

Det 8, 38ARRSq Hist, Jan - Mar 1969

8-12

Mission 8-38-002-9004: 2 Sorties - 0.4 hours, HH-43B, Det 8, 38ARRS.

At 1155, 4 January, the Detachment was notified over the base crash phone that aircraft 48N was anticipating ditching. The alert helicopter, Pedro 17, launched and was vectored to within $\frac{1}{2}$ mile of the ditching site. The two crewmembers were picked up using the hoist and then taken to the 12th USAF Hospital. This mission resulted in two non-combat saves³ for Pedro 17 and crew, Captain John F. Patterson, RCC, Captain John P. Smariga, RCCP, A1C Wilber L. Jeffcoat, FE, and A1C Donald H. Goodlett, PJ.

Mission 8-38-003-12 Jan 69: 2 Sorties - 1.0 hours, HH-43B, Det 8, 38ARRS.

On 12 January two Korean soldiers were airlifted from the 12th USAF Hospital to the 102 ROK Field Hospital. Both patients were on IV and oxygen. The flight was considered necessary by the attending doctor to insure the safety of their lives. Captain Peter W. Gissing, RCC, Major Andrew E. Kralj, RCCP, A1C Wilber L. Jeffcoat, FE, and TSgt Joseph Fernandez, PJ, were the crewmembers of Pedro 17 for this flight. This constitutes two non-combat saves.⁴

Mission 8-38-004-12 Jan 69: 2 Sorties - 0.8 hours, HH-43B, Det 8, 38ARRS. Captain Bruce K. Ware, RCC, Lt Col Flavious F. Drake, RCCP, Sgt James W. Simmons, FE, and TSgt Joseph Fernandez, PJ, were notified at 1920, 12 January by the 12th USAF Hospital that a patient required immediate attention by the neuro-surgeon at the 8th Field Hospital, Nha Trang. Pedro 51 was launched to provide transportation for the patient. This mission resulted in one non-combat save.⁵

3. Mission Report Number 8-38-002-9004

4. Mission Report Number 8-38-003-12 Jan 69

5. Mission Report Number 8-38-004-12 Jan 69

3 Isaac

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

SUBJECT: Mission Narrative Report (7-38-004-9005) 5 Jan 69

TO: 3ARRGP *dy*

1. Detachment 7 was notified at 0740Z by the 903rd Air Evac Squadron of a requirement for the medical evacuation of two critical patients from the DaNang Air Base parking ramp to the Naval Support Activity Hospital, Marble Mountain AAF, RVN. Pedro 93 and crew launched immediately and met the Air Evac C-130 on the East taxiway, where the patient transfer was completed. One patient, PFC Charles Gribbs, USA was suffering from multiple shrapnel wounds in the head and eyes, and burns. The other patient a Vietnamese Kit Carson Scout, was suffering from multiple shrapnel wounds in the head around the eyes and in the back. He was bleeding profusely from his back. Competent medical authority indicated that both were of life or death urgency. Pedro 93 flew the patients to the NSA Hospital, where they were released at 0810Z. Pedro 93 and crew then returned to DaNang Air Base and terminated. Two non-combat saves were claimed by Detachment 7 for this mission. Weather was not a factor.

2. The crew of Pedro 93 consisted of the following persons.

Capt Johnny R. Johnson, RCC, Det 7, 38ARRS

Capt John E. Murray, RCCP, Det 7, 38ARRS

Sgt Brian D. Morris, FE, Det 7, 38ARRS

Sgt John D. Nasbaum, PJ, 37ARRS

3. This letter is submitted in accordance with 3ARRGP Supplement 1 to ARRS 55-2.

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

ATTN 2

FROM: RCC

6 Jan 69

SUBJECT: Mission Narrative Report (10-38-002-9006)(U)

TO: 10-38C *RES*
38C *RES*
3rd ARRGp (JSARC)

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Sup 1, 11 Jul 68.
2. At 1205 local Pedro Operations was notified by Navy Operations for a medevac pickup off a PBR at coordinates WS924012. Patient was suffering from severe abdominal pains. Pedro 91 launched at 1215L enroute to coordinates. Pedro 91 was in radio contact with Despite Yankee on Fox Mike, and visual contact was made at pickup point by use of a yellow smoke flare. Due to roughness of water the PBR beached for a more safe pickup. Pedro 91 did a tactical descent and approach into a very narrow strip of land surrounded on one side by a high fence and the river on the other. A downwind landing was executed to facilitate in loading patient onto aircraft, due to position of beached PBR and surrounding terrain. Pickup was made at 1230L and 91 departed at 1240L enroute to 29th Medevac Hospital arriving there at 1250L. Offloaded patient and departed at 1255L for termination at Binh Thuy at 1300L. Negative ground fire encountered. One non-combat save. Two sorties 0.7 hours flying time.
3. The name of the survivor was: Douglas McVeis, E-2, Riv Div 511.
4. Crewmembers of Pedro:

Pedro 91

RCC Maj. Ralph L. Gaede
RCCP Capt Cecil A. Jessee
FE A1C James E. Tarantino
RS A1C Theodore J. Polys


RALPH L. GAEDE, Major, USAF
Rescue Crew Commander

ATCH 8

3 JSARC

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

SUBJECT: Mission Narrative Report (7-38-005-9006)

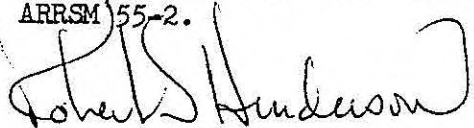
TO: 3ARRGP JEG

1. I was notified by the 903rd Evacuation Squadron at 0000Z, 6 Jan 69 (0800L) that one of their C-130 aircraft had departed Quang Tri, RVN with Marine Lance Corporal John R. Jainton aboard. Corporal Jainton was suffering from multiple shrapnel wounds in the abdomen and face and a compression skull fracture which necessitated immediate operative treatment for survival. Request for our assistance and the life and death nature of this case was received from the medical officer aboard the C-130 aircraft. An ETA of 0025Z was provided. I scrambled Pedro 93 at 0016Z and flew to the Danang North Ramp where we waited for the C-130. The weather was reported 300 foot overcast with a mile visibility and moderate rain showers. The C-130 landed at 0030Z and the patient was transferred to my aircraft at 0040Z. An attendant from the C-130 aircraft accompanied the Corporal. Special VFR clearance was received from the tower and we departed on a 090 heading off the DaNang ADF. Weather deteriorated enroute to an estimated 200 feet overcast and $\frac{1}{2}$ mile visibility. Clearance to land at the NSA Hospital was received from Marble Mountain tower. After touchdown at 0050Z the patient was released to hospital personnel. We received special VFR clearance back into the Danang control zone and landed at our alert pad at 0058Z terminating the mission

2. Pedro 93 crew consisted of:

Capt Robert S. Henderson RCC, Det 7, 38ARRS
Maj Roy L. Huffman, RCCP, Det 7, 38ARRS
SSgt Kenneth L. Jones, HM, Det 7, 38ARRS
Sgt Norman C. Kohlstrand, PJ, 37ARRS

