullwood, Leon
RS: Sgt Robert P. Koecher

Jolly Green 71

RCC: Lt Col Chester R. Ratcliffe Jr.
RCCP: Capt Harry A. Jones
FE: SSgt Gerald M. Bell
RS: Sgt Richard Grossman Jr.
RS: Sgt Lloyd A. Vide

Gerald A. Jones
GERALD A. JONES, Major, USAF
Rescue Crew Commander

2

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2 Atch
1. 3ARRGP Form 20
2. 3ARRGP Form 20A

~~(THIS PAGE IS CONFIDENTIAL)~~

400-0049

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medical attention, the Aircraft Commander would notify the AMC to arrange to have an ambulance waiting at the recovery base. ^{13/}

A typical Buff recovery from orbit position was flown by Maj. Gerald A. Jones, 40th ARRS, in November 1968. The mission is best described in his own words: ^{14/}

"This was my first mission and it turned out to be quite eventful. We were orbiting near Lima (Site) 36 when the mission broke. The pilot Lt. Jamie Gough was down in a relatively open area with much enemy gunfire from surrounding hills. The OSC mentioned that it was an extremely hot area so I was required to hold out for one and one-half hours during which time extensive sanitization was carried out by numerous fast movers. Finally I was brought in through intermittent cloud coverage. I couldn't spot the survivor at all and was taken back out as we began receiving ground fire. The survivor also came on the air and told us to leave the area. I then tried to come in from the west real low with the sun behind me. The Sandys had laid down a smoke screen for me, and flew 'daisy chains' over the area while continually firing. I still just couldn't see him, but bored on in anyway. All of my guns were firing at this time. The survivor came on the air saying, 'I can see you.' We looked everywhere but couldn't see him. We were taking fire and I told the Sandys, but failed to give them the exact positions. As I was casting about, the survivor came on again, 'You're right over me.' I did a quick 180° and there he was! The hoist operator sent down the penetrator while the rest of crew fired from the other guns. In about 30 seconds we had him aboard and we egressed climbing and turning all the way. In retrospect I could have done much better--I think I depended too much on spotting the survivor rather than depending on the OSC, plus I should have gone in a little lower. The survivor had sustained some injuries during ejection so we made him as comfortable as possible. We rushed back to Udorn and the ambulance was waiting. One of the problems in a high threat area such as this was that when the hoist was in operation, we lost the service of the #2 mini-gun."

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CHERO
USAF SAR
NOV 67-JUN 69
PUBLISH 30 JUL 69

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The description of the rescue by Major Jones, while being interviewed, did not detail the intense hostile fire during ingress, egress, and throughout the area. Six flights of fast movers were put on the numerous hostile gun positions in the area for suppression. Additionally, there were many enemy troops within 200 yards of the survivor. As a matter of fact, the pickup was made on the last possible attempt. The survivor was in the open, being fired on from surrounding gun positions, and being approached quickly by enemy troops. A heavy smoke screen was used for ingress and egress. It was a brilliant recovery, daringly conceived to bring out a fellow flyer under extremely dangerous conditions. ^{15/}

The save of Lieutenant Gough brings to mind the words of the Commander of the 3d ARRG in 1968. "When a man is down, he is far more than a statistic. He is a fellow American, with a family at home, with hopes and dreams and a potential that cannot be measured. He is a man in trouble, and he needs help fast." ^{16/}

Other SAR Aircraft

The Navy primary rescue aircraft was the SH-3 (same as HH-3) with the Call Sign Big Mother. The smaller UH-2, with Call Sign Clementine, was also frequently used as a SAR aircraft. The Army UH-1, with Call Sign Dust-off, ^{17/} often was the first aircraft to arrive in an in-country SAR area.

The performance figures of the other SAR aircraft were as follows:

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152
51
19 Nov 1968

Date: 9 Nov 1968

Flight Designation: Crown 2

Mission Number: 2-3-066-8314

Distressed Aircraft: Ringo 04

Location: 210/25/92

1. First call picked up on guard at 0655Z. Firefly 24 was down. SAR Forces alerted. It was determined that Firefly 24 was not down but was covering the survivor on the ground of Ringo 04, F-4 backseater. Position 210/25/92. Sandy 3 who was on orbit at the time reported the area as heavily defended with 37mm and requested all available resources. JG 68 & 71 were the fraggged orbit helos and were holding north of the position of the survivor. The front seat of Ringo was unable to eject. His wingman, Ringo 03, accompanied him back to Ch 70 where he recovered with a "Hot" seat. Firefly 24 and Sandy 3 were in radio contact with the survivor on the ground. There was a Firefly flight 34 & 35 that was worked. A flight of 2 fast movers, Shako (2 F-4s) were put in by Sandy while the other two Shako aircraft were on tanker. The second Shako flight of two were then put in. The next flight was Panda (4 105s). At 0715, Crown 2 requested Crown 3 be launched for refueling the Jolly Greens. Sandy 1, 2, 5 and 6 arrived on scene from Ch 89 approximately 0810Z. Crown 3 experienced complete radio failure and partial electrical failure so Crown 2 descended for refueling with JG 68 & 71 just west of L8 50. Wolf flight (2 105s) and Bass flight (4 105s) were held overhead during the recovery attempt. At 0839Z, a tanker was requested to hold at the fence for the fast movers. At 0845Z, Sandy 3 who had been on scene commander from the start advised the Jolly Greens to start coming in for the pick-up. The survivor reported ground troops approaching. Sandy 1-2-5-6 sanitized the area around the survivor and put in smoke cover while Sandy 3 led JG 68 in for the pick-up after he dumped his fuel. 37mm was still active in the area. The pick-up was completed at 0900Z and the JG was escorted out of the area by Sandys 1-2-5-6. Wolf flight, who was held overhead, was cleared to expend on the Smokes put down by the Sandys. Bass flight was released as the SAR forces were withdrawn. Three other fast mover flights, which had been committed to the SAR, were released. Soccer, Marlin and Newark. JG 68 again needed fuel. Crown 2 descended and picked up JG 68 approximately 15 north of L98 for the second refueling at 0907Z. The survivor had torn cartilage and bruises but was in relatively good shape. Sandy 3 & 4 RTB to Ch 89. Sandy 1-2-5-6 escorted JG 68 & 71 out. Sandy 1-2 returned to the scene to PAC the fast movers but by that time the fast movers had left. JG 68 & 71 recovered at Ch 70, Sandy 1-2-5-6 recovered Ch 89.

