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1400 DCS 68-3246

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



REPLY TO
ATTN OF: RCC

6 Dec 68

SUBJECT: Mission Narrative Report (2-3-073-8338, 3 Dec 68) (U)

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

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

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

2. (C) At 1730Z 3 December 1968 Compress notified the Duty Controller at Detachment 1, 40th ARRS that the two pilots of an F-4D had ejected at 082/58/89. Nail 69, an O-2 from NKP was in the area and reported good radio contact with both survivors. Both were reported to be in good physical condition. A first light effort was planned, and Nail 69 helped brief the Sandy and Jolly Green crews at 2000Z. Sandies 1 and 2 were airborne at 2211Z, and proceeded direct to the area. Jolly Greens 17 (low) and 36 (High) were airborne at 2225Z, and were escorted to the area by Sandies 3 and 4. Upon arrival of the Jolly Greens in the area at 2305Z, Sandy 1 had already pin-pointed the survivors with the aid of Nail 69, who had returned from NKP. Sandy 1 determined that the area, at WE 705 340, was safe for a pickup attempt. Jolly Green 17 dumped fuel and descended over the karst area to the northwest of the flat terrain where the survivors were located. Jolly Green 36 remained in orbit over the karst. A drop tank malfunction on Jolly Green 17 delayed the pickup for approximately five minutes. Tampa 02A, the F-4 aircraft commander, was hoisted aboard at 2315Z. Tampa 02B was approximately 200 yards away and was hoisted aboard at 2319Z. Sandies 1, 2, 3 and 4 "daisy chained" around Jolly Green 17 during the pickups. During the hover for Bravo, two men were observed approximately 100 yards to the northwest in a field. One of the men had a rifle, but no gunfire was exchanged. Exit from the area was by reverse course, with Sandies 3 and 4 escorting Jolly Green 17 and 36 back to NKP. Landing at NKP was at 2355Z. Weather throughout the route and pickup area was clear. Radio discipline was excellent during the entire mission. No enemy action was observed. Aerial refueling was not required. Both survivors were in excellent condition, with only a few minor bruises. I consider this to be an almost perfect mission, due to the excellent coordination and teamwork between all SAR and support forces involved.

3. (C) The names of the survivors are: Major Cliff Gallagher, A/C Commander, 497th TFS, Ubon RTAFB, and 1Lt Dave Chastain, pilot, 497th TFS, Ubon RTAFB.

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ATCH 10

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4. (U) The Jolly Green Crewmembers:

JOLLY GREEN 17 (Low)

Capt Richard J. Harwood RCC

Maj William J. Warwick RCCP

Sgt Henry L. Burnett FE

SSgt Don A. Beasley RS

JOLLY GREEN 36 (High)

Capt Edward L. Heft

Capt Robert Heron Jr.

Sgt Duncan A. Scott

TSgt Aaron D. Farrior

GP-4

Richard J. Harwood

RICHARD J. HARWOOD, CAPTAIN, USAF

Rescue Crew Commander

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320	Laos	THERMAL	Leighton	RF4/11 TRS	Udorn	17 Sep 68	JG 16	Maj Reagan, S/Sgt Price, A/1c King
321	Laos	HOBO	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

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140005 68-5246

FROM: 370

3 December 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-123-8338)

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 8/20/80

TO: 370

3rd ABRGP
IN TURN

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

2. (C) At 0745 Z, 3 December 1968, Jolly Green 04 and Spads 11 and 12 were scrambled from strip alert at Da Nang AB, RVN, and instructed to proceed to Kham Duc. Jolly Green 33 was airborne alert and rendezvoused with Jolly Green 04 as it turned out of traffic and headed south, feet wet. Enroute it was learned that Redeye 22, an Army Mohawk had been shot down approximately 1 1/2 miles north of Kham Duc. Redeye 20 was over the scene and had spotted two parachutes. He established radio contact with the survivors and was attempting to locate their position when the Spads arrived on scene. No enemy activity had been noted in the immediate area and the guns that were believed to have shot down Redeye 22 were out of range to the south; so the Spads requested the Jolly Green's come direct to the site. The Jolly Green's went feet dry just below the Song Cua Duc River and proceeded towards the site, above the scattered clouds. As the Jolly Green's approached the mountains the clouds became a solid overcast and Spads advised that the Jolly Green's should approach under the clouds. The Jolly Green's descended and received DF homing cuts, from Spad 11, on way to the area. The Jolly Green's arrived in sight of Kham Duc airstrip at approximately 0820 Z and were directed to hold north of the Dok Mi river until the Spads layed a smoke screen. Jolly Green 04 turned north and the crew prepared the aircraft for the pickup. The Spads layed the smoke screen and before the Jolly Green's could set up an orbit point, Spad 11 cleared Jolly Green 04 in for the rescue attempt. Jolly Green 04 initiated a descent, dumped fuel and jettisoned the external fuel tanks. Spad 11 escorted Jolly Green 04 into the deep ravine and marked the area with a smoke rocket. As Jolly Green 04 descended into the ravine the crew spotted the two personnel parachutes and Spad 11 requested Redeye 1 to ignite a smoke flare; however he did not immediately comply and Jolly Green 04 made a slow 360° turn above the chutes and again requested smoke. When Redeye 1 popped the smoke Jolly Green 04 executed a 180° side approach to a high hover over him. The Spads continued to deliver ordnance into the surrounding area and Jolly Green 33 orbited above the scene. As Redeye 1 was being hoisted aboard Jolly Green 04, its Rescue Specialist sighted Redeye 2 waving a flag approximately 200 feet off the aircraft's left side. He was located on the extremely steep slope of a ravine wall and in very dense jungle growth. He had the helicopter in sight but could not move from his position. When Redeye 1 was aboard, 0825Z, Jolly Green 04 hovered up over Redeye 2 and began to hoist him aboard. The high bird, Jolly Green 33, then observed a ZPU gun position beneath his orbit position and advised the Spads and Jolly Green's. When Redeye 2 was clear of the trees Jolly Green stated a vertical climb until the survivor was on board, 0831Z, then rolled the nose over and exited the area to the east, away from the gun position.

4/24

GROUP 4

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Downgraded at 3 year intervals; declassified after 12 years

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The survivors were in good condition with minor cuts and scratches from the parachute landing, which were treated by the Rescue Specialist. The Spads escorted the Jolly Green's until feet wet and all forces recovered at DaNang AB at 0910Z. The crew coordination on board the Jolly Green's and the coordination between the Spads and the Jolly Green's were excellent, which allowed the expeditious recovery of the downed Redeye crew members.

3. (U) Crewmembers of Jolly Greens:

<u>JOLLY GREEN 04 (Low)</u>			<u>JOLLY GREEN 34 (High)</u>		
RCC	Capt	Jon E. Hannan	RCC	Capt	Joseph R. Hall
RCCP	Maj	Robert D. Shular	RCCP	Maj	Russell G. Mills
FE	TSgt	Charles D. Severns	FE	SSgt	Samuel C. Adams
RS	BSgt	Engine L. Nardi	RS	Sgt	Ernest D. Casbeer

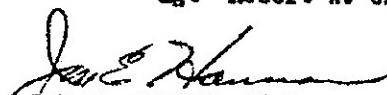
4. (U) The Spads were:

<u>Spad 11</u>	<u>Spad 12</u>
Maj Dinean	Maj Richards

5. (U) Other aircraft assisting on SAR effort was Redeye 20 and Orion 6.

6. (U) Survivors names:

Capt Norman H. Srarrer
Sgt Robert W. Christensen


JON E. HANNAN, Capt, USAF
Rescue Crew Commander

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GROUP 4

Downgraded at 3 year
intervals; Declassified
after 7 years

Chopper Saves Two Aviators

DA NANG — Within minutes after being hit and ejecting from their observation plane, two Army aviators were picked up and returned to safety thanks to the fast and sure reaction of a rescue crew from the 37th Aerospace Rescue and Recovery Squadron from Da Nang AB.

Army Capt. Norman H. Svarrer, Edison, N.J., pilot and Sgt. Robert W. Christiansen, Champagne, Ill., observer, were hit while flying a photo reconnaissance mission about three miles from the Kham Duc Civilian Irregular Defense Group camp recently. With their number one engine aflame, and the aircraft losing altitude rapidly, they, were forced to eject.

THE HH-3E "Jolly Green Giant" helicopter from Da Nang was scrambled and on the way to the scene within seconds after receiving the call for help. Maj. Robert D. Shular, Laguna Hills, Calif., helicopter pilot, aided in pinpointing the downed fliers through the efforts of Captain Svarrer's wingman, who pointed out the chutes. The downed pilot was the first sighted. He was on a slope with a 60 degree slant which made the approach more difficult. Major Shular waited for a covering Spad to lay down suppressive fire and smoke throughout the rescue.

Covering fire from the Spads was so effective that not a single shot was fired at the helicopter during either pick up.

NNNNVVV HPA21ZVA 7310768

RR RUMHPB

ZNY EEEEE

RTEZYUW RUHHABA2438 3410442-EEEE--RUMHPB.

ZNY EEEEE

R 060152Z DEC 68

FM HQ PAC ARRC HICKAM AFB HAWAII

TO RUMHPB/37 ARRS DAMANG AB VIETNAM

INFO RHMISNA/3 ARRGPTAN SON NHUT AB VIETNAM

BT

UNCLAS E F T O PROCO

FOR CAPT HANNON AND CREW JOLLY GREEN 04. SUCCESSFUL RECOVERY OF
OJ-1 CREW MEMBERS ON 3 DEC NOTED WITH PRIDE. CONGRATULATION TO
ALL FOR A JOB WELL DONE.

BT

2438

Built. Bud & icy Capt H.

MD

1012

Def: 37 ARRS

335

Ops

NNNN



SEVERNS 01. JPK

PICTURE #1

3 DEC 68

BACK Row:

MAJ DINEEN
SPAD #11

SGT CHRISTENSEN
OBSERVER
RESCUEE

CAPT SRARRER
PILOT
RESCUEE

CAPT SRARRER'S BROTHER
WITH HIS PLANE IN THE
BACKGROUND

MAJOR RICHARDS
SPAD #12

FRONT Row:

CAPT HANNAN
RCC

MAJOR SHOLAR
RCCP

SSGT
ENGINE NARDI
RS - PJ

TSGT C.D. SEVERNS
FE

FROM SEVERNS

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SUPPORTING DOCUMENT 15

44.

(C) At 0745Z, 3 Dec 68, Jolly Green 04 and Spads 11 and 12 were scrambled from strip alert at Da Nang AB, RVN, and instructed to proceed to Kham Duc. JG 33 was airborne alert and rendezvoused with JG 04 as it turned out of traffic and headed south, feet wet. Enroute it was learned that Redeye 22, an Army Mohawk, had been shot down approximately $1\frac{1}{2}$ miles north of Kham Duc. Redeye 20 was over the scene and had spotted two parachutes. He established radio contact with the survivors and was attempting to locate their position when the Spads arrived on scene. No enemy activity had been noted in the immediate area and the guns that were believed to have shot down Redeye 22 were out of range to the south, so the Spads requested the Jolly Green's come direct to the site. The Jolly Greens went feet dry just below the Song Cua Dac River and proceeded towards the site, above the scattered clouds. As the JG's approached the mountains the clouds became a solid overcast and Spads advised that the JG's should approach under the clouds. The JG's descended and received DF homing cuts, from Spad 11, on way to the area. The JG's arrived in sight of Kham Duc airstrip at approximately 0820Z and were directed to hold north of the Dok Mi river until the Spads laid a smoke screen. JG 04 turned north and the crew prepared the aircraft for the pickup. The Spads laid the smoke screen and before the Jolly Greens could set up an orbit point, Spad 11 cleared JG 04 in for the rescue attempt. JG 04 initiated a descent, dumped fuel and jettisoned the external fuel tanks. Spad 11 escorted JG 04 into the deep ravine and marked the area with a smoke rocket. As JG 04 descended into the ravine the crew spotted the two personnel parachutes and Spad 11 requested Redeye 1 to ignite a smoke flare, however he did not immediately comply and JG 04 made a slow 360° turn above the chutes and again requested smoke. When Redeye 1 popped the smoke JG 04 executed a 180° side approach to a high hover over him. The Spads continued to deliver ordnance into the surrounding areas and JG 33 orbited above the scene. As Redeye 1 was being hoisted aboard JG 04, its Rescue Specialist sighted Redeye 2 waving a flag approximately 200 feet off the aircraft's left side. He was located on the extremely steep slope of a ravine wall and in very dense jungle growth. He had the helicopter in sight but could not move from his position. When Redeye 1 was aboard, 0825Z, JG 04 hovered up over Redeye 2 and began to hoist him aboard. The high bird, JG 33, then observed a ZPU gun position beneath his orbit position and advised the Spads and JG crews. When Redeye 2 was clear of the trees JG 04 started a vertical climb until the survivor was on board, 0831Z, then rolled the nose over and exited the area to the east, away from the reported gun position. The survivors were in good condition with minor cuts and scratches from the parachute landing, and were treated by the RS. The Spads escorted the JG's until feet wet and all forces recovered at Da Nang AB at 0910Z. The crew coordination on board the JG's and the coordination between the Spads and the JG's was excellent, which allowed the expeditious recovery of the downed Redeye crewmembers.

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45.

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 04 (Low)

RCC Capt Jon E. Hannan
RCCP Major Robert D. Shuler
FE TSgt Charles D. Severns
RS SSgt Eugene L. Nardi

JOLLY GREEN 33 (High)

RCC Capt Joseph R. Hall
RCCP Major Russell G. Mills
FE SSgt Samuel C. Adams
RS Sgt Earnest D. Casbeer

(U) The Spads were:

Spad 11

Major Dineen

Spad 12

Major Richards

(U) Other aircraft assisting on SAR effort were Redeye 20 and Crown 6.

(U) Survivors names: Captain Norman H. Srarrer, Sgt Robert W. Christensen.

JON E. HANNAN, Captain, USAF
Rescue Crew Commander

37 ARRSq, History, Oct - Dec 1968

7.

(15)(U) 1-3-123, 3 Dec 1968. Jolly Green 04 and 33 were scrambled from Da Nang to recover two members of an Army Mohawk aircraft that had gone down near Kham Duc. Both air crew members were recovered in less than an hour. (Ref. Supporting Document 15, page 44.)

(16)(U) 3-005, 3 Dec 1968. In response to a request by a German freighter some 300 miles at sea, Jolly Green 31 and 21 were launched to evacuate two Greek crew members who had been poisoned. The recovery of the two patients was accomplished at night under flares by hoist. Air refueling was necessary to complete the mission and various mechanical difficulties were encountered resulting in a change of aircraft for the crews. (Ref. Supporting Document 16, page 46.)

(17)(U) 1-3-124, 9 Dec 68. Jolly Green 04 and 27 were launched from Quang Tri to orbit "Feet Wet" (over the water) northeast of Dong Ha. Once Crown (HC-130P, On Scene Commander) had located the survivors of Slovak Lead (RF-4C), the Jolly Greens were cleared in for the pickup. Due to the possibility of hostile fire, it was decided that each Jolly Green would pick up one survivor as rapidly as possible. Both survivors were picked up as a result of water landings. No hits were taken by either aircraft and the mission was completed without further incident. (Ref. Supporting Document 17, page 47.)

(18)(U) 1-3-125, 13 Dec 1968. Jolly Green 27 and 22 were scrambled from Da Nang to assist Pedro 93 in the recovery of two pilots who had bailed out at night over Monkey Mountain. Pedro (HH-43) had recovered one pilot and while attempting to recover the second, his hoist was rendered inoperative leaving the survivor and paramedic to

FROM: RCC

3 Dec 68

SUBJECT: Mission Narrative Report (10-38-001-9002)

TO: 10-38C *LEB*
38C *AB*
3rd ARR Gp (JSARC) *LEB*
IN TURN

1. This report is submitted IAW ARRSM 55-2, 3rd ARR Gp Sup 1, 11 Jul 68.
2. Navy Operations Binh Thuy called Pedro Ops with a request for a litter pickup of a wounded sailor off one of their PBR's. The patrol boat was located at XR100915. Pedro 39 launched at 1535L. The trip down river 20 miles took 20 minutes. Contact was made with Bullock Zulu on FM as he swung into the wind and proceeded upwind. The wounded sailor was on the bow and Bullock Zulu requested pickup from that spot. We lowered the litter and it was disconnected. The hoist was raised and a go-around executed. We circled over the boat until the man was strapped into the litter and moved to the aft section of the boat. A second pass was made, the litter connected, raised, and reeled into the cabin. Our PJ, A1C Richard C. Stiefken, checked the patient finding three bullet holes (50 cal) in the upper right arm that caused multiple fractures and the loss of blood. First aid was administered and the seaman was made comfortable for the 20 minute flight back to the 29th Army Evac Hospital at Binh Thuy. Navy Ops called the hospital and several corpmen were awaiting Pedro's landing at 1620L. The man was carried into the emergency room for immediate treatment. Negative ground fire. One combat save. One sortie 0.8 hours flying time.
3. The name of the survivor was: Daniel Cook, E-4, Riv Sec 513.
4. Crewmembers of Pedro:

Pedro 39

RCC Lt Col Roland E. Speckman
RCCP 1st Lt Philip H. Kammann
FE SSgt Gerald H. Jones
RS A1C Richard C. Stiefken

Roland E. Speckman
ROLAND E. SPECKMAN, Lt. Colonel, USAF
Rescue Crew Commander

STRICKEN GERMAN SEAMEN SAVED BY JOLLY GREENS

3 DEC 68 SAR

DA NANG — An unusual mission of mercy recently took the Jolly Green Giant crews of the 37th ARRSq far out into Asian waters to bring relief to two stricken seamen.

Two HH-3E helicopters were launched to aid two ill sailors aboard a German tanker steaming for Cam Ranh Bay off the South China Sea coast. Air Force Major Charles E. Wicker, 34, Baltimore, commanded the first chopper, while Major Leon Wright, 39, Iowa Park, Tex., followed in the backup chopper.

"It was a 300-mile flight," recalled Wicker, "and we intercepted the tanker a little more than a hundred miles off Cam Ranh Bay."

There were no radio communications with the ship, but the captain brought his ship to a halt when he spotted the circling helicopters. Wicker then lowered his pararescuer, Sgt. Thomas T. Winters, 21, San Jose, Calif., onto the bow of the ship with a hand radio.

The first few sailors Winters encountered spoke no English, but the ship's captain soon arrived and asked Winters in English to place the chopper in a hover over the stern of the ship, where pickup would be easier for the ailing seamen.

"It probably made it easier on the seamen," smiled Wicker, "but it made

it tougher on us, as I had only one point of reference in keeping the chopper in position, and the movement of the ship made it difficult for our flight engineer (Master Sergeant Charles L. Manca, 40, Glendale, Ariz.) to maintain the hoist in the proper position. I might add that Manca did one fine job on the hoist.

"One of the sick men could walk," added Winters, "but the other could not and seemed to be in severe pain. I put them both in the sling together, and sent them up clinging to each other. I then followed with their luggage."

Once aboard, the seamen were attended by Captain Denver H. Nelson, 27, Spencer, Iowa, who volunteered to go with the Jolly Green crew when he learned the nature of the mission.

"By the time we got them on board," said Nelson, "one of the sailors seemed to be much better. The second was still pretty sick, and I administered oxygen enroute to the hospital at Cam Ranh Bay. They apparently had inhaled a lot of aviation gas fumes."

Aside from being an unusual pickup, the mission proved to be one of endurance, both for the HH-3E chopper and its crew. The entire mission, including the long haul back to Da Nang Air Base, covered more than 800 miles and eight and one half hours of flying time.

PACAFRRP 641

January 1966

Vol. II No. 1

NEWSLETTER OF THE PACIFIC AEROSPACE RESCUE AND RECOVERY CENTER

SEARCHER



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1400 DCS 68-3846

FROM: 37C

3 December 1968

SUBJECT: MISSION NARRATIVE REPORT (3-005-8338) (U)

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. (C) On the afternoon of 3 Dec 68 37 ARRS recieved a request to evacuate a Greek seaman from a Greek freighter (ATYS). The ship was approximately 110 N.M. east of Cam Ranh Bay, RVN. Position was 1217N., 11302E at 0800Z and cruising towards the coast at 14KTS. The seaman had been poisoned by unknown gas and was deemed critical. Immediate evacuation and hospitalization at Cam Ranh Bay was decided upon. Jolly Green 33 and Jolly Green 21 launched from Ch 77 for the 275 mile flight to the ship at 1003Z. Jolly Green 33 was recalled ten minutes after departing Ch 77. A soap analysis on number two engine indicated internal deterioration of the engine. The crew of Jolly Green 33 changed to Jolly Green 31 and departed Ch 77 again. Twenty miles from Chu Lai AB, Jolly Green 31 started losing transmission oil. He and Jolly Green 21 landed at Chu Lai (Ch 50). Jolly Green 04 was dispatched from Ch 77 to Ch 55 to replace Jolly Green 31. Jolly Green 04 landed, changed crews, and was off with Jolly Green 21 at 1242Z. Crown 7 (HC-130) was cover, aided in navigation, and furnished inflight refueling capability to the position. The Jolly Green's and Crown arrived at the estimated position of the ship at 1500Z. Voice contact could not be established with the ship. The ship flashed a light and after circling the ship several times Jolly Green 31, using the light from flares dropped by crown 7, hovered over the stern of the ship and lowered the P.J. The P.J. made radio contact, by using his survival radio, with the Jolly Green's and Crown 7. He stated, "there are two sick seaman that the Captain wants medivacted." Both were capable of being hoisted to the Jolly Green 31. A flight surgeon, Dr Nelson, aboard Jolly Green 31 prepared to recieve the patients and administer oxygen as they were brought aboard. At 1540Z Jolly Green 31 had both patients on board and departed for Ch 50 (Chu Lai). Hover over the ship was difficult. In order to work into the wind the RCC was without good references for maintaining a stable hover. Jolly Green 31 and Jolly Green 21 arrived Ch 50 at 1640Z. Jolly Green 31 landed at the hospital pad to expedite unloading and admittance of the patients to the hospital at Cam Ranh Bay. Crown 7, Jolly Green 31, Jolly Green 21 and Queen coordination was excellent.

3. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 31

RCC	Maj	Charles E. Wicker
RCCP	Maj	Robert D. Shular
FE	MSgt	Charles L. Manes
RS	Sgt	Thomas Winters
FS	Capt	Dr. Nelson

JOLLY GREEN 21

RCC	Maj	Leo M. Wright
RCCP	Maj	Robert E. Booth
FE	Sgt	Walter A. Swenson
RS	Sgt	John D. Nusbaum

GROUP 4 *A+C.h 9*

4. (U) Names of patients:

Downgraded at 3 year
intervals; declassified
after 12 years

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456

SUPPORTING DOCUMENT 16

46.

(C) On the afternoon of 3 Dec 68, 37th ARRSq received a request to evacuate a Greek seaman from a Greek freighter (ATYS). The ship was approximately 110 NM east of Cam Rahn Bay, RVN. Position was 1217N, 11302E at 0800Z and cruising towards the coast at 14 kts. The seaman had been poisoned by unknown gas and was deemed critical. Immediate evacuation and hospitalization at Cam Rahn Bay was decided upon. Jolly Greens 33 and 21 launched from CH 77 for the 275 mile flight to the ship at 1003Z. JG 33 was recalled ten minutes after departing CH 77. A soap analysis on number two engine indicated internal deterioration of the engine. The crew of JG 33 changed to JG 31 and departed CH 77 again. Twenty miles from Chu Lai AB, JG 31 started losing transmission oil. He and JG 21 landed at Chu Lai. JG 04 was dispatched from CH 77 to Chu Lai to replace JG 31. JG 04 landed, changed crews, and was off with JG 21 at 1245Z. Crown 7 (HC-130) was cover, aided in navigation and furnished inflight refueling capability to the position. The JG's and Crown arrived at the estimated position of the ship at 1500Z. Voice contact could not be established with the ship. The ship flashed a light and after circling the ship several times JG 31, using the light from flares dropped by Crown 7, hovered over the stern of the ship and lowered the PJ. The PJ made radio contact, by using his survival radio, with the JG's and Crown 7. He stated "There are two sick seamen that the Captain wants evacuated." Both were capable of being hoisted to JG 31. A Flight Surgeon aboard JG 31 prepared to receive the patients and administer oxygen as they were brought aboard. At 1540Z JG 31 had both patients on board and departed for CH 50 (Chu Lai). Hover over the ship was difficult. In order to work into the wind the RCC was without good references for maintaining a stable hover. JG 31 landed at the hospital pad to expedite unloading and admittance of the patients to the hospital at Cam Rahn Bay. Crown 7, JG 31, JG 21 and Queen coordination was excellent.

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 31

RCC Major Charles E. Wicker
RCCP Major Robert D. Shular
FE MSgt Charles L. Manes
RS Sgt Thomas T. Winters
FS Capt Denver Nelson, M.D.

JOLLY GREEN 21

RCC Major Leo M. Wright
RCCP Major Robert E. Booth
FE Sgt Walter A Swenson
RS Sgt John D. Nusbaum

(U) Names of patients: Thanos Loucas; Volgarelis Stylianos

CHARLES E. WICKER, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

Date: 3 Dec 1968

4 Dec 1968

Mission Number: 3-005-8338

Flight Designation: Crown 7

Distressed Aircraft: None

Location: 085/100 CH 71

Saves: 2, non-combat

1. At 0835Z, 3 Dec 68, Crown 7, CH 83 alert was scrambled to escort two CH 77 Jolly Green helicopters on a MEDEVAC mission for two patients on a German tanker, name unknown, at a position 085/100 CH 71. Takeoff was delayed by King awaiting an increased flare load (100 flares). Flares were delivered at 1022Z. Crown 7 was airborne at 1040Z intercepting the helicopters at CH 50. Jolly Green 31 experienced maintenance difficulties and recovered at CH 50 with Jolly Green 21. Jolly 04 was dispatched to replace 31 and mission was once again under way from CH 50 at 1240Z, estimating the scene at 1500Z. The ship was located at 1502Z at position 085/100 CH 71. No communications were available with the vessel. Crown 7 lighted the area while Jolly Green 04 lowered a PJ with a radio. Communications were established and the patients were determined to be suffering from a form of acute food poisoning or possible exposure to gas and would be evacuated to CH 71. Pick-up completed at 1540Z and Jolly Greens recovered at CH 71 at 1635Z to RQN. Crown 7 recovered at CH 83 at 1705Z.

2. Crewmembers:

- a. RCC Major Benson
- b. CP Major Weckley
- c. NN Captain Zawadzki
- d. FMO Captain Houston
- e. BO ALC Powell
- f. FE SSgt Frazier
- g. FE TSgt Hammond
- h. LM MSgt Rose
- i. LM SSgt Davis

FREDERICK J. R. BENSON, Major, USAF
RCC, Crown 7

UNCLASSIFIED

Mission 6-38-21-7 December 1968

At approximately 1900 Detachment 6 was notified by Bien Hoa Tower of an US Army CH-47 inbound with an unknown emergency. Pedro 95 scrambled at 1905 and was informed by the tower that no further radio contact had been made. At the same time a MAYDAY call from a Laserbeam 143 was heard. The aircraft indicated that he had made a forced landing 3 Nautical Miles southwest of Bien Hoa Air Base, Republic of Vietnam. Pedro 95 proceeded to the area guided by flares and the aircraft rotating beacon. After checking for ground fire an approach was made to the aircraft with the Fire Suppression Kit still attached. Communications were established using hand signals and Loud Hailer and two persons were hoisted into the helicopter. The Fire Suppression Kit and the two personnel were flown to Bien Hoa Air Base, Republic of Vietnam, and the Pedro 95 returned to the downed aircraft and picked up the remaining six personnel. The Detachment was credited with eight combat saves.

Crewmembers were:

Rescue Crew Commander	Captain Walter D. Murphy
Rescue Crew Copilot	Captain Harvey B. Bell
Firefighter (Hoist Operator)	Staff Sergeant William E. Niemann
Firefighter	Sergeant Edward S. Bevans

DECLASSIFIED

~~CONFIDENTIAL~~

1400 Dec 68-3246

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



REPLY TO
ATTN OF: RCC

10 Dec 68

SUBJECT: Mission Narrative Report (02-02-074-8341, 6 Dec 68) (U)

TO: Det 1-40th ARRG (JSARG)
3rd ARRG (JSARG)
IN TURN

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

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

2. (C) Jolly Green 36 (Low) and 17 (High) were flying airborne alert on 6 December 1968, between 1430L to 1630L from Nakhon Phanom Royal Thai AFB, Thailand. At 1620L a mayday was received from Nail 76 stating that Dallas 03 (an F-105 from Takhli) was down; approximate position WE 706 335 or 085/61/89. Voice contact had been established with the survivor. Jolly Green 36 and 17 proceeded to an orbit point at 085/55/89. Sandies 1, 2, 7, and 8 were scrambled and were airborne at 1630L. Sandy 1 and 2 proceeded directly to the area and 7 and 8 joined the Jollies at the orbit point. The Jollies arrived in the area and held at 6000 feet approximately 5 miles northwest of the survivor over high karst. The weather enroute and in the area was clear. Sandy 1 and 2 flew low conducting an electronic search for the survivor and checking the area for ground fire. They immediately drew heavy 37mm and automatic weapons fire 2 km southeast of the survivor and about 1 to 2 km north of Delta 35. Nail 76 called in fast movers (Jet fighters) to soften up the gun areas. It was difficult to pinpoint the gun positions because they were firing in a flat trajectory and not straight up. At one instant, it was estimated that between 20-25 rounds burst within 5 to 10 seconds. Because of approaching darkness, Sandy 1 moved Jolly 36 in closer to the scene. It was decided if the Jolly made his run at tree top level he would be below the 37mm fire. Sandy 1 asked Jolly 36 what he thought of attempting the pickup and Jolly 36 stated he wanted to give it a try. From the Jollies position a low level run of approximately 3 miles down the valley was required to reach the survivor. At 1715L the Jolly started his run, escorted by Sandy 7 and 8. During the run he was required to pass over numerous small settlements of 12-15 dwellings and on three occasions received automatic weapons fire. As the Jolly approached the survivor, Sandy 1 advised Dallas 03 to ignite a red smoke. Dallas 03 popped his smoke and the Jolly came to hover over him at 1720L. The Sandies formed a daisy chain around the Jolly, firing mini-guns and 20mm. Sandies advised the Jolly to stay as low as possible. The survivor

~~CONFIDENTIAL~~

ARCH 6

DECLASSIFIED

~~CONFIDENTIAL~~

was able to move from the trees to high grass area, thus enabling the Jolly to hover below the tree level. The forest penetrator was used for the recovery and the survivor was hoisted on board at 1725L. It was impossible to exit to the north, east, or south due to gun positions. When the Jolly pulled up from the hover above the trees, turned and started west, the 37mm and 23mm opened fire. Again the gunners were using the weapons as rifles and firing a flat trajectory straight at the Jollies and Sandies. The bursts were overhead and at one time Sandy 1 was completely surrounded by them. During the egress a new gun position, approximately 1 km to the north, opened up on the Jolly. The rate of fire of the gun was too fast for 37mm and too slow for 23mm. Sandy 1 rolled in on the gun position while the flight engineer, manning the M-60 in the right door, fired 100-200 rounds at the gun position before it stopped firing. Twice during the exit, due to intense ground fire, the Sandies advised the Jolly to break right then left. Regardless of which way we turned we were still picking up the heavy ground fire and the decision was made to head due west for high ground. The Jolly again picked up heavy automatic weapons fire from the villages during the exit. The flight engineer, manning the right gun, fired all 750 rounds of ammunition. The rescue specialist, manning the left M-60 fired approximately 100 rounds before his weapon jammed. He then used his M-16 to continue firing until we were safely out of the area. Upon reaching a safe area, a climb was made to 8000 feet for the flight home. The survivor was in excellent condition with a few minor scratches. Sandy 7 and 8 escorted the Jollies back to channel 89. Weather on the return route was the same and Jolly Green 36 and 17 landed at 1800L. Ordnance used was bombs, CBU, 20mm and rockets by the Sandies and fast movers. The Jolly used 850 rounds of M-60 and 4 clips of M-16 ammunition. Jolly Green 36 received two hits; one in the main spar of a rotor blade and one in the right sponson which was deflected into the fuselage. Radio discipline was excellent between Sandies, Nail 76, and the Jolly Greens. During the latter part of the mission, however, several jet flights conducted their strikes on guard channel; a condition which could have adversely affected the SAR effort. Sandies 1 and 2 and Nail 76 did an excellent job handling fast movers and directing ordnance on the heavy guns. The survivor played an outstanding part in the whole operation by remaining extremely calm and by moving into a position from which his recovery was made in minimum time. He did everything just right and is to be commended for his actions throughout the entire mission.

3. (C) The name of the survivor is Captain Ronald M. Walker, FR3117851, USAF, 357th TAC FTR Sq, Takhli AB, Thailand.

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

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

JOLLY GREEN 36 (Low)

Lt Col Royal A. Brown

Major Dale N. Weeden

MSgt Lee R. Maples

A1C Charles D. King

RCC

RCCP

FE

RS

JOLLY GREEN 17 (High)

Capt James E. Oliver

Capt Glen A. Lintner

Sgt Gregory G. Gallagher

A1C Leonard C. Johnson

Gp-4

Gp-4

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

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

TO

LEE R. MAPLES

Master Sergeant Lee R. Maples distinguished himself by heroism while participating in aerial flight as an HH-3E Flight Engineer in Southeast Asia, on 6 December 1968. On that date, Sergeant Maples voluntarily descended through a hail of anti-aircraft fire to run a three mile gauntlet of heavy automatic weapons fire at tree top level to reach a downed Air Force pilot. Although bullets pierced a rotor blade and smashed through the fuselage, Sergeant Maples exposed himself in the open doorway to direct the hover and hoist the pilot to safety; without hesitation he emptied his machine gun to silence a new gun position that threatened the helicopter's exit route. The outstanding heroism and selfless devotion to duty displayed by Sergeant Maples reflect great credit upon himself and the United States Air Force.

FROM: RCC

7 Dec 68

SUBJECT: Mission Narrative Report (10-38-044-8341)

TO: 10-38C

38C

3rd ARRGp (JSARG) *JG*

IN TURN

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 11 Jul 68.
2. Due to the non availability of Army Dustoff medevac aircraft, at 2315L, IV DASC called and requested pickup of two wounded Army personnel at coordinates WS820474. Pedro 91 launched at 2330L enroute to target area. The weather enroute and throughout the mission was 4000 scattered with 5 miles visibility and light haze. Artillery fire was terminated prior to Pedro 91 entering area. Pedro 91 arrived over target at 2350L, and, upon radio contact with ground force plus visual sightings from flares, a tactical night approach was made into the area. The two PJ's departed the aircraft and litterloaded one critical wounded and one KIA. Apparently the KIA died while Pedro 91 was enroute. Pedro 91 departed at 2353L and headed directly for 29th Army Field Hospital while the two PJ's administered necessary medical attention to the wounded to keep him alive. Pedro 91 arrived at the 29th hospital at 0010L. The wounded and KIA were off-loaded and Pedro 91 departed at 0012, arriving Binh Thuy at 0015L for termination. Negative ground fire encountered. One combat save credited.
3. The name of the survivor was: Hogan, Samuel D. Jr., E-4, RA12885957, A Battery 6th of 77th Artillery.
4. Crewmembers of Pedro:

Pedro 91

RCC Major Ralph L. Gaede
RCCP Capt Jack D. Cusano
RS A1C John C. Wilkins
RS A1C Lonnie N. Davidson

Ralph L. Gaede
RALPH L. GAED, Major, USAF
Rescue Crew Commander

FROM: Det 7, 38ARRS

9 DEC 1968

SUBJECT: Mission 7-38-47-8343 (Narrative)

TO: 3ARRGP/JSARC *JS*

EWB

1. Detachment 7 was notified at 0010Z, 8 Dec 68, by the 22nd Casualty Staging Flight, of the immediate need for a medical evacuation of a critical patient. Pedro 93 launched at 0015Z, and picked up the patient from an ambulance on the Danang AB South Ramp. The patient had been injured by shrapnel. He had several wounds including one leg amputated. He had been awaiting medical evacuation out of country in the 22nd CSF holding center at the 366TFW Dispensary, and had developed massive hemorrhage. The attending doctor stated that the man was in danger of dying and required immediate advanced medical attention. Pedro 93 transported the patient to the Naval Support Activity Hospital at Marble Mountain Army Air Field, Republic of Vietnam, and released him at 0035Z. The patient was SSgt Son Hong Lak, Republic of Korea Army.