3. This report is submitted in accordance with 3ARRGP Supplement 1 to ARRSM 55-2.


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

ATCH 5

FROM: RCC

8 Jan 69

SUBJECT: Mission Narrative Report (10-38-003-9007)

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

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Sup 1, 11 Jul 68.
2. At 1425L Navy Binh Thuy Operations called and requested pickup of one wounded Navy personnel at coordinates XS278238. Pedro 39 launched at 1430L. Enroute weather was clear with 10 miles visibility. Pedro 39 arrived at pickup area at 1450L but due to heavy foliage the survivor was not readily located. The ground forces vectored Pedro 39 in and at 1515 Pedro 39 landed making the pickup. Enroute to the 29th Evac Hospital the PJ and the flight engineer administered medical aid to the wounded. The survivor had multiple bullet wounds in the right leg. Pedro 39 landed at 29th Army Field Hospital at 1535L offloading the wounded. Pedro 39 then departed the hospital terminating at Binh Thuy at 1540L. Negative ground fire encountered. One non-combat save. Two sorties, 1.2 hours flying time.
3. The name of the survivor was: Frank Vonfara, PO-3, USN.
4. Crewmembers of Pedro:

Pedro 39

RCC 1st Lt Philip H. Kammann
RCCP Capt Jack D. Cusano
FE MSgt John G. Regan Jr.
RS TSgt Dudley R. Peckinpaugh

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

Atch 5

FROM: RCC

9 January 1969

SUBJ: Mission Narrative Report (10-38-004-9008)

TO: 10-38C

38C

3rd ARRGp (JSARC)

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

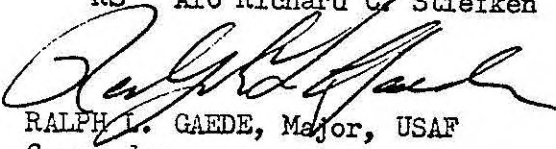
2. At 1512 Local, Pedro operations was called on the phone by Binh Thuy Tower informing Ops that a helicopter was going down south of Vinh Long, RVN. Pedro 39 scrambled at 1515L enroute to coordinates which were furnished by Binh Thuy Tower. Coordinates XS013780 were located on map and Pedro proceeded on a heading of 070° to the pick-up point. Radio contact was immediately established with observation aircraft and also with the downed chopper, outlaw 192. Using UHF/DF Homing procedures, Pedro 39 located downed aircraft at 1529L. Pedro made a straight in approach into a rice paddy approximately 5nm southwest of Vinh Long. Another outlaw aircraft, 198, was on loading radio equipment and other operational gear. Pedro 39 picked up the four crew members starting at 1530L. Pickup was completed at 1535L, and Pedro 39 departed for Vinh Long. Arriving at Vinh Long at 1540L, Pedro offloaded the crewmembers. Pedro departed Vinh Long at 1545L enroute to Binh Thuy for termination there at 1600L. negative ground fire was encountered enroute or on return; however, downed aircraft and other aircraft were performing an air strike about west of the area where downed aircraft was located. Extent of damage to aircraft, unknown, and negative injuries to the crewmembers. Three sorties, 0.7 hours flying time, four combat saves. Four Huey Cobras were in the area for air support during recovery.

3. The names of crew are unknown.

4. Crewmembers of the Pedro

Pedro 39

RCC Maj Ralph L. Gaede
RCCP Capt Cecil A. Jessee
FE SSgt Gerald H. Jones
RS ALC Richard C. Stiefken


RALPH L. GAEDE, Major, USAF
Commander

attach 6

UNCLASSIFIED

~~CONFIDENTIAL~~

FROM: 370

11 January 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-004-9010) (U)

TO: 370

3ARRGp (JSARC) *LOZ*

IN TURN

h
Classified by 61-13ARRG
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
31 Dec 75

1. (C) At 0630Z, 10 January 69, Jolly Green 32 scrambled from ground alert posture at DaNang AB and Jolly Green 03 was scrambled from airborne alert posture in response to the reported ejection of SPAD 03 at 238/13 at DME Ch 77. Upon arriving at the position the Jollys were given a corrected position of 250/22 DME Ch 77. At 0655 the Jollys arrived at the corrected position and were briefed by the OSC, Spad 04. There was no hostile reaction to low passes by the Rescort aircraft and the survivor reported no sign of activity in the area. Jolly Green 32 went into a hover at approximately 200' AGL, 2700' MSL, and extracted the survivor at 0715Z. The terrain was steep and covered with 200' trees as well as thick undergrowth. The survivor was entangled in his parachute shroud lines, and the hoist operation was delayed due to the survivor getting on the penetrator prior to getting out of the chute. The survivor was taken aboard Jolly Green 32 with no injuries except minor bruises caused by parachute opening shock. Jolly Green 32 and 03 returned to DaNang AB and landed at 0730Z.

2. (C) The survivor was Major James B. Wheeler, 6th SOS.

3. (U) Other aircraft taking part in the rescue were: Crown 6; Spad 04, 11, & 12; Milestone 323; Lopez 55; and Hostage 11.

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

JOLLY GREEN 32

RCC MAJ CHARLES E. WICKER
RCCP LT COL JAMES HIGRADY
FE TSgt ARTHUR L. ALBORSE
RS SGT EARNEST D. CASBEER

JOLLY GREEN 03

RCC MAJ DON P. OLSEN
RCCP CAPT CHARLES LOWRY
FE MSGT CHARLES L. MANES
RS TSgt NATHANIEL SMITH JR.

5. (C) While returning to DaNang AB from the recovery area it was discovered that Spad 12 was missing. The rescue forces were recovered at DaNang while a search was instigated for Spad 12. At 0855Z, 10 January, Jolly Green 32 and 03 were launched to investigate a crash believed to be Spad 12. Jolly Green 32 inserted two pararescue specialists into the site located at 280/13 DME Ch 77. After reaching the ground the rescue specialists found the pilot strapped in his seat approximately 25 yards from the aircraft impact. The chute was out but not deployed. The body showed signs of high impact velocity and the legs were pushed into the area of the chest. A positive identification was made on the pilot by recovery of dog tags and blood chit. An attempt was made to recover the body but was aborted when the handle on the body bag gave way at the door of the helicopter. The body was dropped over 175' to the ground. At this time 1030Z the weather was deteriorating and the Sun had set, therefore it was prudent for the effort to be terminated.

~~CONFIDENTIAL~~

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

ATCH 3

UNCLASSIFIED

~~CONFIDENTIAL~~

6. (U) Other aircraft participating in the attempted recovery:

Spad 04 & 11

7. (C) Remains were identified as Major Arthur R. ^{Spratt}~~Scott~~, 6th SOS.