2. Crew Members:

- a. RCC Major Salvador
- b. RCP Captain Steiner
- c. MN Captain Jenkins

GROUP-4
Downgraded at 3 year intervals.
Declassified after 12 yrs.

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SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. II No. 9

SEPTEMBER 1969

PACAF RP 64-1

MSGT. LEON FULLWOOD: FOUR MEDALS

-- MSgt. Leon Fullwood, a pararescue man with the 40th ARRSq, Udorn RTAFB, Thailand, was recently awarded four medals for his heroic actions in Southeast Asia.

He received the Bronze Star for being part of a three-man team which attempted to recover the crew of a T-28 aircraft which had crashed into a river in a known insurgent area on Aug. 30, 1968. He made repeated dives in the river, fighting a 12-knot current.

Two months later as a crewmember on an HH-53 helicopter, he earned the oak leaf cluster to the Distinguished Flying Cross while recovering an injured fighter pilot downed by enemy fire in a hostile territory.

The HH-53 came under heavy automatic fire during the recovery and Ser-

geant Fullwood, while unprotected on the rear ramp, poured "devastatingly effective fire into the hostile positions," the citation reads. The pickup was a success.

Early this year, the pararescue man earned the second oak leaf cluster to the Distinguished Flying Cross by again firing on enemy positions as his helicopter hovered for 22 minutes to pick up an injured pilot.

He also received the eighth oak leaf cluster to the Air Medal for being a member of a backup helicopter crew which circled over a pickup area to draw ground fire away from the recovery helicopter.

The medals were presented by Lt. Col. Chester R. Ratcliffe Jr., then 40th ARRSq commander.

SGT. ROBERT KOECHER: THREE MEDALS

-- Sgt. Robert P. Koehler, a pararescue man with the 40th ARRSq, was awarded the Air Medal, Distinguished Flying Cross and the first oak leaf cluster to the DFC.

He received the DFC for a Nov. 9, 1968, mission in which he aided the successful recovery of an injured fighter pilot by manning an automatic rifle at the exposed helicopter door and supplying suppressive fire at enemy gun po-

sitions.

Three months later he earned the first oak leaf cluster to the DFC for again providing suppressive fire from an exposed gun position to aid the rescue of a downed airman in hostile territory.

He received the Air Medal for participating as an combat aircrew member in Southeast Asia from Aug. 24, 1968, to Nov. 25, 1968. Colonel Ratcliffe presented the medals.

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153 52

11 Nov 1968

Date: 10 Nov 1968

Mission Number: 1-3-113-83-15

Flight Designation: Crown 4

Location: 0560/42 NMI Ch 72 (YC 2079)

Distressed Aircraft: Rag Top (Ground Team) (No aircraft involved)

1. Shortly after take off, Queen advised Crown 4 to proceed to a position northeast of Channel 72 and attempt to establish contact with "Rag Top", a nine man joint operations ground team. Spad 01 and 02 (USAF A-1E) were already in the area conducting a low level electronics search. Results so far had been negative. After several calls "in the blind" on guard, a strong beeper was picked up at 2240Z followed by voice communications with "Rag Top". He advised "OK for the present", but had hostile elements in the area and was requesting immediate extraction. The teams exact position was established by Spad 01 who advised that he felt that the weather conditions would preclude immediate extraction. "Rag Top" was advised to secure his radio to conserve the battery and to contact Crown 4 at 30 minute intervals unless he was threatened by hostile forces. While awaiting more favorable weather conditions, the A-1E's searched the area around the survivors for unfriendly forces and ground fire with negative results even though the ground team advised that they could hear movement in the area.

2. By 2400Z, the Spads advised Crown that the weather was suitable for pickup operations. Queen, however, advised that due to poor weather, the ground team's unit would not be able to launch their helicopters for the effort. A request for USAF SAR Forces (Jolly Green and Sandy) was turned down by King. In the period that followed, numerous transmissions were received from the ground party stating that they were apprehensive about their safety unless "rescued" immediately, and at one point advised that they were changing their position to avoid contact with unfriendly elements. Queen, however, repeatedly advised that King had restricted the SAR Forces to the Spads and Crown 4 and that the pickup would be made only by helicopters from the ground parties organization, even though these resources were grounded due to weather. Numerous resources, USAF, USA and USN, both fixed and rotary wing were available but were not used and repeated requests by Crown to utilize these resources were denied.

3. At approximately 0400Z, Queen advised that the mission had become an "Air Force SAR Effort" and that Jolly Green 68 and 69 with Sandy 1, 2, 5, and 6 were being scrambled for the recovery. The weather by this time was becoming marginal once again but after evaluation of the area by Sandy 01, a recovery was recommended and approved. A successful recovery was made by Jolly Green 69 at 0558Z with only light small arms fire encountered. The light enemy resistance was suppressed by Sandy 01 and 02.

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Downgraded at 3 year intervals.
Declassified after 12 years.

DECLASSIFIED

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RECOVERY SUPPORT MACREPLY TO
ATTN OF: 400 (Major Smith/2687)

13 November 1968

SUBJECT: Mission Narrative Report (#1-3-113-8315) (U)

Downgraded to CONFIDENTIAL

TO: Operations Officer
Commander
3ARRGP (JSARC)
IN TURNQ MAR 72
(Date)

IAW AFR 205-2

1. (U) This report is submitted in accordance with ARRSN 55-2/
3ARRGPSUP 1, dated 11 July 1968.