2. Crew making save:

Major Keaver Holley III/RCC/Det 7, 38ARRS
Captain John E. Murray/RCCP/Det 7, 38ARRS
TSgt William H. Sands/HM/Det 7, 38ARRS
AIC Robert K. Cassidy/PJ/37ARRS

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

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

FROM: RCC

9 Dec 68

SUBJECT: Mission Narrative Report (10-38-050-8342)

TO: 10-38C *REG*,
38C *REG*
3rd ARRGp (JSARC) *REG*
IN TURN

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1 11 Jul 68.
2. On 8 Dec, 1310L, Navy Binh Thuy notified Pedro Ops of a shrapnel wounded PBR crewmember. Pedro 91 launched and established radio contact with the Navy unit at an unsecure airstrip near Rach Gia. The enroute weather was cumulus and two miles visibility. Pedro 91 picked up wounded and then took him to 29th Army Field Hospital. Shortly after termination, at 1525L, Navy Binh Thuy again called with a request to medevac two seriously wounded PBR crewmembers. Their boat had been ambushed and they were in need of immediate medical attention. Pedro 91 launched at 1530L for the same airstrip as mentioned. Enroute weather at this time had deteriorated with scattered thunderstorms low cumulus and one to two miles visibility. Pedro 91 arrived at target at 1600L and picked up the two wounded personnel. Enroute to the 29th Army Field Hospital, the two PJ's administered the much needed medical attention. The wounded were offloaded at the hospital and Pedro 91 terminated at Binh Thuy at 1635L. Negative ground fire encountered. Four sorties with three (3) combat saves credited.
3. The names of the survivors were: Viggiano, J.A., RM2; Jones, EN2; Brown, SM1.
4. Crewmembers of Pedro:

Pedro 91

RCC 1st Lt Philip H. Kammann
RCCP Capt Jack D. Cusano
RS A1C Larry D. Nicholson
RS A1C Richard C. Stiefken
FE Sgt Archelaus Whitehead

Philip H. Kammann

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

DECLASSIFIED

158

Date: 8 Dec 1968

13 Dec 1968

Mission Number: 2-3-075-8343

Flight Designation: Crown 1

Distressed Aircraft: Firefly 34 (A1-J)

Location: 025/31/92

Saves: 1, combat

1. At 0125Z, Crown 1 received a call from Cricket reporting that Firefly 34 had bailed out at a position 5NM north of Lima Site 85. His Wingman, Firefly 35, had reported a good chute.
2. Firefly 35 was assigned as OSC and switched to SAR Primary frequency VHF to work with Crown 1. Firefly 35 confirmed seeing a good chute, but lost sight of the survivor as he went into a thick layer of ground fog. Except for the ground fog, weather in the area was reported clear. Firefly 35 made contact with the survivor and directed him to move in a direction of 120° for about 1/2 mile to get out from under the ground fog.
3. Jolly Green 09L and 16 and Sandies 5 and 6 were enroute to Tango Orbit. Clearance was requested and granted for the Jollies and Sandies to enter the Buffer Zone to work the SAR. Jollies ETA to area was 0230Z. Sandies ETA was 0205Z. Crown 1 contacted Skyline Control and determined that they had helicopters working in the area. They sent three helicopters into the SAR area to assist. Two of their helicopters took small arms fire and had to withdraw from the area. Both damaged helicopters recovered safely at nearby friendly Lima Site.
4. At 0130Z, MIG CAP was requested. Two flights of high performance strike aircraft were requested to stand by in case they were needed. Fireflies 20 and 21 and Fireflies 24 and 25 were released to Crown 1 to work the SAR, since they were fragged and already working the SAR area vicinity. Fireflies 24 and 25 were soon released back to Cricket since they were out of ordnance. The Fireflies reconnoitered the area and hit targets nearby the survivor where small arms fire was received. At 0205Z, Sandies 5 and 6 arrived on scene and Sandy 5 was appointed OSC and Firefly 35 MTE for fuel. Sandy 5 continued to direct strikes against the small arms positions utilizing the Fireflies.
5. At 0221Z, Sandy 5 reported that the weather was breaking up, that the survivor was in good shape and recommended that the Jollies be sent in for the pick-up. Olds flight (4 F-4s) had been turned over to Ethan to orbit over the SAR scene for MIG CAP. Jolly Greens 09L and 16 were escorted to the scene by Sandies 5 and 6 at approximately 0245Z. At approximately 0315Z, Jolly Green 09L took several hits while in a hover and had to pull out. He recovered safely at L-36 with his utility hydraulic system out from small arms fire. At this time, Crown 1 requested two Jollies from Channel 70 plus Crown 3 for refueling. Two additional Sandies were enroute to the scene and Crown 1 requested that two be launched every thirty minutes in order to keep four on scene at all times.

39-68-460

SECRET

Downgraded at 3 year intervals.
Declassified after 12 years.

DECLASSIFIED

1400 DCS 68-3246

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



REPLY TO
ATTN OF:

400 (Capt Mears/2687)

(Date)

1400 AFR 205-2

Classified by 10 December 1968

SUBJECT: Mission Narrative Report (No. 2-3-075-8343)

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS

TO: 3ARRGP (JSARC)
APO 96307

~~CONFIDENTIAL~~

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

2. (S) On 8 Dec 1968 at 0320Z, Jolly Green 70 (ground alert Ch 70) was alerted to prepare for airborne orbit coverage over Ch 89. FF 34 was down in the vicinity of LS 85 and radio contact was established with the survivor on the ground. Two Air America helicopters had tried to make the pickup but had taken ground fire and were forced to withdraw from the SAR effort. Jolly Greens 09 and 16 were sent in to attempt the pickup. At 0340Z, Jolly Green 70 was directed to launch and assume airborne orbit over Ch 89. Jolly Green 69 (on local training flight) was recalled and notified to prepare for orbit with Jolly Green 70 over Ch 89. Prior to actual takeoff, Jolly Green 70 was directed to proceed to Alpha orbit. Jolly Green 09 (Low) during pickup attempt received ground fire and was forced to withdraw from the SAR effort. Jolly Green 16 accompanied JG 09 to LS-36. Jolly Green 70 was airborne at 0346Z with an ETA at Alpha orbit of 0507Z. JG 69 completed preparation and launched to catch JG 70 at 0355Z. JG 70 upon arrival in vicinity of LS 50 was advised by Sandy 03-04 to head for LS 36 and they would intercept JG 70 and escort it to a safe area in the vicinity of LS 215. Join up was affected and Sandy 03 and 04 with JG 70 arrived in the vicinity of LS 215 at 0518Z. Sandy lead 05 was on scene commander. Sandy 05 had voice contact with FF 34 and was directing and conducting strikes in the vicinity of FF 34's position to reduce ground fire. JG 69 arrived in SAR area and assumed High Bird coverage for JG 70. Sandy 03 and 04 then escorted JG 70 and 69 at 12,000 feet over FF 34's position so JG 70 could locate approximate area of FF 34 and become familiar with the terrain features. Sandy 05 bingoed on fuel and was relieved by Sandy 01 and Sandy 02. FF 34 was at approximately 20° 29.5' N, 103° 43.5' E. Several fast mover strikes were directed into the area and at approximately 0600Z, JG 70 and 69 were cleared into the area high (10,000'+) to prepare for pickup with JG 69 to remain high. JG 70 started a spiral descent over the survivor's position, but at 8,000', Sandy 01 reported additional ground fire in the area. JG 70 held high while Sandy Flight (01, 02, 03, & 04) suppressed the ground fire and placed W.P. smoke between the survivor's location and the Rock (LS-85). JG 70 was then cleared in again by Sandy 01. JG 70 set up a right spiral descent over the survivor's parachute. Terrain was rugged karst and valleys, with the survivor at approximately 2500' elevation north of a small stream and he was in heavy brush and trees.

~~CONFIDENTIAL~~

Group - 4

Downgraded at 3 yr intervals
Declassified after 12 yrs

ARODC#

682104

~~SECRET~~

400-0051

Atch 2

68-40-3079

DECLASSIFIED

~~CONFIDENTIAL~~
~~SECRET~~

Voice contact was established between FF 34 and JG 70 on guard channel. FF 34 was very good at directing JG 70 to his position as he was completely covered by foilage and could not be seen. FF 34's first smoke flare failed to ignite but he immediately ignited a second flare. JG 70's FE spotted the smoke and directed JG 70 into position for the pickup. FF 34 reported that an unfriendly was about 200-300 yards upslope from him and was firing, but that JG 70's rotor wash had knocked him over. JG 70's rotor wash kept covering FF 34 with brush and he was very difficult to keep in sight. The smoke laid by Sandy flight was so effectively placed that JG 70 and survivor were in the smoke at this time. After some maneuvering, the jungle penetrator was on the ground and the FF 34 got on and was hoisted aboard. JG 70 began an immediate climbing left turn to stay away from the Rock and climbed to depart the area. All the time JG 70 was descending, hovering, and climbing, Sandy flight maintained a daisy chain around JG 70. As JG 70 began to climb and depart the area, JG 70's number 1 and number three guns sprayed the area to reduce the possibility of receiving ground fire. JG 70's number 2 gun was inoperative because the feeder to number 3 had broken and number 2 feeder was moved to number 3 gun. JG 70 and 69 were then escorted by Sandy flight to safe area and returned with survivor to Ch 70 at 0800Z. JG 70 sometimes during the descent, hover, and climb took 7 hits of small arms fire, none serious, but one coming through the aft ramp was stopped by a flak skirt the pararescueman was standing on. JG 71 and 72 replaced JG 70 and 69 and assumed Alpha orbit.

3. (U) The survivor was: Major Thomas H. O'Connor, assigned to the 602nd SOS.

4. (U) The rescue crews were:

Jolly Green 70 (Low Bird)

RCC -Capt James R. Mears,
RCCP-Major Barton C. Libby,
FE-SSgt Ralph Frazier,
RS-Sgt William K. Johnson,
RS-Sgt Dennis C. O'Connor,

Jolly Green 69 (High Bird)

RCC-Major Gerald A. Jones,
RCCP-Major Robert R. Stewart,
FE-SSgt Maurice W. Willner,
RS-TSgt Leon Fullwood,
RS-TSgt Larry W. Bigelow, .

James R. Mears
JAMES R. MEARS, Capt, USAF
Rescue Crew Commander

- 2 Atch
1. 3ARRGP Form 20 (2 cys)
2. 3ARRGP Form 20a (2 cys)

~~CONFIDENTIAL~~
~~SECRET~~

400-0051

FROM: RCC *R*

9 Dec 68

SUBJECT: Mission Narrative Report (10-38-051-8343)

TO: 10-38C *R29*
38C *aw*
3rd ARRGp (JSARC) *LD*

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1 11 Jul 68.
2. At 1025L, Det 10, 38ARRS Operations was notified by Binh Thuy Navy PBR Operations that a Vietnamese child needed immediate medical attention for multiple shrapnel wounds. Coordinates given were XR071860 and Pedro 91 was airborne at 1030L. Arriving at the Popular Forces outpost at 1055L, a tactical approach was made to a small clearing within the outer perimeter of the settlement. The 10 month old baby and its parents were then air-lifted to Eakin Compound at Can Tho City, where an awaiting ambulance transported them to the Can Tho Provincial Hospital. While enroute to Can Tho, the pararescueman advised the pilot that the shrapnel wounds were two days old and that the baby was now suffering from an advanced case of gangrene. Even the immediate response of Pedro 91 cannot assure that the baby's leg would be saved. Pedro 91 returned to Binh Thuy, terminating at 1115L. One non-combat save. One sortie 0.7 hours.
3. Unknown.
4. Crewmembers of Pedro:

Pedro 91

RCC 1st Lt Philip H. Kammann
RCCP Capt John L. Debevec
RS ALC Larry D. Nicholson
FE Sgt Archelaus Whitehead

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

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 432ND TACTICAL RECONNAISSANCE WING (PACAF)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: Major Robert I. McCann

12 December 1968

SUBJECT: Letter of Appreciation

TO: Commander
37th ARRS
APO 96337

1. I wish to express my sincere appreciation and gratitude to the crews of the "Jolly Greens" from the 37th ARRS who recovered me and Captain Jack Koeberling, my navigator, from the Gulf of Tonkin on 9 December 1968. Once they arrived on the scene it was just a few minutes before both of us were safely aboard and enroute to the medics.

2. I personally wish to thank the following crewmembers of Jolly Green 04 who picked me up:

Captain John D. Oliver,
Captain George C. Stokes,
TSgt Charles D. Severns,
SSgt Allen J. Avery,

These men are professionals in every sense of the word and I'll remember them for a long time.

3. Captain Koeberling is still on the hospital ship but will be coming ashore in a few days. I know I can speak for him in saying thanks to his recovery crew and to your entire organization.

FOR THE COMMANDER

Robert I. McCann

ROBERT I. MCCANN, Major, USAF
11th Tac Recon Sq

Letter1.max

Combined AF, Navy Effort Saves Downed Pilots

DA NANG — Two crew members of an RF-4 photo reconnaissance aircraft downed by enemy anti-aircraft artillery fire over North Vietnam recently have been rescued from the Gulf of Tonkin by a combined Air Force and Navy Rescue Task Force.

Rescued were Maj. Robert I. McCann, Dedham, Mass., and his copilot. Both ejected from their aircraft over the Gulf of Tonkin, landing just a few miles from the shore near Dong Hoi.

Major McCann was not injured, officials said, and has returned to his unit. The other crewman is recuperating from injuries on the Navy Hospital Ship Repose.

"We were hit by anti-aircraft artillery fire but I was able to control the bird well enough to get it out over the Gulf, where we ejected. My backseater landed about a mile and a half from the shore and I landed about six miles out," related the major.

"The rescue went real well as far as I am concerned. I hit the water and got my radio out and made contact with our fighter escort. I had no problem; the fighter cover was overhead all the time, so I just waited until the Jolly Green came and made the pickup. It was beautiful," he said.

Col. Nick Farrell, Goldsboro, S.C., is the vice commander of the reconnaissance aircraft's unit, and flew one of the escort aircraft.

Colonel Farrell said: "The cooperation of the Air Force-Navy and the two downed pilots made this rescue one of the smoothest I have seen. The complete effort

went off as well as you could possibly imagine."

Once the call went out for the air rescue operation, Air Force Jolly Green helicopters, Air Force fighter aircraft, and the Navy's SH-3 "Big Mother" helicopter, the U.S. Guided Missile Frigate Sterett, and aircraft from the Carrier Ranger were in the area.

An HC-130P "Crown" from the 39th Air Rescue and Recovery Squadron (MAC) coordinated the ground control intercept unit and other segments of the task force.

Capt. George B. Stokes, Houston, copilot of the Jolly Green which picked up Major McCann, termed the rescue "just a normal operation."

"We scrambled from our pad and were in the area about 45 minutes after take off. We flew at maximum speed and minimum altitude," he said.

"What made it so easy was the fact that the task force was

in place over the pilots and all we had to do was make our water landing and pick up McCann," Captain Stokes concluded.

Pararescueman SSgt. Allen J. Avery, Auburn, Mass., added, "Captain Oliver (pilot Capt. John D. Oliver, Marietta, Ohio) really made the job easy for me. He put the aircraft right on target so all Severns (TSgt. Charles D. Severns, San Diego, flight engineer) and I had to do was grab the pilot's hand and pull him aboard."

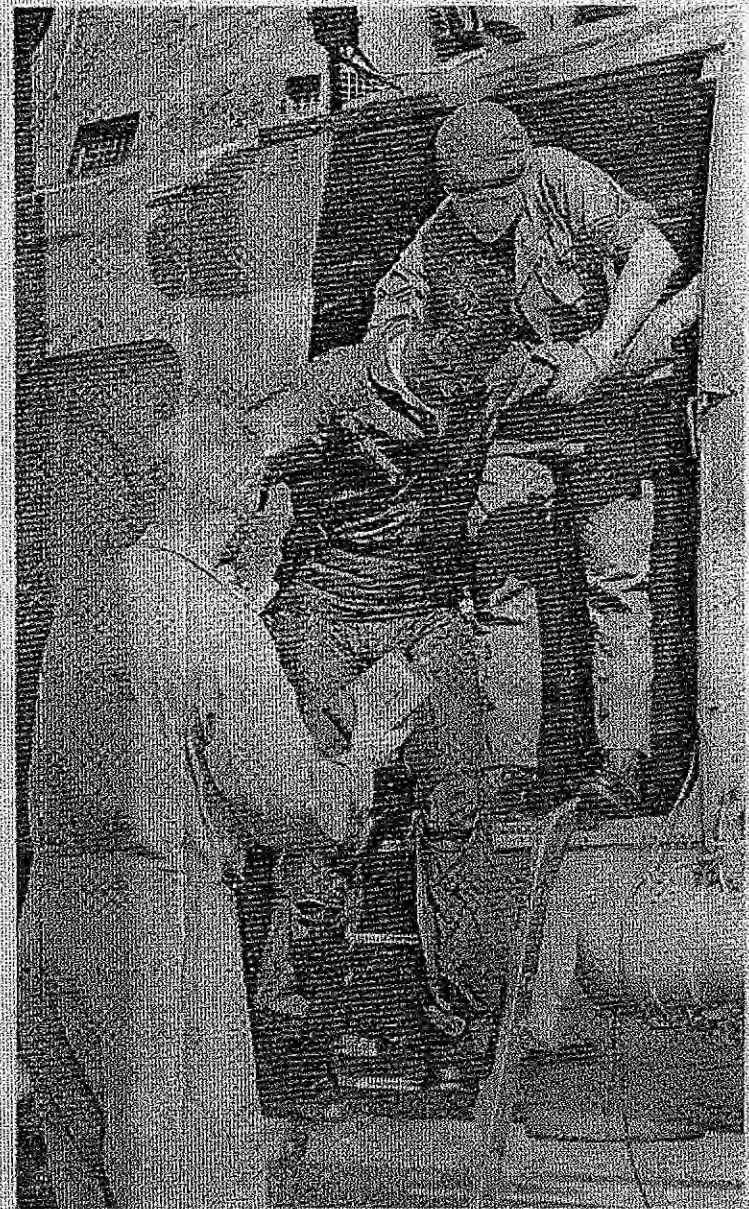
"He told me it was going to be a water pickup so I put on my scuba gear and went off headset to get ready to jump in, but he did such a beautiful job I didn't even get my feet wet," sergeant Avery said.

"Once we got him squared around in the aircraft, I asked him where he was from and he said Dedham, a suburb of Boston—just 15 miles from my home. I never thought I would ever rescue a fellow Bostonian," he said.

Sergeant Avery, in South Vietnam since September, added, "We talked about sports teams from our two schools and just had a good—but brief—home-town visit."

The Air Force and Navy air rescue task force consisted of two Jolly Greens from the 37th Air Rescue Recovery Squadron (MAC), Da Nang AB; F-100s from the 31st Tactical Fighter Wing, Tuy Hoa AB; an HC-130P "Crown" from the 39th Air Rescue and Recovery Squadron (MAC), Tuy Hoa AB; the F-4 Phantom escort aircraft and F-105 Thunderchiefs.

Navy's force included an SH-3 "Big Mother" helicopter from the USS Hornet anti-submarine warfare carrier, A-17 Corsairs and A-4 Skyhawks from the Carrier Ranger, the USS Sterett, guided missile frigate, and an E-1B from Early Warning Squadron 121 from the Carrier Intrepid.



AF, Navy Effort Saves Pilot

Maj. Robert I. McCann is helped from the Jolly Green Giant helicopter "Lucky Linda". Assisting him is pararescueman SSgt. Allen S. Avery (in helicopter) and Col. John S. Devlin Jr. A combined Air Force and Navy rescue team recently saved Major McCann and his copilot when they were forced to eject over the Gulf of Tonkin. (Photo by TSgt. Ed Brinton)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 432ND TACTICAL RECONNAISSANCE WING (PACAF)
APO SAN FRANCISCO 96237



REPLY TO: Major Robert I. McCann
ATTN OF:

12 December 1968

SUBJECT: Letter of Appreciation

TO: Commander
37th ARRS
APO 96337

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2. I personally wish to thank the following crewmembers of Jolly Green 04 who picked me up:

Captain John D. Oliver,
Captain George C. Stokes,
TSgt Charles D. Severns,
SSgt Allen J. Avery,

These men are professionals in every sense of the word and I'll remember them for a long time.

3. Captain Koeberling is still on the hospital ship but will be coming ashore in a few days. I know I can speak for him in saying thanks to his recovery crew and to your entire organization.

FOR THE COMMANDER

Robert I. McCann

ROBERT I. MCCANN, Major, USAF
11th Tac Recon Sq

Combined AF, Navy Effort Saves Downed Pilots

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Rescued were Maj. Robert I. McCann, Dedham, Mass., and his copilot. Both ejected from their aircraft over the Gulf of Tonkin, landing just a few miles from the shore near Dong Hoi.

Major McCann was not injured, officials said, and has returned to his unit. The other crewman is recuperating from injuries on the Navy Hospital Ship Repose.

"We were hit by anti-aircraft artillery fire but I was able to control the bird well enough to get it out over the Gulf, where we ejected. My backseater landed about a mile and a half from the shore and I landed about six miles out," related the major. "The rescue went real well as far as I am concerned. I hit the water and got my radio out and made contact with our fighter escort. I had no problem; the fighter cover was overhead all the time, so I just waited until the Jolly Green came and made the pickup. It was beautiful," he said.

Col. Nick Farrell, Goldsboro, S.C., is the vice commander of the reconnaissance aircraft's unit, and flew one of the escort aircraft.

Colonel Farrell said, "The cooperation of the Air Force-Navy and the two downed pilots made this rescue one of the smoothest I have seen. The complete effort

went off as well as you could possibly imagine."

Once the call went out for the air rescue operation, Air Force Jolly Green helicopters, Air Force fighter aircraft, and the Navy's SH-3 "Big Mother" helicopter, the U.S. Guided Missile Frigate Sterett, and aircraft from the Carrier Ranger were in the area.

An HC-130P "Crown" from the 39th Air Rescue and Recovery rescue operations with the Squadron (MAC) coordinated the ground control intercept unit and other segments of the task force.

Capt. George B. Stokes, Houston copilot of the Jolly Green which picked up Major McCann, termed the rescue "just a normal operation."

"We scrambled from our pad and were in the area about 45 minutes after take off. We flew at maximum speed and minimum altitude," he said.

"What made it so easy was the fact that the task force was

in place over the pilots and all we had to do was make our water landing and pick up McCann," Captain Stokes concluded.

Pararescueman SSgt. Allen J. Avery, Auburn, Mass., added, "Captain Oliver (pilot Capt. John D. Oliver, Marietta, Ohio) really made the job easy for me. He put the aircraft right on target so all Severns (TSgt. Charles D. Severns, San Diego, flight engineer) and I had to do was grab the pilot's hand and pull him aboard.

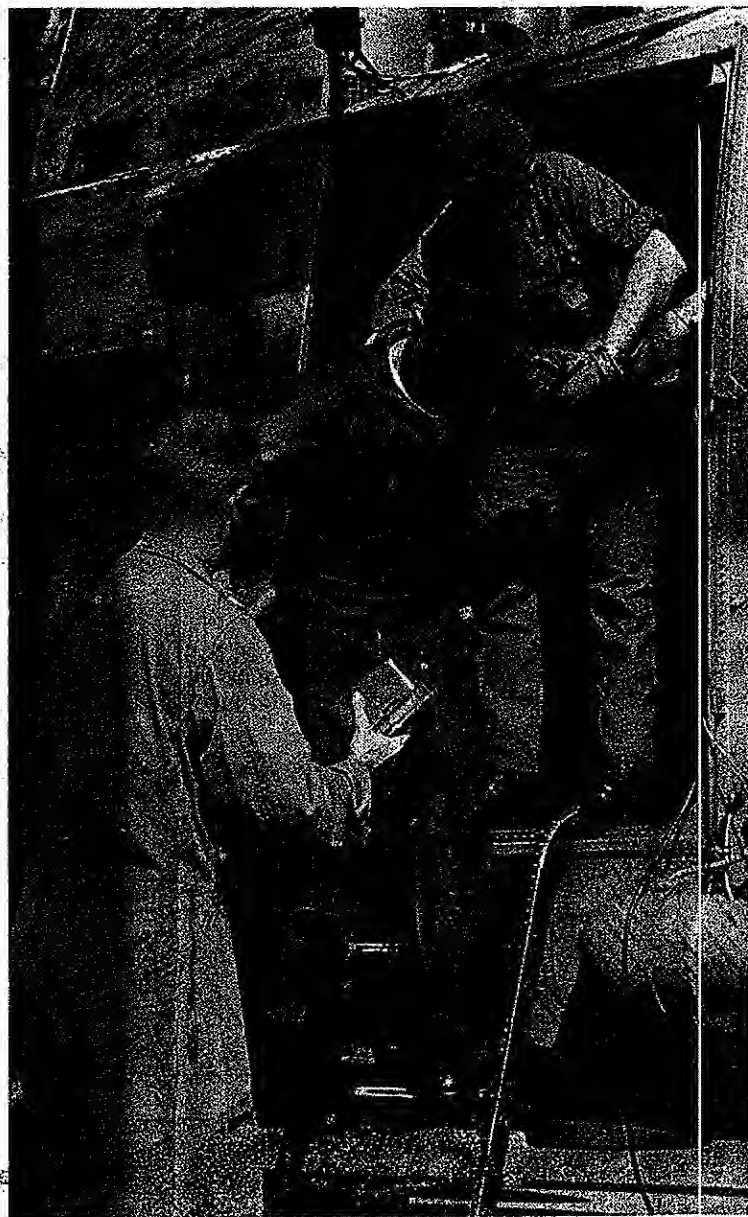
"He told me it was going to be a water pickup so I put on my scuba gear and went off headset to get ready to jump in, but he did such a beautiful job I didn't even get my feet wet," sergeant Avery said.

"Once we got him squared around in the aircraft, I asked him where he was from and he said Dedham, a suburb of Boston—just 15 miles from my home. I never thought I would ever rescue a fellow Bostonian," he said.

Sergeant Avery, in South Vietnam since September, added, "We talked about sports teams from our two schools and just had a good—but brief—hometown visit."

The Air Force and Navy air rescue task force consisted of: two Jolly Greens from the 37th Air Rescue Recovery Squadron (MAC), Da Nang AB; F-100s from the 31st Tactical Fighter Wing, Tuy Hoa AB; an HC-130P "Crown" from the 39th Air Rescue and Recovery Squadron (MAC), Tuy Hoa AB; the F-4 Phantom escort aircraft and F-105 Thunderchiefs.

Navy's force included: an SH-3 "Big Mother" helicopter from the USS Hornet, anti-submarine warfare carrier; A-4 Corsairs and A-4 Skyhawks from the Carrier Ranger; the USS Sterett, guided missile frigate, and an E-1B from Early Warning Squadron 121 from the Carrier Intrepid.



AF, Navy Effort Saves Pilot

Maj. Robert I. McCann is helped from the Jolly Green Giant helicopter 'Lucky Linda'. Assisting him is pararescueman SSgt. Allen J. Avery (in helicopter) and Col. John S. Devlin Jr. A combined Air Force and Navy rescue team recently saved Major McCann and his copilot when they were forced to eject over the Gulf of Tonkin. (Photo by TSgt. Ed Brinton)

Recon Jet Downed By Reds

S&S Vietnam Bureau

SAIGON—An Air Force reconnaissance jet was shot down off the coast of North Vietnam Monday afternoon, U.S. military spokesmen announced.

The two-man RF4C Phantom went down four miles off the coast after being hit by Communist ground fire about 10 miles north of Dong Hoi city and some 60 miles above the Demilitarized Zone.

Both pilots were fished from the South China Sea by Jolly Green Giant helicopters that pulled off the rescue as armed jets stood by. A spokesman said the cover planes did not fire on the North Vietnamese positions.

One of the fliers was slightly injured in the crash.

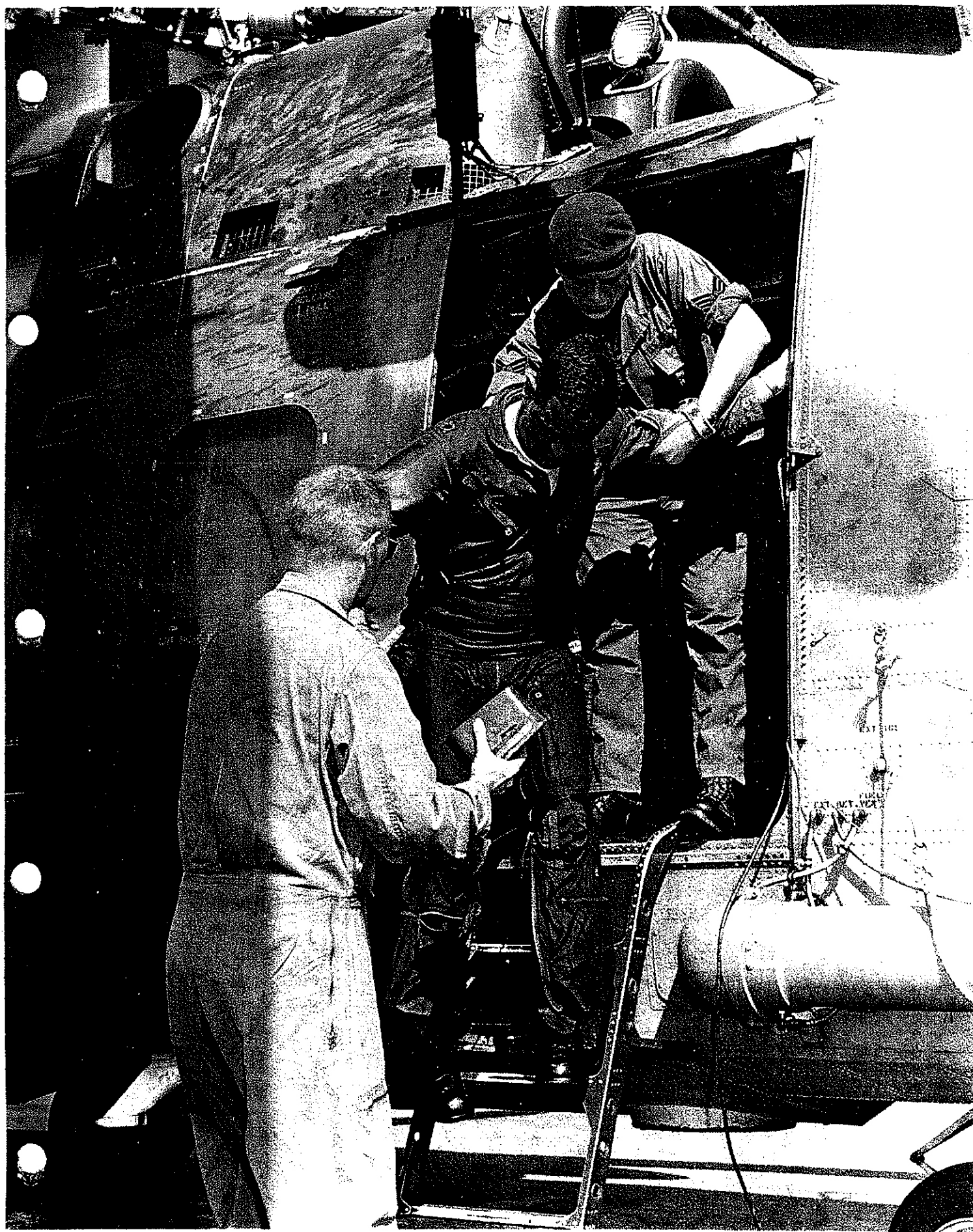
The Phantom brought to 919 the unofficial total of American planes downed by hostile fire above the DMZ.

37 ARRSq, History, Oct - Dec 1968

49.

RESCUE NUMBER 441

Major Robert I. McGann is helped from the Jolly Green Giant helicopter named "Lucky Linda." Assisting him is Staff Sergeant Allen J. Avery (in helicopter), the Rescue Specialist, and Lieutenant Colonel John J. Devlin, Jr., Commander of the 37th ARRSq.



~~MCCANN~~

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457

SUPPORTING DOCUMENT 17

47.

Summary Report 1-3-124, 9 Dec 68

(S) On 9 Dec 68, at approximately 0405Z, Jolly Green 04 and Jolly Green 27 were launched by Queen from Quang Tri to a position NE of Dong Hoi N.V.N., initially plotted at 330/59nm of CH 109 TACAN and were given clearance to penetrate the DMZ and the 12nm coastal restricted area of N.V.N., and instructed to remain over water. After airborne the Jolly Green's contacted Crown 4, the on scene commander, and were advised that the position of the two survivors from the downed aircraft, an RF-4C, call sign "Slovak Lead," was 330/65 from CH 109, a position approximately 5nm off shore and 15nm SE of Cape Mui Ron. The aircraft commander had been sighted in the water, however the back seat pilot had ejected closer to the shoreline and his position had not been fixed. While approximately 10nm south of the survivors' position and proceeding north about 3nm off shore, the RCC of Jolly Green 27 sighted a suspected artillery round detonate ahead of the aircraft. Two vessels were in the general area, but the source of fire was unknown. The downed aircraft's Wingman, Slovak 2 and Slovak 3, together with Taco 31 and 32, Gunfighters 01 and 02, and Saddleback flight, Adjacent flight and Navy aircraft, Palmetto 700, were conducting an aerial search of the area for the backseater and providing cover and ground fire suppression until the Jolly Greens arrived at the scene at 0450Z. At that time the Gunfighter, Saddleback and Adjacent flights departed the scene due to lack of fuel. Jolly Green 04 proceeded to recover Slovak Lead Alpha (front seater), located approximately 6nm off shore (337/68/109). Palmetto 700 was orbiting Slovak Alpha's position and dropped an orange smoke bomb near the survivor's position while Slovak Alpha ignited a flare to pinpoint his position for Jolly Green 04. Jolly Green 04 made a water landing and recovered Slovak Alpha. After taking off Jolly Green 04 proceeded toward the area of search for Slovak Bravo. Jolly Green 27 was advised by Slovak 2 that the backseater (Slovak Lead Bravo) had begun transmitting a tone on his survival radio and was NW of Slovak Alpha, however he was unable to pinpoint his position using radio homing equipment because Bravo would transmit for short periods only. Jolly Green 27 proceeded in the general direction of the survivor and started receiving the survivor's tone and shortly thereafter began voice transmission with Slovak 2. Taco 31 and 32, during this time, were conducting a search of the area along with Slovak 2 and 3. Jolly Green 27 established radio contact with the survivor and after a few moments the survivor stated that he could see Slovak 2 overhead and could also see aircraft flying low toward him. He then recognized the aircraft as a helicopter (Jolly Green 27). He then began vectoring Jolly Green 27 toward his position until the pilots made visual contact with the survivor who was approximately 1 1/2 nm off shore. The RCC of Jolly Green 27 inquired as to Bravo's condition and he reported that he was in good shape but was tangled in his equipment. The RCC of Jolly Green 27 elected to deploy the Rescue Specialist to assist Bravo

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458

48.

in the recovery. Upon reaching the survivor in the water the RS found that the survivor had a broken arm, which made freeing and guiding him to the helicopter a slow and difficult process. The RCC water taxied to place the RS and the survivor next to the cargo door, however due to the survivor's injuries the RS and FE were having difficulty bringing him aboard. Upon seeing their difficulty the RCC left his position to assist the RS and FE. After bringing Slovak Bravo aboard at approximately 0510Z the RCCP returned to his position and Jolly Green 27 departed the area. The RS and the survivor reported that they heard gunfire from the shore, however no hits were taken by Jolly Green 27. After separating the survivor from his gear the RS discovered that the survivor, who was in great pain, had sustained a possible fractured left knee and possible rib fractures or internal injuries in addition to the compound fracture of the right arm. He advised the RCC that the survivor should get immediate attention and the decision was made to take the survivor to the USS Repose anchored off Quang Tri. After departing Slovak Lead Bravo on board the Repose, Jolly Green 27 returned to Quang Tri as directed by Queen, while Jolly Green 04 continued to CH 77 to drop off Slovak Lead Alpha.