8. (U) Jolly Green Crewmembers:

Crews were identical to the crews taking part in the recovery of Maj Wheeler with the addition of:

Jolly Green 32:

RS SSGT ALLEN J. AVERY, (second RS)

Charles E. Wicker

CHARLES E. WICKER, Maj, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

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

SPROTT, ARTHUR ROY JR.

Name: Arthur Roy Sprott, Jr.
Rank/Branch: O4/US Air Force
Unit: 6th Special Operations Squadron
Date of Birth: 06 January 1937
Home City of Record: Del Ray Beach FL
Date of Loss: 10 January 1969
Country of Loss: South Vietnam
Loss Coordinates: 155829N 1975900E (ZC182690)
Status (in 1973): Killed/Body Not Recovered
Category: 3
Aircraft/Vehicle/Ground: A1H
Refno: 1358
Other Personnel in Incident: (none missing)

SPAD 12

Source: Compiled by Homecoming II Project 01 September 1990 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.

REMARKS:

SYNOPSIS: The Douglas A1 Skyraider ("Spad") is a highly maneuverable, propeller driven aircraft designed as a multipurpose attack bomber or utility aircraft. The Spad was first used by the Air Force in counterinsurgency operations in South Vietnam, and later used in a variety of roles, including rescue missions. The fighter aircraft was retired in the spring of 1968 and had flown in more than twenty model variations, probably more than any other U.S. combat aircraft.

The general procedure for a rescue escort entailed two A1 aircraft flying directly to the search area to look for sign of the downed crewmen while two other A1s escorted the rescue helicopter to the area. If it was necessary, the A1s would attack enemy in the area with bombs, rockets and cannon fire so that the helicopter could land.

MAJ Arthur R. Sprott, Jr. was a Spad pilot assigned to the 6th Special Operations Squadron at Pleiku Airbase in Vietnam. He was assigned to assist a rescue effort on January 10, 1969. En route to the target area, his aircraft was struck by hostile ground fire and crashed. His remains were never recovered. Sprott's loss occurred approximately 20 miles southwest of Da Nang in Quang Nam Province, South Vietnam.

Nearly 2500 Americans were lost in Southeast Asia during our military involvement there. Since the war ended, thousands of reports relating to Americans missing in Southeast Asia have been received by the U.S. Government. The official policy is that no conclusive proof has been obtained that is current enough to act upon. Detractors of this policy say conclusive proof is in hand, but that the willingness or ability to rescue these prisoners does not exist.

Those hundreds said to be still alive and in captivity must be wondering if and when their country will return for them. In America, we say that life is precious, but isn't the life of even one American worth the effort of recovery? When the next war comes, and it is our sons lost, will we then care enough to do everything we can to bring our prisoners home?

Robert LaPointe

From: Lopez John - Contractor MSTF [lopezjo@lewis.army.mil]
Sent: Friday, January 04, 2002 9:15 AM
To: 'rlapointe@gci.net'
Subject: Sandy Losses

My name is John Lopez and I am a frequent visitor to your website. For many years I've had an interest in the air war over SEA, especially the out country war. Over the years I have put together a log of aircraft losses over both North Vietnam and Laos. Based on my info, I have the following for Sandy losses:

CPT Richard J. Robbins USAF 602 ACS A1E (Call Sign Unknown) 19 April 1966 Near Mu Gia Pass, Laos. During SAR for a downed O1F, Cpt Robbins was shot down by 37mm AA while flying low over the crash site. The O1F pilot was killed in the crash and remains returned in 1998. Cpt Robbins was never recovered.

CPT Leo S. Boston USAF 602 ACS A1E (Call Sign Unknown) 30 April 1966 80 NW Hanoi, NVN. During SAR for downed RF101C, Cpt Boston disappeared without a trace. It was not until after the war that the USAF confirmed that he had been shot down by a MIG-17. The RF101C pilot was captured.

Maj Theodore J. Schorack Jr. USAF 602 ACS A1E Sandy 31 9 June 1966 25 SW Dong Hoi, NVN.

CPT Robert I. Bush USAF 602 ACS A1E Sandy 41 9 June 1966 25 SW Dong Hoi, NVN. Lost during SAR for downed F105D. The downed pilot was recovered but as the rescue force was egressing the AO both Sandys collided and crashed. Both pilots presumed KIA.

CPT Herbert C. Nichols USAF 602 ACS A1E Sandy 31 1 Sep 1966 13 NW Dong Hoi NVN. During SAR for a downed F104C, Cpt Nichols and his wingman were struck by 37mm AA. The wingman flew back to Thailand where he bailed and was rescued. No trace was ever found of Cpt Nichols. The F104C pilot was captured.

CPT Allen S. Cherry USAF (Unit Unknown) A1E (Call Sign Unknown) 9 Aug 1967 Southern NVN. Information I have was that Cpt Cherry was lost during SAR for a downed RF4C. I have no details other than both RF4C crewmen were captured. Cpt Cherry's remains were returned in 1997.

MAJ Donald E. Westbrook USAF 602 ACS A1E (Call Sign Unknown) 13 March 1968 LS 85, Laos. Information I have is that he was shot down during SAR for personnel that were possibly E&E from LS 85 after it was overrunned 11 March. Other reports say he was flying CAS in support of the fight at LS 85. I don't have any details.

MAJ Henry A. Tipping USAF 6 ACS A1H (Sandy 11) 2 July 1968 Hit 17 NW Dong Hoi NVN, crashed in SVN. This was the Scotch 03 SAR (F105D). During the 2d day, Maj Tipping was hit by 37mm AA and was forced to head back to Da Nang. He crashed enroute in Quang Tri Province SVN. Remains were never recovered. The F105D pilot was rescued.

MAJ Arthur R. Sprott USAF 6 ACS A1H Spad 12 10 Jan 1969 20 SW Da Nang, SVN. Enroute to SAR in Laos when Maj Sprott and his wingman were both hit by ground fire near Da Nang and bailed. Maj Sprott's parachute failed to fully deploy and he was KIA. SAR forces unable to recover remains. Wingman was recovered.