2. (S) At 0240Z, 10 November 1968, Jolly Green 69 (L) and 68 were placed on cockpit alert at Channel 70 (Udorn RTAFB) by Compress. A team of 9 personnel were located on a mountain top on the 056/42 of Channel 72 (Saravane, Laos). At 0255Z the Jolly Greens were ordered to launch for Channel 51 (Ubon RTAFB) and to anticipate a diversion to the rescue area. Both aircraft were airborne at 0301Z. At 0425Z the Jolly Greens were diverted to a holding area near the team. The Sandies had raised the team, call sign "Ragtop", on guard and directed the Jolly Greens to a holding area within five miles of the objective. Weather crossing the Fence was overcast to about 10,000 feet, so Jolly Green 69 and 68 flew above it in order to avoid the 37MM's enroute. In the objective area, the overcast tops were about 6500 feet with bases about 5000-5500 feet. The actual pickup area was 4300 feet high with a break in the overcast in the immediate area. While the Jolly Greens were enroute, the Sandies made strafing passes to suppress ground fire and to determine a safe run in heading. At 0545Z, Jolly Green 69 and 68 arrived in the objective area and were cleared in for the pickup at 0555Z. The pickup point was a high ridge line and during the spiraling autorotative descent Jolly Green 69 noted that a landing appeared possible, so a tight 180 degree tactical approach to a landing was accomplished. This method of picking up the team was superior to incurring additional risks by hovering and making the pickups by hoist. The survivors were waving red panels and were easily discernable on the approach. Jolly Green 68 followed 69 below the overcast in order to keep the low helicopter in sight at all times. He used all three miniguns to assist in suppressing ground fire while 69 was on the ground. Ground fire was observed to the south and east but no hits were taken by either Jolly Green. At 0600Z Jolly Green 69 was airborne with all nine survivors on board. The team leader stated that the pickup coordinates were YC283704, however, this does not agree with TACAN coordinates. At 0745 Jolly Green 69 delivered "Ragtop" to Channel 89 (NKP) and then returned to Channel 70 (Udorn). Launch base and recovery base weather presented no problems. Coordination and radio discipline between the Sandies, Crown 3 and the Jolly Greens were excellent. Aerial refueling was accomplished by both Jolly Greens with Crown Three just prior

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SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT THE
YEAR INTERVALS
DECLASSIFIED ON

Gp - 4

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Declassified after 12 yrs

ARODC #

400-0048

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(Para 2 (S) Cont.)

to crossing the Fence inbound to the target area and just after crossing the Fence enroute to Channel 89.

3. (S) The survivors were: SFC James H. Sweeney, RA18339620, SSgt K. D. Scholz, RA54352274, SP/5 J. B. Dixon, RA18764902, all assigned to 5th SFG ABN, C and CN FOB #1. In addition six (6) indigenous personnel were saved.

4. (U) The rescue crews were:

Jolly Green 69

RCC: Major Robert E. Smith
RCCP: Capt Jock C. H. Schwank
FE: SSgt Maxie L. Hilligoss
RS: SSgt Albert W. Foster III
RS: Sgt Dennis G. O'Connor

Jolly Green 68

RCC: Major John E. Duffy
RCCP: Capt Claude E. Stowell
FE: SSgt Gerald M. Bell
RS: TSgt Leon Fullwood
RS: Sgt Lloyd A. Vide

Robert E. Smith
ROBERT E. SMITH, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

37 ARRSq, History, Oct - Dec 1968

6.

later that same date, and was effected over North Vietnam.

(10)(U) 1-3-114, 11 Nov 1968. Jolly Green 32 and 34 were scrambled from Quang Tri to recover the pilot of an A-4 that had gone down northwest of Quang Tri. (Ref. Supporting Document 10, page 37.)

(11)(U) 1-3-116, 20 Nov 1968. Jolly Green 07 and 34 were launched from Da Nang to search for the remains of an F-4 that had crashed the night before north of the base. Deteriorating weather resulted in negative results and the mission was later terminated. (Ref. Supporting Document 11, page 38.)

(12)(U) 1-3-117, 20 Nov 1968. This mission resulted in the successful recovery of two pilots who had ejected west of Da Nang. One of the most significant factors that contributed to the success of the mission was that the pilots stayed with their disabled aircraft long enough to put them in terrain where a safe recovery could be made. (Ref. Supporting Document 12, page 39.)

(13)(U) 1-3-120, 25 Nov 1968. Jolly Green 34 and 32 were scrambled from Da Nang to recover the pilots of an O-2 that had crashed earlier west of Da Nang. The mission results were that one pilot was recovered and the other apparently perished in the aircraft. (Ref. Supporting Document 13, page 41.)

(14)(U) 1-3-121, 30 Nov 1968. While returning from strip alert at Quang Tri, Jolly Green 31 heard a Mayday being transmitted by a Marine CH-46. Jolly Green 31 responded to the Mayday and landed beside the disabled ch-46 on a sand dune and successfully recovered all five crew members. (Ref. Supporting Document 14, page 43.)

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FROM: 370

12 November 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-114-8316) (U)

TO: 370

3rd ARRGp (JSARC)

IN TURN

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1, dated 15 June 1968.

2. (C) At 0530Z, (11 November 1968, Jolly Green's 32 and 34, Quang Tri alert, scrambled on a land line call from Quang Tri Tower, who reported a Hellborn 213-2, (A-4 aircraft, down at the 220°R 18NM of CH 109. Jolly Green 34 contacted Crown 6 after a 0540Z takeoff for further information and was told to proceed to the area. Jolly Green's 32 and 34 proceeded to the crash sight. Jolly Green 32 observed a number of Marine helicopters and one Marine OV-10A circling the area. Jolly Green 32 jettisoned his tip tanks and dumped fuel down to 2400 lbs total. Contacted "Chatterbox 69" (CH-46) who was attempting to recover the parachute and survivor by cable and hook. Chatterbox moved off at the approach of Jolly Green 32. Jolly Green 32 with the assistance of Chatterbox 68 established a hover over the parachute on the side of a steep slope (approx 2000ft alt). Voice contact could not be made with the downed crew members, however there had previously been heard a good beeper. The Rescue Specialist was lowered to determine the condition of the downed crew member and found he was dead. Crown #6 was contacted with regards to recovering the remains and so informed Jolly Green 32 to recover same. The Rescue Specialist encountered some difficulty in removing the pilot from his parachute which was entangled in the trees. Due to the condition of the body, a body bag was lowered and the remains inserted and brought aboard Jolly Green 32. Area of recovery was over thick jungle growth requiring a 150 ft hover under extremely gusty wind conditions, being on the down-wind side of a mountain approximately 500ft below the ridge line. Jolly Green 32 was required to maintain a hover over the downed pilot for twenty minutes to effect a pick-up of the remains. No ground fire was observed in this area. Jolly Green's 32 and 34 recovered at CH 103, Jolly Green 32 dropping the remains off at 3rd Med Evac (Quang Tri) with no further incidents at 0630Z.

3. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 32 (Low)

RCC Lt Col Charles R. Klinkert
RCCP Major Robert D. Shular
FE Sgt Herbert E. Honer
RS Sgt Earnest D. Casbeer

JOLLY GREEN 34 (High)

RCC Major Leo M. Wright
RCCP Capt Harry W. Hagen Jr.
FE TSgt Jerome M. Casey
RS MSgt Glenwood C. Wilkinson

Charles R. Klinkert
CHARLES R. KLINKERT, Lt Col, USAF
Rescue Crew Commander

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SCHEDULE OF EXECUTIVE ORDER 11652 GROUP 4
AUTOMATICALLY DOWNGRADED AT 3 year
INTERVALS
DECLASSIFIED ON 31 DEC 2001

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447

SUPPORTING DOCUMENT 10

37.

Summary Report 1-3-114-8316, 11 Nov 68

(C) At 0530Z, 11 Nov 68, Jolly Greens 32 and 34, Quang Tri alert, scrambled on a land line call from Quang Tri tower, who reported a Hellborn 213-2, A-4 aircraft, down at the 220°R 18 NM of CH 109. JG 34 contacted Crown 6 after a 0540Z takeoff for further information and was told to proceed to the area. JG 32 and 34 proceeded to the crash sight. JG 32 observed a number of Marine helicopters and one Marine OV-10A circling the area. JG 32 jettisoned his tip tanks and dumped fuel down to 2400 lbs total. Contacted "Chatterbox" 69 (CH-46) who was attempting to recover the parachute and survivor by a cable and hook. Chatterbox moved off at the approach of JG 32. JG 32, with the assistance of Chatterbox 68, established a hover over the parachute on the side of a steep slope (Approximately 2000 ft. altitude). Voice contact could not be made with the downed crew members, however there had previously been heard a good beeper. the Rescue Specialist was lowered to determine the condition of the downed crew member and found he was dead. Crown 6 was contacted with regards to recovering the remains and so informed JG 32 to recover same. The RS encountered some difficulty in removing the pilot from his parachute which was entangled in the trees. Due to the condition of the body, a body bag was lowered and the remains inserted and brought aboard JG 32. Area of recovery was over thick jungle growth requiring a 150 foot hover under extremely gusty wind conditions, being down-wind side of a mountain approximately 500' below the ridge line. JG 32 was required to maintain a hover over the downed pilot for twenty minutes to effect a pick-up of the remains. No ground fire was observed in this area. JG's 32 and 34 recovered at CH 103, JG 32 dropping the remains off at 3rd Med Evac (Quang Tri) with no further incidents at 0630Z.

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 32 (Low)

RCC LtCol Charles R. Klinkert
RCCP Major Robert D. Shular
FE Sgt Herbert L. Honer
RS Sgt Earnest D. Casbeer

JOLLY GREEN 34 (High)

RCC Major Leo M. Wright
RCCP Capt Harry W. Hagen Jr.
FE TSgt Jerome M. Casey
RS MSgt Glenwood C. Wilkinson

CHARLES R. KLINKERT, Lt Colonel, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

Det 9, 38ARRSq Hist, Oct - Dec 68

UH-1 PICKUP

At sunset on 30 October 1968, the alert crew, consisting of Capt James G. Ellis III; Rescue Crew Commander; Maj Robert A. Bunton, Rescue Crew Co-pilot; Sergeant Luther T. Jones, Pararescue Specialist, and A1C Donald N. Carpenter, Flight Engineer, launched in response to a United States Army UH-1 helicopter that crashed moments before in a rice paddy 28 miles southeast of Pleiku Air Base, RVN. Navigating with great precision over hostile terrain, the Pedro alert crew as the first helicopter on scene with a medic. Avoiding numerous stumps the helicopter landed as close as possible to the crash site. Sgt Jones quickly departed and began treating one crewmember who was in critical condition with apparent spinal fractures, and then Jones and Carpenter gently placed him on board in a semi-rigid litter. The area was in total darkness now and was considered highly hostile and insecure. The takeoff was made with minimum lights to avoid drawing hostile ground fire. As soon as the helicopter was airborne and clear of ground obstructions the landing light was quickly shut off. Twenty minutes later the patient was transferred to the 71st Evacuation Hospital, Pleiku.

F-100 CRASH

Capt James G. Ellis, III, Rescue Crew Commander; Capt Derry A. Adamson, Rescue Crew Co-pilot; Sgt Robert W. Colclough, Airborne Firefighter; and Sgt Henry Michalski Jr., Airborne Firefighter, distinguished themselves by heroism involving voluntary risk of life under conditions other than those of conflict with an armed enemy of the United States, resulting in the saving of a life. On 12 November 1968, the alert helicopter was scrambled

Det 9, 38 ARRSq Hist, Oct - Dec 68

with the fire suppression kit on an F-100 with an in-flight emergency.

Capt Ellis positioned the helicopter in orbit awaiting the arrival of the visually sighted by Capt Adamson in an extremely steep base to final turn. Capt Ellis began an intercept run on the aircraft as it proceeded down the runway. The aircraft engaged the barrier, broke the barrier and went off the runway. Capt Ellis set up a fire suppression kit approach and skillfully placed the kit among the rice paddies in front of the aircraft. Then rapidly turning and backing, he set the helicopter down in the paddies and discharged the firemen. Sgts Colclough and Michalski went directly to the fire suppression kit to prepare it for fire suppression. Capt Adamson at this point, requested clearance to leave the aircraft, as the Co-pilot normally stays in the helicopter. He dashed to the aircraft directing Sgt Colclough to come with him. Capt Adamson saw the engine still running on the F-100 and wanted to get the pilot out before ingested FOD caused the engine to explode. Two members of the base transit alert, who had reached the aircraft, blew the canopy and released the pilot's lap belt. Capt Adamson then climbed the side of the aircraft and straddled the cockpit to pull the pilot out. He noticed the ejection handles were full down, so he took the chance of standing straight over the seat because he wanted the pilot out before the aircraft blew up. By now, Sgt Michalski had climbed on the aircraft and was straddling the front of the cockpit facing Capt Adamson. As Capt Adamson was lifting the pilot by the shoulders he heard and felt secondary explosions behind and beneath him, but both he and Sgt Michalski continued to lift the pilot out. They then lowered the pilot to Sgt Colclough and other firemen. Capt Adamson then slid off the aircraft

Det 9, 38ARRSq Hist, Oct - Dec 68

and helped carry the pilot while directing his loading on the helicopter. With his hands free and the pilot safely out of the aircraft, Sgt Michalski stop-cocked the throttle to lessen the danger to the firemen now around the aircraft. Throughout this operation, Capt Ellis, the pilot of the helicopter, had positioned the chopper to be in position in case of fire or explosion and as a consequence exposing himself to the aircraft "hot guns" or the distinct possibility of explosions. The pilot was taken to the 71st Field Hospital and released to waiting medics. Enroute, Capt Adamson administered first aid to the barely conscious pilot, treating his shock, bleeding, etc. The calm professionalism of Capt Ellis and his crew, while exposing themselves to an extremely hazardous situation, was outstanding. Especially noteworthy is the fact that Capt Adamson, without protective clothing, performed actions well beyond his normal duties. By their courageous action and humanitarian regard for their fellowman, they reflected great credit upon themselves and the United States Air Force.