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 04 (Low)

RCC Capt John D. Oliver
RCCP Capt George B. Stokes
FE TSgt Charles D. Severns
RS SSgt Albert J. Avery

JOLLY GREEN 27 (High)

RCC LtCol Lamar G. Tullos
RCCP Capt Vincent A. Ziccardi
FE SSgt Jackie L. Mangrum
RS TSgt Nathaniel Smith Jr.

(U) Survivors names:

Slovak Lead Alpha - Maj Robert T. McCann,
Lead Bravo - Capt Carl B. Koeederling,
RTAFB.

11th TRS; Slovak
11th TRS, Udorn

~~SECRET~~

DECLASSIFIED

1400 DCS 68-3246

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96307



REPLY TO
ATTN OF:

400 (Capt Campbell/2687)

SUBJECT:

Mission Narrative Report (No. 2-3-076-8345) (U)

TO:

3ARRGFP (JSARC)
APO 96307

Classified by
12 December 1968
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
Downgraded to CONFIDENTIAL
DECLASSIFIED ON 31 DEC 74
9 MAR 78
(Date)
IAW AFR 205-2

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

2. (S) On 10 Dec 1968 at 0305Z, Jolly Greens 72 and 70 were pulling up on orbit position at 010/13/Ch 92 when a distress call was received from Firefly 22. He had experienced an explosion under the cockpit while pulling off from a rocket pass during an attack on a gun position at LS 85. He immediately noted fire under his feet and smoke in the cockpit. Firefly 22 immediately turned toward the briefed bailout area and left the burning aircraft. Sandy 07 and 08 reported that they were enroute to the scene with an ETA of 0325Z. Jolly Green 72 contacted Sandy 07 and informed him that Jolly Green 72 and 70 would hold at 015/16/Ch 92. Sandy 07 advised Jolly Green 72 that Firefly 23 was Sandy lead qualified and that we were to follow his directions. JG 72 then notified FF 23 and was told to go to 021/25/Ch 92 for the pickup. FF 23 contacted FF 22 and informed him that friendly troops were in the area. FF 22 reported that he was in good condition and that troops were moving toward him. FF 23 evaluated the area and cleared JG 72 in for the pickup. JG 72 asked for the altitude of the pickup point and was told that it was 3000 ft. Hovering computations were made utilizing an altitude of 4000 ft so that a margin of safety could be maintained. Fuel was dumped to bring the gross weight to the computed level. Upon reaching the pickup point JG 72 was unable to spot the downed pilot. A smoke was requested and the survivor was spotted immediately. The survivor had landed on the side of a small valley. Terrain was mountainous covered with very dense undergrowth. While attempting to establish a hover JG 72 noticed that power was very marginal. The correct elevation was 4000 ft thereby eliminating our margin of safety. The hover condition was further aggravated by an upslope wind. JG 72 found that he could maintain a hover over a small hill approximately 100 ft from the survivor, so FF 22 was asked to make his way to that point. The pickup was affected at 0338Z with no further problems. Both Pararescuemen on JG 72 reported seeing ground fire directed at the aircraft during the descent and approach. No hits were found in the aircraft. Air refueling was accomplished with Crown One during RTB. JG 72 landed at Ch 70 with survivor at 0520L.

~~CONFIDENTIAL~~

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

400-0052

68-10-0104

Atch 3

DECLASSIFIED

~~SECRET~~

3. (U) The survivor was: Capt Jerry J. Jenkinson, assigned to the 602nd SOS.

4. (U) The rescue crews were

Jolly Green 72

RCC: Capt Clarence C. Campbell.
RCCP: Capt William J. Biebel,
FE: SSgt Maurice W. Willner, .
RS: Sgt Thomas R. Pope,
RS: MSgt Dee W. Nelson,
AP: Sgt Stanley J. Nagrocki,

Jolly Green 70

RCC: Capt James R. Miears,
RCCP: Capt John H. Hartman,
FE: Capt Kenneth E. Ernest,
RS: TSgt Leon Fullwood,
RS: Sgt William K. Johnson Jr.,

Clarence C. Campbell

CLARENCE C. CAMPBELL, Capt, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

~~SECRET~~

FROM: Det 7, 38th ARRS(MAC), APO 96337 (Capt. Johnson/3440) 12 DEC 1968

SUBJECT: Mission 7-38-48-8345 (Narrative)

TO: 3ARRGp/JSARC

13

1. On 10 Dec 1968, while Pedro 69 was in the process of terminating a local flight, Det 7 was notified at 0630Z of the arrival of a critically burned patient. The patient was brought to DaNang on a C-130 by the 903rd AESq. The patient, a Vietnamese civilian, Pham Tuy, Register Number 7587, had suffered second and third degree burns on over 85% of his body. Immediate emergency evacuation to the 95th MED EVAC hospital was deemed necessary by the attending medical authority. The patient was transferred to Pedro 69 on the north ramp at 0640Z and was released to the 95th MED EVAC hospital at 0650Z. One non combat save claimed.

2. Pedro 69 crew was as follows:

RCC: Capt. Johnny R. Johnson,	Det 7, 38th ARRS
RCGP: Capt. Henry E. Hooke,	Det 7, 38th ARRS
HM:: SSgt. Kenneth R. Jones,	Det 7, 38th ARRS
PJ: A1C Robert K. Cassidy,	37th ARRS

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

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

Det 9, 38ARRSq Hist, Oct - Dec 68

SUPPORTING DOCUMENT 4

MISSION NARRATIVE 13-38-131, 11 DEC 68

* * * *

2. At 0250Z, 11 December 1968, Mayday was received by Phu Cat Tower from Casper 721, a UH-1H helicopter with eight SOBs. Casper 721 declared that he'd received ground fire and was crash landing. Crown 04 also picked up the transmission and took over the control of communications. Crown throughout the mission handled the effort superbly and maintained excellent radio discipline for all aircraft involved. Pedro 99, returning from a Medivac, proceeded northwest towards the crash vicinity, which was in VFR conditions. This was estimated at the time to be 12 miles northwest of Phu Cat. Pedro 22 scrambled at 0255Z with Pedro 98. Pedro 98, from Det 9 Pleiku, was at Phu Cat on a parts pickup. The first area searched was in the center of an artillery strike. The Pedros, including four UH-1D's, searched with negative results for approximately 15 minutes before a yellow smoke was pinpointed by a Hawkeye aircraft at BR6863, 15 miles on the 310 radial of Channel 87. The crash site was located on a rocky 60 degree mountain slope covered by dense jungle with 125 foot canopy at an elevation of 1500 feet MSL. Hoisting would be the only way to bring out the injured survivors. It would be necessary to hold a precise hover amongst the trees at over 150 feet for long periods of time. During the hover, the blades would come within $1\frac{1}{2}$ feet of the surrounding trees. Artillery strikes were made in the immediate vicinity from the beginning of the mission, one series of bursts within 200 meters of the hovering Pedro aircraft. The shellings were extremely hazardous to flight

Det 9, 38ARRSq Hist, Oct - Dec 68

and a crushed foot. Manpower, lifting equipment and cutting tools would be needed for his removal. Pedro 22 had refueled and was enroute at 0400Z. Pedro 98 was relieved to return for fuel. Pedro 22 hovered at the crash site and lowered another PJ. At this time it was learned that an Army helicopter had lowered five soldiers by rope at the scene to protect the perimeter. After 30 minutes of hovering, Pedro 22 had two seriously wounded survivors aboard. With no more survivors readily available, Pedro 22 returned to Phu Cat for immediate medical aid. After this was accomplished, Pedro 22 flew the survivors to the 67th Medical Evacuation Hospital at Qui Nhon for advanced treatment. By this time Pedro 99 had refueled and returned to the site. All the Pedros flew varied tactical approaches with constantly changing entry routes to avoid hostile gun positions and repeated exposure in any one given area near the site. Pedro 99 made an extremely difficult stokes litter pick-up through the dense jungle to extract an incapacitated survivor. The PJs continued to provide needed medical attention and worked at freeing the other survivors. Pedro 98 flew directly to Qui Nhon as advised by doctors at Phu Cat. Pedro 98, again at the scene lowered a third PJ and some cutting equipment. Pedro 98 made a rigid litter pickup and coming out over the high ridge to the south, encountered and evaded enemy ground fire. They returned to Phu Cat for emergency treatment of the survivor and then flew him to Qui Nhon. An Army doctor and 15 additional soldiers had been lowered to the crash site during this period. Pedro 22 returned to the scene with another stokes litter and picked up another survivor. Pedro 22 then resumed orbit and later departed for Phu Cat when Pedro 99 arrived. At this time, gunships launched an attack on a hostile gun position on a slope just east of the site.

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Pedro moved its orbit farther west to remain clear. The PJs were having extreme difficulties in freeing the last survivor who was pinned under the wreckage. Pedro 99 orbited the area for 45 minutes and then descended to hoist up one of the ground party injured at the site. Pedro 99 returned to LZ Uplift to drop off the patient and refuel. At 0740Z, Pedro 22 departed Phu Cat with water, block and tackle, chain, and a fireman. The fireman, an expert in the use of crash equipment, was lowered to expedite the removal of the last survivor from the wreckage. The injured man was lying face down in a position which denied the needed room to operate the power saw. He was fitted into a gunners harness and his torso was lifted gently by a block and tackle to allow the fireman to start cutting the legs free. Later, when freed, he was lowered carefully to the stokes litter. Pedro 99 rejoined the orbit and Pedro 22 returned to uplift to get a requested bolt cutter and refuel. Upon its return, Crown 04 relieved Pedro 99 to refuel at Uplift. Low fuel loads were required to hover out of ground effect and still have the capability to hoist additional personnel. Pedro 22 had orbited for 20 minutes when the PJ announced that the last survivor was freed. Pedro 22 made a stokes litter pickup and, rather than extract members of the ground party, returned to Phu Cat for immediate treatment of the survivor. The survivor's crushed legs had been pinned under the wreckage for six hours and thirty minutes. *The survivor was then flown to Qui Nhon by Pedro 22. Pedro 99 had meanwhile returned to the site and began extracting the ground party. The ground party had to be extracted immediately from the hostile environment because darkness was approaching, the area was insecure, and artillery strikes would soon be needed to support troops in the valley. Army headquarters had

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also advised Crown that if the ground party was not brought out by darkness, they would have to face escape and evasion until the next day. Pedro 22 and Pedro 98 returned and joined Pedro 99 in the operation as darkness began obscuring the crash site. Due to lack of time, it was decided that the party would be brought up to a secure landing zone two miles from the crash site. By maximum team effort and rapid hoisting, the Pedros brought up the soldiers by 1115Z, with the last 30 minutes in total darkness. A hoist equipped Dust-Off brought out the last five men. Pedro 99 had extracted 9 soldiers, Pedro 98 had 8, and Pedro 22 had 2. The ground party was flown back to LZ Uplift by the Pedros and Dustoff. After refueling at Uplift, the HH-43s returned to Phu Cat. The last aircraft, Pedro 22, landed at Phu Cat at 1150Z, terminating the mission. During the night hoisting of their two ground party, Pedro 22 encountered a broken hoist cable. As the two soldiers came up to the door, the crewchief held the closest man and in that instant the cable broke. Held by his safety harness, the crewchief clung desperately to the two men. One soldier had a hold on the aircraft and the other dangled helplessly from the forest penetrator straps. The copilot took over the hovering and the pilot unstrapped himself and was able to grab the dangling man. A medic in the back came forward and helped the crewchief. The helicopter slowly inched its way up the hill to the landing zone and safely landed the men, who were being held on the outside of the helicopter.

Crews

*Pedro 22 - Major Migia's crew took over at this time, 0950Z

RCC	Maj Juan H. Migia
RCCP	Maj Dwight Hageman
HM	SSg Jesse Franklin Jr.
MT	Sgt John Henry

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1 sortie/1.8 hours/2 non-aircrewmember combat saves.

Pedro 22

RCC Capt Richard J. Bouckout
RCCP Capt Robert S. Morita
PJ ALC Staney Jones
HM Sgt Arthur Charlton
MT Sgt James Degraw
Flight Surgeon - Capt George W. Atkinson.

5 sorties/4.0 hours/4 aircrewmembers combat saves.

Pedro 99

RCC Captain Jack S. Brannan
RCCP 1stLt Wayne A. Grant
MT Sgt Larry Knefelcamp
FE SSgt Delbert Dunn

5 sorties/7.7 hours/1 aircrewmember combat save/10 non-aircrewmember combat saves.

Pedro 98

RCC Capt James G. Ellis III
RCCP Capt William F. Clark
FE TSgt Donald W. Gooding
PJ ALC Leif Arvidson, Sgt Lonnie C. Conners

6 sorties/4.7 hours/1 aircrewmember combat save/8 non-aircrewmember combat saves.

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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

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fire coming from a ridge about three fourths of a mile north of the downed UH-1. Army gun ships attempted to suppress the hostile fire but with unknown results. Any Army UH-1 maneuvered to a place near the crash site where two of the walking crash survivors were able to climb aboard. They reported that there were four more survivors; two seriously injured, one had minor injuries, and a fourth was trapped in or under the wreckage with unknown injuries, but alive. They all required immediate assistance. Grown 04 by this time was on scene and they assumed their role as airborne command post and rescue coordinator. Pedro 99 had departed Phu Cat with only 400 lbs of fuel so he had to return to Phu Cat for more. Pedro 22 from Phu Cat was also on scene now but he also returned with 99 for more fuel. Grown requested we lower our PJ from Pedro 98 to the crash site and attempt a rescue. Maneuvering in as close as we dared to the crash site we lowered ALC Leif Arvidson to the ground. The area was extremely difficult to work in, having tall trees forward and on both sides. Directly forward the trees rose sharply up the steep slope another hundred feet or so to a ridge line. The crash site was near the bottom of a narrow gully on the side of a secondary ridge. Mountains rose abruptly on all sides and the trees were all very tall, dense, and multi-layered. The crashed helicopter was wedged down amongst a group of trees, and looked so broken and twisted that it seemed a miracle anyone survived. Fortunately we had not yet refueled for our return to Pleiku, because it took almost all our power to hold our hover. Capt William F. Clark, co-pilot, did an outstanding job helping to maintain our clearance to the

Det 9, 38ARRSq Hist, Oct - Dec 68

left and in handling the radios. TSgt Donald W. Gooding, flight engineer, operated the hoist and was absolutely outstanding throughout the entire mission. While skillfully lowering Arvidson through the trees below, he gauged our clearance below, to the rear, and to our right. The entire operation was a truly fine example of an expertly executed team effort. Once down, Arvidson made his way to the crash and attempted communications on his survival radio. Due to a malfunction his transmissions were garbled and lost in loud background hiss, and his receiver was totally in-operative, so Capt Clark got on the "Loud Hailer." The slope ahead helped to direct the sound downward. Arvidson found two survivors in serious condition, a third one able to move about, and one trapped under the wreckage. We remained in a hover thinking that we would immediately be able to hoist some of the injured out, but Arvidson needed time to treat them and prepare them for hoisting. Movement was extremely difficult on the ground, and the wreckage and dense undergrowth complicated things severely for him. The lack of satisfactory communications further hampered efforts. Meanwhile, Army LOHs dropped off foot soldiers to set up a perimeter and to help rescue efforts on the ground. Just about the time Arvidson was making preparations to hoist one of the accident victims up we reached Bingo fuel. Crown had informed us, though, that Pedros 22 and 99 were returning to the scene, so we pulled out and returned to Phu Cat for fuel, leaving Arvidson on the ground. At Phu Cat we were pressed into action again

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in order to get some cutting equipment delivered to the crash site -- chain saws, bolt cutters, etc. Arriving back on scene we watched Pedro 99 hoist one of the critical patients aboard in a litter, then head for Qui Nhon. Crown advised another victim would be ready shortly and directed us in to make the recovery. We first lowered one of Phu Cat's PJs to the ground (I don't recall his name) with the cutting equipment. Next we lowered our litter. The wind had picked up somewhat and the resulting turbulence made the hovering much more difficult and critical. At last the survivor was ready and the very ticklish process began of bringing the prone victim gently up through branches and foliage. Again, TSgt Gooding's coolness and skill were superlative. Once aboard we immediately headed for the 67th Evacuation Hospital at Qui Nhon via Phu Cat for fuel. Pedro 98 being an F model, we were very critical on weight and dared not attempt hovering and hoisting at that altitude and over that area with more than about 700 pounds of fuel, which greatly reduced our loiter time. Back at Phu Cat again, we awaited further instructions. Once the trapped man was freed the recovery of the ground party must begin immediately to remove them all before nightfall. The area was considered extremely hostile and the extraction of all personnel was considered mandatory lest they be faced with a highly hazardous evasion situation after dark. When word was received that the trapped man had finally been recovered, all the Pedros were ordered back to begin removal of the ground crews. By the

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time Pedro 98 returned to the scene the sun was almost on the horizon and visibility down in the valley was restricted due to its being in deep shadow. Operating as quickly as possible and without landing or flood lights we pulled eight persons out in three trips. Five were deposited at a remote LZ on top of a peak about a mile SW, some 1000 feet above the crash. The other two were carried to Uplift, an Army outpost near the coast. We would have stayed to pick up one more but our fuel was once again becoming dangerously low. The eight hoist pickups after sunset were the most difficult because in an effort to save time we raised two at a time on the hoist and they were all heavily laden with equipment. Capt Clark again was invaluable in keeping us clear of trees, and TSgt Gooding's job of hoisting and securing heavy troops in near dark conditions was brilliant and extremely demanding. In summary, we picked up a total of nine personnel, all but two or three Army. One was critically injured with numerous fractures including his back. We flew a total of 6 sorties and logged 4.2 hours flying time. In addition to the constant threat of hostile ground fire, the entire operation was flown in an area which was constantly being subjected to artillery. Crown apparently was unable to call off air and artillery strikes in the rescue area and along the route of flight between the crash site and Phu Cat artillery sightings were numerous and they caused severe apprehension at times.

SAFETY OF OPERATION

There were no accidents or incidents during the reporting period.

AWARDS AND DECORATIONS

There were no awards and decorations presented during this quarter.

FROM: Det 13, 38 ARRSq/RCC/Capt Richard J. Bouckout

16 Dec 68

SUBJECT: Mission Narrative 13-38-131, 11 Dec 68

TO: Commander/Major Migia

Det 13, 38 ARRSq

3rd ARRGp (JSARG) *llz*

IN TURN

1. This report is submitted in accordance with ARRSM 55-1/3rd ARRGp Sup 1, 15 Jan 68.

2. At 0250Z, 11 December 1968, Mayday was received by Phu Cat Tower from Casper 721, a UH-1H helicopter with eight SOBs. Casper 721 declared that he'd received ground fire and was crash landing. Crown 04 also picked up the transmission and took over the control of communications. Crown throughout the mission handled the effort superbly and maintained excellent radio discipline for all aircraft involved. Pedro 99, returning from a MEDEVAC, proceeded northwest towards the crash vicinity, which was in VFR conditions. This was estimated at the time to be 12 miles northwest of Phu Cat. Pedro 22 scrambled at 0255Z with Pedro 98. Pedro 98, from Det 9 Pleiku, was at Phu Cat on a parts pickup. The first area searched was in the center of an artillery strike. The Pedros, including four UH-1D's, searched with negative results for approximately 15 minutes before a yellow smoke was pinpointed by a Hawkeye aircraft at BR6863, 15 miles on the 310 radial of Channel 87. The crash site was located on a rocky 60 degree mountain slope covered by dense jungle with 125 foot canopy at an elevation of 1500 feet MSL. Hoisting would be the only way to bring out the injured survivors. It would be necessary to hold a precise hover amongst the trees at over 150 feet for long periods of time. During the hover, the blades would come within 1 1/2 feet of the surrounding trees. Artillery strikes were made in the immediate vicinity from the beginning of the mission, one series of bursts within 200 meters of the hovering Pedro aircraft. The shellings were extremely hazardous to flight and continued throughout the day. Air strikes were also being made at the same time. One air strike was called into the valley but was averted by Crown's persistent efforts. At the scene Pedro 22 was on a low pass over the site with a gunship when ground fire was heard and observed. It was confirmed by the 173rd Airborne Division that there were enemy .50 caliber emplacements firing in the area and it was suspected that Casper 721 had been hit in the tail rotor by a B-40 rocket. Apparently very close to the origin of ground fire, Pedro 99 suspected battle damage and was escorted back to Phu Cat by Pedro 22. At that time, Pedro 98 took over the orbit at the scene. Pedro 99 and 22 arrived at Phu Cat at 0335Z. Close inspection revealed no damage. Meanwhile Pedro 98 was cleared in by Crown 04 with very close protection from numerous gunships. A PJ was lowered to the scene via hoist. Pedro 98 remained in a hover for 20 minutes in an attempt to bring up survivors. This was unsuccessful because the survivors either required first aid or were still in the wreckage. The situation facing the PJs was as follows: The Huey was lying on its nose against a tree with survivors

in and around the wreckage. Fuel had seeped from the tanks and saturated the whole area. Two men were lying near the wreckage with suspected broken backs. Both were in shock and would require careful handling to avoid further injury. One man inside the cabin had facial injuries and was in shock. Another had severe scalp and facial lacerations and a suspected torn right knee cap. He was bleeding badly and would be the first evacuated by the PJs. Still another had a fractured leg and numerous lacerations. The most serious situation and one which would cause many hours in delay of the rescue was the pilot, pinned beneath the wreckage. He was in shock with a broken arm, two fractured legs, and a crushed foot. Manpower, lifting equipment and cutting tools would be needed for his removal. Pedro 22 had refueled and was enroute at 0400Z. Pedro 98 was relieved to return for fuel. Pedro 22 hovered at the crash site and lowered another PJ. At this time it was learned that an Army helicopter had lowered five soldiers by rope at the scene to protect the perimeter. After 30 minutes of hovering, Pedro 22 had two seriously wounded survivors aboard. With no more survivors readily available, Pedro 22 returned to Phu Cat for immediate medical aid. After this was accomplished, Pedro 22 flew the survivors to the 67th Medical Evacuation Hospital at Qui Nhon for advanced treatment. By this time Pedro 99 had refueled and returned to the site. All the Pedros flew varied tactical approaches with constantly changing entry routes to avoid hostile gun positions and repeated exposure in any one given area near the site. Pedro 99 made an extremely difficult stokes litter pickup through the dense jungle to extract an incapacitated survivor. The PJs continued to provide needed medical attention and worked at freeing the other survivors. Pedro 99 flew directly to Qui Nhon as advised by doctors at Phu Cat. Pedro 98, again at the scene lowered a third PJ and some cutting equipment. Pedro 98 made a rigid litter pickup and coming out over the high ridge to the south, encountered and evaded enemy ground fire. They returned to Phu Cat for emergency treatment of the survivor and then flew him to Qui Nhon. An army doctor and 15 additional soldiers had been lowered to the crash site during this period. Pedro 22 returned to the scene with another stokes litter and picked up another survivor. Pedro 22 then resumed orbit and later departed for Phu Cat when Pedro 99 arrived. At this time, gunships launched an attack on a hostile gun position on a slope just east of the site. Pedro moved its orbit farther west to remain clear. The PJs were having extreme difficulties in freeing the last survivor who was pinned under the wreckage. Pedro 99 orbited the area for 45 minutes and then descended to hoist up one of the ground party injured at the site. Pedro 99 returned to LZ Uplift to drop off the patient and refuel. At 0740Z, Pedro 22 departed Phu Cat with water, block and tackle, chain, and a fireman. The fireman, an expert in the use of crash equipment, was lowered to expedite the removal of the last survivor from the wreckage. The injured man was lying face down in a position which denied the needed room to operate the power saw. He was fitted into a gunners harness and his torso was lifted gently by a block and tackle to allow the fireman to start cutting the legs free. Later, when freed, he was lowered carefully to

the stokes litter. Pedro 99 rejoined the orbit and Pedro 22 returned to uplift to get a requested bolt cutter and refuel. Upon its return, Crown 04 relieved Pedro 99 to refuel at Uplift. Low fuel loads were required to hover out of ground effect and still have the capability to hoist additional personnel. Pedro 22 had orbited for 20 minutes when the PJ announced that the last survivor was freed. Pedro 22 made a stokes litter pickup and, rather than extract members of the ground party, returned to Phu Cat for immediate treatment of the survivor. The survivor's crushed legs had been pinned under the wreckage for six hours and thirty minutes. *The survivor was then flown to Qui Nhon by Pedro 22. Pedro 99 had meanwhile returned to the site and began extracting the ground party. The ground party had to be extracted immediately from the hostile environment because darkness was approaching, the area was insecure, and artillery strikes would soon be needed to support troops in the valley. Army headquarters had also advised Crown that if the ground party was not brought out by darkness, they would have to face escape and evasion until the next day. Pedro 22 and Pedro 98 returned and joined Pedro 99 in the operation as darkness began obscuring the crash site. Due to lack of time, it was decided that the party would be brought up to a secure landing zone two miles from the crash site. By maximum team effort and rapid hoisting, the Pedros brought up the soldiers by 1115Z, with the last 30 minutes in total darkness. A hoist equipped Dust-Off brought out the last five men. Pedro 99 had extracted 9 soldiers, Pedro 98 had 8, and Pedro 22 had 2. The ground party was flown back to LZ Uplift by the Pedros and DustOff. After refueling at Uplift, the HH-43s returned to Phu Cat. The last aircraft, Pedro 22, landed at Phu Cat at 1150Z, terminating the mission. During the night hoisting of their two ground party, Pedro 22 encountered a broken hoist cable. As the two soldiers came up to the door, the crewchief held the closest man and in that instant the cable broke. Held by his safety harness, the crewchief clung desperately to the two men. One soldier had a hold on the aircraft and the other dangled helplessly from the forest penetrator straps. The copilot took over the hovering and the pilot unstrapped himself and was able to grab the dangling man. A medic in the back came forward and helped the crewchief. The helicopter slowly inched its way up the hill to the landing zone and safely landed the men, who were being held on the outside of the helicopter. An EUR and Incident Report on the cable failure have been submitted in accordance with applicable directives.

Crews

*Pedro 22 → Major Migia's crew took over at this time, 0950Z

RCC - Major Juan H. Migia, CP - Major Dwight Hagerman, HM - SSgt Jesse Franklin Jr., MT - Sgt John Henry. 1 sortie/1.8 hours/2 non-aircrew-member combat saves

Pedro 22

RCC - Captain Richard J. Bouckout, CP - Captain Robert S. Morita, PJ - A1C Jones Stamey, HM - Sgt Arthur Charlton, MT-Sgt James Degraw, Flight Surgeon - Captain George W. Atkinson. 5 sorties/4.0 hours/4 aircrew-members combat saves.

Pedro 99

RCC - Captain Jack S. Brannan, CP - 1st Lt. Wayne A. Grant, MT - Sgt Larry Knefelcamp, FE - SSgt Delbert Dunn. 5 sorties/7.7 hours/1 aircrewmember combat save/10 non-aircrewmember combat saves.

Pedro 98

RCC - Captain James G. Ellis, CP - Captain William F. Clark, FE - TSgt Donald Gooding, PJ - A1C Lief Arvidson, PJ Sgt Lonnie C. Conners. 6 sorties/4.7 hours/1 aircrewmember combat save/8 non-aircrewmember combat saves.

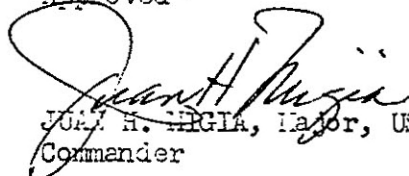
RICHARD J. BOUCKOUT, Capt., USAF
Rescue Crew Commander

1st Ind (O/L 13-38C/Maj Migia

Det 13, 38 ARPSq

TO: 3rd ARECp (JSARC)

Approved


JUAN H. MIGIA, Major, USAF
Commander

SGT. LEIF ARVIDSON: SILVER STAR

-- Sgt. Leif E. Arvidson, a pararescue man with Det. 9, 38th ARRSq, Pleiku AB, Vietnam, was awarded the Silver Star for helping save eight critically injured survivors of an Army UH-1 "Huey" helicopter crash on Dec. 11, 1968.

Sergeant Arvidson spent more than nine hours on the ground, subject to hostile fire, during the rescue operation which involved several HH-43s.

The helicopter had crashed in ex-

tremely tall trees on a 60-degree slope and could only be reached by use of the jungle penetrator. The pararescueman was lowered to the ground. He assessed the men's injuries and carried out emergency medical treatment before deciding who should be hoisted out first.

The medal was presented by Maj. Gen. James F. Kirkendall, deputy chief of staff for operations, Seventh Air Force.

Greetings my name is Cliff White and was an Army pilot who was down in a Huey on Dec. 11, '68 just north of Phu Cat, in an area called "Happy Valley", and the 38th Aerospace Rescue and Recovery Sq. from Phu Cat was responsible for getting the troops and crew out. I was flying co-pilot and a air rescue tech. came in and cut the pilot out after he had been trapped for over 7 hours. It has been 30 years but we have two names associated with the rescue, and would like to find the pilot/s. The names are SSGT Robert E. Rager and Para Rescueman Leif Arvidson, but we have never been able to make contact. If anyone out there served at Phu Cat in Dec. 68 and knows these two or remembers anything of the incident could you come back to me at lucky26@home.com, thanks.

CASPER 721 UH-1H w 850B

----- Internet Header -----
 Sender: jcassidy01@csi.com
 Received: from NIH2WAAF (nih2waaf.prod2.compuserve.com [149.174.186.26])
 by dub-img-12.compuserve.com (8.8.6/8.8.6/2.18) with ESMTTP id LAA09163;
 Fri, 21 May 1999 11:25:44 -0400 (EDT)
 Received: from mail pickup service by csi.com with Microsoft SMTPSVC;
 Fri, 21 May 1999 11:25:29 -0400
 Sender: jcassidy01@csi.com
 Received: from cy98a (sfr-qbu-pqk-vty23.as.wcom.net [216.192.53.23])
 by hil-img-ims-5.compuserve.com (8.8.6/8.8.6/IMS-1.7) with SMTP id LAA15907;
 Fri, 21 May 1999 11:23:24 -0400 (EDT)
 From: "John Cassidy" <jcassidy01@csi.com>
 To: "Wiley Mayfield" <mayfield@computronix.net>,
 "Wayne Fisk" <wlfisk@landmarknet.net>,
 "Udo Fischer" <ufischer@earth.wazoo.com>,
 "Tony Hughes" <tony@thuntek.net>, "Tom Stone" <pjstone@msn.com>,
 "Tom Connell" <pjsere@aol.com>, "Tom Beranek" <tberanek@futureone.com>,
 "Terry & Ruby Caffery" <caffery@jps.net>,
 "Ted Hawkins" <thawkins@bsc.net>, "Swerv Petty" <eapetty@aol.com>,
 "Steven Thomson" <steve@thuntek.net>, "Steve Tyer" <SATYER@aol.com>,
 "Soo Lee Bruce" <sbruce@lewiston.com>,
 "Shorty Mutschler" <SMutschler@health.state.ak.us>,
 "Scott Shepard" <PJ2PA@worldnet.att.net>,
 "Scott Fales" <FOXALPHA1@aol.com>, "Rusty Tanner" <skiglass3@aol.com>,
 "Roy Taylor" <RataylorJ1@aol.com>, "Rod Alne" <rcalne@swbell.net>,
 "Robert LaPointe" <rlapointe@compuserve.com>,
 "Philip Prince" <psprince@onramp.net>,
 "Paul Miller" <Paul.Miller@pentagon.af.mil>,
 "Paul Miller" <PJ1SGT@aol.com>, "Pat Lite" <PatLite@aol.com>,
 "Pappy LaCasse" <hughnrus@resortnet.com>,
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 "Mark Reed" <reedster@kda.attmil.ne.jp>,
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 "Mark Jefson" <mark_jefson@msn.com>,
 "Mark Crawford" <crawford@rmi.net>, "Larry Austin" <PJLARNM@aol.com>,
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 "KO Kelly" <KO@gnt.net>, "Kevin Jones" <kevin.jones@xo.cidss.af.mil>,
 "Jules Smith" <JSmith1919@aol.com>,
 "John Tobey" <johnt@doh.state.nm.us>, "John Smith" <smithja@emcst.com>,
 "John Lange" <Joltinjohn@aol.com>,
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 "John Eldredge" <royaldmd@alaska.net>,
 "John Blumentritt" <h60blumer@aol.com>,
 "Joel Lukens" <lukensj@hotmail.com>, "Joe Fernandez" <joeafb@aol.com>,"



Casper 721 . . . *Corrected* . . . is Down *Copy:*

by: Cliff White
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Clifford White

Casper flight platoon HHC 173rd Abn. Brigade Sep. - 1968

December 11, 1968 began early with a flight from LZ English to LZ Uplift where we were to fly Command and Control for the Battalion Commander 1/503, 173rd ABN. CW2 Walton Henderson (Sugar Bear) was the aircraft Commander and myself, 1st Lt. Clifford White, with only three months in country was flying PP. ("PP" was used for the term Peter Pilot. In the Army there was no designation as co-pilot. Pilots logged time as either Aircraft Commander or the right seat as Pilot. Both being 1st pilot time. In most units rank had no claim on Aircraft Commander that was earned and usually only after at least 2 plus months in country flying right seat, and after the approval of the other AC's and the company commander) Neither one of us were supposed to be flying this mission, however Walt lost a coin toss, and I wanted more stick time than I had been getting.

Walt was one of those AC's that was good to fly with, he would give you all the stick time he could, and try to teach you something in the process. The crew chief was SP4 Ned Costa and the door gunner was John Steen, and Casper 67-17721 was a new ship with a little over 200 hours. We were members of Casper flight platoon HHC 173rd Abn. Brigade Sep.

At the briefing we received specific flight routes and altitudes to avoid artillery firing from English, An Khe, LZ Uplift, and LZ Fox. Elements of the 1/503rd were to be inserted by the 61st AHC about 20K Northeast of An Khe Pass at the north end of "Happy Valley". This area was known to be an enemy strong hold. At the briefing no one had said any thing about weapons. Since Walt had not flown in the area for the preceding three months, he asked if there was any 51's or heavier anti air craft in the area. We were advised that there were no heavy weapons in this area, and that was the reason the Battalion was being lifted into this end of the valley. We were shot down later that morning, and Walt was trapped for over seven hours before being freed. He spent 2 and 1/2 years in the hospital prior to returning to flight status. I spent 3 months at Camp Zama in Japan returning to active duty with the 29th Infantry in Hawaii, and to Viet Nam in 1971 with the 61st AHC. The crew chief and the door gunner returned to Casper after a month at the Evac. hospital in Qui Nhon.

For 30 years some pieces of what happened that day have been unclear to both Walt and myself. Because of the seriousness of the injuries neither of us were able to be debriefed or talk with each other. We finally found one other at the 1998 Viet Nam Helicopter Pilots Association (VHPA) reunion in Fort Worth. Walt had been to the reunion several times prior, but this was my first. I did not know there were reunions happening and only found out on the Internet. We are

trying to locate our crew and the others who were there to help us. We are still looking for the door gunner to complete the crew. What follows is from what both of us are able to remember, and from what others that were there have told us.

Casper Flight 721 is Down!

December 11, 1968, our first mission was to lift a 4.2 mortar crew to a mountain top over looking the Area of Operation (AO). This went without any problems. The only interesting point was that on the first lift while on short final to the top of a mountain that looked like no man had ever been there the grass parted and the LZ was leveled with sandbags and a large 1st Cav. patch painted in the middle. We were surprised and disappointed that we weren't first.

After the mortar crew was in place we returned to LZ Uplift, refueled and picked up the Battalion Commander 1/503, Artillery Forward Observer (FO), radio operator and five PRC 25 radios. At 10 hundred hours we were back in the AO. The Colonel asked us to over fly the LZ so they could get a look. The low cloud cover and flight restrictions, due to the different gun target lines, kept us below 1500 feet, which was causing Walt a great deal of concern. On the first pass the LZ was on the Colonel's side and he wanted a second pass so the FO could see the LZ. On the second pass I was flying and Walt was turned talking to the Colonel trying to convince him our repeated action was not the best plan, and that a third pass the Colonel wanted to make was not going to happen. Walt had been varying our flight path and altitude as much as possible to make it difficult for any NVA gunners who might be tracking us. As we crossed the LZ the second time the mortar crew advised the FO they were ready to fire. Walt turned to take the aircraft, all discussion was over, and we had to get clear.