FROM: RCC

11 January 1969

SUBJ: Mission Narrative Report (1C-38-005-9010)

TO: 1C-38C

38C

3rd ARRGp (JSARC) ✓

IN TURN

1. This report is submitted IAW ARSEM 55-2, 3rd ARRGp Sup 1, 11 Jul 68.
2. At 2101L, 10 Jan 69, Pedro Operations at Binh Thuy AB, RVN, was notified by Navy Binh Thuy, that one of their Patrol River Boats (PBR) had been sunk and another one was dead in the water at coordinates WS203065 which was east of Rach Gia and Northeast of Rach Soi. The PBR unit had one MIA with shrapnel wounds in the right ankle and upper right leg and required immediate medical attention. Pedro 39 launched at 2104L enroute to designated coordinates. Pedro aircraft arrived over pickup point at 2135L and began SAR efforts to locate the PBR unit. Pedro was in radio contact with Primary and Decede Papa on Fox Mike, and with Seawolf 72, a Navy Gunship that was flying escort during pickup and SAR efforts, on JIF. The pickup area had been hostile prior to Pedro's arrival, and the PBR unit had been ambushed about 300 yards down the canal from the pickup point. The PBR unit used a flashing Strobe Light to direct Pedro to their position. Pedro 39 did a spiraling descent down to the canal to begin pickup at 2140L. Since the PBR was adrift on the canal, the pickup was made difficult because the downwash from the rotor blades blew the boat from side to side of the canal. Seawolf 72 informed Pedro 39 that there was a small bridge and an outpost about 400 yards down the canal from which a landing pickup might be possible. Pedro 39 located this area and made an approach to the south end of the bridge, but due to several high barbed wire fences and suspected mine fields, Pedro could not land. Heavy foliage on the other side of the canal prevented Pedro from landing there. Pedro then contacted "Primary" to relay to the PBR to have them beach the boat somewhere along the canal to attempt another pickup. The PBR was beached and Pedro went in again to make the pickup. The pickup area was surrounded by several high trees; therefore, a night stokes litter (hoist) pickup was attempted. Winds during pickup were quite strong which caused the litter to be blown back and forth, thus increasing hover time and making pickup more difficult. After approximately 10-15 minutes of hovering, the pickup was successfully accomplished, and Pedro 39 departed the area at 2205L. While enroute to the 29th Medical Hospital, Pedro was diverted around an artillery operation just west of Binh Thuy. Pedro 39 arrived at the 29th Hospital at 2240L and offloaded the one MIA. Departed 29th at 2245L for termination at Binh Thuy at 2250L. Negative ground fire was encountered to and from pickup area. One tortie, 1.7 hours flying time, one combat save.

3. The survivor's name is: Francis Fleming, E-5, River Div. 514.

4. Crewmembers of Pedro 39:

RCC Maj Ralph L Gaede
RCCP Capt Cecil A Jessee
FE MSgt John G Regan
RS Sgt Lonnie G Conner



RALPH L GAEDE, Maj, USAF
Rescue Crew Commander

FROM: RCC

SUBJECT: Mission Narrative Report (10-38-010-9019)

EM
10 JAN 69

TO: 10-38C

38C

3rd ARRGp (JSARC)

YGR

1. This report is submitted IAW ARRS 55-2 and 3rd ARRG Sup 1, 11 Jul 68.
2. Pedro 39 and crew had just landed from a previous Medevac Mission when they received another request from Navy Operations at 2235L for Pedro's assistance in accomplishing a pickup of several WIA's. Pedro 39 tookoff at 2240L enroute to coordinates WS 620 797 which was an outpost northwest of Cao Lanh, RVN. While enroute to coordinates, several positions of ground fire were observed by Pedro Crew. Pedro 39 arrived over the landing zone at 2315L at an altitude of 4000 feet. The area was very hostile so while Pedro 39 was orbiting over the area, the crew donned their "Iron Maidens" and prepared for descent and approach. Pedro 39 continued to orbit until the area was secure and wounded had been brought to the landing zone. At this time Pedro 39 had air cover and support from "Seawolf 55" and his counterpart. Pedro and Seawolf were in radio contact on Fox Mike along with "Gonzales 04" and "09", the two PBR's that came under attack. The PBR's had taken several rounds of B-40 Rockets and numerous small arms fire. Pedro 39 made a spiraling descent into the area which had been marked by a Strobe Light. Pedro and Crew were on the ground approximately 10 minutes while trying to onload four seriously wounded Sailors; however, due to limited space in the copter Pedro could only handle three WIA's. The three most critically wounded were placed aboard the aircraft in a very efficient manner by the PJ and the Flight Engineer, immediate medical assistance was begun by the PJ and the Flight Engineer. The WIA's were suffering from Chest Wounds and several severe shrapnel wounds. One WIA appeared to have taken a direct hit with a B-40 Rocket in his hip area. He was pronounced dead on arrival at the 29th Medevac Hospital at Binh Thuy. Pedro 39 departed the area at 2335L enroute to the 29th Hospital and arrived there at 2400 Hours. At this time the aircraft was shutdown to assist in offloading the wounded personnel. Pedro 39 departed the 29th at 0005L, 20 Jan 69 and terminated at 0020L. Two combat saves were accredited to Pedro Operations. Three sorties for 1.5 total flying time. Ground fire in the area was heavy. No aircraft damage.
3. The two survivors names were:

Paul T. Hunt, E-3, USN

James W. Mildenstein, E-6, USN, Assigned to River Division 554.

4. Pedro Crew Members, (Pedro 39):

RCC Capt John L. Debevec
RCCP Capt Cecil A. Jessee
FE MSgt John G. Regan
PJ Sgt Lonnie G. Conner


JOHN L. DEBEVEC, Capt, USAF
Rescue Crew Commander

1969

FROM: RCC

SUBJECT: Mission Narrative Report (10-38-011-9020)

11 JAN 1969

TO: 10-38C
38C
3rd ARRGp (JSARC) *JSARC*
615 TAC Fighter Squadron (Phang Rang)
IN TURN

EM

6/31

1. This report is submitted IAW ARRSM 55-2 3rd ARRGp Sup 1, 11 Jul 68.
2. At 1408 Binh Thuy Tower notified Pedro Operations of an F-100, ^{*Bobcat*} ~~Buzzard~~ 11, bailout at WS 950 270. Pedro 39 launched at 1410L. Pedro 39 contacted Buzzard 12, who was circling the downed pilot. Pedro 39 had visual contact with the circling F-100 and flew direct to the downed pilot's position. Pedro 39 arrived in pick up area at 1415L. Radio contact was made with the downed airman and he started to vector 39 in over his position. As soon as Pedro 39 arrived within $\frac{3}{4}$ to $\frac{1}{2}$ mile of the pilots position intense ground fire erupted. Pedro 39 was flying at about 100 to 200 feet trying to make visual contact with the downed pilot. On the second vectoring approach the pilots position was spotted by a reflection of sunlight off the pilot's survival radio antenna. The pilot was hidden in the edge of a high rice paddy near a small canal. Pedro 39 hovered over the pilot settling slightly in the canal. Although the aircraft was taking ground fire and hits, Pedro 39 hovered until the PJ and FE physically pulled the pilot on board. Once on board Pedro 39 departed the area for Binh Thuy. Pedro 39 Terminated at Binh Thuy at 1425L. The survivor was in good physical shape. Pedro 39 took a total of 5 hits. One combat save. One sortie and 0.3 hours flying time.