PHU CAT MISSION

On 11 December 1968, at 1045, our crew was preparing to depart Phu Cat AB and return to Pleiku AB with the aircraft part we had just picked up. We were then advised that a US Army UH-1 helicopter had crashed about 10 to 15 miles NNW of Phu Cat AB. Det 13, 38th ARRSq, had dispatched one of its "Pedros" on a Medivac, so we accompanied their remaining aircraft, Pedro 99, to the crash site. The area was 14 miles NNW of Phu Cat in very rugged, jungle-covered terrain. Numerous Army helicopters and two O-1s were orbiting the area, and at least two aircraft reported hostile ground

**RECORD OF SAVES FOR THE HH-43 UNIT OF THE 40th ARNS SINCE THE
ORGANIZATION OF THE DETACHMENT 9, 38th ARNS 1964**

	COMBAT	NON COMBAT	MED EVAC
SAVE NUMBER 100 on 21 September 68 (EST)*	63	37	
Remainder of 1968	10	4	2
1969	-	12	4
1970	4	5	1
1971	8	3	0
1972			
1968			
23 Sep		1	
5 Oct		2	
15 Oct			2
30 Oct	1		
12 Nov	9		
1969			
11 Jun Troop Evacuation		6	
26 Jan Sick Shipper	0	0	0
14 Jul Huey Gunship Crash		3	
8 Apr Troop caught on aircraft during parachute jump.			1
15 Apr Wounded Army Patient Transfer			2
16 Apr Wounded Vietnamese Troop			1
26 May Malaria		1	
8 Aug Downed LOH Crew		2	
1970			
14 Mar A-1 Crash on Takeoff	0	0	0
19 Mar A-1 Crash		1	
30 Mar F-4 Bailout	1	2	1
8 Apr Snake Bite at Camp Hunkey		1	
15 Nov F105 Bailout	2		
4 Dec Snake Bite		1	
28 Dec A-7 Bailout	1		
1971			
19 Jan Med Evac (Patient Stopped Breathing)		1	
5 Mar C-119 Bailout	8		
18 May Med Evac (Infant)		1	
2 Aug QU 22 Crash Landed		1	
17 Aug QU 22 Engine Failure on Short Final	0	0	0

PERCENT COMBAT VS. NON-COMBAT SAVES ESTIMATED FROM RANDOM SAMPLING OF RECORDS AVAILABLE AT THIS UNIT NOV 71.

DECLASSIFIED

~~CONFIDENTIAL~~

14 Dec 68-3246

DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAF)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF: Det 1-40 RCG

25 Nov 68

SUBJECT: Mission Narrative Report (2-3-68-8323, 18 Nov 68) (U)

TO: Det 1-40 G
3rd ARRG (JSARC) *yes*
IN TURN

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

1. (U) This report is submitted IAW ARRS 55-2/3rd ARRG Sup 1,
dated 11 July 1968.

2. (C) At 1550L, 18 Nov 68, Compress notified Det 1, 40th ARRS that Wolf 02R (F-4 from Ubon) was down, approximate position, XD 293/447 or 112/100/89, and voice contact had been established with the survivor. Jolly Green 09 (Low) and 15 (High) launched at 1600L; Sandies 11, 12, 13 and 14 were airborne at 1609L. Sandy 11 and 12 proceeded directly to the scene while Sandy 13 and 14 escorted the Jollies to the holding area, 113/82-92/89. The Jollies held at 8,000 feet, approximately 10 to 15 miles southwest, over high karst. The weather enroute and in the survivor's area was clear. Jolly Greens 22 and 07 had been sent from Channel 107 and were holding east of the survivor. Sandy 11 and 12 were directing jet fighters in the area against heavy 37mm fire and ZPU south-southwest and east of the survivor. Many secondary explosions were seen after the strikes were put in on the eastern gun positions. At approximately 1730L, there was an attempt to move Jolly 22 and 07 to the north of the survivor for a possible try at a pick up, but the helicopters were driven back by 37mm and automatic weapons fire. By this time it was too dark to make another attempt and the survivor was told that a first light effort would be made and he would be contacted at 0530L. Jet fighters expended their remaining ordnance, and at 1740L all forces were told to RTB. Sandies 1 and 2 departed at 0430L 19 Nov 68, and went directly to the scene. Jolly Green 15 (L) and 09 (H) departed 0445L with Sandies 3 and 4. Recommended crossing points were used to traverse heavily defended roads in Laos enroute to the area. Weather was favorable enroute; the Jollies picked up an undercast about half way to the holding area while flying at an altitude of 7,500 feet, arriving at the holding position at 0550L, 10 miles north of the survivor, over a 4,000 foot karst. Weather was clear in the pickup area. Radio contact was made at 0530L with Wolf 02R. During the night his radio dropped to the ground and he was able to climb down to get it and then back up in the tree again. He sounded in good spirits and was calm. Sandies 1 and 2 and Nail 24 started directing jet fighters in to soften up the heavy gun areas. Ordnance used was napalm, bombs, CBU 14 and 20mm rockets. At approximately 0700L, Sandy 3 moved the Jollies about 4 miles south above another piece of karst. At 1728L Sandy 1 advised Jolly Green 15 that the time was right for the pick up and Wolf 02R was out of the