During the time Walt was talking to the Colonel, and I was looking down at the LZ, neither of us was looking forward and never saw the initial shell burst. As Walt turned to take the controls, and I looked up from tracking the LZ, we both saw the long smoke immediately at our twelve o'clock and slightly higher. From our prospective it looked like a large bird with his wings outstretched riding the updraft, about the size of the turkey vultures we saw at flight training in Texas (At the reunion in Fort Worth Walt said that at that moment he was real upset at me for flying us into the bird's flight path). Walt took the controls and started an evasive maneuver down and to the left.

I remember watching what we still thought was a large bird as we went under it, feeling like crap for making a FNG mistake, and putting us in jeopardy. Not a second later there was a series of loud bangs, the Huey acted like a truck with no springs bucking over several speed bumps at high speed. We began flying out of trim with the nose about ten degrees to the right and the helicopter rolled about fifteen to twenty degrees to the left. At this point a lot happened at the same time. The FO was yelling cease-fire; so I shut off the FM radio and his added noise. We already knew the obvious but the crew chief yelled in the intercom that we had lost the tail rotor.

Walt yelled we were going in and he needed the coordinates, I searched the map but was too excited to quickly find our exact location. In the same moment, Walt told me to get on the controls with him. He then put out the first *May Day* call that we had a bird strike and Casper 721 was going down. I said something I had remembered from one of my flight instructors, "*... as long as we were still flying, try to keep it flying.*" More a prayer than anything of substance.

There was a Special Forces base about 10k to our Southwest and Walt said he was going to try to make it there, it was down slope all the way. The Huey was so out of trim that we had to look through the green house overhead (like a car's sunroof) to see where we were going. A Huey is real hard to fly when she wants to roll over. Walt remembers me reading the instruments to him,

CW

repeating the air speed; we had to stay above 70 Knots! Walt was trying to nurse the aircraft through a turn that would head us back down the valley and down to the tree tops. All this happened in seconds, but it seemed like minutes.

As we passed through 1000 feet Walt remembers a bright flash but no noise, I never saw the flash and only remember a loud explosion. Before the sound of the explosion had gone the Huey began a violent spin. I could not discern the sky from the ground, and don't know how many times we went around. I remember both of us rolling the throttle off so hard it broke the idle stop switch. With the torque of the engine gone we came out of the spin nose down.

Walt began a series of *May Day* calls, as both of us were going through shut down, fuel and battery. Walt was looking for the best place in the trees to crash, and planning a controlled auto rotation (no power). We started the very rapid descent to tree top level. The mountains were behind us and our auto rotation *glide* was down slope, and away from the mountain. Both of us were on the controls and I was following every move Walt made---the Huey was not responding, and there was little if any cyclic control.

The loud noise had been a round exploding and taking out our controls; the bright flash was a AA flak round exploding somewhere to our left front . . . almost close enough to be *the one you don't hear is the one that gets you*. There had never been a large bird. We tried full aft cyclic and no flair, twice, and still no flair. We pulled all the collective there was without response. Air-speed and rate-of-descent when we hit the trees was 70 knots, and 700 feet/m. We ran out of air before reaching the valley floor, and the last thing I remember was hitting the top of a large dead tree head on.



A Casper ship, piloted by CWO Larry Kahila was setting on the Crap table at LZ English waiting for a Colonel and some Red Cross ("Donut Dollies") ladies and heard the 1st *May Day* call. Larry had an Artillery Lt. and a Major already on board waiting for the Colonel and the "Donut Dollies". Larry ordered the ship ready to respond to the *May Day*, but the Major refused to get out of the Huey, insisting it was the Colonel's helicopter. Obviously he did not understand the urgency of the situation and possibly did not hear Larry when he told him there was an aircraft down, and to get out. In the excitement of the moment Larry's crew chief grabbed the Major and tossed him out of the Huey into the arms of the Colonel, just as their Huey came to a hover and departed to join the recovery effort.

When I came to after the crash, I could hear our Huey's engine winding down, and reached for the fuel switch only to find some grass and dirt, but the instruments---*everything* was gone. The nose from in front of the pilot's seats to the green house was gone, and there was a strong smell of fuel. The Huey was standing on its nose on a very steep slope. I was down slope and Walt was up slope.

The jungle can be a quiet place, and the silence now was deafening. Fuel was running down my back and the fear of fire suddenly motivated me to crawl free of the debris. Walt was pinned against the ground with the ship braced on his back. If it shifted again he could be crushed. John Steen, the door gunner, was pinned-in his seat by a 6" diameter tree branch pressing against his "chicken plate" Walt had to order him to wear that morning. SP4 Ned Costa, the crew chief, had freed himself and between the two of us we got John out.

The door gunner didn't appear to have any other injuries than a sore chest, but later we found

CW

John had been hit and wounded several times and had other crash injuries. Ned said he thought he had a broken leg and the carbon steel core of a armored piercing round in his arm, which he took out---my first indication that we had taken fire.

There was a real danger of fire in the Huey any second, so I crawled back in looking for Walt---there was not a lot of room. The green house was caved in to the top of the seats, the transmission had broken loose and had come forward. The toolbox, a case of "C's", and the Colonel's radios were on top of the back of Walt's seat. After frantically clearing the tangled mess, searching for him, I heard Walt say to *get the ---- off my back!*

I could only see part of his face, and wiped dirt and grass from his mouth. There was nothing I could do to free him quickly. I tried to use the little 12" cutting tool with rings on each end, which was worthless against metal. Ned joined me but the both of us could not move the seat.

I took a quick inventory of our injuries: The Colonel was trapped with his leg under the left side of the Huey, his shoulder was dislocated, he was drenched in fuel. His injuries and agony prevented anyone from approaching him. The radio operator was still unconscious with serious face and head injuries. I had found the Artillery Lt. about 25 feet from the crash site wrapped in branches with only his eyes visible, however, he was conscious. It appeared that he had been ejected from the Huey prior to it coming through the trees. My left knee was severely damaged, and my right leg had several cuts and holes. Everyone was alive.

I couldn't do anything more to help the injured and began to look for weapons, the SOI and the operations Map. I think they taught this either at Infantry Basic or Flight School, however all I can remember is I felt I had to do something. The NVA were all around us and we needed a defense. No doubt they were searching for us.

The crew chief had pulled the pins and kicked his M-60 and ammo over prior to hitting the trees. I remember being really upset at him for getting rid of the M-60. But when I talked to Ned later he explained this was what he had been taught at school. In hindsight, the mount and the M-60 would of pinned him in the ship and probably killed him.

The door gunner's M-60 and M-16 were broken. I could not get to the Colonel's Car-15, he still wasn't letting anyone near him. That left a couple of 45's, and an M-16. The SOI and survival radio was buried under Walt in the pocket of his "chicken plate" and the map was next to the Colonel. I recovered the map but before burying it I had a good quick look at it. There were several "hot spots" marked on the map that were heavy gun emplacements---the ones that we were told *weren't there*. Later it was confirmed we had crashed in the middle of an NVA Regiment. With a 37 mm and three 51 emplacements set up in a triangle they had to be protecting something big. We later found out it was a Division size hospital dug into the mountains (It was still there in '71 when I returned to the same AO).

I tried to find a radio that would work. All the Colonel's PRC 25s were destroyed, except one and only its headset was working. The frequency was set to the mortar crew, and as I listened I could only hear one side of the conversation, so I don't know whom they were talking to, but they were telling them there were no survivors. I wanted to shout that we were alive!

We carried a case of smoke and I passed a smoke to each of the crew and told them to throw a smoke in different directions as far from out helicopter as possible so as not to ignite the fuel. We threw the smokes at the same time hoping the four-duce crew would know more than one person was alive.

We proceeded to set up what security we could. Ned said there were rounds being fired at us so he had us huddle next to a large tree. Perhaps the NVA were firing blindly hoping to get us to reveal our position with return fire. I don't remember how much time passed, or much else. Ned said the smoke hung in the trees like a trapped fog, and he heard rocket fire and AK-47's.

Meanwhile, the Artillery Lt., a friend of Walt's, had stayed on board Larry's Huey. Larry knew the mission and the general area where we were down. He flew into the valley from the West expecting to find us on the lower valley floor.

A mortar crew on the mountain had watched as we went in, and made their own radio calls for assistance. They had reported that we went in spinning vertical (tail up and nose down), and hit the canopy of trees cart wheeling over the top till we slowed down enough to rip through the heavy branches.

The Casper ship piloted by CW2 Larry Kahila was in fact the first to find us and began hovering over the canopy above the jungle floor. Casper found our crash site by parts of the rotor blades on top of the tree canopy. We were on the North side of the valley on a 60 degree slope in 150 foot tall trees.

As Larry hovered over the crash site, the Artillery Lt. said he saw three survivors. Larry couldn't see any way to get to us, plus the longer he hovered the more hits he was taking. One of the NVA 51's was above him on a hill and shooting down through his rotor blades. Others were shooting from across the valley. They were also receiving small arms fire from beneath and not far from where the crash site was.

Casper started drawing fire from the jungle floor, and from the same positions that had hit us. Their chopper was taking too many hits to stay on scene much longer. When Larry felt the pedals go stiff he had to either leave or join us. He radioed LZ Uplift and told them there were survivors seen moving around, and the recovery operation was now a rescue operation. With problems of his own he had no choice but to depart immediately.

You know your buddies are trying to get to you, but there is an unspoken fear they won't make it in time. We had gone from the noise of a crashing Huey through jungle canopies to near total silence in a few seconds. Then to the bark of a radio we feared was announcing our location to the world . . . and now the growing chatter of enemy firearms and AA at Hueys circling overhead. What else could happen?

I was suddenly surprised by a Ghost rider chopper hovering at tree top level seemingly trying to find a way down to us. There was an old bomb crater about 50 feet down slope from our crash site that had cut a well hole through the forest, but was quickly being reclaimed by the jungle. The Ghost rider began descending through the new growth cutting its way through tree limbs and vines with its rotor blades! You can't imagine the racket of a rotating blade cracking home runs through vines and canopy limbs unless you are beneath it, while trying not to get speared by flying shards, splinters and limbs.

I still clutched the one-way radio and knew the importance to tell someone above that we needed equipment to free Walt. I told the door gunner to get in the Huey. He was beginning to feel his wounds and said he couldn't make it. The Crew chief was in bad shape and didn't think he could make it either.

The Huey seemed to be hovering forever, descending slowly constantly adding to the shrapnel of cut branches. They must of thought we were nuts as none of us were moving toward their ship.

The rescue Huey could not get down through the limbs to land. They had descended near the bomb crater and no further. Their crew chief began waving for us to come to their position. He gestured toward a broken limb laying across the bomb crater, wanting us to use it as a plank to get in. With what appeared to be no other choice I went, knowing I could tell them first hand about rescue equipment needed for Walt. I crawled out on the tree that laid across the crater. I could not hear anymore firing due to the Huey's engines.

The crew chief hooked his seat belts together making a rope and dangled it so I could climb up to the skids. As I reached the skids, Ned joined me. The crew chief told me the hovering Huey was taking small arms hits the whole time they were hovering and waiting for us. The Ghost rider held his position as if he had all the time in the world. The AC of that ship was an CW2 Don Wittke, with the 189th Ghost riders, and the ship's tail number was 71.

By now gun ships from the Avengers were in a frenzy above trying to search out targets. The Colonel, Walt, and John were still at the wreckage as we began lifting up through the well of darkness toward blue sky. I told the AC we needed cutting tools and a fireman to get the pilot out.

Pilot CW
He made the radio call as we headed to Phu Cat, starting the Air Force response.

The Major told me he had been crossing An Khe Pass and, heard our *May Day*, knew the area, so came to see if he could be of some help. He had heard a *May Day* call about a *bird strike*, I am sure the *green birds* of flak and tracers he ran into really surprised him. Strikes from 51's had hit his ship on its way in and out from the rescue.

The 61st slicks and guns were 10 minutes behind us with the first lift, and were able to get troops on the ground to provide security, and get seriously wounded John and the Colonel out. Walt would have to wait for heavier rescue equipment.

Some time during the rescue operation "Red Baron" took over the Command and Control of the rescue operation. Casper operations, hearing one of their ships was down and that a pilot was trapped, sent an additional ship with the Flight Surgeon, himself, and another crew chief to the crash site. They could not find a place to land near the crash site so the pilot dropped them off in a bamboo thicket at the bottom of the hill leaving the three of them to find their way up the slope. They used a visible trail, and when stopping to rest could hear all sorts of *movement* in the jungle.

At the crash site the medical team found the 173rd had already secured the crash site and everyone except AC CW2 Walt Henderson had been evacuated. They tried to get him free, but did not have the right equipment. The doctor gave Walt shots of Morphine, but could not get any closer to his wounds to help.

It was getting dark and the flight surgeon said they couldn't stay and to get Walt out they were going to amputate his legs. Fortunately, an Air Force recovery Sergeant had the required cutting tools and went to work freeing Walt. In a matter of minutes they had him in a stretcher. Walt and the others were lifted into the Pedro and flown directly to Qui Nhon.

Since the rescue, we have tried to find out as much information as possible. We were told that it was strongly recommended to the flight surgeon at the crash site, by Gen. Allen commanding 173rd ABN, that he should not come in after Walt. The flight surgeon not only knew and was a friend to all the pilots and crews, but had the integrity to stand by his own decision to do what at the time he knew had to be done, before the Air Force recovery Sergeant arrived.

Stars & Stripes had an article on their front page saying the Air Force was calling this the largest air rescue operation of the war (Before Bat 21). According to the Air Force three Pedro helicopters rigged for rescue of down crews were dispatched from Phu Cat air base. They were turned back by heavy antiaircraft fire, with two Pedros' being damaged and returning to Phu Cat. F-100's were sent out from Phu Cat, and along with Army gun ships suppressed the fire so the Pedros' were able to get to the downed crew.

The Air Force Tech. Specialist who repelled in with cutting tools designed to cut out trapped aircrew, was credited by *Stars & Stripes* for freeing Walt. My E-mail communication with the Tech. Specialist from Casper, who came in to help, confirms everything the paper said about the Air Force Sergeant. I also found out from Larry Kahila that the pilot from the first Pedro that was shot up and had to return to Phu Cat, and also flew the third Pedro that finally was able to reach the crash site.

We don't know if this was the largest air rescue, because there were many other rescue efforts by aircrews from all branches to get their downed crews out. We do know there was a great deal of effort and commitment by everyone in getting us all out, and the crew of 721 would like to find and thank all those involved.

Our search continues so if anyone knows the whereabouts of our door gunner John Steen, the pilots and crew from the Pedros, from the Ghostriders and Avengers, the Air Force fireman Robert Rager, the Flight Surgeon from the 173rd, Bill Dyer, or the crew chief that came in with the Flight Surgeon, let us know. We would even like to talk with the Battalion Commander 1/503rd, there still are some questions we would like answers to.

It wasn't till this year when Walt and I met, that he found out about an investigation by the 173rd looking to fault Walt. The investigation at the time believed Walt had flown into our own artillery. The rounds and shrapnel in the ship and crew members stopped any further efforts in that direction. The cease-fire orders from the FO had stopped any artillery action and no friendly rounds were ever fired.

Clifford E. White, Class 68-12

Walton A. Henderson (Sugar Bear) Class 68-501

War Stories

Comments to Don Poss, via the EmailCall Bulletin Board
(Don Poss, War Stories and VSPA Webmaster)

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Robert I TRUST This hardcopy

Signed is what you are looking for.

Robert LaPointe has permission to use all or part of "Casper 721 is Down" if the truth and the story is not lost or changed.

Clifford E White June 29, 1999

Eric Severied said it in WWII when he was being rescued by Doc Flickinger, and the other two corpman, "Gallant is a precious word, they deserve it"

01 Jun 1999

Before, during, and after watching the Dateline P.J. story I felt nothing but pride for knowing such a fine group of people and being able to call some of the friends. I was at a BBQ and made everyone stop and watch the story, no one there had ever heard of you guys before and at the end you had some new admirers. It's about time that you guys got your well deserved notoriety. A P.J. daughter...Heather McComb

26 May 1999

I need Rick Cofer's email address. Mike Long(PJ 71-82) mlong@cosortho.com

Bob Wheeler here. Ran into a Spad pilot rescue 6 miles west of Ka San On June 6, 1968. The A/C of the Jolly (don't know where they came from) was LTCDR Lonnie Mixon. He describes his rescue from the area as hairy. Two other Spads were loss with pilots killed. Wants to thank all. Any and all info will be passed on. Thanks to all.

21 May 1999

Greetings my name is Cliff White and was an Army pilot who was down in a Huey on Dec. 11, '68 just north of Phu Cat, in an area called "Happy Valley", and the 38th Aerospace Rescue and Recovery Sq. from Phu Cat was responsible for getting the troops and crew out. I was flying co-pilot and a air rescue tech. came in and cut the pilot out after he had been trapped for over 7 hours. It has been 30 years but we have two names associated with the rescue, and would like to find the pilot/s. The names are SSGT Robert E. Rager and Para Rescueman Leif Arvidson, but we have never been able to make contact. If anyone out there served at Phu Cat in Dec. 68 and knows these two or remembers anything of the incident could you come back to me at lucky26@home.com, thanks.

19 May 1999

http://www.af.mil/news/May1999/n19990518_990992.html

Short story on team Tier-one on the AF news site. Lead them well "Big Rod"...

17 May 1999

Way to go P.J.'s ! Just stumbled onto the greatest site on the web. Does anyone have info on Bob Lapointe? We were roommates during training back in '70 at the old ARRTC at Eglin AFB. Would appreciate any info on him and others ie. D. Hancock. R. Coffey, J. Duck, J. Stevens et.al. Thanks much, proud to see you guys keeping up the great tradition and standards of P.J.'s. My email is sufme@msn.com Wes Burgess, God Bless!

FROM: RCC

12 Dec 68

SUBJECT: Mission Narrative Report (10-38-052-8346)

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

1. This report is submitted IAW ARBSM 55-2/3rd ARRGp Sup 1 11 Jul 68.
2. Pedro Operations was called at 1650L by Navy Binh Thuy and requested pickup of four Navy personnel at WS167167. Frequencies were given for rendezvous with Asternold 04, the PBR force control ship. Pedro 39 launched at 1655L. Enroute weather was 3500' broken with five miles visibility and haze. Pedro 39 arrived over target at 1718L. Pedro 39 made a tactical approach landing between rows of concertina wire held down by Navy and ARVN personnel. The PJ and FE departed the aircraft to assist in boarding of wounded. Pedro 39 loaded three Navy personnel and one ARVN. Two Navy men were critically wounded, one with a sucking chest wound, the other with leg, arm, back and groin wounds. The third Navy man was ambulatory with shrapnel wounds. The ARVN was seriously wounded with back, arm and leg wounds. Pedro 39 departed target at 1728L. While enroute the PJ with the assistance of the FE administered the much needed medical attention. I.V.'s were started on the two critically wounded personnel. Because of this first aid given in flight, the critically wounded arrived at the 29th Army Field Hospital with a good chance of surviving. Pedro 39 landed at the 29th hospital at 1753L offloading the three Navy personnel. Pedro 39 then departed at 1814L for Eakin Compound at Can Tho. Pedro 39 arrived at 1820L and offloaded the seriously wounded ARVN. Pedro 39 then launched at 1822L terminating at 1830L at Binh Thuy. Negative ground fire encountered. Four combat saves credited.

3. The names of the survivors were: ENS Funk, David C. USN, GMG3 Morris, Ronald R. USN, BMC5 Duty, Louis USN, all members of River Patrol Division 531.

4. Crewmembers of Pedro:

RCC Capt John L. Debevec
RCCP Capt Jack D. Cusano
RS A1C John C. Wilkins
FE Sgt Archelaus Whitehead Jr.

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

SEUNG

PROJECT CORONA HARVEST

15 Dec 68



No

000 3637

CATALOGED

MISSION Narrative Report (2-3-078-8348, 12 Dec 68) (U)

to. Det 1-40 C
3rd ARRG (JSARC)
IN TURE:

1. (U) This report is submitted LAM AGRSM 55-2/3rd AAGGP Sup 1, dated 11 July 1968.
2. (S) The Duty Controller, Detachment 1, 40th ARASQ, received word from the 56th Combat Support Group Command Post at 12/2115Z that a mid-air collision had occurred at 104/80/89. A Yellowbird aircraft (B-57) with a two man crew and a Candlestick 44 (C-123) with a crew of seven were both down with only one survivor on his emergency radio talking to Nail 36, an O-2 working the area. The Sandy and Jolly Green alert crews were alerted for an immediate briefing at TUCC. Sandies 1 and 2 departed at 2016Z, Jolly Greens 16 (low) and 15 (high) took off at 2235Z and proceeded to the area. Sandies 3 and 4 departed at 2258Z and escorted the Jolly Greens. At 2330Z, the Jolly Greens and Sandy 3 and 4 set up an orbit at 101/79-79/89, while Sandies 1 and 2 worked with Nail 36 and pinpointed Candlestick 44 (1) at 104/81/89. The area was known to be hostile and ground fire from 37mm and 23mm guns was attracted. Nail 76 replaced Nail 36 (who was low on fuel), at approximately 2315Z then helped SAC jet aircraft in gun positions. A smoke screen of White Phosphorus bombs was laid down to the west of the survivor and Sandy 1 called for a Jolly Green at 0100Z. Jolly Green 15 remained in a high orbit while Jolly Green 16 was escorted in for the pickup by the Sandies. Smoke and terrain masking was used effectively during the approach. Small arms fire was sighted by the Sandies as they delivered ordinance from their "daisy chain" position during the approach. At approximately 0110Z the rescue specialist was lowered to the survivor to disentangle him from the tree where he was suspended. Recovery was completed at 0115Z and Jolly Green 11 exited the area by reverse course. Sandies 7 and 8 had departed MAP at 0020Z along with Jolly Greens 09 and 20 at 0100Z, and were enroute to the area, so Sandies 1 through 4 and Jolly Greens 15 and 16 were returned to base. Sandies 7 and 8 continued the search for further survivors. Sandies 1 through 4 and Jolly Greens 15 and 16 landed at approximately 0310Z. No further survivors were contacted and Sandies 7 and 8 and Jolly Greens 09 and 20 were returned to base. Jolly Greens 09 and 20 landed at 0410Z. The survivor, who was in good physical condition, reported that he was the last one out of the aircraft which was burning and in a spin. He recalled that the cabin wind was. Jolly discipline was good throughout the mission. Aircraft armament was not used, nor was aerial refueling. Weather was clear throughout the mission area. The following is a sketch of the main rotor blade of

"Reproduced on 27 Jan 64 by ARDP
by authority of ARDP. Reproduced
Copy # 1 of 1 of (s)." b6 b7C

~~SECRET~~

69-095

68-40-3250
ATCH 9

DECLASSIFIED

~~SECRET~~

Jolly Green 16, heaved a 30 caliber fire during approach for the pickup. I feel that Mills 36 and 76 were particularly helpful on this mission. They were calm and precise in their evaluation and description of the area and defenses. Without their knowledge and professionalism the mission could not have been executed as smoothly and timely as it was. Crown 1 should also be commended for his excellent coordination of resources which helped make the mission a success.

3. (C) The name of the survivor is: Thomas M. Turner, 1Lt, FV3192730, USAF 606th SOS, Nakhon Phanom RTAFB.

4. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 16 (Low)

Capt Harwood
Maj Warwick
Sgt Scott
TSgt Withner

RNC
RCCP
FE
AS

JOLLY GREEN 15 (High)

Major Reinhardt
Capt Gibson
Sgt Gallagher
AIC King

JOLLY GREEN 19 (Low)

Capt Cliver
Maj Weeden
TSgt Casey
AIC Curry

RCC
RCCP
FE
AS

JOLLY GREEN 20 (High)

Lt Eagan (USCG)
Capt Wheate
TSgt Krumm
AIC Hebert

Op-4

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

~~SECRET~~

DECLASSIFIED

212

DEPARTMENT OF THE AIR FORCE

DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)

APO SAN FRANCISCO 96310

Downgraded to CONFIDENTIAL



REPLY TO
ATTN OF: RCC

9 MAR 72

IAW AFR 205-2

15 Dec 68

(Date)

SUBJECT: Mission Narrative Report (2-3-078-8348, 12 Dec 68)

Classified by
SUBJECT TO GENERAL DECLASSIFICATION

TO: Det 1-40 C
3rd ARRG (JSARC)
IN TURN

~~CONFIDENTIAL~~

SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 JAN 84

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRG Sup 1, dated 11 July 1968.
2. (S) The Duty Controller, Detachment 1, 40th ARRSQ, received word from the 56th Combat Support Group Command Post at 12/2115Z that a mid-air collision had occurred at 104/80/89. A Yellowbird aircraft (B-57) with a two man crew and a Candlestick 44 (C-123) with a crew of seven were both down with only one survivor on his emergency radio talking to Nail 36, an O-2 working the area. The Sandy and Jolly Green alert crews were alerted for an immediate briefing at TUOC. Sandies 1 and 2 departed at 2216Z, Jolly Greens 16 (low) and 15 (high) took off at 2235Z and proceeded to the area. Sandies 3 and 4 departed at 2258Z and escorted the Jolly Greens. At 2330Z, the Jolly Greens and Sandy 3 and 4 set up an orbit at 101/75-78/89, while Sandies 1 and 2 worked with Nail 36 and pinpointed Candlestick 44 (1) at 104/81/89. The area was known to be hostile and ground fire from 37mm and 23mm guns was attracted. Nail 76 replaced Nail 36 who was low on fuel, at approximately 2315Z then helped FAC jet aircraft in on gun positions. A smoke screen of White Phosphorus bombs was laid down to the west of the survivor and Sandy 1 called for a Jolly Green at 0100Z. Jolly Green 15 remained in a high orbit while Jolly Green 16 was escorted in for the pickup by the Sandies. Smoke and terrain masking was used effectively during the approach. Small arms fire was sighted by the Sandies and they delivered ordinance from their "daisy chain" position during the approach. At approximately 0110Z the rescue specialist was lowered to the survivor to disentangle him from the tree where he was suspended. Recovery was completed at 0115Z and Jolly Green 16 exited the area by reverse course. Sandies 7 and 8 had departed NKP at 0028Z along with Jolly Greens 09 and 20 at 0100Z, and were enroute to the area, so Sandies 1 through 4 and Jolly Greens 15 and 16 were returned to base. Sandies 7 and 8 continued the search for further survivors. Sandies 1 through 4 and Jolly Greens 15 and 16 landed at approximately 0210Z. No further survivors were contacted and Sandies 7 and 8 and Jolly Greens 09 and 20 were returned to base. Jolly Greens 09 and 20 landed at 0240Z. The survivor, who was in good physical condition, reported that he was the last one out of the aircraft which was burning and in a spin when he bailed out of the cabin window. Radio discipline was good throughout the mission. Aircraft armament was not used, nor was aerial refueling. Weather was clear throughout the mission area. One hole was found in a pocket of the main rotor blade of

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by authority of ARDC. Reproduced
Copy # 1 of 1 cy(s). "

ARDC

690025

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

7-900 68-67

DECLASSIFIED

(Cont'd para. 2(S))

Jolly Green 16, believed to be 30 caliber fire during approach for the pickup. I feel that Nails 36 and 76 were particularly helpful on this mission. They were calm and precise in their evaluation and description of the area and defenses. Without their knowledge and professionalism the mission could not have been executed as smoothly and timely as it was. Crown 1 should also be commended for his excellent coordination of resources which helped make the mission a success.

3. (C) The name of the survivor is: Thomas M. Turner, 1Lt, FV3192736, USAF 606th SOS, Nakhon Phanom RTAFB.

4. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 16 (Low)

Capt Harwood
Maj Warwick
Sgt Scott
TSgt Widner

RCC
RCCP
FE
RS

JOLLY GREEN 15 (High)

Major Reinhardt
Capt Gibson
Sgt Gallagher
A1C King

JOLLY GREEN 09 (Low)

Capt Oliver
Maj Weeden
TSgt Casey
A1C Curry

RCC
RCCP
FE
RS

JOLLY GREEN 20 (High)

Lt Eagan (USCG)
Capt Wheate
TSgt Krumm
A1C Hebert

Gp-4

Gp-4

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

2.

GROUP 4

DOWNGRADE AT 5 YEAR INTERVAL
RECLASSIFY AFTER 12 YEARS

68-AD-3250

400-68-67

DECLASSIFIED

~~SECRET~~

The hoist cable was lowered to the ground and sufficient cable let out to reach the litter. The cable was attached to the litter and the hoist operator proceeded to bring in the cable, this action pulled the litter across the slashed bamboo to a point directly below the hoist. The movement of the litter across the slashed bamboo was guided by the three personnel on the ground. At 1447L, the survivor was hoisted aboard Jolly Green 36. . . . Jolly Green's 36 and 55 landed at Lima 54 at 1515L and the survivor was transferred to a caribou and air evacuated.

This mission required not only both Paraescumen, but a copilot as well in order to physically handle the survivor. Had hostile action been encountered, the long hover required and the absence of the copilot from his duty station probably could not have been risked. An example of a recovery made possible by the pararescue capability under hostile environment is found in the following Mission Narrative Report (2-3-078-8348, 12 December 1968):⁹

. . . . A Yellowbird aircraft (B 57) with a two-man crew and a Candlestick 44 (C-123) with a crew of seven were both down with only one survivor on his emergency radio talking to NAIL 36, ANO-2 working the area. . . . The area was known to be hostile and ground fire from 37mm and 23mm guns was attracted. . . . A smoke screen of white phosphorous bombs was laid down to the west of the survivor and Sandy 1 called for a Jolly Green at 0100Z. . . . Small arms fire was sighted by the Sandies and they delivered ordnance from their "Daisy Chain" position during the approach. At approximately 0110Z the rescue specialist was lowered to the survivor to disentangle him from the tree where he was suspended. Recovery was completed at 0115Z and Jolly Green 16 exited the area by reverse course.

~~SECRET~~

DECLASSIFIED

~~SECRET~~

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~~SECRET~~

330	Laos	CANDLESTICK	Lt Turner	C123/606 SOS	NKP	13 Dec 68	JG 16	Harwood, Maj Warwick, Sgt Scott, T/Sgt Widener,
331	Laos	LITTER 81	Maj Fenn	F100/306 TFS	Tuy Hoa	21 Dec 68	JG 36	Lt Eagan (USCG), L/C Morse, M/Sgt Maples, A/lc Sully
332	Laos	BISON	Maj Thompson	F105/	Takhli	12 Jan 69	JG	L/C Brown, Cpt Gibson, T/Sgt Casey, A/lc Samuelson
333 & 334		HONDA 3B HONDA 3A			Ubon	24 Jan 69	JG 17	Maj Eagan, Cpt Gibson, M/Sgt Krum, A/lc Horka, T/Sgt Widener
335 & 336		WOLF 02A WOLF 02B		F4/	Ubon	28 Jan 69	JG 36	L/C Brown, Cpt Lintner, M/Sgt Krum, T/S Widener, A/lc Harris
337	Laos	PINTAIL	Lt Breault	F4/497 TFS	Ubon	15 Feb 69	JG 37	Cpt Harwood, Cpt Gibson, S/Sgt Anderson, Sgt Caffall, A/lc Hebert
338	Laos	NAIL 77	SM/Sgt Morrell (foto)	O-2/23 TASS	NKP	28 Feb 69	JG	Maj Silver, Cpt Wheate, Sgt Hunt, A/lc Sorenson
339 & 340	Laos	HOBO 63 HOBO 63	Cpt Gilmore Lt Fass	A-1/601 SOS	NKP	26 Mar 69	JG 17	Maj Smith (40th), Cpt Wheate, Sgt Jordan, T/Sgt Widener, A/lc Sully
341	Laos	CUPCAKE	Lt Ricci	/CVA 63		3 Apr 69	JG 36	Maj Smith

DECLASSIFIED

160 56

Date: 13 Dec 1968

14 Dec 1968

Mission Number: 2-3-078-3346

Flight Designation: Crown 1

Distressed aircraft: Yellowbird 72 (B-57) and Candlestick 44 (C-123)

Location: 105/80/89

Saves: 1, combat

1. At 2100Z, 12 Dec 68, Stoker advised that Yellowbird 72 and Candlestick 44 had been involved in a mid-air collision at the approximate position of 105/80/89, time unknown. Nail 36 was reported to be on scene and in radio contact with one survivor. A total of 9 personnel were on both aircraft. Crown 1 was airborne at 2135Z and proceeded directly to the scene. Crown 1 was on scene at 2245Z and contacted Nail 36 who confirmed that the previously reported position was good and that he still had good radio contact. Sandies 1 and 2 were airborne at 2216Z. Jolly Greens 15 and 16 were airborne at 2235Z. Sandies 1 and 2 were on scene at 2250Z while Jolly Greens proceeded to holding point 105/60/89. Sandies 3 and 4 were launched to join the Jolly Greens and escort them to a position approximately 7 miles north of the survivor. Sandy 1 made positive identification with the survivor at 2313Z. Nail 76 relieved Nail 36 at 2330Z and Sandy 1 showed the position of the survivor to Nail 76. No ground fire in the area at this time. However, Nail 76 confirmed that the area was hot and several guns were known to be in the immediate area of the survivor. Sandy 1 was designated OSC and Nail 76 was assigned the task of putting in fastmovers if they were needed. Sandies 1 and 2 then received some ground fire and Vegas flight was called in at 2355Z. Gunfighters 1 and 2 were put on target at 0040Z, 13 Dec 68. Sandies 7 and 8 ETA 0100Z with white phosphorous bombs. The plan was to bring the JGs in from the north with the 6 Sandies while Nail 76 conducted simultaneous strikes with the fastmovers. Soccer and Dolphin flights were put in at 0105Z as the JGs and Sandies moved in. Smoke was laid down to the west of the survivor. The survivor popped his survival smoke and JG 16 made the pick-up at 0111Z as strikes by Soccer and Dolphin continued. SAR forces assembled and strikes were discontinued as pullout was made. Survivor was OK.

2. Further electronic search of the area was conducted by Sandies 7 and 8 with negative results.

3. No major problems were encountered in the mission. At first, we had a little difficulty getting fastmovers, but once the flow started, we had all we needed. Nail 76 did an exceptional job of coordinating the strikes during the pick-up. Sandy 1 did an outstanding job throughout; locating the survivor, leading the SAR forces in and out, working with Nail 76 and planning the pick-up. There is no doubt in my mind that the pick-up was made much easier due to the fact that these two pilots did fine work during the SAR effort.

39-68-46

SECRET

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

At 0531Z, Sandy 6 hit a hill pulling off the target and crashed and burned, no chute or beeper. Sandy 5 reported that it seemed impossible that the pilot got out.

6. Sandy 5 then RTB and Sandy 1 continued to direct strikes in the area with Fireflies, Sandies and one flight of high performance until approximately 0530Z. Sandies 7 and 8 and Sandies 3 and 4 escorted Jolly Greens 70L and 69 in for the pick-up. The successful pick-up was made at 0618Z with Sandies setting up a Daisy Chain around Jolly Green 70L to suppress the ground fire. All forces RTB. The survivor was delivered to Channel 70 by Jolly Green 70L.

7. SAR forces:

- a. Crown 1
- b. Crown 3 (refueled Jollies)
- c. Sandies 1 - 10
- d. Jolly Greens 09 and 16, 70 and 69
- e. Fireflies 20, 25 and 35
- f. RESCAP
 - (1) Tom Cat - 4 F-105s
 - (2) Vespa - 4 F-4s
 - (3) Fireflies
 - (4) Sandies
- g. MIG CAP
 - (1) Oida - 4 F-4s
 - (2) Vespa - 4 F-4s

8. Comments: When MIG CAP was first sent to the SAR, they carried 12 Mark-82 bombs, which limited their air to air capability.