3. The name of the survivor was:

James D. Thames 1/Lt
615 TAC F.S. Phang Rang

4. Crewmembers of Pedro 39:

RCC - Maj Ralph L Gaede
RCCP - Capt Jack D. Cusano
PJ A1C Richard C. Stiefken
FE SSgt Gerald H. Jones


RALPH L GAEDE, MAJ, USAF
Rescue Crew Commander

FROM: Det 8, 38ARRS

14 January 1969

SUBJECT: Rescue Narrative Report

TO: 3ARRGp *JEH*

1. The narrative report is submitted IAW ARRS Manual 55-2, 3ARRGp Sup 1 for mission number 8-38-004-12 Jan 69.

2. Det 8, 38ARRS was notified at 1120Z, 12 Jan 69, that the 12th USAF Hospital Intensive Care Unit was requesting we air-lift a critically injured man to Nha Trang. The man had been shot and required immediate attention by a neuro-surgeon, which was not available at that hospital. However there was a neuro-surgeon available at the 8th Field Hospital at Nha Trang A.B. Pedro 51 launched at 1125Z and landed at the 12th USAF Hospital pad at 1127Z. The patient was still being prepared for air-lift and wasn't brought to the helicopter until 1143Z. Pedro 51 launched from the 12th Hospital at 1145Z and landed at the 8th Field Hospital at 1212Z. No difficulties were encountered enroute. The weather at Cam Ranh Bay AB was 2000 scattered, 30000 scattered, visibility 6 plus, and wind 020° at 14 knots. The weather on arrival at Nha Trang was 3000 scattered, 25000 broken, visibility 6 plus, wind 050° at 6 knots. The patient was sedated prior to the trip and was being treated intravenously. The patient was off loaded immediately upon arrival at the 8th Field Hospital and Pedro 51 launched to return to Cam Ranh Bay AB. Mission terminated at 1230Z. This mission constitutes one non-comat save. 9/27

Bruce K. Ware
BRUCE K. WARE, Capt, USAF
Rescue Crew Commander

Flavious F. Drake
FLAVIOUS F. DRAKE, Lt Col, USAF
Detachment Commander

P5 TSGT JOSEPH FERNANDEZ

Atch 4

Det 8, 38ARRSq Hist, Jan - Mar 1969

8-12

Mission 8-38-002-9004: 2 Sorties - 0.4 hours, HH-43B, Det 8, 38ARRS.

At 1155, 4 January, the Detachment was notified over the base crash phone that aircraft 48N was anticipating ditching. The alert helicopter, Pedro 17, launched and was vectored to within $\frac{1}{2}$ mile of the ditching site. The two crewmembers were picked up using the hoist and then taken to the 12th USAF Hospital. This mission resulted in two non-combat saves³ for Pedro 17 and crew, Captain John F. Patterson, RCC, Captain John P. Smariga, RCCP, A1C Wilber L. Jeffcoat, FE, and A1C Donald H. Goodlett, PJ.

Mission 8-38-003-12 Jan 69: 2 Sorties - 1.0 hours, HH-43B, Det 8, 38ARRS.

On 12 January two Korean soldiers were airlifted from the 12th USAF Hospital to the 102 ROK Field Hospital. Both patients were on IV and oxygen. The flight was considered necessary by the attending doctor to insure the safety of their lives. Captain Peter W. Gissing, RCC, Major Andrew E. Kralj, RCCP, A1C Wilber L. Jeffcoat, FE, and TSgt Joseph Fernandez, PJ, were the crewmembers of Pedro 17 for this flight. This constitutes two non-combat saves.⁴

Mission 8-38-004-12 Jan 69: 2 Sorties - 0.8 hours, HH-43B, Det 8, 38ARRS. Captain Bruce K. Ware, RCC, Lt Col Flavious F. Drake, RCCP, Sgt James W. Simmons, FE, and TSgt Joseph Fernandez, PJ, were notified at 1920, 12 January by the 12th USAF Hospital that a patient required immediate attention by the neuro-surgeon at the 8th Field Hospital, Nha Trang. Pedro 51 was launched to provide transportation for the patient. This mission resulted in one non-combat save.⁵

3. Mission Report Number 8-38-002-9004

4. Mission Report Number 8-38-003-12 Jan 69

5. Mission Report Number 8-38-004-12 Jan 69

UNCLASSIFIED

FROM: 37)

SUBJECT: MISSION NARRATIVE REPORT (1-3-006-9012)

16 JAN 1969

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) At 1506Z, 12 Jan 69, Jolly Green 04 and 03 were scrambled on a Marine F4B, Manual 06, calling May Day at 110/55/77. Queen advised that Manual 06A and 06B had ejected, to contact Vice Squad after take off for vectors to the rescue scene, that Vice Squad had vectored a C-130 flare ship, Basketball 892, into the area who had voice contact with the survivors and would provide parachute flares for the night pickup.
3. (C) Jolly Green 04 aborted due to a main transmission low oil pressure warning light. Queen directed JG 03, to proceed to the scene with JG 04 to follow as soon as possible. JG 03's take off was delayed a few minutes because the APU was inoperative and an emergency start was made with a ground power unit.
4. (C) JG 03, airborne at 1540Z, was vectored to the survivors by Vice Squad GCI. Weather enroute was 700 feet broken, 2500 feet broken, high overcast. Enroute, JG 03 coordinated flare drop procedures with Basketball 892 and relayed instructions to the survivors that a water landing would be made if sea conditions permitted and to remain in their rafts throughout the pickup process. Manual 06A advised that the sea conditions were light with a five knot wind from the east. Enroute altitude was 4000 feet to top the undercast until visual sighting of Basketball 892 orbiting the area at 7000 feet. At 25 miles from the survivors, JG 03 requested Basketball 892 to drop a flare for position identification. A flare was sighted at 12 o'clock and positive ID made on Basketball 892. JG 28, which replaced JG 04, called airborne at 1555Z enroute to the area as high bird.
5. (C) Upon reaching Basketball 892, JG 03 turned on all exterior lights and requested Manual 06A to vector him to his position. An IFR descent was made through the clouds to 500 feet to VFR conditions. Manual 06A sighted JG 03's lights and vectored JG 03 to a position over his raft. Basketball 892 dropped numerous flares, however they were about 1 mile west of survivors when they broke through the clouds. JG 03 requested flares to be dropped closer to survivors and vectored Basketball 892 to the optimum position. The new flare drop illuminated the area very well and enabled JG 03 to determine that a water landing for the pickup was possible. The survivors strobe light was clearly visible from one half mile out. The survivors had their rafts lashed together and JG 03 advised them that a water landing would be made for the pickup. Fuel was dumped to 2600# internal and the empty tip tanks were retained. JG 28 was now approximately 20 miles away, inbound to the rescue scene.

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

(Date)

UNCLAS
CSAF MSG 10/8564425
M. JAVES 30 APR 85

CONFIDENTIAL

Do not
10/8564425
Hatch 3'

~~UNCLASSIFIED~~ ~~CONFIDENTIAL~~

(C) JG 03 made a water landing at 1622Z for the pickup. The sea state was 2-3 with four feet elongated swells and no white caps. The JG 03's RS and FE had no difficulty bringing the two survivors aboard; however, when the first survivor was pulled in, he disconnected the FE's interphone cord and communication was lost between the pilot and FE. The copilot commenced giving information to the RCC on the progress of the pickup as he viewed it through the cockpit entrance way. When the second survivor was pulled aboard the FE came to the cockpit, gave a thumbs up signal and JG 03 took off at 1626Z. After take off, at 80 knots airspeed, a thumping noise against the A/C hull was heard in the nose wheel area. The FE advised that a plastic lift raft box cover was snagged on the forward mooring ring and was hitting the bottom of the helicopter. Airspeed was reduced to 50 knots and the thumping noise terminated.