GROUP 4 *Arch 5*

~~CONFIDENTIAL~~

DOWNGRADE AT 3 YEAR INTERVALS
EXCEPT WHERE 12 YEARS

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tree and in some elephant grass just north of his chute. Wolf 02R's position was near a rice paddy approximately 20 meters north of the river and just south of route 9; elevation was 600 feet. Jolly Green 15 started in at tree top level, escorted by Sandy 3 and 4. Automatic weapons fire was encountered at two different places on the way in but were promptly silenced by Sandy 3 and 4. About 2 miles from the survivor, Sandy 1 gave final vector instructions. Strike smoke plus white phosphorous smoke effectively screened the last mile of the approach. There was some jamming on guard frequency and the survivor did not hear the instructions to ignite his smoke signal. Jolly Green 15 passed over the survivor at approximately 15 knots airspeed, and was advised by Sandy 1. A 180 degree turn was made and the chute was spotted in the trees. Wolf 02R said, "you are right over me", and the hoist operator started the penetrator down. The hoist operator reported him in sight and Wolf 02R boarded the penetrator with minimum delay and was hoisted aboard. Time in the hover was less than 2 minutes and the survivor was in the door at 0737L. The Sandies maintained a "daisy chain" around the helicopter. Egress was 20 degrees off the inbound track at tree top level because of the ground fire encountered on the way in. Reaching a safe area, a climb was made to 7,000 feet for the flight home. The survivor was in excellent condition with only a few minor scratches. Sandy 3 and 4 escorted the Jollies back to Channel 89. Weather on the return route was the same and Jolly Green 15 and 09 landed at 0845L. Radio discipline was outstanding throughout the entire mission. Sandy 1, 2, and Nail 24 did a tremendous job in handling the jet resources and directing ordnance on the heavy guns to soften up the area. The survivor played an outstanding part in the whole operation as he was extremely calm and was able to move into position which made the pick up quick. He did everything just right and is to be commended for his actions during the rescue attempt. No battle damage was incurred by Jolly 15 of 09. Sandy 2 was hit by small arms fire south of the river.

3. (C) The name of the survivor is 1Lt Kenneth K. Boone, USAF,
447th Fighter Squadron, Ubon AB, Thailand.

4. (U) Crewmembers of the Jolly Green were:

18 Nov	<u>JOLLY GREEN 09 (Low)</u>		<u>JOLLY GREEN 15 (High)</u>
	Lt Col Royal A. Brown	RCC	Major Raymond P. Sancton Jr.
	Capt Samuel P. Wheate	RCCP	Capt Ronald McKinley
	Sgt Kenneth P. Hannegan	FE	Sgt Mickey D. Berry
	TSgt Aaron D. Farrior	RS	A1C Douglas L. Horka
19 Nov	<u>JOLLY GREEN 15 (Low)</u>		<u>JOLLY GREEN 09 (High)</u>
	Major Raymond P. Sancton Jr.	RCC	Lt Col Royal A. Brown
	Capt Ronald McKinley	RCCP	Capt Samuel P. Wheate
	Sgt Mickey D. Berry	FE	Sgt Kenneth P. Hannegan
	AK DOUGLAS L. HORKA		TSgt AARON D. FARRIOR

~~CONFIDENTIAL~~

DECLASSIFIED

155

21 Nov 1968

Date: 18 Nov 1968

Mission Number: 02-03-68-8323

Flight Designation: Crown 2

Location: 082/86/99

Distressed Aircraft: Wolf 2/Back seater

Saves: None

1. At 0850Z, a Snort 9 (07-10) reported that a pilot was down. Histy 61 was in contact with the downed pilot and Snort 9 was in the area and relaying to Crown. Crown 2 was assigned the mission by King and proceeded from normal orbit to the scene (082/86/99). Some confusion resulted from the fact that the downed pilot was reported to be Wolf 2 at the same time that Wolf 2 was reporting a gear emergency to Ubon tower. We later ascertained that the downed pilot was the back seat pilot from Wolf 2. Snort 9 orbited in the immediate area of the survivor and established good radio contact with him. We requested that the JGs and Sandy be launched from Ch 89 at 0855Z. Snort 9 established visual contact with the survivor and refined his estimated position to an exact one (as indicated above). RTA for JGs and Sandy 11 thru 14 was 0950Z. Requested from King that the JGs from 103 be alerted in case it was decided to enter the area from the east rather than the west. All JG aircraft were instructed to hold in a safe area as close to the scene as possible. Nail 22 was inbound to the area to make photos, but Snort 9 recommended against this to preclude compromising the position of the survivor. He said that his Ops had plenty of photos available and more would not be needed. I told Nail 22 to back out and he complied. Nail 65 was contacted and brought in the area to assist Snort 9. Nail 65 was familiar with the area and soon made visual contact with the survivor (the survivor was in a tree, actual visual contact was made with panels of his chute). Snort 9 and Nail 65 both briefed me that the area was hot, and that getting the JGs in would be difficult. Sandy 11 and 12 on scene at 0950Z. Snort 9 RTB for fuel at 0952Z. Snort 9 did an excellent job throughout and should be commended. Sandy 11 and 12 took ground fire in the area and fast movers were called. Sandy 11 was designated as OSC, but I had Nail 65 handle the movers as he was more familiar with the area. JG 09/15 and Sandy 13/14 were holding safe at 115/80/89, and JG 07/22 and Spad 11/12 were holding safe 260/20/109. Detroit 1/2 were put in at 1010Z, Gunfighter 7/8 at 1025Z, Papaya 1/2/3/4 at 1030Z, and Tike 1/2/3/4 at 1040Z. Several gun positions were destroyed and secondary explosions noted, but the area was still not clean of hostile guns. Nail 70 also in area to assist Nail 65. As it was too dark to safely commit the JGs I called off the effort at 1045Z and RTB the SAR forces. Nail 70 remained and located some other gun positions and requested some movers, but we were unable to supply. When we departed the scene, Nail 70 was

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Downgraded at 3 year intervals.
Declassified after 12 years.

working with Moonbeam in an attempt to get some strike aircraft. Prior to his departure, I had Nail 65 brief the survivor on staying in the tree (tying himself in) and for him to remain off his radio until a first light effort was commenced the following AM. Crown 7 had been standing by during most of the mission to refuel any JCs as needed.

2. After RTB was given, I got Sandy 11 to give me as good a briefing as possible on the chances for successful extraction. He indicated that several guns east of the survivor had been hit, but many more were south, approximately 1/2 mile from survivor. He recommended that the SAR forces come in north and south for pickup, but at this time could not say whether it would be better to use the JCs from the east or west side. I passed this info to King via 11 when I landed, and recommended that some consideration be given to using the BUFFs for pickup due to their increased firepower.