9. Crewmembers:

- a. RCC Major Weekley
- b. CP Major Benson
- c. NH Captain Zawadzki
- d. RO TSgt Ford
- e. FE SSgt Sewell

SECRET

DECLASSIFIED

~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF: RCC

23 Dec 68

SUBJECT: Mission Narrative Report (2-3-077-8346, 12 Dec 68) (U)

TO: Det 1-40 C
3rd ARRG (JSARC) *JEH*
IN TURN

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

1. (U) This report is submitted IAW ARRSN 55-2/3rd ARRG Sup 1, dated 11 July 1968.
2. (C) Mission 2-3-077-8346 was a planned first light effort to recover Ridge Alpha, the pilot of an RF-4, that had gone out of control the evening before at 1940L 11 December. The crew ejected near the southern portion of the large "Roostertail". Ejection was at 540 knots and between 7000' and 4000' on a heading of 100°. (WD783662). The backseater was never heard from. The pilot landed in primary jungle near the head of a valley facing south, at WD783662. Contact was established by Liner flight at 2000L who established his position with unusual accuracy. Jolly Green 15 (low) and 16 (high) departed Channel 89 at 0520L 12 Dec 68 and arrived on scene at 0605L. Weather at launch and on scene was clear. Some patchy ground fog existed as forecast, but was not a factor. Shortly after launch, Sandies 3 and 4 joined and escorted the Jolly Greens to the scene. The survivor was reported to be hanging in a tree entangled in his shroud lines and not sure of his ability to get on the penetrator. The survivor also reported moderate back pain. Thus, an advance decision was made to lower the rescue specialist immediately to conserve time in the hover. Sandy 1, with Sandy 2 and Nail 50, located the survivor and surveyed the area. No enemy presence was evident and Jolly Green 15 was called in at 0608L. We began a high speed descent on an easterly heading with Sandy 3 escorting us in. After reaching the ridge which formed the western side of the valley, we turned north and descended to treetop level below the ridgeline. At this time we began to gradually decrease airspeed. Sandy 1 with the assistance of Sandy 3 directed us up the valley to the survivor who was instructed by Sandy 1 to ignite his smoke flare when we were about 300 meters out. We entered the hover at 0618L, and lowered the rescue specialist immediately. The rescue specialist and flight engineer worked rapidly and expertly and within three minutes the rescue specialist and survivor were coming up the hoist just as the sun rose. Jolly Green 15 then departed the pickup scene for orbit to await results of the search for Ridge Bravo. Both Jolly Greens departed orbit at 0640L arriving Channel 89 at 0720L. Air refueling was not required.

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

3. (U) The name of the survivor is Captain Harlan Drewery, USAF,
11 TAC Recon Sqdn, Udorn RTAFB.

4. (U) Crewmembers of Jolly Greens were:

JOLLY GREEN 15 (LOW)

Major Thomas E. Reinhardt	RCC
Capt Roger C. Gibson	RCCP
Sgt Gregory G. Gallagher	FE
A1C Charles D. King	RS

JOLLY GREEN 16 (HIGH)

Capt Richard J. Harwood
Major William J. Warwick
Sgt Duncan A. Scott
TSgt Dalford R. V. Widner

GP-4


THOMAS E. REINHARDT, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

adventure. We were treated well and were invited back next year. We will go for two weeks or so.

Trying to set up a long term teaching program with the hospital in Ho Chi Minh City and will continue until when ever. Hope to see you and your wife in Vegas.

T. Miles

From: Chuck Rouhier,
<Chuck.Rouhier@Deskbook.wpafb.af.mil>

I'm in the process of putting together a new web page for the web site. We currently have a memorial page to all of those who were KIA/MIA in SEA. I'm now working on a page for all those Rescue people who died during other missions (peace time rescue, training, etc.) Currently, the information I'm looking for is:

Name; Rank; Unit; Crew Position;
Aircraft; Date of loss; Location; Call Sign;
Thanks, Chuck, Jolly FE '71-'74

From: "John Cassidy" <jcassidy01@csi.com>
Subject: Reader's Digest, looking for Jesse Goerz
Date: Wed, 11 Nov 1998

I am trying to locate Sgt. Jesse Goerz, a pararescueman formerly stationed at Keflavik Naval Air Station. The most recent information I have is that Goerz is stationed at Kadena AFB in Okinawa, but I have received no response to my e-mail messages.

If anyone knows Goerz's current location and e-mail address, please let me know, or pass on this message to him.

Janice Leary, email: <janice.leary@readersdigest.com>
1-800-374-1726, ext. 7321 or 914-244-7321

Research Editor Reader's Digest magazine Pleasantville, N.Y.

From: Keith Chaney, (PJ 47-63) 10/29/98

Dear Bill and Fellow PJ's, Thanks for the great greeting card. Really appreciated all the wishes and the thoughts behind it. Rita and I had planned to make the Vegas reunion but on 9/2, developed more heart problems with local hospitalization and then on to Portland for a pacemaker. This makes 4 years running that I've had congestive heart failure plus the paddles for fibrillation. If it keeps up I could learn to like it. Ain't the golden years wonderful—Yuck! Waiting for next newsletter to find out where 2000 reunion will be. God willing we'll make it. Again thanks. Keith

From: jcassidy01@compuserve.com, 23 Jul 1998
Jolly Green 23 & Hellborne 215

From: Mr. Bill Forsyth EMail: work, home Mission:
Jolly Green 23 & Hellborne 215 Date: 9 June 1968 Aircraft:
AF HH-3E & Marine A-4E. I request your assistance in locating the crash site of JOLLY GREEN 23, an HH-3E that

was shot down on 9 June 1968 northwest of the Ashau Valley. JG23 was attempting to rescue HELLBORNE 215, a USMC A-4E piloted by 1Lt Walter R. Schmidt Jr., who had ejected from his aircraft and once on the ground reported he possibly had a broken hand and leg. After the survivor had popped smoke, JG22 made several attempts to rescue the downed airmen, but each time they received heavy ground fire and were forced to pull out.

After SPAD's and other aircraft in the area attempted to suppress the ground fire, JG23 went in to attempt a pickup, but was forced to abort their first attempt due to the ground fire. More suppressive fire was put in on the area and JG23 again attempted to rescue the pilot. On this attempt JG23 reported taking hits, then caught fire and moved to a small clearing and possibly attempted to land, but exploded when the helicopter reached the ground. There was no indication of survivors. Additional attempts were made to rescue the downed A-4E pilot, but his lifeless body was observed on the ground and it was felt it was being used as bait for a trap. The four crewmembers of JOLLY GREEN 23 and the A-4E pilot remain unaccounted for. The pilot of JG-23 was U.S. Coast Guard Pilot LTJG Jack C. Rittichier, who was participating in an exchange program, Lt Rittichier was the first Coast Guardsman killed in action in SEA and the only USCG unaccounted for from the war.

The record locations for both the A-4E and HH-3E are in Vietnam and Joint teams from JTF-FA have conducted several investigations of the case in the area, but have not located any villagers who know of crash sites in the area. Reporting from the time of the incident suggests that both incidents probably occurred across the border, in Laos.

I would appreciate hearing from anyone who participated in the rescue attempt who may be able to help me pinpoint the crash site location.

My E-mail address is forsytwl@hq.pacom.mil.

Thank You, Mr. Bill Forsyth
Laos POW/MIA Analyst, JTF-FA

From: "Rouhier, Chuck"
<Chuck.Rouhier@Deskbook.wpafb.af.mil>
Subject: JTF-FA needs some help.
Date: Fri, 14 Aug 1998 15:25:12 -0400

I am working on new leads to investigate for the loss of RIDGE, an RF-4C lost on 12 December 1968, 30 miles northwest of Tchephone, and would like to talk to some of the participants in the incident. SAR forces rescued the front seater, but there was never any contact with the backseater and we carry him as a Last Known Alive case. Major Claude R. Shrum, SANDY 01, was the OSC for the SAR effort. The survivor was rescued by JOLLY GREEN 15, whose PJ went down and put the injured pilot on the penetrator.

If anyone knows the present address/phone number of Major Shrum or participated in the SAR for RIDGE, I would appreciate hearing from you.

Mr. Bill Forsyth JTF-FA <forsytwl@hq.pacom.mil>

FROM: RCC

13 Dec 1968

SUBJECT: Mission Narrative Report (10-38-053-8348)

TO: 10-38C

38C

3rd ARRGp (JSARC) *JS*

IN TURN

1. This report is submitted IAW ARRSJ 55-2/3rd ARRGp Sup 1, 11 Jul 68.
2. Pedro Operations was notified at 1115 L by IV DASC and requested to pick up three U.S. Army field fordes WIA at WS920390. Pedro 39 launched at 1120L and headed for pickup point, but was diverted enroute to Vinh Long where the wounded had been transported by Seawolf helicopter. Landing was made at Vinh Long at 1130L, wounded were loaded and departure was made at 1150L. Pedro 39 delivered the personnel to the 29th Field Evacuation Hospital at 1205 and terminated at 1215. Negative ground fire encountered. Three non-combat saves.
3. The names of the survivors were: Oliver W Morton, E-6; Tony R Brown, E-4; Larry R Bell, E-3.
4. Crewmembers of Pedro 39:

RCC Major Ralph L Gaede

RCCP Capt Cecil A Jessee

BS A1C Theodore J Polys

FE SSgt Gerald H Jones


RALPH L GAED, Major, USAF
Rescue Crew Commander

DECLASSIFIED

~~CONFIDENTIAL~~

FROM: 370

14 December 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-124-8344)

Classified by 100
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 74

TO: 37C

3rd ARRGp (JSARC) *JS*
IN TURN

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

2. (C) At 1140Z, 13 December 1968 Jolly Green's 27 and 22 were scrambled from Da Nang AB, RVN to assist Pedro 93 in the hoist recovery of the survivors from a Marine A-4 call-sign Ringneck 293. Enroute to the pickup point the Jolly's were briefed by Queen that the two Marines had ejected from their aircraft in the vicinity of Monkey Mountain. The Pedro crew had located and recovered one survivor, however could not locate the second survivor due to darkness. Jolly Green 27 attempted to proceed to the general area where the survivor was last reported, however, due to the darkness and rugged terrain, 27 turned around and requested Spooky 11 to drop flares to illuminate the mountain side. After the flare drop, Jolly Green 27 by using the search light and floods was able to contour fly around the mountainous terrain and search for the survivor. The survivor was of little assistance during the search phase for he had apparently previously expended his signalling devices with the exception of .38 cal flare bullets. Throughout the search operation Jolly Green 22 remained at high altitude and assisted immeasurably by vectoring 27 to the general area. After approximately 20 minutes, 27 located the survivor and executed a hoist recovery, then returned to Da Nang. The entire success of this mission was, to a large degree, dependant on the Spooky aircraft illuminating the area so that terrain features could be somewhat recognizable. They accomplished the task admirably.

3. (U) Survivor was:

Lt Col Robert N. Smith, 049641, Marine.

4. (U) Crewmembers of Jolly Green's:

JOLLY GREEN 27 (Low)

RCC	MAJ	JOHN G. KAKACEK
RCCP	CAPT	JOSEPH J. DILLON
FE	SSGT	JACKIE L. MANGRUM
RS	TSGT	NATHANIEL SMITH JR.

JOLLY GREEN 22 (High)

RCC	CAPT	GERALD W. MOORE
RCCP	LTCOL	JAMES H. GRADY
FE	TSGT	CHARLES D. SEVERNS
RS	SGT	THOMAS T. WINTERS

5. (U) Assisting aircraft:

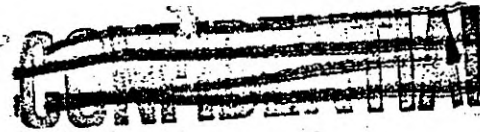
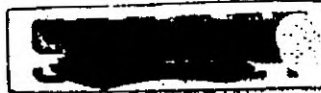
Spooky 11

John G. Kakacek
JOHN G. KAKACEK, Maj, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year intervals;
Declassified after 12 years.

DECLASSIFIED



Upon reaching the survivor in the water the RS found that the survivor had a broken arm which made freeing and guiding him to the Jolly Green a very slow and difficult process. The RCC water taxied to place the RS and the survivor next to the cargo door, however due to the survivors injuries the RS and FE were having considerable difficulty bringing him aboard. Upon seeing their difficulty the RCCP left his position to assist the RS and FE. After bringing Slovak Bravo aboard at approximately 0510Z the RCCP returned to his position and Jolly Green 27 departed the area. The RS and the survivor reported that they heard gun fire from the shore, however no hits were taken by Jolly Green 27. After separating the survivor from his gear the RS discovered that the survivor who was in great pain, had sustained a possible fractured left knee and possible rib fractures or internal injuries in addition to the compound fracture of the right arm. He advised the RCC that the survivor should get immediate attention and the decision was made to take the survivor to the USS Repose anchored off Quang Tri. After departing Slovak Lead Bravo on board the Repose, Jolly Green 27 returned to Quang Tri as directed by Queen, while Jolly Green 04 continued to Ch 77 to drop off Slovak Lead Alpha.

3. (C) Slovak Lead Alpha was Maj Robert T. McCann, 11th TRS,
Udorn NTAB, Slovak Lead Bravo was Capt Carl B. Koeederling,
11th TRS.

4. (U) Crewmembers of Jolly Green's:

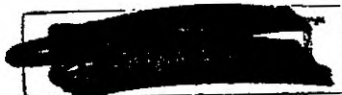
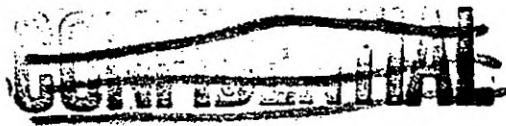
JOLLY GREEN 04 (Low)

RCC	CAPT	JOHN D. OLIVER
RCCP	CAPT	GEORGE B. STOKES
FE	TSGT	CHARLES D. SEVERNS
RS	SSGT	ALBERT J. AVERY

JOLLY GREEN 27 (High)

RCC	LTCOL	LAMAR G. TULLOS
RCCP	CAPT	VINCENT A. ZICCARDI
FE	SSGT	JACKIE L. MANGRUM
RS	TSGT	NATHANIEL SMITH JR.

Lamar G. Tulllos
LAMAR G. TULLOS, Lt Col, USAF
Rescue Crew Commander



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

68-170-3175

DECLASSIFIED

FROM: 370

10 December 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-124-8304) as (U) filed by

TO: 370

3rd ARRGp (JSARC)

IN TURN

Downgraded to CONFIDENTIAL

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS

DECLASSIFIED ON

9 MAR 72

(Date)

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

2. (S) On 9 Dec 68, at approximately 0405Z, Jolly Green 04 and Jolly Green 27 were launched by Queen from Quang Tri to a position NE of Dong Hoi N.V.N., initially plotted at 330/59nm of Ch 109 TACAN and were given clearance to penetrate the DMZ and the 12nm coastal restricted area of N.V.N., and instructed to remain over water. After airborne the Jolly Green's contacted Crown 4, the on scene commander and were advised that the position of the two survivors from the downed aircraft, an RF-4C call sign "Slovak Lead", was 330/65 from Ch 109, a position approximately 5nm off shore and 15nm S.E. of Cape Mui Ron. The aircraft commander had been sighted in the water; however, the back seat pilot had ejected closer to the shoreline and his position had not been fixed. While approximately 10nm south of the survivors position and proceeding north about 3nm off shore, the RCC of Jolly Green 27 sighted a suspected artillery round detonate ahead of the aircraft. Two vessels were in the general area, but the source of fire was unknown. The downed aircrafts' Wing Commander, Slovak 2 and Slovak 3, together with Taco 31 & 32, Gunfighters 01 and 02, Saddleback flight. Adjacent flight and Navy aircraft, Palmetto 700, were conducting an aerial search of the area for the backseater and providing cover and ground fire suppression until the Jolly Green's arrived at the scene at 0450Z. At that time the gunfighter, Saddleback and Adjacent flights departed the scene due to lack of fuel. Jolly Green 04 proceeded to recover Slovak lead Alpha (front seater), located approximately 6nm off shore (337/68/109). Palmetto 700 was orbiting Slovak Alpha's position and dropped an orange smoke bomb near the survivors position while Slovak Alpha ignited a flare to pinpoint his position for Jolly Green 04. Jolly Green 04 made a water landing and recovered Slovak Alpha. After taking off Jolly Green 04 proceeded toward the area of search for Slovak Bravo. Jolly Green 27 was advised by Slovak 2 that the backseater (Slovak Lead Bravo) had begun transmitting a tone on his survival radio and was N.W. of Slovak Alpha, however he was unable to pinpoint his position using radio homing equipment because Bravo would transmit for short periods only. Jolly Green 27 proceeded in the general direction of the survivor and started receiving the survivors tone and shortly thereafter began voice transmission with Slovak 2. Taco 31 and 32 during this time were conducting a search of the area along with Slovak 2 and 3. Jolly Green 27 established radio contact with the survivor and after a few moments the survivor stated that he could see Slovak 2 overhead and could also see aircraft flying low toward him. He then recognized the aircraft as a helicopter (Jolly Green 27). Then began vectoring Jolly Green 27 toward his position until the pilots made visual contact with the survivor who was approximately 1 1/2 nm off shore. The RCC of Jolly Green 27 inquired as to Bravo's condition and he reported that he was in good shape but was tangled in his equipment. The RCC of Jolly Green 27 elected to deploy the Rescue Specialist to assist Bravo in the recovery.

many of
these

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

67-27-00334
c9 1/4/12

DECLASSIFIED

~~CONFIDENTIAL~~

FROM: Det 7, 38th ARRS (Capt Johnson/3440)

SUBJECT: Mission Narrative Report (1-3-125-8348) (U)

14 DEC 1968

TO: 3ARRGP/JSARC

1. (C) Pedro 69 was notified by Queen, by land line, at 1116Z, 13 DEC 68, of an F-4 ejection in the vicinity of Monkey Mountain. Pedro 69 launched immediately. Approximately 5 miles from DaNang, NE, Pedro sighted fire on the water at a location of 16 - 06N/108-14W. Pedro headed for that position when we contacted the pilot descending in his chute on his survival radio. He gave his position as three to four miles north of Camp Tienshaw. Pedro then proceeded to that area. (We then assumed the fire on the water was the crashed aircraft.) After the pilot landed we were able to sight his strobe light very effectively. Pedro 69 then set up an approach to the pilot's position. About one mile out we observed a MK-13, verifying the pilot's position. Pedro came to a hover at approximately 1200 feet and 75 feet from the ground. The mountain slope was approximately 70 degree slope and trees approximately 65 feet in height. The pilot was sighted and the pick up was completed with the Forrest penetrator by Sgt Morris. Contact was not made with the back seat pilot. After about 10 minute search we sighted a pan flare. Hovering in the area we sighted a chute but was unable to sight the pilot. The PJ, Sgt Kohlstrand, was deployed and the search was continued. Jolly Green 27 & 22 had now arrived in the area. The PJ informed us that he had located the pilot and Jolly Green 27, being nearer completed the pickup of the second pilot and Sgt Kohlstrand. Pedro 69 returned to Det 7 and released the first pilot to Col. Slay, Commander of MAG-11, for transportation to the Marine dispensary.

2. (U) Survivor: James T. Smith, Major, Marine 065174, Org: MAG-11.

3. Crew of Pedro 69: (U)

RCC;	Capt. Johnny R. Johnson,	Det 7, 38th ARRS
RCCP:	Capt. Henry E. Hooke,	Det 7, 38th ARRS
HM:	Sgt. Brian D. Morris,	Det 7, 38th ARRS
PJ:	Sgt. Norman C. Kohlstrand,	37th ARRSq
RS:	Sgt. George S. Gladu,	366th CES
RS:	Sgt. Roger D. Elam,	366th CES

4. (U) This report is submitted IAW ARRSM 55-2.

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

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

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

461

SUPPORTING DOCUMENT 18

50.

Summary Report 1-3-125, 13 Dec 1968

(C) At 1140Z, 13 Dec 68, Jolly Greens 27 and 22 were scrambled from Da Nang AB to assist Pedro 93 in the hoist recovery of the survivors from a Marine A-4 (callsign Ringneck 293). Enroute to the pickup point the Jollys were briefed by Queen that the two Marines had ejected from their aircraft in the vicinity of Monkey Mountain. The Pedro crew had located and recovered one survivor, however could not locate the second survivor due to darkness. Jolly Green 27 attempted to proceed to the general area where the survivor was last reported, however, due to darkness and rugged terrain, JG 27 turned around and requested Spooky 11 to drop flares to illuminate the mountain side. After the flare drop, Jolly Green 27, by using the search light and floods, was able to contour fly around the mountainous terrain and search for the survivor. The survivor was of little assistance during the search phase, for he had apparently previously expended his signaling devices with the exception of a .38 caliber flare bullets. Throughout the search operation Jolly Green 22 remained at high altitude and assisted immeasurably by vectoring JG 27 to the general area. After approximately 20 minutes, JG 27 located the survivor and executed a hoist recovery, then returned to Da Nang. The entire success of this mission was, to a large degree, dependent on the Spooky aircraft illuminating the area so that terrain features could be somewhat recognizable. They accomplished the task admirably.

(U) Survivor was: Lt Colonel Robert N. Smith, 049641, USMC.

(U) Crewmembers of the Jolly Greens:

JOLLY GREEN 27 (Low)

RCC Major John G. Kakacek
RCCP Capt Joseph J. Dillon
FE SSgt Jackie L. Mangrum
RS TSgt Nathaniel Smith, Jr.

JOLLY GREEN 22 (High)

RCC Capt Gerald W. Moore
RCCP LtCol James H. Grady
FE TSgt Charles D. Severns
RS Sgt Thomas T. Winters

(U) Assisting aircraft: Spooky 11.

JOHN G. KAKACEK, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

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

eventually located the other pilot. Both men were recovered by an HH-3E. One non-combat save was recorded for Major James T. Smith, USMC, 065174.

6. Mission 7-38-53-8353. At 1548L on the 18th of December, Pedro 69 responded to a normal scramble initiated by the tower. After becoming airborne they were advised by tower that the pilot of the aircraft had ejected 13 miles north. Contact was made with the downed pilot's wing man, and the area was located using the UHF/DF system. The pilot was located in the water about one and one-half miles off shore. Two army helicopters and an O-2 FAC were already overhead when Pedro arrived. A hover was established over the man and the PJ deployed. Both men were recovered and Pedro was on the way home 15 minutes after initial take off. One non-combat save was recorded for recovering 1st LT Harry W. Roberts Jr., USAF.

6. Significant figures for calendar 1968 are as follows:

a. Total LBR & LCR	982
b. Total Med-Evac Casualties Airlifted	1548
c. Total Non-combat Saves	35
d. Total Combat Saves	9
e. Total Missions	2093
f. Total Sorties Flown	4539
g. Total Accident-free Hours Flown	938

FROM: RCC

14 Dec 68

SUBJECT: Mission Narrative Report (10-38-054-8349)

TO: 10-38C *RCS*

38C *18*

3rd ARRGp (JSARC) *JRW*

IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1 11 Jul 68.
2. Navy PBR Operations at Binh Thuy called Pedro Operations at 0740L and requested a pickup of one wounded PBR sailor at WS105065. Frequency for contact with Navy agency call sign "Primary One" were passed. Pedro 39 launched at 0745L. Enroute weather was about 3000 feet broken, three to five miles in haze. Pedro 39 arrived at coordinates landing at 0810L. The sailor was ambulatory and was assisted boarding by the FE and PJ. Pedro 39 launched in less than a minute at 0810L and returned to the 29th Army Med Hospital at Binh Thuy. The sailor was attended to by our PJ who checked the shrapnel wounds in his neck, rebandaging them and making him comfortable. Pedro 39 landed at the hospital at 0805, offloaded the sailor and returned to Binh Thuy terminating at 0810L. Negative ground fire encountered. One combat save.
3. The name of the survivor was: SN Sandvig, Alan L., River Division 15.
4. Crewmembers of Pedro:

Pedro 39

RCC Lt Col Roland E. Speckman
RCCP 1st Lt Philip H. Kammann
RS ALC Larry D. Nicholson
FE ALC James E. Tarantino

Roland E. Speckman
ROLAND E. SPECKMAN, Lt. Col., USAF
Rescue Crew Commander

FROM: Det 7, 38ARRS/Capt Johnson/3440

17 DEC 1968

SUBJECT: Mission 7-38-50-8351/Narrative

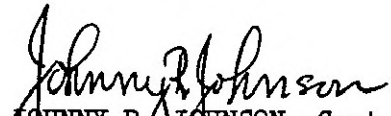
TO: 3ARRGP/JSARC

1. Pedro 69 was on a local support flight when Danang Ground Control informed the crew of a medevac mission at 0618Z, 16 Dec 68. A casualty was on the Danang Air Base, South Ramp awaiting immediate emergency evacuation to the NSA (Naval Support Activity Hospital) Hospital at Marble Mountain Army Air Field, RVN. Pedro 69 arrived at the South Ramp at 0625Z and effected the patient transfer from a 22nd Casualty Staging Flight ambulance. Pedro 69 then proceeded to the NSA Hospital. An attending physician accompanied the patient due to the severity of his injuries. The patient, a Vietnamese civilian, was burned on over 40% of the body surface, with 2nd and 3rd degree burns. He had been working on a building rooftop and had come into contact with live electrical wires. The patient was released to the NSA Hospital at 0640Z. The physician was then returned to the South Ramp. Pedro returned to Det 7 and terminated at 0648Z. The physician stated that the immediate evacuation to proper medical facilities was a life-or-death situation.

2. Pedro 69 crew was as follows;

RCC, Capt Johnny R. Johnson/Det 7, 38ARRS
RCCP/Capt John E. Murray/Det 7, 38ARRS
HM/ SSgt Kenneth R. Jones/Det 7, 38ARRS
RS/Sgt Samuel D. Hamilton/FD, 366CES
PJ/AIC Robert K. Cassidy/37ARRS

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


JOHNNY R. JOHNSON, Capt, USAF
Rescue Crew Commander

eventually located the other pilot. Both men were recovered by an HH-3E.

One non-combat save was recorded for Major James T. Smith, USMC, 065174.

6. Mission 7-38-53-8353. At 1548L on the 18th of December, Pedro 69 responded to a normal scramble initiated by the tower. After becoming airborne they were advised by tower that the pilot of the aircraft had ejected 13 miles north. Contact was made with the downed pilot's wing man, and the area was located using the UHF/DF system. The pilot was located in the water about one and one-half miles off shore. Two army helicopters and an O-2 FAC were already overhead when Pedro arrived. A hover was established over the man and the PJ deployed. Both men were recovered and Pedro was on the way home 15 minutes after initial take off. One non-combat save was recorded for recovering 1st LT Harry W. Roberts Jr., USAF.

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e. Total Missions	2093
f. Total Sorties Flown	4539
g. Total Accident-free Hours Flown	938

FROM: RCC

19 Dec 68

SUBJECT: Mission Narrative Report (10-38-055-8353)

TO: 10-38C

38C *LS*

3rd ARRGp (JSARC) *LED*

IN TURN

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, 11 Jul 68.

2. At 1410 local time Pedro Operations was notified by JSARC to perform a medevac mission on a Coast Guard ship out in the South China Sea at coordinates XR6130. Pedro 39 launched at 1415L followed by Pedro 91 five minutes later. Both helicopters were required since the pickup was to be made at sea. Both aircraft were low on fuel due to earlier flying; therefore, a refueling was accomplished at Soc Trang AB, RVN. Pedro 39 departed Soc Trang at 1450L enroute to pickup point. Weather enroute was 3000 scattered, 10 miles visibility with light haze. After departing the coastline visual contact was made with the ship, Menu Hotel, a Coast Guard ship. About 25NM miles off shore radio contact was made on fox mike with swinging kingdom zulu for approach and pickup information. The ship did not have a helicopter landing pad, so the pickup was to be made using the stokes litter. Sea state during pickup was very choppy and the RCC, Lt. Kammann did an outstanding job keeping aircraft in position while the ship was moving. The wounded sailor was placed in the litter and raised to the helicopter. The sailor was suffering from multiple fractures of the right side of his face. The wounds had been packed open but not sutured thus requiring a hospital operating room. Pedro 39 returned to the 29th Medevac Hospital and offloaded the wounded sailor. Pedro 39 then returned to Binh Thuy for termination at 1625L. One non-combat save. Pedro 91 flew in area for cover of Pedro 39.

3. The survivor was: Melson, Joseph C., USS Ingham.

4. Crewmembers of Pedro:

Pedro 39 (Low)

RCC 1st Lt Philip H. Kammann
RCCP Capt Cecil A. Jessee
RS A1C Theodore J. Polys
FE SSgt Gerald H. Jones

Pedro 91 (High)

RCC Capt John L. Debevec
RCCP Capt Jack D. Cusano
RS A1C Richard C. Stiefken
FE Sgt Archelaus Whitehead

Philip H Kammann

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

FROM: RCC

20 Dec 68

SUBJECT: Mission Narrative Report (10-38-056-8354)

TO: 10-38C *LEG*

38C

3rd ARRGp (JSARC) *LEG*

IN TURN

1. This report is submitted IAW ARRSN 55-2/3rd ARRGp Sup 1, 11 Jul 68.
2. Navy Operations, Binh Thuy, called Pedro Ops at 0001L, 20 Dec 68 with a request to recover a US Army soldier with a dislocated shoulder at an advisory outpost located at WS920101. Pedro 39 launched at 0015 and flew the 12 miles down and across the river opposite Can Tho City. The pickup point was located by radio contact with Spoon 99 (the ground station) who vectored Pedro 39 toward the pickup area until visual contact could be made. The approach and night landing was accomplished in a swirl of dust. The stretcher-borne soldier was loaded by the PJ and FE. Because of the complete darkness and a tree on departure route a maximum performance take off was made to clear all obstacles. A direct clearance to the 29th Med Evacuation Hospital was obtained. The Army medics met us at their helio pad and took over the patient from us. The man was incoherent but seemed not to be injured beyond the dislocated shoulder. No ground fire. One non-combat save.
3. The name of the survivor was: Beesley, Edward J., MAT-9.
4. Crewmembers of Pedro:

Pedro 39

RCC Lt Col Roland E. Speckman
RCCP 1st Lt Philip H. Kammann
RS ALC Richard C. Stiefken
FE ALC James E. Tarantino

Roland E. Speckman
ROLAND E. SPECKMAN, Lt. Colonel, USAF
Rescue Crew Commander

FROM: Det 8, 38ARRS

21 December 1968

SUBJECT: Rescue Narrative Report

TO: 3ARRGp (30)

1. The following is submitted IAW ARRSM 55-2, 3ARRGp Sup 1.

a. Detachment 8 was notified at 1400Z 20 Dec 1968 by 12 TFW Central Security Control that a soldier had suffered a crushed leg approximately 8 miles south of the base. CSC was in radio contact with the area and it was reported to be secure. Pedro 48 with the alert crew departed at 1405Z, no difficulties encountered.

b. No difficulty enroute or in locating the objective. They had illuminated a road way with 5 trucks headlights.

c. 3000 feet scattered, 7000 feet overcast, visibility 10 miles, and wind 350 degrees at 7 knots.

d. The cooperation of the people in the pickup area was excellent.

e. Radio contact was maintained with the control tower except while waiting for the patient to be loaded aboard.

f. Pedro 48 landed in the pickup area, 11-54N, 109-07W at 1415Z.

g. N/A

h. The patient was just being removed from beneath a drag-line bucket when the pararescueman arrived. He was in a state of shock and unable to assist.

i. TSgt Fernandez examined him and consequently immobilized his hip and put a splint on his left leg. He was loaded onto the litter and then aboard the helicopter.

j. N/A

k. 1435Z

l. 1455Z

m. N/A

n. N/A

o. N/A

p. While the pararescueman was setting the leg etc the weather conditions deteriorated considerably. The return flight was through light rain and beneath some 700 scattered clouds.

The crew members on Pedro 48 were:

RCC - Capt Bruce K. Ware
RCCP - Capt John F. Patterson
FE - Sgt James W. Simmons
RS - TSgt Joseph Fernandez

for Bruce K. Ware
FLAVIOUS F. DRAKE, Lt Col, USAF
Detachment Commander

Facility was contacted and said they could provide a C-45, Navy 126 as escort. Pedro 04 was launched at 1705. Pedro 51 and Navy 126 launched at 1710. No difficulties were encountered enroute. Weather was excellent. Radio contact was established with the destroyer USS DUPONT DD 941 and Pedro 04 was vectored in from 20 miles out. Captain Ware requested the destroyer to stop and at 1747 the injured seaman, Cornell D. Makovsky, SA, USS DUPONT, was hoisted aboard Pedro 04 in a stokes litter. All three aircraft returned to Cam Ranh AB. Pedro 04 landed at the 12th USAF Hospital pad at 1825 and delivered the patient to waiting medical personnel. Other crew members of Pedro 04 were Maj. Andrew E. Kralj RCCP, SSgt Benjamin J. Marshall, Flight Engineer, and Sgt Daniel T. Nungesser Pararescueman. The crew members of Pedro 51 were Capt. Peter W. Gissing RCC, Capt. Peter J. Connolly RCCP, Sgt. James W. Simmons Flight Engineer, and TSgt. Joseph Fernandez Pararescueman. This mission constitutes one non-combat save.²

Mission 8-38-024-8355: 2 Sorties, HH-43B, 0+55 hours. On 20 December at 2200 the 12th Security Police Squadron notified Detachment 8 that an Army enlisted man had been injured at a construction site on National Highway 1 about 3 miles south of Cam Ranh AB. Medical Evacuation was requested. The alert crew

2. Mission Report Number 8-38-022-8283

Det 8, 38ARRSq Hist, Oct - Dec 1968

8-21

commanded by Capt. Bruce K. Ware launched at 2205 and landed on the road illuminated by 5 sets of truck headlights at 2215. The Pararescueman, TSgt. Joseph Fernandez and Flight Engineer, Sgt James W. Simmons helped remove the patient from underneath a drag line bucket. TSgt. Fernandez examined the patient, Sp/5 Venny Gonzales Jr., Company "C", 87th Engr. Bn. and found multiple fractures of the lower extremities. He administered morphine, splinted the left leg, and immobilized the right hip. The patient was loaded aboard Pedro 48 at 2333. Take-off was at 2335 and the return flight was through light rain and 600 foot ceiling. The helicopter landed at the 12th USAF Hospital pad at 2345 and the mission was terminated. Detachment 8 was credited with one non-combat save.³

Mission 8-38-025-8360: 2 Sorties, HH-43B, 0+30 hours. At 0732 on 25 December 1968 a corpsman at the Naval Support Facility Dispensary on the south end of Cam Ranh Peninsula notified Det 8 that a doctor was working on a sailor who had a serious gunshot wound and that he requested immediate medical evacuation. Pedro 48 commanded by Capt. Bruce K. Ware launched at 0735 and landed at the Support Facility helipad at 0745. The patient, GMT-1 John A. Grills who had been brought to the pad was loaded aboard by Sgt Benjamin J. Marshall, Flight Engineer and Sgt Gary P. Bryant, Pararescueman.

3. Mission Report Number 8-38-024-8355

ATTACK SQUADRON ONE NINE SIX
FPO San Francisco 96601

Code 10:ww
3590

Ser 187

14 MAR 1969

From: Commanding Officer, Attack Squadron ONE NINE SIX,
FPO San Francisco 96601
To: Commander, 37th Aerospace Rescue and Recovery Squadron,
APO San Francisco 96337

Subj: Rescue of LT Robert W. COLYAR, USNR, 693216/1325

1. On the night of 20 December 1968, MILESTONE 407, an A6A Intruder aircraft of this command operating from USS CONSTELLATION, was downed by enemy fire during a bombing run in Southeast Asia. The pilot was not recovered; however, the Bombardier/Navigator, LT Robert W. COLYAR, USNR, successfully ejected and spent the next twelve hours evading an extremely hostile environment. His eventual rescue came as the result of a daring and highly coordinated evolution, extending from his parachute landing to the moment he was safely aboard the rescue helicopter. On-scene commanders, and strike directors, search and surveillance units, RESCORT and strike aircraft, helicopters, and the Coordination Center which controlled the entire effort each played a vital role in LT COLYAR's rescue; the failure of any one of these diverse elements to perform its function effectively might well have resulted in an entirely different ending to this episode.

2. I would like to express my sincere thanks and great appreciation to the following personnel of your command for their contribution to the rescue of LT COLYAR:

RCC
CP
FE and hoist operator
RS
RCC
CP
FE
RS

Major H. L. STRINGER
Major R. G. MILLS
TSgt C. D. SEVERNS
SSgt J. F. SPEARS
Lt Col L. G. TULLOS
Capt R. G. SPRAY
MSgt C. L. MANES
ALC J. E. TALLEY

3. As a note of interest, LT COLYAR has fully recovered from his injuries and has been restored to full duty. He adds his own fervent thanks to all his comrades-in-arms who participated so bravely and well in his rescue.