6. (C) The survivors condition was excellent and Queen requested that the survivors be taken to Chu Lai Air Base. Basketball 892 terminated his flare drop pattern. Approximately 40 flares were expended in support of the SAR effort. A safe recovery of the survivors under the existing weather conditions would not have been possible without the flare illumination. JG 03 and JG 28 landed at Chu Lai AB at 1655Z. The survivors were dropped off and the life raft box lid cut free from the forward mooring ring. The A/C hull was inspected and the only damage was chipped paint due to the snagging of the life raft cover lid. JG 03 and JG 28 departed Chu Lai AB at 1710Z and returned to Da Nang with flight following and vectors furnished by Vice Squad GCI.

7. (U) Crewmembers of Jolly Greens:

JOLLY GREEN 03

RCC Capt Gerald W. Moore
RCCP Maj Herman C. Stafford
FE SSgt Ernest R. Cyrus
RS ALC Robert K. Cassidy

JOLLY GREEN 04/28

RCC Capt Richard D. Griffiths
RCCP LtCol Homer H. Howell Jr.
FE TSgt Leslie E. Bunting
RS Sgt Thomas T. Winters

8. (U) Survivors Names:

1st Lt. Gary Bain 095796
1st Lt. Bill Ryan 0101447

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

Classified by 64171226P
EXEMPT TO GENERAL DECLASSIFICATION
SCHEDULE BY EXECUTIVE ORDER 11888
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

~~CONFIDENTIAL~~

GROUP 4
Declassified and
downgraded to
Unclassified
Date 10/1/98

Atch 3 2

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

12 January 1969

SUBJECT: Rescue Narrative Report (8-38-003-12 Jan 69)

TO: 3ARRGp (30) *JP*

1. The following report is submitted IAW ARPSM 55-2, 3ARRGp Sup 1 dated 11 July 1968. Det 8 was notified at 0450Z 12 January 1969 that two Korean soldiers suffering from electrical burns required airlifting from the 12 USAF Hospital Cam Ranh Bay AB to the 102 ROK Field Hospital approximately 17 miles North of Cam Ranh Bay AB. Pedro 17 was delayed approximately 20 minutes due to difficulty in locating the ROK Field Hospital position. Pedro 17 launched at 0515Z, arrived at the 12 USAF Hospital at 0517Z, unloaded the patients and departed at 0520Z. Both patients were on IV and oxygen and the M.O.D. stated the flight was necessary to insure the safety of their lives. Pedro 17 arrived at 102 ROK Field Hospital at 0545Z and offloaded the patients. Weather was CAVOK, no ground fire was encountered. Pedro 17 landed at the Pedro Pad at 0615Z terminating the mission. This constitutes two non-combat saves. *4/27*

2. Crew members were:

RCC Capt Peter W. Gissing
RCCP Major Andrew E. Kralj
FE ALC Wilbur L. Jeffcoat
PJ TSgt Joseph Fernandez

Flavious F. Drake
FLAVIOUS F. DRAKE, Lt Col, USAF
Detachment Commander

Atch 3

Det 8, 38ARRSq Hist, Jan - Mar 1969

8-12

Mission 8-38-002-9004: 2 Sorties - 0.4 hours, HH-43B, Det 8, 38ARRS.

At 1155, 4 January, the Detachment was notified over the base crash phone that aircraft 48N was anticipating ditching. The alert helicopter, Pedro 17, launched and was vectored to within $\frac{1}{2}$ mile of the ditching site. The two crewmembers were picked up using the hoist and then taken to the 12th USAF Hospital. This mission resulted in two non-combat saves³ for Pedro 17 and crew, Captain John F. Patterson, RCC, Captain John P. Smariga, RCCP, A1C Wilber L. Jeffcoat, FE, and A1C Donald H. Goodlett, PJ.

Mission 8-38-003-12 Jan 69: 2 Sorties - 1.0 hours, HH-43B, Det 8, 38ARRS.

On 12 January two Korean soldiers were airlifted from the 12th USAF Hospital to the 102 ROK Field Hospital. Both patients were on IV and oxygen. The flight was considered necessary by the attending doctor to insure the safety of their lives. Captain Peter W. Gissing, RCC, Major Andrew E. Kralj, RCCP, A1C Wilber L. Jeffcoat, FE, and TSgt Joseph Fernandez, PJ, were the crewmembers of Pedro 17 for this flight. This constitutes two non-combat saves.⁴

Mission 8-38-004-12 Jan 69: 2 Sorties - 0.8 hours, HH-43B, Det 8, 38ARRS. Captain Bruce K. Ware, RCC, Lt Col Flavious F. Drake, RCCP, Sgt James W. Simmons, FE, and TSgt Joseph Fernandez, PJ, were notified at 1920, 12 January by the 12th USAF Hospital that a patient required immediate attention by the neuro-surgeon at the 8th Field Hospital, Nha Trang. Pedro 51 was launched to provide transportation for the patient. This mission resulted in one non-combat save.⁵

3. Mission Report Number 8-38-002-9004

4. Mission Report Number 8-38-003-12 Jan 69

5. Mission Report Number 8-38-004-12 Jan 69

FROM: RCC

12 JAN 1969

SUBJECT: Mission Narrative Report (10-38-012-9020)