3. As previously mentioned, Snort 9 did an outstanding job during the early phase of the effort in helping to get the position fixed and in contacting the survivor. Nail 65 did a good job with the strike aircraft, putting in 4 groups of fastmovers in 30 minutes. Unfortunately, darkness precluded further action. Perhaps if the Sandys could have been on scene a littler faster (1+00 from alert to on scene) the survivor could have been picked up, but it is doubtful. No major hangups noted in the mission.

4. Crew Members:

- a. RCC Major Cochrane
- b. CP Major Maddox
- c. NH Major Stetson
- d. RO ALC Powell
- e. FE MSgt Roman
- f. FE MSgt Rice

g. LA MSgt Verret

J. H. Cochrane
JOHN H. COCHRANE, Major, USAF
RCC

~~CONFIDENTIAL~~

GROUP-4

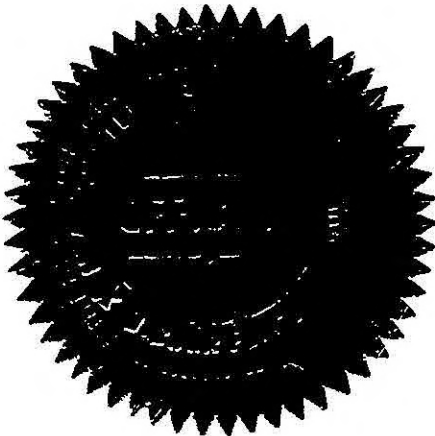
Downgr ded at 3 year intervals.
Declassified at or 12 years

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
(THIRD OAK LEAF CLUSTER)

TO

AARON D. FARRIOR

Technical Sergeant Aaron D. Farrior distinguished himself by extraordinary achievement while participating in aerial flight as an HH-3E Pararescue Specialist in Southeast Asia, on 18 November 1968. On that date, Sergeant Farrior successfully recovered two Air Force pilots from an extremely hostile area. Despite automatic weapons fire directed at his helicopter, Sergeant Farrior exposed himself in the open doorway while skillfully directing a precarious hover down into the trees to place the fully extended hoist cable within one survivor's reach. The professional competence, aerial skill, and devotion to duty displayed by Sergeant Farrior reflect great credit upon himself and the United States Air Force.



320	Laos	THERMAL	Leighton	RF4/11 TRS	Udorn	17 Sep 68	JG 16	Maj Reagan, S/Sgt Price, A/1c King	✓
321	Laos	HOB0	Maj Bagwell	A-1/601 SOS	NKP	22 Oct 68	JG 17	L/C Brown, Cpt Lintner, Sgt Burnett, A/1c Horka	✓
322	NVN	MANUAL	Lt Richardson	F4/390 TFS	Danang	25 Oct 68	JG 16	L/C Brown, Cpt Heron, M/Sgt Maples, A/1c Hebert	✓
323	Laos	NAIL	Cpt Grenoble	O-2/23 Tass	NKP	18 Nov 68			✓
324	Laos	Litter	Cpt Welch	F-100/309 TFS	Tuy Hoa		JG 15	L/C Brown, Cpt Wheate, Sgt Hannegan, T/Sgt Farrior	✓
325	Laos	WOLF	Lt Boone	F4/497 TFS	Ubon	19 Nov 68	JG 15	Maj Sancton, Cpt Mckinley, Sgt Berry, A/1c Horka	
326 & 327	Laos	TAMPA	Maj Gallagher Lt. Chastain	F4/497 TFS	Ubon	4 Dec 68	JG 17	Cpt Harwood, Maj Warwick, Sgt Burnett, T/Sgt Beasley	
328	Laos	DALLAS	Cpt Walker	F105/357 TFS	Takhli	6 Dec 68	JG 36	L/C Brown, Maj Weeden, M/Sgt Maples, A/1c King	
329	Laos	RIDGE	Cpt Drewery	F4/11 TRS	Udorn	12 Dec 68	JG15	Maj Reinhardt, Cpt Gibson, Sgt Gallagher, A/1c King	
330	Laos	CANDLESTICK	Lt Turner	C123/606 SOS	NKP	13 Dec 68	JG 16	Cpt	

DECLASSIFIED

~~CONFIDENTIAL~~

1400003 48-3106

DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF: RCC

21 Nov 68

SUBJECT: Mission Narrative Report (020-3067, 18 Nov 68) (U)

TO: Det 1-40 *C. J. M. 229*
3rd ARRG (JSARC)
IN TURN

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 14*

1. (U) This report is submitted IAW ARRS 55-2/3ARRGP Sup 1, dated 11 July 1968.

2. (C) At 0645L, 18 November 1968, Compress notified Det 1, 40 Aerospace Rescue and Recovery Squadron that Nail 28 (02 aircraft) and Litter 14 (F-100 aircraft) were down at approximately 097/69/89 and to scramble the Jollies and Sandies 1, 2, 3, and 4. The UMD coordinates of the survivor were given as WD883 989 for Nail 28 and WD819 982 for Litter 14. Jolly Green 09 (Low), and Jolly Green 15 (High), took off at 0650L and proceeded to the area. Sandy 1, 2, 3, and 4 were scrambled; Sandy 1 and 2 proceeded to the area ahead of the Jollies, while Sandies 3 and 4 escorted the Jollies to the orbit point. Nail 69 and a Litter flight were in the area of the downed pilots. Nail 69 was the on scene commander until relieved by Sandy 1. Jolly Green 09 and 15 arrived at an orbit position of 095/65/89 at 0720L and were held at this position while Sandy 1 and 2 conducted an electronics search for the survivor. Nail 28 was located in a dense double canopy jungle area 100 yards from the heavily defended highway route 911 and $\frac{1}{2}$ mile from choke point "Golf". Sandy determined that Nail 28 was in the greatest danger and the decision was made to pickup Nail 28 first. At 0735L Jolly Green 09 was called in for the pickup with Sandy 3 and 4 escorting Jolly 09 in. Jolly Green 09 was at tree top level, $\frac{1}{2}$ mile from the area of the survivor with a forward ground speed of 20-30 knots, when it passed directly over some huts and picked up intense automatic weapons fire. The ground fire was called out to the Sandies who rolled in and strafed the reported ground fire position. The survivor heard the ground fire and stated it was coming from a position 100 feet south-west of him. The survivor became excited and it was very difficult to have him impart instructions to the Jolly. Captain Sam Wheate, the copilot of Jolly 09, did an outstanding job in talking to the survivor, giving him reassurance that everything was going to be OK and that he was going to be rescued. We finally got the survivor to give us directions and ignite a smoke flare. The smoke was sighted and the Jolly went into a hover at 0745L for the pickup. During this time Sandies 1, 2, 3, and 4 were in a daisy chain around the helicopter, strafing the area. The forest penetrator was used to recover the survivor, requiring approximately 150 feet of cable. At 0753L the survivor was on board, and the Jolly exited the area escorted by the Sandies toward Litter 14. Litter 14 was located on the side