4. It is requested that a copy of this letter be made a part of the official records of the personnel listed herein.


L. C. DITMAR

Copy to:
Commander, 3rd Aerospace Rescue and Recovery Group (MAC),
APO San Francisco 96307

Category "B", AFM 900-3

FRED L. DITMAR, LT COLYAR
Director of Personnel

DECLASSIFIED

161

57

Date: 20 Dec 1968

23 Dec 1968

Mission Number: 1-3-126-8354

Flight Designation: Crown 7

Distressed Aircraft: Milestone 407 (A-6)

Location: 219/42/109 (AB672029)

Saves: 1, combat

1. Summary: Stoker was notified at 1847Z of the first light effort for Milestone 407. Crown 7 launched at 2110Z, on station (010/40/72) at 2220Z. Contact was made with OSC, Blindbat 06, and other SAR forces, Blackeagle and Moonbeam. SAR force lineup obtained from Queen on Uniform 364.2 as follows:

<u>Callsign</u>	<u>ETA</u>	<u>ATA</u>	<u>BINGO</u>
JG 09/19	2325Z	2255Z	0035Z
Sandy 1/2	2300Z	2240Z	*0300Z
Sandy 3/4	2325Z	2255Z	0300Z
Misty 11	2255Z	2255Z	
Misty 21	2350Z	2325Z	
Manila (4 F-4s)	2300Z		
Kingfish (4 F-105s)	2325Z		
Mantis (4 F-105s)	2355Z		

*Assumed from Bingo given by 3/4. Incorrect.

Blindbat briefed all initial SAR forces to include Crown 7, Misty 11 and Sandy 1/2. The situation at this time was (quote from radio log):

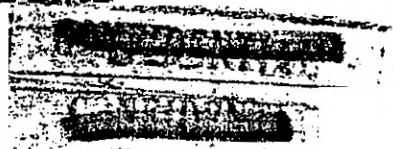
two beepers being heard periodically with one over-riding the other and possibly voice transmissions. Contact was established with number two man last night. However, no contact number one and we are not sure that number one man got out of the aircraft.

Two strobes and one penguin were thought to be seen at the following points (Blindbat 06):

Encoded, page 19:

S/O	XDVVKFOGNE	Crash site
	XDVCFEGV	Strobe
	XDWRFPII	Penguin
	XDWMPFK	Strobe

Crown 4 on scene, 2325Z, for AR if needed. JG 09/19 requested refueling for 0030Z on 137.1



DECLASSIFIED

FROM: 370

20 December 1968

SUBJECT: MISSION NARRATIVE REPORT (1-3-126-8354) (U)

TO: 370 ²⁸

Downgraded to CONFIDENTIAL

3rd ARRGp (JSARC) *let*
IN TURN

9 MAR 72 IAW AFR 205-2
(Date ~~20~~)

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

2. (S) Jolly Green 22 and 04 were scrambled from alert at Quang Tri Marine Air Station RVN, at 0340Z, 20 December 1968. At 0405Z, Sandy's 9 and 10 joined the Jolly Green's over LZ Vander Griff and escorted them across the border into Laos to a point 215°/49/Ch 109. The survivor, Milestone 407, the right seater of a Navy A-6 (from carrier Constellation) was shot down the night of 19 December 1968. The survivor was blown out of his aircraft from a explosion and had face and handburns but was in good physical condition. The Survivor landed near the interdiction point and immediately came up on his emergency radio and contacted his wing man. After being told that rescue forces would be on scene at first light, he went off radio. The following morning Sandy's 7,8,9,10 were on scene and Jolly Green's from Nakhon Phanom were on the way. 37mm and ZPU anti aircraft guns were within the area and the survivor was attempting to move to higher ground. At approximately 0400Z, the Jolly Green's were forced to leave due to fuel shortage and Jolly Green 22 and 04 were called in. Arriving on scene at approximately 0430Z, Jolly Green 22 and 04 were briefed on the area. Jolly Green was cleared for the attempt at approximately 0445Z and began an approach to the survivor with Sandy covering the approach route. The pick up was accomplished at 0448Z. The survivor was returned to DaNang for medical treatment at 0558Z. The only difficulty encountered was that the survivor did not shut off the beeper and the RCC of Jolly Green 22 had to hover over him without directions from his FE for approximately 2 minutes.

3. (C) The survivor was:

Lt Bob Colyar, USNR

4. (U) Crewmembers of Jolly Green's:

JOLLY GREEN 22 (Low)

RCC	MAJ	HARVIE L. STRINGER
RCCP	MAJ	RUSSELL G. MILLS
FE	TSGT	CHARLES D. SEVERNS
RS	SSGT	JAMES F. SPEARS

Classified by

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

JOLLY GREEN 04 (High)

RCC	LTCOL	LAMAR G. TULLOS
RCCP	CAPT	RONALD G. SPRAY
FE	MSGT	CHARLES L. MANES
RS	AIC	JOEL E. TALLEY

Harvie L. Stringer

HARVIE L. STRINGER, Maj, USAF
Rescue Crew Commander

AR 300 #

690002

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

68-37-00428

cy 1 of 11

Arch-3

68-70-3274

DECLASSIFIED

~~SECRET~~

SUPPORTING DOCUMENT 19

51.

462

Summary Report 1-3-126, 20 Dec 68

(S) Jolly Greens 22 and 04 were scrambled from alert at Quang Tri Marine Air Station, RVN, at 0340Z, 20 Dec 68. At 0430Z Sandys 9 and 10 joined the Jolly Greens over LZ Vandergriff and escorted them across the border into Laos to a point 215°/49/GH 109. The survivor, Milestone 407, the right seater of a Navy A-6 (from the carrier Constellation) was shot down the night of 19 Dec 68. The survivor was blown out of his aircraft from an explosion and had face and hand burns but was in good physical condition. The survivor landed near the interdiction point and immediately came up on his emergency radio and contacted his wing man. After being told that rescue forces would be on scene at first light he went off radio. The following morning Sandys 7, 8, 9 and 10 were on scene and Jolly Greens from Nakhom Phanom were on the way. 37mm and ZPU anti-aircraft guns were within the area and the survivor was attempting to move to higher ground. At approximately 0400Z, the Jolly Greens were forced to leave due to fuel shortage and Jolly Green 22 and 04 were called in. Arriving on scene at approximately 0430Z, Jolly Greens 22 and 04 were briefed on the area. Jolly Green 22 was cleared for the attempt at approximately 0445Z and began an approach to the survivor with Sandy covering the approach route. The pickup was accomplished at 0448Z. The survivor was returned to Da Nang for medical treatment at 0558Z. The only difficulty encountered was that the survivor did not shut off the beeper and the RCC of JG 22 had to hover over him without directions from his FE for approximately two minutes.

(C) The survivor was: Lt Bob Colyar, USNR.

(U) Crewmembers of Jolly Greens:

JOLLY GREEN 22 (Low)

RCC Major Harvie L. Stringer
RCCP Major Russell G. Mills
FE TSgt Charles D. Severns
RS SSgt James F. Spears

JOLLY GREEN 04 (High)

RCC LtCol Lamar G. Tullos
RCCP Capt Ronald G. Spray
FE MSgt Charles L. Manes
RS A1C Joel E. Talley

HARVIE L. STRINGER, Major, USAF
Rescue Crew Commander

~~SECRET~~

1lt Jon Ewing of the 602nd SOS was the pilot

...

I'm Jon Ewing and I was flying that airplane as Sandy 2 on 20 Dec, 1968. I remember thinking I was going to miss the Bob Hope Show and Ann Margaret, which was 22 Dec. I did make the show, in fact I was invited back stage to interview with Bob Hope. I have a slide of me with one of the "Gold Diggers" sitting on my lap. Her name was Sandy.

We were trying to rescue a Navy A-6 crew that had been shot down the night before. Ray Shrum was Sandy 1, Jack Watts was three, and I think Ron Furtak was four. Ray was trying to locate the RIO visually, but he was in a fog bank by a major road. This was in southern Laos. As Ray flew low over the survivor I would watch for ground fire. I saw a quad ZPU site open up on him and rolled in to mark it. My WP rocket went into the fog bank and Ray couldn't spot it. He made two more passes while I rolled in with guns, rockets, and CBU-25 on the pull off.

On the third pulloff a 37mm nailed me in the left gearwell. The canopy was blown ajar and the cockpit filled with smoke. I pulled the five red handles and then blew the canopy off. I saw the fire in the left wing and started heading for the nearest karst. I then realized the engine was still running. Nobody would answer my calls so I figured the radios were out. I then looked back and saw the FM antenna blown to pieces, switched to VHF and saw Jack joining up. The fuel guage read zero and the fire was still burning, but the engine was running and I got the fire out by slipping the aircraft away from it. The Mekong was my next objective and then Ubon. I tried the gear, but we already knew that it wasn't going to work so I landed gear-up using the tail hook on the approach end barrier. I was awarded the Silver Star for the mission and the invincible Skyraider was class 26.

37 ARRSq, History, Oct - Dec 1968

8.

be recovered by Jolly Green 27. Flares were utilized to illuminate the area as darkness created hazardous conditions in the mountainous terrain. (Ref. Supporting Document 18, page 50.)

(19)(U) 1-3-126, 20 Dec 1968. Jolly Green 22 and 04 were scrambled from Quang Tri alert and escorted by Sandy 9 and 10 to the rescue scene. The survivor had been on the ground overnight and a first light effort had been attempted by the Jolly Greens from Nakhon Phanom (NKP). As the mission progressed and ordinance was expended to curtail the ground activity, the Jolly Greens from NKP had to return to their home station for refueling as their aircraft were not capable of aerial refueling. It was at this time that the Jolly Greens from Quang Tri were cleared in for the pickup attempt. Due to the amount of ordinance expended and the continuous delivery during the pickup, Jolly Green 22 had no difficulty in maintaining his hover and experienced no hits or ground fire while completing the pickup. The survivor was returned to Da Nang. (Ref. Supporting Document 19, page 51.)

SUMMARY: Even though the "Bombing Halt" apparently slowed up the number of recoveries, in the nineteen missions accomplished a total of fifty persons were rescued of which forty-seven were combat saves.

9. PERSONNEL

a. Introduction. The 37th ARRSq Administrative Section provided, until 20 December, 1968, all local administrative and personnel services for assigned personnel, with the exception of Accounting and Finance activities. Even though the Base CBPO will handle most of our personnel actions, the squadron will continue to publish its own

PICTURE #6 GOES WITH PICTURE #4

SSGT EUGENE NARDI
PJ

SGT ?
PHOTOGRAPHER

TSGT SEVERNS
FE

LT COL TULLOS
RCC

CAPT REICHERT
RCCP

DECLASSIFIED

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



REPLY TO
ATTN OF: RCC

27 December 1968

SUBJECT: Mission Narrative Report (2-3-079-8356, 21 Dec 68)

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
IAW AFR 205-2ALS
DECLASSIFIED ON 31 Dec 74

TO: Det 1-40 C
3rd ARRG (JSARC) *LLR*
IN TURN

Downgraded to CONFIDENTIAL
9 MAR 72
(Date) *0*

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

2. (S)(Gp-4) At 1002Z 20 December 1968 Jolly Greens 09 (low) and 17 (high) scrambled from NKP for Litter 81. Jolly Green 17 air aborted on take off with a blown nose gear seal, resulting in the loss of the utility hydraulic system. At 1025Z Jolly Green 15 was airborne as High Bird, enroute to the scene. Sandies 13 and 14 had proceeded to the scene and 15 and 16 set up an escort for Jolly Green 09. At 1052, all forces were returned to base due to darkness. A first light effort was planned and the aircraft were manned. Jolly Green 15 ground aborted at 2220Z due to failure of the number one generator to come on the line. A rapid aircraft change was made and Jolly Green 09 (high) and 36 (low) were airborne at 2250Z. Sandies 1 and 2 were airborne at 2255Z and Sandies 3 and 4 were airborne at 2313Z. Sandies 3 and 4 escorted Jolly Greens 36 and 09 to the briefed orbit area, WD700 600, arriving there at 2340Z. No problems were encountered enroute. Weather was CAVU. No contact existed with the downed airman at this time. Good coordination existed throughout. Nail 74 (FAC), who had been controlling the downed aircraft, was on scene. He ran another F-100, Misty 21, through the same flight path he had observed Litter 81 take prior to losing him in the haze. A search area was determined and Misty 11, Misty 21, Nail 74, and Sandies 1 and 2 conducted electronic search. Meanwhile, Crown 1 cycled several flights of fast movers on and off tanker and to holding points. The area where the pilot was downed was extremely heavily defended (Tchepon). Radio discipline was good. Contact was established with the survivor at 2348Z. Earlier contact had been unsuccessful due to terrain masking of his survival radio. He was located at the base of a 1000' karst cliff on the North East side. His position was within 30' of the wall and thus the SAR forces who had been searching an area to the southwest were unable to hear his radio. The Jolly Greens and Sandy escort left the orbit area, and proceeded toward scene to hold close to the survivor. The immediate area of the survivor was extremely rugged karst 4000' high. Sandy 1 cleared the recovery forces toward the area as he marked the top of the karst with a WP smoke bomb, and trolled for ground fire while pinpointing the survivor. Two extremely hostile roads were crossed, but due to presence of Sandy escorts no ground fire was received. Fuel was dumped and tip tanks jettisoned by Jolly Green 36 as per the copilots computations, which were

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68-40-3295

1400-68-72

ARJOC-2

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~~CONFIDENTIAL~~

verified by the high bird. Sandy 1 vectored Jolly Green 36 into the area, providing an ingress route that shielded the helicopter as it approached the survivor. Sandy 1 advised the survivor to ignite his smoke signal. The smoke drifted downslope and hung in the trees. The survivor indicated by radio he was only 30' from the face of the cliff, and on a very steep slope. He was directed to move downslope to provide rotor clearance for the Jolly Green. The jungle canopy was over 220' high and a hover taxi approach was required due to the restricted area. Terrain elevation was 2000' PA and temperature 20°C. Jolly Green 09 assisted in directing Jolly Green 36 over the survivor. The helicopter finally was nestled in the trees, facing the karst wall with only a few feet of clearance. The flight engineer directed the aircraft into a precise hover over the survivor and lowered the penetrator to within 4' of the survivor. At 0030Z the survivor was safely on board in good condition. Position of the pickup was XD299 670. Sandy 1 provided an egress route with Nail 74 and Misty 11 and 21 also escorting. The two hostile areas were again penetrated by the SAR forces. Crown 1 had begun a descent to provide air-refueling but was declined since Jolly Green 36 had sufficient fuel to return to NKP. Jolly Greens 36 and 09 landed at NKP at 0140Z. All forces should be commended on an excellently coordinated effort.

Damn good!

3. (C)(Gp-4) The name of the survivor is: Forrest Fenn, Major, USAF, 306th Tactical Fighter Wing, Tuy Hoa.

4. (U) Crewmembers of Jolly Greens:

JOLLY GREENS 17, 15, 36 (LOW)

JOLLY GREEN 09 (HIGH)

Lt L. A. Eagan (USCG)

RCC

Lt Col W. G. Cameron

Lt Col J. H.I. Morse

RCCP

Capt R. C. Gibson

MSgt L. R. Maples

FE

SSgt K. P. Hannegan

A1C R. J. Sully Jr.

RS

A1C C. D. King

Gp-4



LANCE A. EAGAN, Lt, USCG
Rescue Crew Commander

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

FROM: HHSN (HSCOF)

23 December 1946

SUBJECT: Letter of Appreciation

TO: HHSN

1. On the morning of 21 December 1946 I was very successfully extracted from the greatest ground threat area in Southwest Asia. That feat was accomplished by Lt Colonel John H. Brown, Lt Colonel James H. Brown, and Staff Sgt. H. H. H. I would like to commend them for their exceptional skill and knowledge and add my personal gratitude for their success in what must be the most rewarding mission in the world.

2. Although I went down about 1730 on 21 December I was not found until 0800 on the 22nd. In searching for me the 1st and 2nd "Tanks" received heavy ground fire including 37mm, 4.2", and 50 Cal, and the 3rd took battle damage. My location was dangerously close to a vertical bluff that rose approximately 400' above my position and I was asked to move down away from the solid rock wall. Unfortunately terrain problems precluded my moving to a more satisfactory area.

3. With total disregard for their own personal safety and in the face of overwhelming obstacles, including the probability of enemy ground attack and the close proximity of the bluff, Lt Col Brown, Lt Col Brown, and the two Hs pulled me out with the efficiency they are so famous for. I am proud to be the HHSN save in 1946 and the HHSN for Detachment 1, 4th ABN.

4. The HHSN has been all the way and I shall always remember the feeling I experienced when the "Volly" dropped and I was rescued. I am grateful with all my heart to the HHSN and to the HHSN. I will always love the "Volly Green". Everyone here knows that the fighter pilot's best friend is the "Big green" and we will do a better job of saving you are around everywhere. I was pulled out 48 hours ahead of the "Freaker Bird" that will get me home on Christmas Eve - thanks to your people.

5. I hope those involved will be considered for whatever medal is appropriate including the Silver Star for gallantry in action.

FURNESS A. HHSN, Major, USAF
Chief, Logistics and Operations Section

23050 62



Time has faded it quite a bit.

1-20(8)

4 Jan 59

Letter from Maj Penn

Lt Lance A. Nye
Maj Lee R. Maples
A1C Robert J. Sully Jr.
THU

The ~~original~~ copies of the Penn's report to PAC A1C and his personal letter are forwarded in the belief that you will receive an added sense of satisfaction for the letter. We'll have to forgive Maj Penn's two errors. It was Lt Egan and crew, and we all have an R, not two W's unless Sgt Maples has slipped one over on us.

It's an honor to fly with you.

John J. Morse
John R. L. Morse, LtCol, USAF
Commander

DEAR COL MORSE & CREW

THANKS AGAIN FOR FOLLOWING
ME FROM THAT IMPOSSIBLE SPOT.
I SHALL NEVER FORGET YOU & "THE
BIG FOOTPRINT."

MY ONLY ASSOCIATION WITH YOU
ONLY REINFORCED WHAT I HAVE
HEARD SINCE THE ACTION STARTED.
YOU ARE THE ONLY HEROES OVER
HERE & I HOPE YOU KNOW THAT
ALL THE FIGHTER PILOTS REALIZE
IT. NO MAN WITH A DOLLY PATCH
WILL BUY A DRINK WHEN I AM
AROUND.

PLEASE CONVEY MY APPRECI-
ATION TO THE COAST GUARD. HIS
NONCHALANCE OVERWHELMS ME.

I AM ANXIOUS TO GET COPIES
OF WHATEVER PICTURES OR TAPES
YOU WERE ABLE TO GET. IT WAS
CERTAINLY A HIGHLIGHT FOR
ME.

I' ADDRESSES OF THE WHOLE CREW
SO I CAN CALL THE WIVES INDIVID-
UALLY OVER XMAS & TELL THEM OF
MY ASSOCIATION WITH YOU.

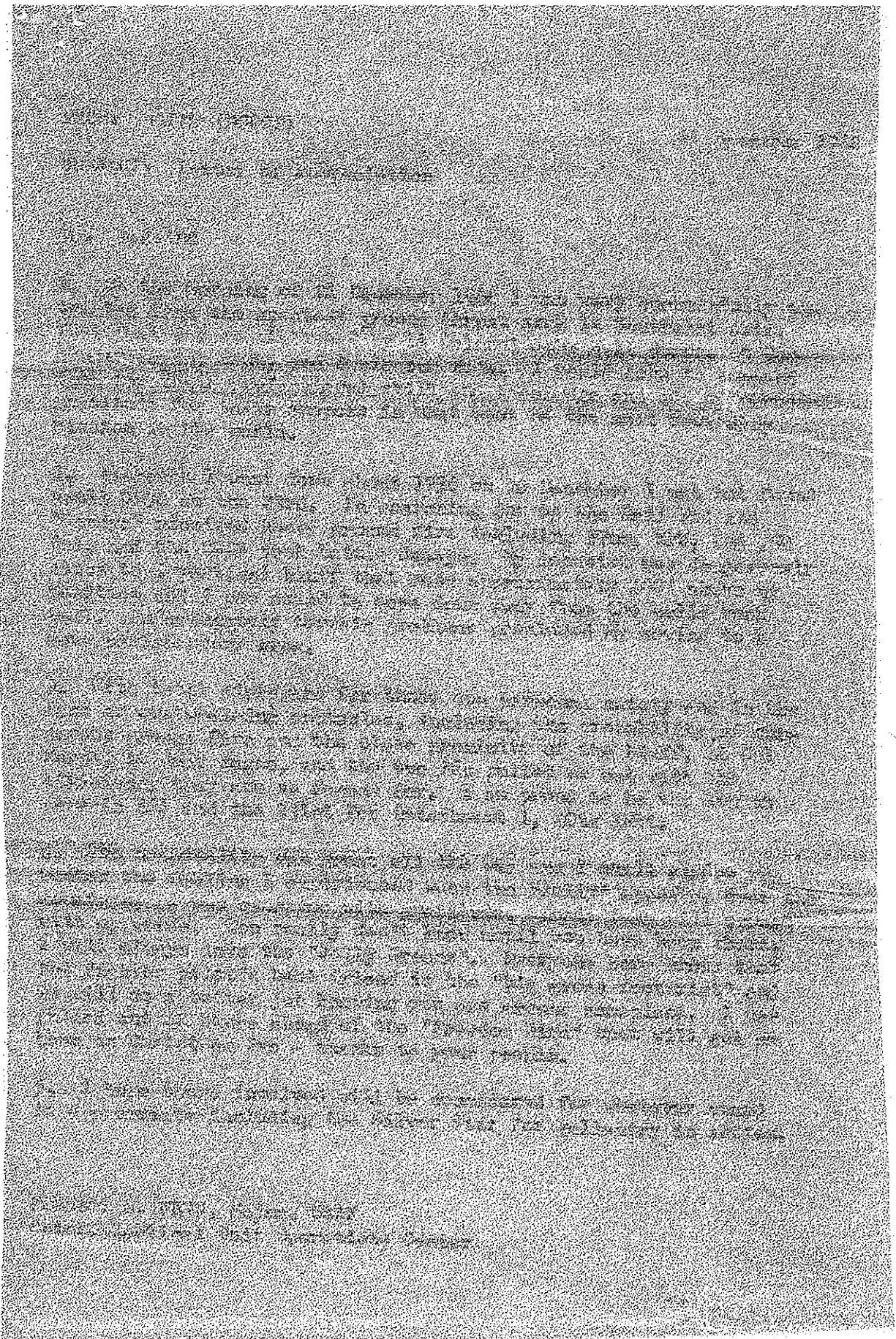
I WILL SEND YOU XMAS CARDS
FOR LIFE — FOR GIVING ME BACK
MY LIFE & GETTING ME HOME
FOR XMAS.

THE ENCLOSED LETTER SHOULD
REACH YOU IN SEVERAL WEEKS.

MAY GOD PROTECT ALL OF
YOU & SPEED YOU ON YOUR
MISSION.

Sincerely,
Forrest B. Penn

MAJOR FORREST B. PENN
5407 15TH ST.
LUBBOCK, TEXAS
79416



DECLASSIFIED

164 58

Date: 21 Dec 1968

23 Dec 1968

Mission Number: 2-3-C79-8355

Flight Designation: Crown 1

Distressed Aircraft: Litter 81 (F-100)

Location: 093/74/89

Saves: 1, combat

1. Crown 1 airborne at 2120Z, 20 Dec 68, for first light effort to recover Litter 81 (F-100). Initial Mayday was at 1055Z, 20 Dec 68. Crown 1 arrived in the area during pre-dawn, 2240Z, 20 Dec 68. Weather clear - slight haze and patches of fog in some valleys. Contacted Nail 74 (O-2) at 2245Z who was proceeding to the area. Contacted Invert to hold RESCAP until needed. The following flights were available but not used:

- a. Baracuda, 4 F-105s
- b. Broker, 2 F-4s
- c. Catsup, 2 F-4s
- d. Bear, 4 F-105s

2. Misty 11 arrived in the area at 2310Z but departed immediately for Tanker. Nail 74 continued electronic search with negative results. Sandies 1 and 2 arrived in the area at 2320Z and started electronic search. Crown 1 directed JGs 36 and 09 to holding pattern at 115/80/89.

3. At 2345Z, Sandy heard a short beeper and a few minutes later, Nail 74 made voice contact. The survivor was sighted and Sandies 1 and 2 went in to check the area and identify the survivor. Crown 1 moved JGs 36 and 09 a little closer to the area. They were escorted by Sandies 3 and 4. At 0010Z, Sandy 2 made positive identification and said the area looked good. JG over survivor at 0025Z. Unable to make pick-up due to proximity of cliff. Litter 81 was directed to move down hill and was picked up at 0030Z. Crown 1 kept a flight of fastovers available until the Jollies and Sandies exited the area. Excellent cooperation by all SAR forces resulted in a smooth, successful mission.

4. Crewmembers:

- a. RCC Lt Col Klein
- b. CP Major Wert
- c. NB Major Marshall
- d. RO MSgt McClure
- e. PE TSgt Larson
- f. PE TSgt Raper
- g. LM Sgt Rambo

MELVIN KLEIN, Lt Col, USAF
RCC, Crown 1

CONFIDENTIAL

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

B/7

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



REPLY TO
ATTN OF: 400 (Capt Campbell/2687)

22 December 1968

SUBJECT: Mission Narrative Report (#2-3-080-8357)

TO: Operations Officer
Commander
3ARRGP(JSARC)
APO 96307
IN TURN

1. This report is submitted in accordance with ARRSM 55-2/3ARRGPSUP 1, dated 11 July 1968.
2. On 22 December 1968 at 0326Z, Danube, an RF-4C assigned to the 11th TRS, was reported down on the Channel 70 (Udorn) 120°/10NM radial. As the LBR forces were in the process of refueling from a previous mission, at 0330Z Jolly Green 70 was notified to launch from Udorn. Jolly Green 70 was airborne at 0335Z and arrived at the crash scene five minutes later. Fuel was dumped to 6,000 lbs enroute to the scene. The survivor, Danube Bravo, was easily discernable in an open area within 100 yards of the burning aircraft, waving the night end of his day-night flare, and surrounded by 50 local Thais. The flare provided an excellent contrast to the aircraft smoke. The pilot came up on beeper for 15 seconds, and then contacted us on voice. He also had his parachute laid out. A hoist pickup was accomplished from a 40 foot hover. The survivor was on board the aircraft at 0345 and Jolly Green landed at Udorn at 0351. No beeper or voice contact was established with Danube Alpha. Weather was not a factor. Aerial refueling was not required. Radio discipline was excellent.
3. The survivor was 1st Lt Robert E. Hoffman Jr., USAF, in good condition with only minor cuts and bruises.
4. The Rescue Crew was:

RCC: Capt Clarence C. Campbell,

RCCP: Capt Jock C. H. Schwank,

FE: SSgt Maurice W. Willner,

RS: Sgt Tommy W. Meyer,

RS: Sgt Thomas R. Pope,

Clarence C. Campbell
CLARENCE C. CAMPBELL, Capt, USAF
Rescue Crew Commander

Det 10, 38 ARRSq History, Oct - Dec 68

10-15

MISSION NARRATIVE: Mission 10-38-57, 22 Dec 68, 1 sortie, 0.7 hours.

Navy Operations, Binh Thuy, called Pedro ops at 1625L requesting pickup of two wounded River Patrol Boat crewmembers hit by ground fire while patrolling a canal complex 8NM NW of Binh Thuy AB at coordinates WS 685180. Pedro 39 launched at 1630L, made radio contact with Bullock Alpha, the boat commander, Navy Ops Center Red Rose and Seawolf 76. The spot and boats were located. Pedro 39 orbited til the boats withdrew the contact area and watched the two Seawolfs rain everything they had on the attack party. The boats beached near the town of Phong Phu and carried their wounded (one stretcher case, one ambulatory) to the pickup spot while both Seawolfs orbited the pickup point. Both were on-loaded under the care and supervision of our PJ and FE. One man, the stretcher case, had a severe shoulder wound and the other a head wound. First aid administered was minimal due to short five minute flight (under escort by the Seawolfs) back to the 29th Medical Hospital at Binh Thuy. Red Rose, Navy Ops, pre-alerted the Army medics and they were awaiting Pedro's landing. The patients were taken over and rushed into the emergency room. Pedro 39 returned to Binh Thuy. Negative ground fire. Two combat saves.

The names of the survivors are: B1Lt G. D. Cole and CMG3 H. B. Azbell, members of River Div 513.

Crewmembers of Pedro 39, an HH-43F helicopter, serial number 62-4508, all personnel assigned to Det 10, 38th ARRSq.

	RCC	1st Lt Philip H. Kammann
	RCCP	Lt Col Roland E. Speckman
PJ	RS	TSgt Dudley R. Peckinpaugh
	FE	A1C James E. Tarantino

FROM: RCC

23 Dec 68

SUBJECT: Mission Narrative Report (10-38-057-8357)

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

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, 11 Jul 68.
2. Navy Operations, Binh Thuy, called Pedro Ops at 1625L requesting pickup of two wounded River Patrol Boat crewmembers hit by ground fire while patrolling a canal complex 8NM NW of Binh Thuy AB at coordinates WS685180. Pedro 39 launched at 1630L, made radio contact with Bullock Alpha the boat commander, Navy Ops center Red Rose and Seawolf 76. The spot and boats were located. Pedro 39 orbited till the boats withdrew the contact area and watched the two Seawolfs rain everything they had on the attack party. The boats beached near the town of Phong Phu and carried their wounded (one stretcher case, one ambulatory) to the pickup spot while both Seawolfs orbited the pickup point. Both were unloaded under the care and supervision of our PJ and FE. One man, the stretcher case, had a severe shoulder wound and the other a head wound. First aid administered was minimal due to short five minute flight (under escort by the Seawolfs) back to the 29th Medical Hospital at Binh Thuy. Red Rose, Navy Ops, pre-alerted the Army medics and they were awaiting Pedro's landing. The patients were taken over and rushed into the emergency room. Pedro 39 returned to Binh Thuy. Negative ground fire. Two combat saves.
3. The names of the survivors are: Cole, G.D., BM1st; and Azbell, H. M., GMSG; both members of Riv Div 513.
4. Crewmembers of Pedro:

Pedro 39

RCC 1st Lt Philip H. Kammann
RCCP Lt Col Roland E. Speckman
RS TSgt Dudley R. Peckinpugh
FE ALC James E. Tarantino

Philip H Kammann

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

FROM: RCC

25 Dec 1968

SUBJECT: Mission Narrative Report (10-38-058-8359)

TO: 10-38C *RES*
38C
3rd/ARRGp (JSARC) *LOT*
IN TURN

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Sup 1, 11 Jul 68.
2. At 2250L, 24 Dec 68, Pedro Operations was notified by Navy Binh Thuy for a pickup of one WIA with a possibility for more than one WIA. Pedro 39 launched at 2310L enroute to pickup point WB158153 which was a canal in the vicinity of Rach Gia, RVN. Pedro 39 arrived at coordinates at 2340L. Weather enroute and return was 3000' scattered, visibility 4 mi with haze in spots which limited visibility at times to less than a mile. The survivor was litter-loaded into the aircraft, and Pedro 39 departed the area at 0005L enroute to the 29th Field Evacuation Hospital. The WIA had shrapnel wounds in his legs and lower side. The PJ administered treatment enroute to the hospital. Pedro 39 and crew arrived at the hospital at 0035L, offloaded the patient, and departed for termination at Binh Thuy at 0040L. There was moderate to heavy ground fire both enroute and on return from pickup area. Pedro 39 was fired upon, but was out of range. One combat save. Two sorties, 1.5 hrs flying time.
3. The name of the survivor is: Morton, Larry K., E-3, Riv Div 514.
4. Crewmembers of Pedro 39:

RCC 1st Lt Philip H Kammann
RCCP Capt Cecil A Jessee
RS A1C Richard C Stiefken
FE SSgt Gerald H Jones

Philip H Kammann
PHILIP H KAMMANN, 1st Lt, USAF
Rescue Crew Commander

FROM: Det 8, 38ARRSq

25 December 1968

SUBJECT: Rescue Narrative Report

TO: 3ARRGp (30)

1. This report compiled IAW ARRS M 55-2, 3ARRGp Sup 1 for mission 8-38-025-8360.
 - a. 24 Dec 68, 2335Z, no difficulties encountered.
 - b. N/A
 - c. 3000 scattered, 6000 overcast, visibility 6 miles, wind 320° 7 knots.
 - d. All cooperation good
 - e. Good
 - f. 24 Dec 68, 2345Z, 11°52'N, 109°16'E
 - g. N/A
 - h. Wounded man was on a litter and unable to offer any help.
 - i. Landed HH-43B and loaded the patient on the litter. One patient in serious condition with a gunshot wound in his right side.
 - j. N/A
 - k. 24 Dec 68, 2348Z
 - l. 24 Dec 68, 2400Z
 - m. N/A
 - n. N/A
 - o. N/A
 - p. N/A

PEDRO 48

SSGT GARY P. BRYANT


ANDREW E. KRALJ, Maj, USAF
Administrative Officer

DECLASSIFIED

MNNAR NO. 12

File 43K(3)

DEPARTMENT OF THE AIR FORCE

DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)

APO SAN FRANCISCO 96310

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By (Date)

29 December 1968



REPLY TO
ATTN OF: RCC

SUBJECT: Mission Narrative Report (2-3-082-8359, 24-25 Dec 68) (U)

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

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11852
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON

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

2. (S) On 24 December 1968, Jolly Green 17 was flying airborne orbit in the vicinity of channel 89 when alerted by "Shoestring" for a possible SAR mission. Jolly Green 17 proceeded to the border of Laos east of Channel 89 and commenced climb prior to crossing. At 1610L Compress cleared Jolly Green 17 to proceed to holding area approximately 103°/60/89. Jolly Green 17 was joined by Jolly Green 15 at the orbit position and Sandies 9 and 10 were flying cover. The weather in the entire area was clear. Sandies 1 and 2 and a Nail FAC were searching for the survivor of Panda 01 at 102°/68/89 without success. A chute was spotted at the approximate location where the survivor went down but it was thought to be from some other source because the survivor had been seen to disappear into the trees in a different place. As no contact was made with the survivor, the SAR forces were returned to base at 1735L, landing at 1830L. A first light effort was planned for the following morning and at 0515L, Jolly Green 17 (low) and 09 (high), departed Channel 89 for the same holding point. The holding area was reached at 0555L with Sandies 3 and 4 escorting the helicopters. Sandies 1 and 2 and a Nail FAC were conducting the search. Still, no radio contact with Panda 01 and at approximately 0650L, the decision to send Jolly Green 17 in for a look at the chute was made to determine from the air whether anyone was in the harness. Before any action could be started, Sandy 2 developed trouble with one of his wing ports coming open causing him to have to RTB to Channel 89. He was escorted by Sandy 1. It was decided to wait until Sandies 7 and 8 arrived to replace 1 and 2. Sandies 7 and 8 arrived on scene and took over for 3 and 4 who went to the scene with Sandy 1, to be shown the location of the chute. Everything was set and Jolly Green 17 and 09 moved from the holding point and crossed route 911 to high karst NE of the scene. Jolly Green 17 dropped tips and commenced descent at approximately 0815L. After arrival at tree top level, Sandies and the Nail FAC tried to vector Jolly Green 17 to the chute but could not do so as they had lost sight of the location. After several minutes of tree top flying, Jolly Green 17 was told to climb back out until the chute could be relocated. As the climb

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Copy # 1 of 1 cy(s).