TO: 10-38C

38C

3rd ARRGp (JSARC) *JS*

IN TURN

em

4/3

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

2. At 2220L Binh Thuy Operations called Pedro Operations and requested pickup of several wounded Naval Personnel. Pedro 39 launched at 2230L for coordinates, WS 790 740. Enroute weather was 2000 feet scattered with 5 miles visibility and light haze. Pedro 39 arrived at pickup site at 2315L. Two Seawolfs and one Spooky Aircraft were suppressing ground fire around the rescue location. Pedro 39 made a tactical approach to the site observing light ground fire during the approach. Pedro 39 landed and the PJ and Flight Engineer were deployed to care to the wounded before loading. After administering much needed medical attention the wounded were litter loaded on board. There were three litters and one ambulatory. One was critically wounded, two were in serious condition with multiple shrapnel wounds. The fourth man had minor leg wounds. Pedro 39 departed the area at 2325L enroute to Binh Thuy. While enroute the PJ with the assistance of the Flight Engineer continued to sustain life to the critically and seriously wounded. Pedro 39 arrived at the 29th Army Field Hospital at 2350L, offloading the wounded to the awaiting Medical Team. Pedro 39 then departed the 29th for termination at Binh Thuy. However, at this time, "Redrose", Navy Operations contacted Pedro 39 and asked if they could land again for the same coordinates to pickup three more wounded. Pedro 39 informed "Redrose" that they would have to land at Binh Thuy for fuel then launch for the rescue site. Pedro 39 landed at Binh Thuy at 2355L for fuel. Pedro 39 refueled and launched again at 2400L for coordinates WS 790 740. Enroute weather was the same as previously mentioned, however, due to artillery Pedro 39 had to fly a Zig-Zag course to the rescue site. Pedro 39 arrived at the location at 0035L. Still flying cover and suppressing ground fire were two Seawolfs and a Spooky Aircraft. Pedro 39 again made a tactical approach to the site and again picked up light ground fire. Pedro 39 landed and again deployed the PJ and Flight Engineer to aid the wounded. Two US Navy wounded were on loaded, one litter patient in a state of shock from a concussion and the other with leg wounds. At this time Pedro 39 was informed that one ARVN was wounded and was located about 100 yards away. Pedro 39 hovered over to the ARVN Ground Force and on-loaded the wounded. The ARVN had minor shrapnel wounds. Pedro 39 then departed the location at 0045L. Enroute the PJ with the Flight Engineer's assistance again administered medical attention to the wounded. Pedro 39 arrived at the 29th Army Field Hospital at 0110L and offloaded the wounded. Pedro 39 then departed the hospital and terminated at Binh Thuy at 0115L. Light ground fire was observed, but no hits were taken. Seven combat saves. Four sorties, 2.7 hours flying time.

3. The names of the survivors were:

Sanders, James L., E-7, 554 River Division

Childres, G.H., E-6, 554 River Division

The remaining survivors names could not be obtained due to Medical Evacuation from 29th Army Field Hospital.

4. Crew Members of Pedro 39 were:

RCC Maj Ralph C. Gaede

RCCP Capt Jack D. Cusano

FE SSgt Gerold H. Jones

PJ ALC Richard C. Stiefken



RALPH L. GAEDI, Major, USAF
Rescue Crew Commander

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/1c Sully
332	Laos	BISON	Maj Thompson	F105/	Takhli	12 Jan 69	JG	L/C Brown, Cpt Gibson, T/Sgt Casey, A/1c Samuelson
333 & 334		HONDA 3B HONDA 3A			Ubon	24 Jan 69	JG 17	Maj Eagan, Cpt Gibson, M/Sgt Krum, A/1c 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/1c Harris
337	Laos	PINTAIL	Lt Breault	F5/497 TFS	Ubon	15 Feb 69	JG 37	Cpt Harwood, Cpt Gibson, S/Sgt Anderson, Sgt Caffall, A/1c 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/1c 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/1c Sully
341	Laos	CUPCAKE	Lt Ricci	/CVA 63		3 Apr 69	JG 36	Maj Smith

①

✓

BISON SAR

UNCLASSIFIED

FROM: 370

12 January 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-005-9012)

Classified by *6L13ARRGP*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

TO: 37C

3ARRGP (JSARG) *JS*

IN TURN

DECLASSIFIED ON *9/19/78*
15 June 1968.

1. (U) This report is submitted IAW ARRSR 55-2/3 ARRGF Sup I dated

2. (C) At 0430Z, 12 Jan 69, Jolly Greens 04 and 03, alert helicopters at Danang AB, RVN, were placed on cockpit alert. At 0440Z the crew of Misty 31, an F-100F, ejected from their damaged aircraft 32 miles west of Danang. Jolly Greens 03 and 04 were airborne at 0449Z. An enroute climb was made to flight level 100. Weather enroute was 8,500' broken undercast with cloud tops at 9,500'. Contact was established with Crown 2 and Spad 11. The position of the downed pilots was given as 190/18/69. Trail 37, an O-2 FAC, was in the area of the survivor and guided Spads 11 and 12 to the site. Spads 11 and 12 reconned the area and Jolly 04 was cleared in for the pick up. Jolly Green 03 held at 3500 feet two miles SE of the survivor. Jolly Green 04 jettisoned tips and dumped fuel to reduce aircraft weight, and entered a hover over the survivor at 0520Z. The survivor was located at 2000 feet MSL on a 50 to 60 degree slope, approximately 200 feet below the crest of the ridge line. He was lying in the crotch of a large limb and appeared to be very comfortable. Voice contact was established and the survivor was advised to remain in the tree and not to descend to the ground. A low hover of approximately 30 feet was maintained over the downed pilot. The FE's excellent directions resulted in the penetrator being placed in the pilots lap within seconds after it was lowered. The survivor had considerable difficulty climbing out of his parachute harness and onto the penetrator. He became entwined in the shroud lines, the limbs, and his life raft which was lodged in the tree above him. After considerable maneuvering to keep the hoist cable clear, the survivor was able to cut himself free from the shroud lines and other survival gear and he was lifted aboard the helicopter at 0531Z in excellent condition. During the hover, the number one engine fire warning light came on. All engine performance instruments indicated normal so the aircraft was turned 90 degrees to change the direction of wind flow and the light went out. Jolly Greens 04 and 03 departed the area to the east. Jolly Green 03 proceeded to Hue-Phu Bai and picked up Misty 31 Bravo, who had been rescued by Gunner 92, an Army OH-6. Jolly 04 and 03 returned to Danang AB at 0612Z.

3. (U) The survivor was Capt Robert F. Cassar,
to the 416th TFS, Det #1.

188th TFS, TDY

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Atch 2

UNCLASSIFIED

4. (U) Other aircraft assisting: Crown 2, Spads 11 and 12, Trail 37 (O-2A), and Gunner 92 (OH-6).

5. (U) Crews of the Jolly Greens were:

JOLLY GREEN 04

RCC	CAPT	RICHARD D. GRIFFITHS
RCCP	L/C	HOMER H. HOWELL
FE	TSGT	LESLIE E. BUNTING
RS	SGT	THOMAS T. WINTERS

JOLLY GREEN 03

RCC	CAPT	GERALD W. MOORE
RCCP	MAJ	HERMAN C. STAFFORD
FE	SSGT	ERNEST R. CYRUS
RS	ALC	ROBERT K. CASSIDY

Richard D. Griffiths
RICHARD D. GRIFFITHS, Capt, USAF
Rescue Crew Commander

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

W RUMHCTA0601 0130000-UUUU--RUCIEUA.
MHPB #0072 0130900
UUUUU

13 JAN 69 11 55

NO BRIEF

0 130848Z JAN 69
FM DET 7, 38ARRS DANANG AB RVN
TO RUEFHQA/CSAF/AFCPGMV
NMOPHN
RUHHABA/PAC ARRC/PROCP HICKAM AFB HAWAII
RUCIEUA/ARRS/ARQCP/SCOTT AFB ILL
RUSQSN/3ARRGP/JSARC TAN SON NHUT AB RVN
INFO RUCIEUA/USAF ALTERNATE GP MAXWELL AFB ALA
RUSQSN/MAC MCP/MAOCSA
RUSQSN/7AF/DOTO/DO/DP/DI/BDPMP/CP/TSN AB RVN
RUKLAAA/TAC/DCOS/LR
RUWTFJA/USAFMPC/AFPMSC/RANDOLP AFB TEX
RHMSMVA/MACV SAIGON RVN
RUEBEAA/ARDC ABERDEEN PROVING GROUND MD
ZEN/COMD 366TFW
ZEN/COMD 366TFW USAF DISP

BT
UNCLAS JOPREP JIFFY RESCUE DET 7, 38ARRS JAN 69. SUBJ: RESCUE
INFORMATION REPORT SUBMITTED IAW AFM 55-11.