GROUP 4

~~CONFIDENTIAL~~

DOWNGRADE AT 3 YEAR INT.
DECLASSIFY AFTER 12 YEARS

DECLASSIFIED

~~CONFIDENTIAL~~

of a karst with a deep jungle canopy of approximately 200 feet. To be able to have enough cable for the penetrator to reach the survivor, Jolly 09 had to hover with the bottom of the helicopter touching in the top of a tall tree. The Jolly entered a hover at 0800L; the entire length of the cable was required for the forest penetrator to reach the survivor. The pickup was completed at 0809L. During the second pickup, again the Sandies formed a daisy chain and gave us that secure feeling of safety while they strafed. Jolly 09 exited via the entry route. Climb out was to 6000' to join up with Jolly 15 and return to home base escorted by Sandies 1, 2, 3, and 4. The weather was scattered to broken, smoke and haze reducing visibility to 5-6 miles. Condition of both survivors was good. The Jolly Green's incurred no battle damage. Radio discipline was outstanding between the Sandies, Crown, Nail 69, Litter flight and the Jollies.

3. (C) The names of the survivors are: Captain William Grenoble Jr., FV3156890, USAF, 23rd Tactical Air Support Squadron, Nakhon Phanom RTAFB, and Captain Robert Welch, USAF, 809th Tactical Fighter Squadron, Tuy Hoa AB, RVN.

4. (U) Crewmembers of Jolly Green:

JOLLY GREEN 09 (LOW)

RCC Lt Col Royal A. Brown
RCCP Captain Samuel P. Wheate
FE SSgt Kenneth P. Hannegan
RS TSgt Aaron D. Farrior

JOLLY GREEN 15 (HIGH)

RCC Major Raymond P. Sancton
RCCP Captain Ronald McKinley
FE Sgt Mickey D. Berry
RS AlC Douglas L. Horka

Royal A. Brown Jr.
ROYAL A. BROWN JR., Lt Col, USAF
Rescue Crew Commander

GROUP 4

DECLASSIFIED AT 3 YEAR INTERVALS
UNLESS INDICATED OTHERWISE

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320	Laos	THERMAL	Leighton	RF4/11 TRS	Udorn	17 Sep 68	JG 16	Maj Reagan, S/Sgt Price, A/lc King	✓
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330	Laos	CANDLESTICK	Lt Turner	C123/606 SOS	NKP	13 Dec 68	JG 16	Cpt	

DECLASSIFIED

~~CONFIDENTIAL~~

1400005 48-3106

DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96310



REPLY TO
ATTN OF: RCC

21 Nov 68

SUBJECT: Mission Narrative Report (020-3067, 18 Nov 68) (U)

TO: Det 1-40 *GDM*
3rd ARRG (JSARC) *229*
IN TURN

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *31 DEC 14*

1. (U) This report is submitted IAW ARRSM 55-2/3ARRGP Sup 1, dated 11 July 1968.

2. (C) At 0645L, 18 November 1968, Compress notified Det 1, 40 Aerospace Rescue and Recovery Squadron that Nail 28 (O2 aircraft) and Litter 14 (F-100 aircraft) were down at approximately 097/69/89 and to scramble the Jollies and Sandies 1, 2, 3, and 4. The UMD coordinates of the survivor were given as WD883 989 for Nail 28 and WD819 982 for Litter 14. Jolly Green 09 (Low), and Jolly Green 15 (High), took off at 0650L and proceeded to the area. Sandy 1, 2, 3, and 4 were scrambled; Sandy 1 and 2 proceeded to the area ahead of the Jollies, while Sandies 3 and 4 escorted the Jollies to the orbit point. Nail 69 and a Litter flight were in the area of the downed pilots. Nail 69 was the on scene commander until relieved by Sandy 1. Jolly Green 09 and 15 arrived at an orbit position of 095/65/89 at 0720L and were held at this position while Sandy 1 and 2 conducted an electronics search for the survivor. Nail 28 was located in a dense double canopy jungle area 100 yards from the heavily defended highway route 911 and $\frac{1}{2}$ mile from choke point "Golf". Sandy determined that Nail 28 was in the greatest danger and the decision was made to pickup Nail 28 first. At 0735L Jolly Green 09 was called in for the pickup with Sandy 3 and 4 escorting Jolly 09 in. Jolly Green 09 was at tree top level, $\frac{1}{4}$ mile from the area of the survivor with a forward ground speed of 20-30 knots, when it passed directly over some huts and picked up intense automatic weapons fire. The ground fire was called out to the Sandies who rolled in and strafed the reported ground fire position. The survivor heard the ground fire and stated it was coming from a position 100 feet south-west of him. The survivor became excited and it was very difficult to have him impart instructions to the Jolly. Captain Sam Wheate, the copilot of Jolly 09, did an outstanding job in talking to the survivor, giving him reassurance that everything was going to be OK and that he was going to be rescued. We finally got the survivor to give us directions and ignite a smoke flare. The smoke was sighted and the Jolly went into a hover at 0745L for the pickup. During this time Sandies 1, 2, 3, and 4 were in a daisy chain around the helicopter, strafing the area. The forest penetrator was used to recover the survivor, requiring approximately 150 feet of cable. At 0753L the survivor was on board, and the Jolly exited the area escorted by the Sandies toward Litter 14. Litter 14 was located on the side

GROUP 4

~~CONFIDENTIAL~~

DOWNGRADE AT 3 YEAR INT
DECLASSIFY AFTER 12 YEARS