ARQDC

690072

GROUP 3

X-6DS

1-40D-68-23

DECLASSIFIED

out was initiated one of the Sandies spotted the chute again and was able to vector Jolly Green 17 to the location. At approximately 0825L Jolly Green 17 came to a hover over the chute. The Flight Engineer and Pararescue Specialist reported seeing a man hanging in the harness, inert and helmetless. There had been no ground fire or sighting of any personnel by any of the SAR forces up to this time. The Pararescue Technician, A1C Charles D. King, volunteered to descend on the penetrator to recover the pilot. As the hoist started down the chute was dislodged by rotor blast and fell to the jungle floor. Jolly Green 17 was hovering in the tree tops approximately 125 feet above ground. The area of hover was covered by a double jungle canopy with a dense jungle under-growth allowing only occasional glimpses of the ground. The Flight Engineer, Technical Sergeant Jerome M. Casey, stated that after Airman King was lowered to the ground, he asked for more slack and dragged the penetrator to a distance of about 30 feet through the underbrush and under a large fallen tree or large branch to the inert pilot. He released the chute and attached the man to the penetrator. Then called for up hoist and was using the hoist to drag the man over to the area beneath the helicopter. While he still had about 10 feet to go, automatic weapons fire broke out and Airman King was heard to call out "I'm hit, I'm hit, Pull up, Pull up". At the same time Jolly Green 17 started taking hits in the forward part of the main cabin area from directly beneath the helicopter. The pilot immediately initiated a climb out of the hover. The penetrator snagged and snapped the cable after pulling the hoist loose from its mounts. Jolly Green 17 climbed to altitude and returned to base. Airman King was left on the ground. His condition is unknown as no further contact was made with him though the SAR force remained in the area until 1000L. The above actions took place between 0825L and 0830L. The weather during the entire mission was clear, visibility unrestricted with light winds. Jolly Green 15 and 16 were dispatched at 0805L as back-up and arrived in the holding area at approximately 0845L. The condition of the pilot in the chute was never determined due to the attack on Airman King and Jolly Green 17. No surviving crew member of Jolly Green 17 ever saw the enemy personnel doing the firing. Airman King's warning to pull up, undoubtedly kept Jolly Green 17 from being shot down. The action scene was near the junction of route 911 and 912, the major North Vietnamese infiltration route to South Vietnam. Rescort, Crown and Nail FAC support was excellent. Radio discipline was good throughout the mission. The enemy apparently had the chute located and carefully withheld firing until the helicopter was in its most vulnerable position. The pilot in the parachute never did give any signs of life. The armor plating in the floor under the copilot definitely saved him from a serious wound. Jolly Green 17 was the only rescue vehicle hit. The bullets were .30 caliber probably fired from AK-47 type weapons. Three bullets penetrated the front fuel tanks, one under the copilot's seat and three in the space between the fuel tank. Electronic search for Jolly Green 17 pararescue specialist was maintained 2 days. The next day, 26 December 1968, several beeper signals were

AFSSO PACAF DI MSG 010150Z JAN (S)

TO USAF TTH, etc.

M/GEN Triantafelke

MAC DI 90 To USAF AFNIM

MSN Took Place - 24/0825L 0930L

24/1103Z INTERCEPT

25/2040Z reported

ELAPSED 33437

FROM INTERCEPT

AND 19 hrs

1-400 68-23 AFTER ambush,

DECLASSIFIED



picked up from near the area. The SAR forces were dispatched at 1416L and proceeded to the Panda area. On arrival all beeper signals ceased. The SAR force was returned to base at 1605L with 2 Sandies remaining in the area to conduct further electronic and visual search. With no success, the Sandies returned to base at 1620L.

3. (U) There was no survivor on this mission.

4. (U) Jolly Green Crewmembers Were:

24 December 1968

JOLLY GREEN 15 (Low)

Capt Richard Harwood
Capt Roger Gibson
TSgt Arthur Krumm
Sgt Clinton Caffall

RCC
RCCP
FE
RS

JOLLY GREEN 17 (High)

Lt Col William Cameron
Capt James Oliver
TSgt Jerome Casey
AIC Charles King

25 December 1968 - Alert

JOLLY GREEN 17 (Low)

Lt Col William Cameron
Capt Robert Heron
TSgt Jerome Casey
AIC Charles King ✓

RCC
RCCP
FE
RS

JOLLY GREEN 09 (High)

Capt Richard Harwood
Capt Roger Gibson
TSgt Arthur Krumm
Sgt Clinton Caffall

25 December 1968 - Back-up

JOLLY GREEN 16 (Low)

Major Thomas Reinhardt
Major Dale Weeden
MSgt Lee Maples
AIC Barry Hebert

RCC
RCCP
FE
RS

JOLLY GREEN 15 (High)

Capt James Oliver
Lt Col John Morse
Sgt Henry Burnett
AIC Leland Sorensen

26 December 1968

JOLLY GREEN 09 (Low)

Lt Lance Eagan (USCG) ✓
Capt Samuel Wheate
MSgt Lee Maples
AIC Barry Hebert
TSgt Dalford Widner

RCC
RCCP
FE
RS
RS

JOLLY GREEN 15 (High)

Capt James Oliver
Lt Col John Morse
TSgt Leroy Wright
AIC Douglas Horka

William G. Cameron
WILLIAM G. CAMERON, Lt Col, USAF
Rescue Crew Commander

Classification (cancelled) (changed to UNCLASS
effective on 12/15/75, under the authority of
CSA-100.52, by M. JAVLS
10/18/80 APC 75



70-62-0043

1-400-68-73

DECLASSIFIED

IMMEDIATE

PT 0372

DTTCZYUW RHMTSNA0015 3620817-CCCC--RUCIEUA.

ZNY CCCCC

O P 270800Z DEC 68

FM 3ARRGP TSN AB RVN

TO RUEFHQA/CSAF AFCP AFXOPFH

RUCIEUA/MAC MCP MAOCCA

RUCIEUA/ARSCP SCOTT AFB IL

RUHHABA/PACARRC PROCP HICKAM AFB HI

INFO ZEN/7AF DO DOCC DI DP TAN SON NHUT AB RVN

RUWTFJA/USAFMPC AFPMSC RANDOLPH AFB TX

RHMSMVA/MACV SAIGON RVN

RUHHABA/CINCPACAF CC

RUKLAAA/TAC DOOS LR

RUMLUHA/39ARRS TUY HOA RVN

RUMOSRA/TUOC UDORN RTAFB THAI

RUMHPD/OL 1 3ARRGP SON TRA RVN

RUMBPN/DET 1 40ARRS NAKHON PHANOM RTAFB THAI

RUMBPN/602 SOS NAKHON PHANOM RTAFB THAI

RUMBPN/56CMBTSPTGP CBPOPA NAKHON PHANOM RTAFB THAI

BT

C O N F I D E N T I A L JOPREP JIFFY/RESCUE REPORT/3JSARC

REFERENCE DL2-7 3ARRGP MESSAGES 25/0834Z AND 26/0517Z DEC 68

PAGE 2 RHMTSNA0015 C O N F I D E N T I A L

REGARDING RESCUE MISSION 2-3-082-8359 (NOTAL 56 CMBTSPTGP).

DEBRIEFING OF TSGT JEROME M. CASEY, JOLLY GREEN 17

FLIGHT ENGINEER/HOIST OPERATOR, REVEALS THAT HE IS NOT

CERTAIN WHETHER THE PARARESCUEMAN WAS ON THE FOREST

PENETRATER AT THE TIME THE HELICOPTER WAS HIT BY

GROUND FIRE AND TYE HOISE AND CABLE BROKE AS THE HELI-

COPTER PULLED UP TO AVOID FURTHER BATTLE DAMAGE.

THE HOISE CABLE WAS NOT VERTICAL BUT ANGLED OVER A

HEAVY, HORIZONTAL TREE LIMB. AFTER PLACING THE

APPARENTLY LIFELESS BODY OF THE PANDA PILOT ON THE

PENETRATOR, THE PU WAS TRYING TO CLEAR THE CABLE

FROM THE LIMB AT THE TIME HE CALLED, >I'M HIT> AT THE

SAME TIME THE HELICOPTER STARTED RECEIVING MANY

HITS WHICH NECESSITATED AN IMMEDIATE PULL UP. TSGT

CASEY WAS INJURED WHEN STRUCK BY THE BROKEN HOIST

SO CANNOT BE POSITIVE, BUT HE DOES NOT BELIEVE THE

PU HAD TIME TO MOUNT THE PENETRATER AS IT WAS

PULLED ABRUPTLY UPWARD. (GP-4).

BT

00015

NNNNZ

27 Dec 68 09 34

Classification (cancelled) changed to UNCLASS
effective on 10/10/85, under the authority of
NSA 101856 APR 85

debrief of 2-3-082

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

CONFIDENTIAL

DECLASSIFIED

80650

IMMEDIATE

PT 0308

OTTCZYUW RUMOSRA4853 3600916-CCCC--RUCIEUA.

ZNY CCCCC

O P 250834Z DEC 68

FM OL2 3ARRGP UDORN RTAFB THAI

TO RHMTSNA/3ARRGP/JSARC/TSN AB RVN

RUEFHQA/CSAF/AFCP/AFXOPFH/WASHINGTON D C

RUWTRTA/MAC/MCP/MAOCCA/SCOTT AFB ILL

RUCIEUA/ARSCP SCOTT AFB ILL

RUHHABA/PACARRC/PROCP/HICKAM AFB HAWA

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

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TX

RHMSMVA/MACV SAIGON RVN

RUHEAB/CINC PACAF/CC/HICKAM AFB HAW

RUKLAAA/TAC/DOOS-LR/LANGLEY AFB VA

RUMLJHA/39 ARRS TUY HOA RVN

ZEN/TUOC UDORN RTAFB THAI

RUMHPD/OL-1, 3ARRGP SON TRA RVA

RUMBPN/DET 1 40TH ARRS NAKHON PHANOM RTAFB THAI

RUMBPN/602 SOS NAKHON PHANOM RTAFB THAI

BT

C O N F I D E N T I A L/JOPREP JIFFY/RESCUE REPORT/OL2 3ARRGP/7AF FOR TACC

1. RESCUE PROGRESS REPORT.

PAGE 2 RUMOSRA4853 C O N F I D E N T I A L

2. 2-3-082-8359

9 B. 5000 SCATTERED, VISIBILITY GOOD.

12. SANDY 1 /24/2325Z /1706N 10556 E

13. DET 1 40TH ARRS/HH3E/FORREST PENETRATOR/25/0127Z

14. 1/1/0/0/0/0/

15. NOT RECOVERED.

16. 4/14PLUS20/DET 1 40 ARRS/HH3E; 8/31PLUS45/602 SOS/ A1E; 2/9 PLUS30/ 39 ARRS/HC130P/

17/0/0/0/0/NOT AVAILABLE?/0/0/0

18. A. SE B. SE

19. A. 15 NAUTICAL MILE RADIUS 1706N 10556E. B. 1 POB LOCAT

ED. C. 1706N 10556E. D. SE H. A FIRST LIGHT EFFORT WAS

ATTEMPTED ON PANDA 1. CROWN 1 WAS ON SCENE AT 24/2200Z,

FEATHERED AN ENGINE AND WAS REPLACED BY CROWN 3 LAUNCHED AT

24/2200Z. SANDYS 1 AND 2 ON SCENE AT 242255Z, JOLLY GREENS 90

AND 17 WITH SANDYS 3 AND 4 ON SCENE AT 24/2305Z. SANDY 2

LOST A WING PANEL AND RETURNED TO NAKHAN PHANOM. SANDYS 7 & 8

WERE LAUNCHED TO REPLACE SANDY 1 & 2. NUMEROUS FAST MOVERS WERE

IN THE AREA. SANDY 1 REPORTED A CHUTE WITH SOMEONE HANGING IN

IT. AT 25/0122Z JOLLY GREEN 17 WENT IN FOR PICKUP ESCORTED BY

PAGE 3 RUMOSRA4853 C O N F I D E N T I A L

JG 09 AND SANDYS 1,3,4,7,&8. PJ WAS LOWERED BY JG 17 AND THEY

BEGAN BRINGING UP THE SURVIVOR AND PJ AT 25/0127Z. THE PJ WAS

FIRE UPON AND REPORTED HE WAS HIT, ADVISED THE HELICOPTER TO

PULL UP. THE HOIST WAS LOST WITH BOTH PERSONNEL. JOLLY GREEN 17

SUSTAINED SEVERAL HITS. AND RETURNED TO NAKHON PHANOM. SAR FORCES REMAINED IN AREA UNTIL 25/0610Z WITH NEGATIVE VOICE CONTACT OR BEEPER. ELECTRONIC SEARCH CONTINUES.

IMMEDIATE

*
**

25 DEC 68 10 02

RECEIVED
375 ABGP

25 DEC 68 10 38z

ACTION INFO

2-3-082

8-35

Progress

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

Classification (cancelled) changed to
effective on 10/15/82 by N-1015
under the authority of

ODC/FOI

SECRET

DECLASSIFIED

11, 40 ARRS-69/1

DECLASSIFIED
CHAPTER II

Operations and Training

Operations

Onset of the dry northeast monsoon in October marked increased activity for Detachment One. Eleven combat saves were effected during the period. Six medical evacuations, three of which were instrumental in saving lives, were accomplished. A rescue specialist was missing in action on Christmas day. Medical civic action flights to the Tha Rae mission and to Amphoe Phaseng continued. Detachment One continued to maintain fifteen minute ground alert at Nakhon Phanom. The Fortieth ARRSq from Udorn RTAFB conducted the north orbit mission. By the end of September the HH-43s from the Fortieth were orbiting north two out of three days and Detachment One was orbiting north every third day. In addition to the two ground alert crews at NKP two more crews were designated as back-up each day. The back-up crews often flew training or support missions and assumed ground alert at NKP when the primary crews were scrambled. The morning briefing was moved to 0530 to coincide with the Sandy (Al Rescort) mission. These are comprehensive briefings of the rapidly changing order of battle in the Barrel Roll, Steel Tiger and Jolly Green areas. Briefing the two organizations at the same time is an important factor in the successful Sandy/Jolly Green effort.

DECLASSIFIED

SECRET

Pararescue Technician Missing in Action

(S) ALC Charles D. King, USAF, from Det 1, 40ARRSq at Nakhon Phanom, was reported Missing in Action (MIA) after 24 December 1968 rescue effort.⁵

SAR Training Exercise

(S)(GP-4) Several positive actions resulting from the SAR Training Exercise conducted in Thailand during September 1968 are:

(1) 7th Air Force Life Support has included an add-on to SEAOR (Survivor's Protective Face Mask) for protective face mask designed specifically for Rescue aircrew members. In addition, ASD advises Goodyear Aerospace Company have been contracted to develop a survivor throwaway mask. OT & E in SEA is scheduled for June 1969.

(2) 7th Air Force Plans and Requirements have requested impact testing for the CBU-19 and CBU-30 to reduce the danger of ground fire during delivery of the riot control agent by RESCORT aircraft.

(3) CBU-19's are now stockpiled at the RESCORT launch bases, Nakhon Phanom and Nakhon Phanom.

Standardization(U) Arrival of Personnel

Major Joe B. Green replaced Major Robert A. Bunker as Chief of Aircrew Standardization on 1 November 1968.

See Supporting Document 1 for mission narrative.

SECRET

DET:1, 40 ARRS-69/1

DECLASSIFIED

iv

26 Nov - Grommet 02 mission continued.

- 27 Nov - Retrieval of Raven 30 by Jolly Green 17.
- 28 Nov - Colonel Burleson, Vice Commander 3rd Group and Lt Col Gamble, JSARC arrived for visit.
- 4 Dec - Rescue of Tampa "A" and "B" by Jolly Green 17 (326 - 327).
- 6 Dec - Rescue of Dallas 03 by Jolly Green 36 (328).
- 12 Dec - Rescue of Ridge "A" by Jolly Green 15 (329).
- 13 Dec - Rescue of Candlestick 44 by Jolly Green 16 (330).
- 20 Dec - Rescue of Milestone 407. First light effort for detachment with Jolly Greens cycling two pairs of Jolly Greens. Pickup finally made by 37th ARRSQ. Late afternoon scramble for Litter 81.
- 21 Dec - Rescue of Litter 81 by Jolly Green 36 (331).
- 23 Dec - Medical evacuation from Sakhon Nakhon to Korat by Jolly Green 16. Non-combat, non-aircrew save.
- 2 Dec - Scramble for Panda Lead. Search called off because of darkness.
- 25 Dec - ALC Charles King, PJ on Jolly Green 17, MIA during continuation of Panda mission.
- Medical evacuation from Ram Chit Chi to Korat by Jolly Green 16. Non-combat, non-aircrew save.
- 28 Dec - (S) Jolly Green 16 made an emergency landing at abandoned Lima Site 80.
- 29 Dec - Jolly Green 16 repaired and retrieved.

SECRET

DECLASSIFIED

24 and 25 December 1968 -- HH-3 aircrews from Detachment 1, 40th ~~ARR~~ Squadron, were engaged in a mission involving the rescue of a downed pilot in Laos. On 24 December a parachute was spotted. On 25 December a rescue team force lowered pararescueman Airman First Class Charles D. King, who located the downed pilot and secured him to the hoist. Enemy automatic weapon fire impacted the HH-3 and Airman King under the helicopter. Airman King transmitted the message, "I'm hit. I'm hit. Pull up. Pull up." The helicopter

responded, snapping off the hoist cable. Airman King was declared missing in action (MIA) and was later promoted to chief master sergeant until 5 December 1978, when he was declared killed in action (KIA).

Robert LaPointe

From: Forsyth, William CIV JTFFA J2 [william.forsyth@jtffa.pacom.mil]
Sent: Wednesday, January 22, 2003 10:52 AM
To: 'Robert LaPointe'
Subject: RE: PJ last known status as MIA

Bob

On 5 May 1978 King's status was changed from MIA to KIA. He is currently carried as a Last Known Alive case by DOD. We are still actively pursuing the case, searching for Vietnamese veterans who witnessed the incident, to date, none have been found. The archival material is as follows:

IN MARCH 1993, AN ARCHIVAL RESEARCH TEAM FOUND AN ENVELOPE CONTAINING AIRMAN KING'S GENEVA CONVENTION CARD AT THE CENTRAL ARMED FORCES MUSEUM IN HANOI. THE ENVELOPE WAS ANNOTATED "GENEVA CONVENTIONS CARD. BELONGS TO PILOT: KING, CHARLES DOUGLAS. SERVICE NUMBER AF16921892. SHOT DOWN BY THE TROOPS OF TRUONG SON ON 25-12-68. THE PILOT'S BODY WAS SMASHED WITH AN A1C AIRCRAFT." NOTE: THE "A1C" AIRCRAFT IS THE INDIVIDUALS RANK, THE VIETNAMESE WERE PROBABLY NOT AWARE OF ENLISTED AIR FORCE RANKS AND THOUGHT IT REFERRED TO AN A-1 AIRCRAFT.

Aloha

Bill F

Also, not for publication at this time, your eyes only, on the last JFA in Laos we found the crash sites of both Jolly Green 23 and 71, the last two Jolly Green's with unaccounted-for we had not found. They just started the recovery of the JG23 site last week. Some of the families may not have gotten the reports yet, so we don't want the information being disseminated.

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

From: Robert LaPointe [mailto:rlapointe@gci.net]
Sent: Tuesday, January 21, 2003 6:47 PM
To: Forsyth, William L. GS-13
Subject: PJ last known status as MIA

I just finished the story on pararescueman Charles Douglass King who was lost during a mission in Laos on Christmas Day 1968. In 1973 he was still listed as MIA. He was presumed captured and according to his sister, Sherry King, some sort of his identification was found in the Hanoi Central Museum in 1993 along with a note in Vietnamese which stated he had been killed on December 25, 1968. I would like to end his story with his official status and when he was declared KIA verses MIA.

Thanks

Robert LaPointe

From: Pierson, J (John) [John.Pierson@intervet.com]
Sent: Friday, May 30, 2003 9:50 PM
To: Bob LaPointe (E-mail)
Subject: A1C Charles King

Hey Bob,

How you doing? I've enjoyed your book tremendously and I'm looking forward to your volume 2. Put me on your order list!

I'm writing on behalf of the 40th Helicopter Flight at Malmstrom AFB. According to MSgt Del Champ (FE) they are dedicating a break room at their squadron to Charles King. I told him I would get what ever info I could on him and his final mission. Do you have any mission reports or pictures or whatever else would be appropriate for this break room? Del is a great guy and I owe him a favor as he helped me get ready for a speech I gave at last weeks Memorial Day ceremony at the Billings, MT veterans cemetery. If you have anything he can use either let me know or let Del know directly. His e-mail address is "delbert.champ@malmstrom.af.mil"

I ran into a fellow here in Billings a few months back who claimed to be a PJ. Lots of patches and decals and missions north of Hanoi! A little research confirmed my suspicions he was a phony so I chummed up to him to get him to talk. He just couldn't control himself and apparently didn't hear me when I told him I was a PJ. After a couple of meetings at a restaurant with some of his buddies I asked him for proof which he said he could provide but then became belligerent. I gave him a week to produce the evidence with an implied threat of a bit more public exposure. He called a week later. We met and he admitted he was a fake. He won't be making anymore claims!

Thanks for any help you can provide in this project, Bob. If you ever get to Billings call me, I'd love to see you!!!

I was looking through my log book and I saw you last on 7 Nov 70 when we jumped together at the drop zone at Donald, Oregon just 2 months out of Transition school. Long time ago!!!

Thank You and Remember
FREEDOM IS NOT FREE
John Pierson
Sales Rep/Montana-Wyoming
Intervet Inc.
Tel: (406) 256-3039
Cell: (406) 761-2399
Voice Mail: (800) 655-3912 ext 2525

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12/24/68

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



REPLY TO
ATTN OF: RCG

Of Checked to
By Authority of
By (Date)

29 December 1968

SUBJECT: Mission Narrative Report (2-3-082-8359, 24-25 Dec 68) (U)

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

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

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

2. (S) On 24 December 1968, Jolly Green 17 was flying airborne orbit in the vicinity of channel 89 when alerted by "Shoestring" for a possible SAR mission. Jolly Green 17 proceeded to the border of Laos east of Channel 89 and commenced climb prior to crossing. At 1610L Compress cleared Jolly Green 17 to proceed to holding area approximately 103°/60/89. Jolly Green 17 was joined by Jolly Green 15 at the orbit position and Sandies 9 and 10 were flying cover. The weather in the entire area was clear. Sandies 1 and 2 and a Nail FAC were searching for the survivor of Panda 01 at 102°/68/89 without success. A chute was spotted at the approximate location where the survivor went down but it was thought to be from some other source because the survivor had been seen to disappear into the trees in a different place. As no contact was made with the survivor, the SAR forces were returned to base at 1735L, landing at 1830L. A first light effort was planned for the following morning and at 0515L, Jolly Green 17 (low) and 09 (high), departed Channel 89 for the same holding point. The holding area was reached at 0555L with Sandies 3 and 4 escorting the helicopters. Sandies 1 and 2 and a Nail FAC were conducting the search. Still, no radio contact with Panda 01 and at approximately 0650L, the decision to send Jolly Green 17 in for a look at the chute was made to determine from the air whether anyone was in the harness. Before any action could be started, Sandy 2 developed trouble with one of his wing ports coming open causing him to have to RTB to Channel 89. He was escorted by Sandy 1. It was decided to wait until Sandies 7 and 8 arrived to replace 1 and 2. Sandies 7 and 8 arrived on scene and took over for 3 and 4 who went to the scene with Sandy 1, to be shown the location of the chute. Everything was set and Jolly Green 17 and 09 moved from the holding point and crossed route 911 to high karst NE of the scene. Jolly Green 17 dropped tips and commenced descent at approximately 0815L. After arrival at tree top level, Sandies and the Nail FAC tried to vector Jolly Green 17 to the chute but could not do so as they had lost sight of the location. After several minutes of tree top flying, Jolly Green 17 was told to climb back out until the chute could be relocated. As the climb

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Copy # 1 of 1 of (s). "

out was initiated one of the Sandies spotted the chute again and was able to vector Jolly Green 17 to the location. At approximately 0825L Jolly Green 17 came to a hover over the chute. The Flight Engineer and Pararescue Specialist reported seeing a man hanging in the harness, inert and helmetless. There had been no ground fire or sighting of any personnel by any of the SAR forces up to this time. The Pararescue Technician, A1C Charles D. King, volunteered to descend on the penetrator to recover the pilot. As the hoist started down the chute was dislodged by rotor blast and fell to the jungle floor. Jolly Green 17 was hovering in the tree tops approximately 125 feet above ground. The area of hover was covered by a double jungle canopy with a dense jungle under-growth allowing only occasional glimpses of the ground. The Flight Engineer, Technical Sergeant Jerome M. Casey, stated that after Airman King was lowered to the ground, he asked for more slack and dragged the penetrator to a distance of about 30 feet through the underbrush and under a large fallen tree or large branch to the inert pilot. He released the chute and attached the man to the penetrator. Then called for up hoist and was using the hoist to drag the man over to the area beneath the helicopter. While he still had about 10 feet to go, automatic weapons fire broke out and Airman King was heard to call out "I'm hit, I'm hit, Pull up, Pull up". At the same time Jolly Green 17 started taking hits in the forward part of the main cabin area from directly beneath the helicopter. The pilot immediately initiated a climb out of the hover. The penetrator snagged and snapped the cable after pulling the hoist loose from its mounts. Jolly Green 17 climbed to altitude and returned to base. Airman King was left on the ground. His condition is unknown as no further contact was made with him though the SAR force remained in the area until 1000L. The above actions took place between 0825L and 0830L. The weather during the entire mission was clear, visibility unrestricted with light winds. Jolly Green 15 and 16 were dispatched at 0805L as back-up and arrived in the holding area at approximately 0845L. The condition of the pilot in the chute was never determined due to the attack on Airman King and Jolly Green 17. No surviving crew member of Jolly Green 17 ever saw the enemy personnel doing the firing. Airman King's warning to pull up, undoubtedly kept Jolly Green 17 from being shot down. The action scene was near the junction of route 911 and 912, the major North Vietnamese infiltration route to South Vietnam. Rescort, Crown and Nail FAC support was excellent. Radio discipline was good throughout the mission. The enemy apparently had the chute located and carefully withheld firing until the helicopter was in its most vulnerable position. The pilot in the parachute never did give any signs of life. The armor plating in the floor under the copilot definitely saved him from a serious wound. Jolly Green 17 was the only rescue vehicle hit. The bullets were .30 caliber probably fired from AK-47 type weapons. Three bullets penetrated the front fuel tanks, one under the copilot's seat and three in the space between the fuel tank. Electronic search for Jolly Green 17 pararescue specialist was maintained 2 days. The next day, 26 December 1968, several beeper signals were

picked up from near the area. The SAR forces were dispatched at 1416L and proceeded to the Panda area. On arrival all beeper signals ceased. The SAR force was returned to base at 1605L with 2 Sandies remaining in the area to conduct further electronic and visual search. With no success, the Sandies returned to base at 1620L.

3. (U) There was no survivor on this mission.

4. (U) Jolly Green Crewmembers Were:

24 December 1968

JOLLY GREEN 15 (Low)

Capt Richard Harwood
Capt Roger Gibson
TSgt Arthur Krumm
Sgt Clinton Caffall

RCC
RCCP
FE
RS

JOLLY GREEN 17 (High)

Lt Col William Cameron
Capt James Oliver
TSgt Jerome Casey
AIC Charles King

25 December 1968 - Alert

JOLLY GREEN 17 (Low)

Lt Col William Cameron
Capt Robert Heron
TSgt Jerome Casey
AIC Charles King ✓

RCC
RCCP
FE
RS

JOLLY GREEN 09 (High)

Capt Richard Harwood
Capt Roger Gibson
TSgt Arthur Krumm
Sgt Clinton Caffall

25 December 1968 - Back-up

JOLLY GREEN 16 (Low)

Major Thomas Reinhardt
Major Dale Weeden
MSgt Lee Maples
AIC Barry Hebert

RCC
RCCP
FE
RS

JOLLY GREEN 15 (High)

Capt James Oliver
Lt Col John Morse
Sgt Henry Burnett
AIC Leland Sorensen

26 December 1968

JOLLY GREEN 09 (Low)

Lt Lance Eagan (USCG) ✓
Capt Samuel Wheate
MSgt Lee Maples
AIC Barry Hebert
TSgt Dalford Widner

RCC
RCCP
FE
RS
RS

JOLLY GREEN 15 (High)

Capt James Oliver
Lt Col John Morse
TSgt Leroy Wright
AIC Douglas Horka

William G. Cameron
WILLIAM G. CAMERON, Lt Col, USAF
Rescue Crew Commander

Classification (cancelled) (changed to UNCLASS),
effective on 12/10/75, under the authority of
CSA-100.52 by 11-100.5
10/85/CP/75

Airman First Class Charles D. King - Posthumous

Incident date: 25 December 1968

Aircraft position: Pararescue Technician

Place of incident: Laos

Unit: Detachment 1, 40 Aerospace Rescue and Recovery Squadron

Location of unit: Nakhon Phanom Royal Thai Air Base, Thailand

Synopsis: "Jolly Green 17" was notified on 24 December 1968, that "Panda 01" was down in Laos. They departed airborne alert for the site, later joining up with "Jolly 15" at the orbit point. A parachute had been spotted near where the survivor went down. However, it was thought that the parachute was from another source, because the downed crewman had been seen disappearing into the trees. Since no contact had been made with the downed crewman the search was postponed with all aircraft returning to base. On 25 December 1968, the decision was made to re-examine the parachute that had been seen. Eventually, "Jolly 17" came into a hover over the chute. Both the flight engineer and the pararescueman, Airman King, saw a person hanging in the harness without a helmet on. Airman King volunteered to descend and retrieve the pilot. Once Airman King was on the ground, he called for slack on the hoist cable and moved to the survivor. He fastened the survivor to the hoist and called for the flight engineer to take up slack. He used the hoist to help move the survivor under the helicopter. When Airman King was approximately 10 feet from the hoisting area, gunfire erupted. Airman King called on the radio "I'm hit, I'm hit, pull up, pull up." (14:-->) The pilot immediately ascended

as they were being barraged with gunfire. The hoist tore from its mount as the cable snapped. "Jolly 17" departed the area with battle damage, leaving Airman King and the downed crewman on the ground. He was never heard from again. (14:112, 176-178)

Chief Master Sergeant Charles D. King was declared missing in action (MIA) on 25 December 1968. He was promoted in absentia to the rank of Chief Master Sergeant. CMSgt King remained MIA until 5 December 1978, when he was officially declared killed in action. For his heroic actions and selflessness, he was posthumously awarded the Air Force Cross. (4:--)

See TABs G and L for reference material

extinguishing the fire within 15 seconds and immediately removed the crewmembers from the aircraft.
(TAKEN DIRECTLY FROM THE ACCIDENT REPORT DATED 18 OCTOBER 1968 BY LT. COL.
ROBERT M. FOSTER)

WHAT HAPPENED : The primary cause of this major aircraft accident was material failure of the azimuth bar to "L" crank rod. This caused an in-flight disintegration of the rotor system and loss of aircraft control.

Tail No.: 65-07942 Model: UH-1F Date of Loss: 27 Nov 68 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Cambodia Call Sign: Green Hornet

Crew Chief: Gene P. Stuijbergen (38W-79)

Notes: On 27 November 1968 SSGT Gene P. Stuijbergen, Flight Engineer, and a native of Augusta, Michigan, was aboard a UH-1F slick on a combat mission over Phu Nhai Village; Rotanakiri Prov., Cambodia, 10 miles west of Duc Lo, SVN. On this mission, his crew attempted to infiltrate a combined 6-man U.S. Army Special Forces and South Vietnamese Forces Team into an enemy bivouac area situated in a deep ravine and surrounded by heavy jungle. As the heavily laden Huey began its steep approach into a ten foot hover, it immediately came under a fusillade of enemy anti-aircraft and small arms fire. During the melee, an enemy round ripped through the flight controls, causing the aircraft to crash into the landing zone and burst into flames. The pilots, a gunner, and two American team members escaped the inferno, but SSGT Stuijbergen and the remainder of the team were hopelessly trapped; apparently dying underneath the burning wreckage. Only five of the ten onboard were rescued. Several desperate attempts were made to rescue and recover SSGT Stuijbergen and the remainder of the team but became futile due to stiff enemy resistance. SSGT Stuijbergen is presently listed officially in the "Presumptive status of Dead, Body not recovered," and is the first 20th SOS enlisted crewmember to perish in combat operations.

Tail No.: Model: HH-3E Date of Loss: 25Dec 67 Unit: 40th ARRS, NKP, THA
Country of Loss: Laos Call Sign: Jolly Green 17

PJ: Charles D. King (36W-76)

Location of Loss: 170600N 1055600E (WD980925)

Notes: On Christmas Eve, 1968, an F-105, call sign "Panda 0 I", was shot down over Laos between the city of Ban Phaphilang and the Ban Karai Pass. Its pilot, Major Charles R. Brownlee, successfully ejected and his parachute drifted into an area known to be occupied by enemy troops. These troops had in the past aggressively pursued downed pilots and contested SAR efforts. Two HH-3E's, Jolly Green's 15 and 17, on airborne alert immediately proceeded to the incident site. Upon arrival, the Sandy's placed them in a high orbit. The on-scene commander discovered a parachute in the trees. Numerous attempts were made to raise Major Brownlee on his survival radio. It was late in the day and darkness quickly covered the jungle. There was no survival radio contact from Major Brownlee. The rescue helicopters did not have a night combat rescue capability and were ordered to return to NKP.

A first light SAR was organized to return to the area on Christmas Day. The crew of Jolly low were all volunteers: Major Reinhart, aircraft commander, Captain Gibson, co-pilot, Sergeant Gallagher, flight engineer, and A1C Charles D. King, pararescueman. Once again the Jolly's were placed in a high orbit and the Sandy's began trolling for ground fire. Enemy troops did not take the bait. Not drawing any ground fire Sandy lead told

Doug King had only a few weeks left in Vietnam and had his orders to go stateside. It was a dangerous mission that Christmas Day but he volunteered to go. He was trained as a Special Forces Pararescueman for this kind of mission.

For ten years he was listed as missing in action. Every attempt was and still is being made for a full accounting.

In 1993, a delegation of United States Congressmen went to North Vietnam. They, along with the Joint Casualty Resolution Center, were allowed in the Central Army Museum in Hanoi. In that museum, they found a Geneva Convention card with Doug's name, rank, service number, and date of birth. With that card, was an envelope with the same information plus some writing in Vietnamese. The information of the letter indicated that he had been shot and killed that Christmas Day in 1968.

"I think it's important for people who knew and loved him to bring some closer to 30 years of not knowing what had happened. We are more fortunate than some MIA families, as we have some information. Our efforts continue for a full accounting."

During his missing status, he was promoted from Airman First Class to Chief Master Sergeant. He received the Air Medal on July 4, 1968. He was awarded the Air Force Cross, the Distinguished Flying Cross, the Silver Star, The Purple Heart and the Air Medal (First Oak Leaf Cluster) posthumously for his extraordinary heroism. Doug has been recognized and honored for his professional dedication, his courage and valor throughout our nation by the USAF naming a dormitory, King Manor at Andrews AFB, near Washington, D.C., on June 12, 1979. At Scott AFB, Illinois, 1st Street was renamed King Street in his honor on June 28, 1979. On February 27, 1990, a new dormitory was named King Manor at March AFB, California, and on November 15, 1996 at Hickham AFB, Hawaii, building 1856 was dedicated to his memory for paying the ultimate price as a young Pararescueman in South East Asia.

Signed : Sherry L King (sister)

Tail No.: 63-13164 Model: UH-1F Date of Loss: 03 Jan 69 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Cambodia Call Sign: Green Hornet

Gunner: Ronald P Zenga (35W-31)

Notes: Aircraft was shot down near Duc Lap while attempting to rescue a Special Forces patrol. The aircraft The aircraft was struck by intense ground fire while coming to a hover to attempt a McGuire Rig extraction. After taking eight hits the aircraft departed the area and the gunships suppressed the ground fire. A second approach was made. As they came to a hover above the trees enemy fire struck the fuel cells setting the aircraft on fire. They were able to accelerate the aircraft and attempted a landing in a small jungle clearing less than 500 meters from the enemy forces surrounding the Special Forces patrol. The engine failed just short of the clearing and the helicopter crashed into the trees. Sgt. Zenga was pinned under the aircraft and died in the ensuing fire.

Tail No: 62-12582 Model: CH-3C Date of Loss: 17 Jan 69 Unit: 20th SOS, Udorn
Country of Loss: Laos Call Sign: Pony Express 20

Pilot: Walter W. Martin (34W-26)
Co-Pilot: Richard A. Fleming (34W-23)

fire impacting on a critical component causing an unbalanced condition or failure leading to a severe beat or vibration.

Tail No.: 65-07937 Model: UH-1F Date of Loss: 13 Apr 69 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Pleiku, SVN Call Sign: Green Hornet

Pilot: James O. Lynch (27W-75)

Notes: Shot down by ground fire attempting to extract a reconnaissance team. Captain Lynch was killed by hostile ground fire.

Tail No.: 59-1562 Model: HH-43 Date of Loss: 19 Jul 69 Unit: 38th ARRS, U-Tapao RTAFB
Country of Loss: Thailand Call Sign: Maple 02

Pilot: Warren K. Davis (20W-18)
P.J.: Harry Cohen (02E-40)

Notes: flying SAR for burning B-52 at U-Tapao, B-52 exploded causing the helicopter to crash.

Tail No.: Model: HH-53 Date of Loss: 5Dec 69 Unit: 40th ARRS, NKP, THA
Country of Loss: Laos Call Sign:

PJ: David M. Davison (15W-27)

Notes:

Tail No.: 66-14434 Model: HH-53B Date of Loss: 28 Jan 70 Unit: 40th ARRS,
Country of Loss: NVN Call Sign: Jolly Green 71

Pilot: Holly G. Bell (14W-73)
Co-Pilot: Leonard C. Leaser (14W-75)
Flight Engineer: William C. Shinn (14W-77)
P.J.: William D. Pruett (14W-76)
P.J.: William C. Sutton (14W-77)
Other: Gregory L. Anderson (Photographer) (14W-73)

Notes: hit by missile fired from MIG during SAR for SEABIRD 02 (F-105G). The Mig-21 was piloted by Vu Ngoc Dinh who then had 6 total kills. He was with the 921st Flight Regiment.

Tail No.: 64-15491 Model: UH-1P Date of Loss: 14 Mar 70 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Duc Lap, Quang Duc, SVN Call Sign: Green Hornet

Pilot: Dana A. Dilley (13W-126)

2-3-082-8359 Attached

Briefed 26 Dec 80m

APPROX-R
e

2-3-082

P/N

[REDACTED]

DOWNGRADED AT 8 YEAR
DECLASSIFIED AFTER 1
EOP LMR 5000.10

OPEN/PROST/505P.

THE CRASH OF AN F-105 WITH ONE/POB 75 MILES EAST OF NAKHON PHANOM ON TUESDAY. A GOOD CHUTE WAS SPOTTED BY WINGMAN. 2 JOLLY GREENS & 4 SANDIES WERE LAUNCHED. NEG VOICE OR BEEPER CONTACT WAS MADE & THE SAR FORCES WERE RECALLED DUE TO DARKNESS WITH A FIRST LIGHT EFFORT ANTICIPATED. THE NEXT MORNING THE SAR FORCES WERE ON SCENE AT FIRST LIGHT. THESE WERE

CROWN 3, 5 SANDIES & JOLLY GREENS 17 & 09 ^{HH-33} ALSO

NUMEROUS HIGH PERFORMANCE AIRCRAFT. SANDY I

REPORTED A CHUTE WITH SOMEONE HANGING IN IT. JOLLY

GREEN 17 WENT IN FOR A PICKUP ESCORTED BY J.G. 09 &

5 SANDIES. THE PJ WAS LOWERED WITH THE FOREST

PENETRATOR & THEY BEGAN BRINGING UP THE SURVIVOR &

THE PJ. THE PJ WAS FIRED UPON & REPORTED HE WAS

HIT & ADVISED THE HELICOPTER TO PULL UP. ^{THE FOREST PENETRATOR} ~~THE HOIST~~

SWAGGED IN THE TREES AS THE HELICOPTER PULLED UP. IT WAS LOST AS THIS OCCURRED, ALONG WITH BOTH PERSONNEL. THE HOIST WAS PULLED LOOSE WHEN THE PENETRATOR SWAGGED BUT REMAINED WITH THE ACFT.

~~WAS LOST WITH BOTH PERSONNEL.~~ JOLLY GREEN 17

SUSTAINED SEVERAL HITS & RETURNED TO NAKHON PHANOM.

SAR FORCES REMAINED IN THE AREA FOR 5 MORE HOURS

WITH NEGATIVE VOICE OR BEEPER CONTACT. ELECTRONIC

SEARCH CONTINUED WITH NEG RESULTS UNTIL 25/1030Z

WHEN ARRS SEARCH WAS SUSPENDED. (THE PJ'S NAME

WAS ~~KING~~ ^{KING CHARLES DOUGLAS})

HH-33 4 SORTIES 14+20; HC-130's 2 SORTIES 9+30;

9 SORTIES 31+45 A-1's; 2 SORTIES 8+00 0-25.

1968 (cont)

- 16 Aug 68 Heavy rains along the south coast of Korea caused severe flooding, stranding many Koreans. The HH-43 crews from Detachments 4 and 10, Pacific ARRC, saved the lives of 75 Koreans.
- 5 Oct 68 Two HH-3s assigned to the 37th ARR Squadron were scrambled from Da Nang, Vietnam, to extract a ground party in the vicinity of the A Shau Valley. In the course of the mission one of the HH-3s was disabled and forced to return to base. The other HH-3 was shot down and destroyed. Three more HH-3s were scrambled to recover a total of eight survivors on the ground. Major Don P. Olsen and his crew went into the rescue site, hoisted all eight survivors into the aircraft, and successfully returned to Da Nang. Major Olsen was awarded the Air Force Cross.
- 29 Oct 68 During a hoist training mission at the 58th ARR Squadron, Wheelus AB, Libya, an HH-3 pilot observed a collision between two F-100s on the runway. The pilot of one aircraft rolled clear. The airborne HH-3 was positioned to direct the smoke and flames away from the engulfed cockpit of the second aircraft, allowing the pilot to escape. The helicopter landed, and pararescuemen aboard administered first aid to the injured pilot, who was placed aboard the HH-3 and taken to an ambulance.
- Dec 68 Sergeant Steve M. Northern, a pararescueman, completed 30 months in Southeast Asia (SEA) and personally recorded a total of 51 combat saves. He received two Silver Stars during his tours in SEA. Later, in 1970, Sergeant Northern was killed in an industrial accident in Los Angeles.
- Sergeant Steve M. Northern*
- 24 Dec-
25 Dec 68 HH-3 aircrews from Detachment 1, 40th ARR Squadron were engaged in a mission involving the rescue of a downed pilot in Laos. On 24 December a chute was spotted, and on 25 December a rescue task force returned and Airman First Class Charles D. King, a pararescueman, was lowered at the site, where he located the downed pilot and secured him to the hoist. At this point enemy automatic weapon fire was directed at the plane, Airman King, and the pilot on the ground. Airman King transmitted the message, "I'm hit. I'm hit. Pull



1968 (cont)

24 Dec- up. Pull up," and the air-
25 Dec 68 craft immediately exited,
(cont) snapping off the hoist cable.
Airman King (later Chief
Master Sergeant King) was
declared missing in action
(MIA) until 5 December 1978,
when he was declared killed
in action (KIA).

*Chief Master Sergeant
Charles D. King.*



26 Dec- Turkish Detachment 84,
29 Dec 68 Atlantic ARRC, provided two
HH-43s in support of rescue
operations during a flood
disaster in the vicinity
of Tarsus,
Turkey.
During the
mission
ARRS pro-
vided
assistance
to 416
persons
and saved
72 persons.

*An ARRS
HH-43 lands
at Tarsus,
Turkey.*

1969

22 Jan 69 Three pararescuemen assigned to the 76th ARR Squadron were air-
dropped to the Yugoslavian ship *Milo Pracet* at a point about
700 miles southeast of Honolulu, Hawaii. They aided two sailors
who were critically burned. Later, the three pararescuemen,
Master Sergeant Paul L. Jenkins, Staff Sergeant Robert G. Wheeler,
and Sergeant Gregory Wikel, received an award called the annual
"Plava Vrpca" (or Blue Ribbon) from a Zegreb newspaper.

CMS Charles Douglas King

Pararescue Creed

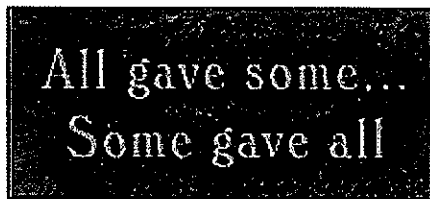
It is my duty as a
Pararescueman to
save a life and to aid the
injured.

I will perform my assigned
duties quickly
and efficiently, placing these
duties before
personal desires and comforts.

These things I do,
"That Others May Live."



In Tribute • From The Other Side • Still The Noblest Calling
SGT Larry Wayne Maysey • COL Gregory Inman Barras
SGT James Douglas Locker • SSGT Elmer Larry Holden



This page was created at the request of a very special man, Douglas J. McGill Jr., USAF PARARESCUE, RETIRED, (66-87). He provided me with information for my page for SGT. Larry Wayne Maysey and we collaborated on a page for SGT. James Douglas Locker. This page is our latest collaboration:

- Name: Charles Douglas "Doug" King
- Rank/Branch: E4/US Air Force
- Serial Number: 483543892
- Unit: 40th Air Rescue & Recovery Squadron, NKP TH
- Date of Birth: 29 March 1946
- Home City of Record: Muscatine IA

- ❶ **Date of Loss:** 25 December 1968
- ❷ **Country of Loss:** Laos
- ❸ **Loss Coordinates:** 170600N 1055600E (WD980925)
- ❹ **Status (in 1973):** Missing In Action
- ❺ **Category:** 2 - Suspected Knowledge
 - This category includes personnel who were:
 - A. Involved in the same incidents as individuals reported in category 1 (Confirmed Knowledge), or
 - B. Lost in areas or under such conditions that they may reasonably be known by the enemy, or
 - C. Connected with an incident which was discussed but not identified by name in the enemy news media, or
 - D. Probably identified through analysis of all-source intelligence.
- ❻ **Aircraft/Vehicle/Ground:** HH3E Jolly Green Giant Combat Rescue Helicopter (Jolly Green 17)
- ❼ **The Wall:** Panel 36W - Row 76

Other Personnel In Incident

Charles R. Brownlee (missing from F105D)

Source

Compiled by Homecoming II Project 15 March 1991 from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews. Updated by the P.O.W. NETWORK 1998.

Synopsis

On Christmas Eve, 1968, Major Charles R. Brownlee's F105D aircraft was shot down over Laos between the city of Ban Phaphilang and the Ban Karai Pass. Brownlee successfully ejected from his plane and landed safely on the ground.

On Christmas Day, Doug King volunteered to be aboard an HH3E helicopter leaving Nakhon Phenom Air Base to rescue Major Brownlee. The helicopter located the pilot, believed to be dead by then, and King was lowered 100 feet into the jungle to the ground. Once on the ground, King freed Brownlee from his parachute, secured him to the rescue device and dragged him to a point near the hovering helicopter.

Suddenly enemy soldiers closed in and began firing. King radioed that he was under fire and for the helicopter to pull away. Brownlee was secured to the hoist cable, but King had not yet secured himself to the cable. When the helicopter pulled away, the hoist line snagged in a tree and broke, dropping King and Brownlee about 10 feet to the ground.

No news surfaced about King or Brownlee until February 1986, when a Lao refugee came to the United States and reported that he had witnessed King's capture, and watched as he was taken away in a truck. The refugee's story matched most details of King's loss incident. Less clear were the details of Brownlee's fate.

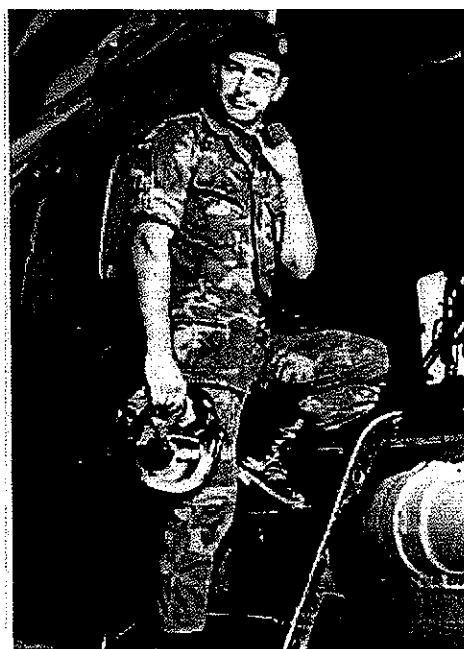
When the last American troops left Southeast Asia in 1975, some 2500 Americans were unaccounted for. Over 10,000 reports, such as that of the Lao refugee, received

by the U.S. Government since 1975 build a strong case for belief that hundreds of these "unaccounted for" Americans are still alive and in captivity.

"Unaccounted for" is a term that should apply to numbers, not men. Nearly 600 men were left behind in Laos, and our government did not negotiate their release. We, as a nation, have a moral and legal obligation to do everything we can to find these men and bring them home. Until we do, there can be no "peace with honor" from the Vietnam war.

During the period they were maintained Missing in Action, Charles R. Brownlee was promoted to the rank of Colonel, and Charles D. King to the rank of Chief Master Sergeant.

Who Was Doug King



A1C Charles D. King *

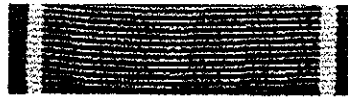
On Christmas Day 1968, A1C Charles D. King, a 40th ARRS pararescueman, and his fellow HH-3 crew members set out to find a downed pilot in Laos.

When they located him, King descended, freed the wounded pilot from his parachute, and secured him to the hoist. However, as King tried to maneuver the pilot to a spot beneath the helicopter, intense enemy fire erupted, wounding King and hitting the chopper. King told the HH-3 pilot to pull up. The hoist cable snagged in a tree and pulled loose from the mount. His instructions to the Jolly Green saved the aircraft and crew. Two days of searching for King were unsuccessful. He was declared missing in action until Dec. 5, 1978, when he was listed as killed in action.

Special thanks to Air Force Magazine for allowing me to use the picture and article that appeared in the April 1998 issue about enlisted Air Force Cross recipients.

"On Christmas Day, 1968, Airman King, a Pararescueman, and his crewmembers set out to find a downed American pilot in Vietnam. When they located him, still in his parachute, Airman King volunteered to rescue him. On the ground, he freed the wounded pilot from his chute and secured him to the hoist. However, as they were waiting to be lifted, intense enemy fire severely wounded Airman King and endangered the lives of those aboard the helicopter. Because the crew was in peril, Airman King told the pilot to leave even though he was at risk of being captured or losing his own life. In fact, he was killed in action during the incident."

This is the text of Doug King's Air Force Cross award.



AIR FORCE CROSS

The following is a press release dated December 17, 1998, from Sherry King, Doug King's sister:

Christmas Day 1998 will mark the Thirtieth Year Anniversary of a rescue mission in the jungles of Laos, where a Muscatine, IA, native gave his life in an attempt to rescue a downed Air Force pilot, Major Charles R. Brownlee, of Alamosa, CO.

Doug King had only a few weeks left in Vietnam and had his orders to go stateside. It was a dangerous mission that Christmas Day but he volunteered to go. He was trained as a Special Forces Pararescuman for this kind of mission.

For ten years he was listed as missing in action. Every attempt was and still is being made for a full accounting.

In 1993, a delegation of United States Congressmen went to North Vietnam. They, along with the Joint Casualty Resolution Center, were allowed in the Central Army Museum in Hanoi. In that museum, they found a Geneva Convention card with Doug's name, rank, service number, and date of birth. With that card, was an envelope with the same information plus some writing in Vietnamese. The information of the letter indicated that he had been shot and killed that Christmas Day in 1968.

"I think it's important for people who knew and loved him to bring some closer to 30 years of not knowing what had happened. We are more fortunate than some MIA families, as we have some information. Our efforts continue for a full accounting."

During his missing status, he was promoted from Airman First Class to Chief Master Sergeant Sergeant. He received the Air Medal on July 4, 1968. He was awarded the Air Force Cross, the Distinguished Flying Cross, the Silver Star, The Purple Heart and the Air Medal (First Oak Leaf Cluster) posthumously for his extraordinary heroism. Doug has been recognized and honored for his professional dedication, his courage and valor throughout our nation by the USAF naming a dormitory, King Manor at Andrews AFB, near Washington, D.C., on June 12, 1979. At Scott AFB, Illinois, 1st Street was renamed King Street in his honor on June 28, 1979. On February 27, 1990, a new dormitory was named King Monor at March AFB, California, and on November 15, 1996 at Hickham AFB, Hawaii, building 1856 was dedicated to his memory for paying the ultimate price as a young Pararescuer in South East Asia.

Signed : Sherry L King (sister)

The Des Moines Register
Saturday, December 26, 1998

Brother's Final Mission Sparks Sister's Memories
by Clayworth Jason

Christmas was more than a holiday to Sherry King of Muscatine. It was 30 years ago on Christmas Day that her brother, Doug, was presumably killed in Laos while attempting to rescue a downed Air Force pilot.

Doug King is one of nearly 40 servicemen from Iowa still unaccounted for in Southeast Asia.

"I always think about this more around the holidays," King said.

On Christmas Day 1968, King volunteered for what officials say was his final mission. But it wasn't until 1993 that King realized she would never see her brother again.

That's when US officials were allowed into the Central Army Museum in Hanoi, where personal items from American casualties were kept.

They found an identification card with Doug's name, rank, service number and date of birth and an envelope with a card inside containing the same information, plus Vietnamese writing that indicated when he had been killed.

"In some respects, it gives me closure," King said. "If you can believe the information we got, he probably wasn't a prisoner of war."

Doug King was a student at Iowa State University in 1966 when he enlisted in the Air Force. He was 24 when he disappeared. Besides the Air Force Cross, King was awarded the Silver Star, the Distinguished Flying Cross, Air Medal and Purple Heart.

"He was in a fraternity at Iowa State," his sister said. "He was kind of a fun-loving person who enjoyed life and was liked by everyone. He was one of the good guys."

King said she is searching to discover how the card and the information made its way to the museum. About eight years ago, she said, a Vietnamese immigrant recounted to authorities an event that King believes was the last moments of her brother's life.

"He said a pilot was pulling up another pilot to the helicopter when the cable broke," King said. "He gave the location and time and everything. "

She has placed a wreath at the All War Memorial at the Muscatine Courthouse

Square.

"In some ways, it hasn't ended for us," she said. "We are still looking for a full account. We know someone, somewhere, has a full account of where he was buried."



What You Can Do

While it is a great sadness to know a loved one is dead and his body is lying far from home, the greater tragedy is those known to have been prisoners of war who did not return, and those who are missing in action.

Since the war ended, "several million documents" and "over 250,000 interviews" have been reviewed relating to Americans prisoner, missing or unaccounted for in Southeast Asia. Many officials who have reviewed this largely-classified information are convinced that hundreds of Americans are still alive in captivity today.

These reports increase the agony for families who want to know what happened to their sons, fathers and brothers. If, as the U.S. Government seems to believe, all the men are dead, it's time the information was declassified so that all can understand the fates of these heroes. If, as many believe, men are still alive, it's time they were brought home to bring the war in Vietnam to an honorable end.

I cannot emphasize enough how important it is to keep pushing this issue inside the Beltway. The need to get specific answers is more important now than ever before. If still alive, some MIAs are now in their 70s. They don't have much time left. We have to demand the answers from the bureaucrats and keep standing on their necks (figuratively speaking) until they get the message that THEY work for US and that we are serious about getting these long overdue responses. Diplomatic considerations aside...

Write your government officials. Let them know that WE CARE about these abandoned men and women! To obtain email addresses for the Senate, Congress and White House, and sample letters, click the White House banner:



KING, CHARLES DOUGLAS

IOWA, Muscatine

Name: Charles Douglas King
Rank/Branch: Chief Master Sergeant/US Air Force
Unit: Nakhon Phenom Air Base

Date of Birth: 29 March 1946
Home City of Record: Muscatine IA
Date of Loss: 25 December 1968
Country of Loss: Laos
Loss Coordinates: 170600N 1055600E
Status (in 1973): Missing In Action
Category: 2
Acraft/Vehicle/Ground: HH3E
Other Personnel in Incident: Charles R. Brownlee (missing from F105D)



REMARKS:

SYNOPSIS: On Christmas Day, 1968, Doug King left Nakhon Phenom Air Base on a mission to rescue the pilot of a downed F105D aircraft. The helicopter located the pilot, believed to be dead by then and King was lowered 100 feet into the jungle to the ground. Once on the ground, King freed Brownlee from his parachute, secured him to the rescue device and dragged him to a point near the hovering helicopter.

Suddenly enemy soldiers closed in and began firing. King radioed that he was under fire and for the helicopter to pull away. Brownlee was secured to the hoist cable, but King had not yet secured himself to the cable. When the helicopter pulled away, the hoist line snagged in a tree and broke, dropping King and Brownlee about 10 feet to the ground.

No news surfaced about King or Brownlee until February 1986, when a Lao refugee came to the United States and reported that he had witnessed King's capture, and watched as he was taken away in a truck. The refugee's story matched most details of King's loss incident.

When the last American troops left Southeast Asia in 1975, some 2500 Americans were unaccounted for. Reports, such as that of the Lao refugee, received by the U.S. Government since 1975 build a strong case for belief that hundreds of these "unaccounted for" Americans are still alive and in captivity.

"Unaccounted for" is a term that should apply to numbers, not men. For King's father, "unaccounted for" means his son, not a faceless, nameless entity. He has never given up hope that King is alive. Nearly 600 men were left behind in Laos, and our government did not negotiate their release. We, as a nation, owe these men our best effort to find them and bring them home. Until we do, they will wonder why we deserted them.

BOB,

HAD QUITE AN EXPERIENCE AT THE WALL.
LARRY NICHOLSON AND HIS WIFE CAME DOWN FROM
ALASKA AND WE WENT UP TOGETHER.

LARRY AND I WERE AT DET. 10
BINH THUY TOGETHER. LARRY AND CLUCK
KING WERE CLASSMATES AND I KNEW HIM
FROM EULIN AND ON A COUPLE OF MISSIONS
IN VIET NAM.

WE LOOKED UP HIS NAME ON THE REGISTER
AND FOUND IT ON THE WALL. IT WAS
THERE AMONG THE 58,000 NAMES.

IT WAS A COLD RAINY MONDAY MORNING
AND ONLY ONE OF THE LITTLE PLYWOOD
SOUVENIR STANDS WAS OPEN. WE STOPPED
AND I WAS LOOKING AT THE MIA THINGS
AND LARRY WAS LOOKING AT BUMPER STICKERS
AND THINGS. THEY ONLY HAD ABOUT A
DOZEN MIA AIR FORCE THINGS - THE THIRD
ONE I PICKED UP WAS CLUCK KING.

WHAT AN EXPERIENCE. AM SENDING
YOU A COPY OF THE FLYER THAT WAS WITH
THE BROCKET.

LONNIE

commanded by Capt. Bruce K. Ware launched at 2205 and landed on the road illuminated by 5 sets of truck headlights at 2215. The Para-rescueman, TSgt. Joseph Fernandez and Flight Engineer, Sgt James W. Simmons helped remove the patient from underneath a drag line bucket. TSgt. Fernandez examined the patient, Sp/5 Venny Gonzales Jr., Company "C", 87th Engr. Bn. and found multiple fractures of the lower extremities. He administered morphine, splinted the left leg, and immobilized the right hip. The patient was loaded aboard Pedro 48 at 2333. Take-off was at 2335 and the return flight was through light rain and 600 foot ceiling. The helicopter landed at the 12th USAF Hospital pad at 2345 and the mission was terminated. Detachment 8 was credited with one non-combat save.³

Mission 8-38-025-8360: 2 Sorties, HH-43B, 0+30 hours. At 0732 on 25 December 1968 a corpsman at the Naval Support Facility Dispensary on the south end of Cam Ranh Peninsula notified Det 8 that a doctor was working on a sailor who had a serious gunshot wound and that he requested immediate medical evacuation. Pedro 48 commanded by Capt. Bruce K. Ware launched at 0735 and landed at the Support Facility helipad at 0745. The patient, GMT-1 John A. Grills who had been brought to the pad was loaded aboard by Sgt Benjamin J. Marshall, Flight Engineer and Sgt Gary P. Bryant, Pararescueman.

3. Mission Report Number 8-38-024-8355

Pedro 48 departed at 0748 and landed at the 12th USAF Hospital pad at 0758 where the patient was delivered to waiting medical personnel.

Det 8 was credited with one non-combat save.⁴ Co-pilot on this mission was Capt. John P. Smariga, RCCP.

Mission 8-38-026-8361: 2 Sorties, HH-43B, 0+30 hours. Detachment 8 was notified at 1528, 26 December by the Naval Support Facility that a seaman had been critically injured when a construction crane overturned. Pedro 17 commanded by Capt. Peter W. Gissing launched at 1530 and arrived at the Support Facility heli-pad at 1540. The patient EO-3 Frank Weeks, CEMU 302, US NAVY was immediately on loaded by ALC Donald J. Goodlett, Pararescueman and Sgt James W. Simmons. Pedro 17 departed and landed at the 12th USAF Hospital pad at 1550 where the patient was delivered to waiting medical personnel. Co-pilot on this mission was Maj. Andrew E. Kralj, RCCP. This constituted one non-combat save.⁵ This also was the 2200th save for the 3ARRGp in Southeast Asia.

Mission 8-38-027-8366: 2 Sorties, HH-43B, 0+40 hours. At 0845 on 31 December 1968, Detachment 8 was notified by 12th Security Police of an accident on National Highway 1 about nine miles south of Cam Ranh AB in which a soldier had been severely injured. Pedro 17 commanded by Capt. Peter W. Gissing scrambled at 0850 and arrived at 0900, landing on the road near the accident site. Sgt Gary P. Bryant, Pararescueman and Sgt James W. Simmons deployed to get the casualty,

4. Mission Report Number 8-38-025-8360

5. Mission Report Number 8-38-026-8361

Pedro 48 departed at 0748 and landed at the 12th USAF Hospital pad at 0758 where the patient was delivered to waiting medical personnel.

Det 8 was credited with one non-combat save.⁴ Co-pilot on this mission was Capt. John P. Smariga, RCCP.

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4. Mission Report Number 8-38-025-8360

5. Mission Report Number 8-38-026-8361

FROM: Det 8, 38ARRSq (8-380)

27 December 1968

SUBJECT: Rescue Narrative Report (8-38-026-8361)

TO: 3ARRGp (30)

1. The following is submitted IAW ARRS Man 55-2, 3ARRGp Sup 1.

a. Det 8 was notified at 0728Z, 26 Dec 1968 by the Naval Support Facility, Marketime, that a critically injured man required immediate medical evacuation from Marketime to 12 USAF Hospital Cam Ranh Bay AB. Pedro 17 launched at 0730Z without difficulty.

b. No enroute difficulty and no ground fire encountered

c. 3000 Scattered, 7000 Scattered, Visibility 15, W/V 030/20

d. N/A

e. N/A

f. 0740Z, 11°52' N 109°16' E

g. N/A

h. Casualty was unconscious, injured.

i. Litter, no difficulties.

INJURED WITH PIECE HEAVY
CONSTRUCTION EQUIPMENT
OVERTURNED

j. N/A

k. 0741Z

l. 0800Z

m. N/A

n. N/A

o. N/A

p. N/A

2. Crew Members were:

Capt Peter W. Gissing

Maj Andrew E. Kralj

Sgt James W. Simmons

ALC Donald J. Goodlett Jr.

Rescue Crew Commander

Rescue Crew Co-Pilot

Flight Engineer

Pararescueman



ANDREW E. KRALJ, Maj, USAF
Administrative Officer

FROM: RCC

28 Dec 68

SUBJECT: Mission Narrative Report (10-38-059-8362)

TO: 10-38C *JS*

38C *JS*

3rd ARRGp (JSARC) *JS*

IN TURN

1. This report is submitted IAW ARBSM 55-2, 3rd ARRGp Sup 1, 11 Jul 68.
2. At 2110L, 27 Dec 68, Pedro Operations was alerted by Navy Ops for a medevac pickup of one KIA and three WIA. Pedro 91 launched at 2115L for coordinates WS1230085 in the vicinity of Rach Gia. Weather enroute was 3000' overcast, 8 miles visibility. Pedro 91 was in radio contact with "Primary", Topic 13, Seawolf 72 and Seawolf 13 at the scene. Pedro 91 arrived at scene at 2145L and unloaded the three WIA's. The one KIA was left at the scene due to insufficient space in the back of Pedro 91. Two WIA's were litter cases and one WIA was ambulatory, all suffering from severe shrapnel wounds. Pedro 91 departed pickup point at 2150L enroute to 29th Medevac Hospital. While enroute Pedro was diverted due to heavy artillery on the 270 deg radial of Binh Thuy TACAN. Pedro 91 arrived at 29th Hospital at 2230L and offloaded the WIA's, and departed at 2235L for termination at Binh Thuy at 2240L. Negative ground fire was encountered. Three combat saves. Two sorties, 1.4 hours flying time.
3. The names of the survivors are: Nicholas Brooks, Curtis C. Denison, and Francis P. Flemming all were assigned to RIVRON 15.
4. Crewmembers of Pedro:

Pedro 91

RCC 1st Lt Philip H. Kammann
RCCP Capt Cecil A. Jessee
RS ALC Richard C. Stiefken
FE SSgt Gerald H. Jones

Philip H. Kammann

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

CHAPTER II

OPERATIONS

The unit had one search and rescue mission during the quarter:

11-38-015 29 December, the unit was notified by the Tuy Hoa control tower at 2000 that a U.S. Army UH-1B helicopter, call sign Demon 06, has been shot down approximately 5 miles southwest of Tuy Hoa AB. Pedro 05, the alert aircraft was launched immediately and Pedro 24, the secondary aircraft, shortly thereafter. However, upon arriving at the scene, Pedro 05 was notified that a second U.S. Army UH-1B helicopter was already picking up the downed aircraft's crew. Both Pedro 05 and 24 remained as cover aircraft until the crew had been safely evacuated. Flying time and sorties - 2/0.9.

Grew: Pedro 05 - RCC Capt Daniel A. Nicholson, CP Capt Edgar R. Whitney, RS TSgt Alexander D. Hudnall, FE SSgt Leroy W. King.

Pedro 24 - RCC Capt Henry P. Fogg, CP Capt Charles T. Wohlneck, RS SSgt Norman F. Reeves, RS Sgt Charlie W. Pittman, RS ALC Paul E. Fatka.

In addition to the search and rescue mission, the unit flew 24 Medical Civic Actions Program flights (MEDCAP). The purpose of these flights was to transport a medical team of the 31st USAF Dispensary at Tuy Hoa AB, to several outlying U.S. Army outposts. Using these camps as a base, the medical team was able to treat the villagers who lived in the surrounding areas. The same four outposts were used each week. They were Cung Son (25 miles west of Tuy Hoa AB),

DET 12, 38ARRS

MISSION 12-38-13 NARRATIVE

Nha Trang Tower alerted Det 12 at 0510Z on ~~29 Dec 68~~ of an UH-1 that had taken ground fire and was losing fuel rapidly. After Pedro 20 had scrambled, it was learned over radio that the Huey had made an emergency landing on a sand bar about 7 miles west of Nha Trang AB and one man was wounded. Further, two gun ships were orbiting the downed helicopter's position. Pedro 20 landed on the sand bar at 0520Z, picked up the non-ambulatory injured and flew him to 8th Field Hospital, after the downed Huey's crew had been advised that another Huey was on its way to recover them. Pedro's crew was: RCC - Capt Cortland D. Field; RCP - Maj Richard G. Lauderdale Jr; RS - Sgt Louis C. Felker; RS - Sgt Joseph R. Capper; RS - SSgt Harold R. Terrell.

ADDITIONAL INFORMATION

Pedro 20 scrambled at 0513Z and landed back at the pad at 0533Z. Weather was VFR, and radio discipline was excellent. Although the sand bar was not secure, no enemy action was encountered. The Huey's crew carried the wounded man to the rescue helicopter where he was placed on a stretcher and looked after by the pararescueman. No treatment was necessary.

Cortland D. Field

PREPARED BY: CORTLAND D. FIELD, Capt, USAF
Rescue Crew Commander

James N. Madsen
APPROVED BY: JAMES N. MADSEN, Maj, USAF
Commander, Det 12, 38ARRS

Atch 8

(3) Mission Number 12-38-13. Nha Trang Tower alerted Det 12 at 0510Z on 29 Dec 68 of an UH-1 that had taken ground fire and was losing fuel rapidly. After Pedro 20 had scrambled, it was learned over radio that the Huey had made an emergency landing on a sand bar about 7 miles west of Nha Trang AB and one man was wounded. Further, two gun ships were orbiting the downed helicopter's position. Pedro 20 landed on the sand bar at 0520Z, picked up the non-ambulatory injured and flew him to the 8th Field Hospital, after the downed Huey's crew had been advised that another Huey was on its way to recover them. Pedro 20's crew: RCC - Capt Cortland D. Field; RCP - Maj Richard G. Lauderdale Jr.; PJ - Sgt Louis C. Felker; RS - SSgt Harold R. Terrell and Sgt Joseph R. Capper.

b. Mission Summary:

(1) October:

	SERVICE	MISSIONS	SORTIES	HOURS
Intercept	USAF	4	4	1.1
	USA	2	2	.4
	VNAF	3	3	.6
Rescue/Recovery	USAF	2	2	1.4
	USA	1	1	.7
False	Civilian	2	2	2.0
Support	USAF	3	4	1.6
*Miscellaneous	USAF	19	50	12.6
	USA	8	16	5.0
	USN	2	3	1.0

FROM: Det 8, 38ARRS (8-380)

31 December 1968

SUBJECT: Rescue Narrative Report (8-38-027-8366)

TO: 3ARRGp (30)

1. The following information is submitted IAW ARRSM 55-2, 3ARRGp Sup 1, 11 Jul 68.

a. Det 8, 38ARRS was notified at 0145Z 31 Dec 68 and launched at 0150Z. No difficulty encountered.

b. No difficulties.

c. 3000 Scattered, Vis 6+, W/V 360/10

d. N/A

e. N/A

f. 0200Z. 31 Dec 68, 11°54'N 109°07'E

g. N/A RUN OVER BY TRUCK
BROKEN LEG & BACK INJURY

h. Injured

i. Aircraft landed and patient unloaded on litter

j. None

k. 0205Z

l. 0225Z

m. N/A

n. N/A

o. N/A

p. N/A

2. Crew Members were:

Capt Peter W. Gissing

Major Andrew E. Kralj

Sgt James W. Simmons

Sgt Gary P. Bryant

RCC

RCCP

FE

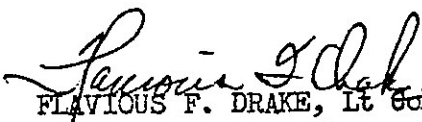
PJ

Det 8, 38ARRS

Det 8, 38ARRS

Det 8, 38ARRS

Det 8, 38ARRS


FLAVIUS F. DRAKE, Lt Col, USAF
Detachment Commander

Det 8, 38ARPSq Hist, Oct - Dec 1968

8-22

Pedro 48 departed at 0748 and landed at the 12th USAF Hospital pad at 0758 where the patient was delivered to waiting medical personnel.

Det 8 was credited with one non-combat save.⁴ Co-pilot on this mission was Capt. John P. Smariga, RCCP.

Mission 8-38-026-8361: 2 Sorties, HH-43B, 0+30 hours. Detachment 8 was notified at 1528, 26 December by the Naval Support Facility that a seaman had been critically injured when a construction crane overturned. Pedro 17 commanded by Capt. Peter W. Gissing launched at 1530 and arrived at the Support Facility heli-pad at 1540. The patient EO-3 Frank Weeks, CEMU 302, US NAVY was immediately on loaded by ALC Donald J. Goodlett, Pararescueman and Sgt James W. Simmons. Pedro 17 departed and landed at the 12th USAF Hospital pad at 1550 where the patient was delivered to waiting medical personnel. Co-pilot on this mission was Maj. Andrew E. Kralj, RCCP. This constituted one non-combat save.⁵ This also was the 2200th save for the 3ARRGp in Southeast Asia.

Mission 8-38-027-8366: 2 Sorties, HH-43B, 0+40 hours. At 0845 on 31 December 1968, Detachment 8 was notified by 12th Security Police of an accident on National Highway 1 about nine miles south of Cam Ranh AB in which a soldier had been severely injured. Pedro 17 commanded by Capt. Peter W. Gissing scrambled at 0850 and arrived at 0900, landing on the road near the accident site. Sgt Gary P. Bryant, Pararescueman and Sgt James W. Simmons deployed to get the casualty,

4. Mission Report Number 8-38-025-8360

5. Mission Report Number 8-38-026-8361