1. RESCUE OPEING AND CLOSING REPORT 13 JAN 69
2. 7-38-006-9013

PAGE 2 RUMHPB 0072 UNCLAS

3. A- MED EVAC/ONE B-H N/A
4. 903AESQ/13 JAN 69/0545Z
5. N/A
6. DET 7, 38ARRS/0545Z
7. HH-43B/PEDRO 93/0550Z
8. 16-03N/108-12E
9. NO FACTOR
10. DET 7, 38ARRS/CAPT JOHNSON
11. 903 AESQ
12. UNK
13. DET 7, 38ARRS/LITTER/0620Z
14. 1/1/1/0/0/0
15. RELEASED TO NSA HOSPITAL, MARBLE MOUNTAIN AAF, RVN
16. 4/1.0/DET 7, 38ARRS/HH-43B/UNK/ UNK 903 AESQ, C-130
- 17.A. 0/0/0/0/4/0/0 17B. UNK
- 18A. RCC CAPT JONNY R. JOHNSON,
RCC CAPT JOHN E. MURRY JR.
FE, TSGT WILLIAM H. SANDS
PJ, SGT GEORGE P. HOFFMAN
- 18B. BENNY E. ARROWOOD L/CORP, USMC 2401199, ORG UNK,

PAGE 3 RUMHPB 0072 UNCLAS

19H. DET 7, 38ARRS NOTIFIED AT 0545Z 13 JAN 69 THAT A HOMEY
360 (C-130) AIRCRAFT WAS INBOUND TO DANANG WITH A PATIENT REQUIRING
MEDICAL EVACUATION TO NSA HOSPITAL. THE PATIENT WAS SUFFERING FROM
ENCOPHALITIS. PEDRO 92 LAUNCHED AT 0550Z AND TRANSPORTED THE PATIENT
FROM HOMEY 360 ON THE NORTH RAMP AT 0620Z. THE PATIENT WAS RELEASED

FROM: Det 11, 38 ARRSQ

19 January 1969

SUBJECT: Mission Narrative Report (11-38-001-9014) (U)

TO: 3ARRGP (JSARC)

THRU: 38 ARRSQ (380)

1. This report is submitted IAW ARRSM 55-2, 3ARRGP Sup 1, 15 April 1968.

2. At 1212L, 14 January 1968, the 31st USAF Dispensary at Tuy Hoa AB, RVN, notified Det 11 that they had a patient who required immediate evacuation to the 91st Army Medical Evacuation Hospital at Phu Hiep AF, RVN. Pedro 05 scrambled, landing at the dispensary helipad at 1215 L. During the final approach to the pad both pilots observed a bright electrical arc, similar to a welding arc, in the vicinity of a transformer bank adjacent to the paddat the rear of the dispensary. A closer examination revealed an electrical fire developing in the high voltage wires to the transformers. During the transition to a hover Capt Fogg notified Tuy Hoa Tower of the fire and requested that fire trucks be dispatched to the scene. Upon landing SSGT King departed the helicopter with the aircraft's fire extinguisher to stand by. He assisted dispensary personnel in extinguishing the fire with a CO₂ fire extinguisher. Simultaneously the patient, suffering from a pneumothorax, was loaded aboard the helicopter by Airman Fatka and two medical assistants who accompanied the patient during the flight. Prior to completion of on-loading the fire equipment arrived on scene. Pedro 05 departed the dispensary at 1220L. Enroute Capt Nicholson alerted the emergency ward to have personnel awaiting the patient at the Dust Off pad. The patient, USAF SGT Howard L. Givens, was required to breathe oxygen from a portable oxygen system throughout the mission for life support. SSGT King and AMN Fatka assisted in offloading the patients and transferring them to the medical attendants at the hospital. The mission terminated at Tuy Hoa Air Base at 1240L. Dr. Sorkin of the 31st USAF Dispensary credited the detachment with a save.

Crewmembers were:

RCC Capt Daniel A. Nicholson

RCCP Capt Henry P. Fogg

FE SSGT Leroy W. King

PJ A1C Paul E. Fatka

Daniel A. Nicholson

Daniel A. Nicholson, Capt, USAF
Rescue Crew Commander

Approved:

Morgan A. Downing

Morgan A. Downing, Maj, USAF
Commander

RUMSCMV9140 0140000-UUUU--RUCIEUA.
SVAG #0129 0141310
UUUUU

8 4 3 1 2

06 211300Z JAN 69
FM DET 7 38TH ARRS DNG AB RVN
TO RUEFHQA/CSAF/AFCP/AFXOPFH
RUHEAE/PACARRC/PROCP/HICKAM AFB HAWAII
RUCIMQA/ARRS/AROC/SCOTT AFB ILL
RUSVAE/3ARRGP/JSARC/TSN AB RVN
INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA
RUCIEUA/MAC/MCP/MAOCCA/SCOTT AFB ILL
RUSVB/7AF/DOTO/D0/DP/DI/BDPMP/CP/TSN AB RVN
RUKLAAA/TAC/DCOS LR/LANGLEY AFB VA
RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB EEX
RHMSMVA/MACV/SAIGON RVN
RUEBEAA/ARDC ABERDEEN PROVING GROUND MD
ZEN/COMDR 366 TFW DNG AB RVN
ZEN/COMDR 366 USAF DISP DNG AB RVN
BT

14 JAN 69 15 13
15-ABGP
14 JAN 69 16 36Z
ACTION INFO

UNCLAS JOPREP JIFFY RESCUE DET 7, 38TH ARRS JAN 69. SUBJECT:
RESCUE INFORMATION REPORT SUBMITTED IAW AFM 55-11.
1. RESCUE OPENING/CLOSING REPORT 14 JAN 69.
2. 7-38-007-9014

PAGE 2 RUSVAG #0129 UNCLAS
3. MED EVAC/ONE B THRU H/N/A
4. 95TH AERO MED EVAC HOSPITAL/0315Z
5. N/A
6. DET 7, 38TH ARRS/14 JAN 69/0315Z
7. 1H-43B/PEDRO 93/0320Z
8. 16-03N/108-12E
9. NO FACTOR
10. DET 7, 38TH ARRS/MAJ HOLLEY
11. 95TH AIR EVAC HOSPITAL
12. UNK
13. DET 7, 38TH ARRS/LITTER/0320Z
14. 1/1/0/0/0
15. RELEASED TO AIR EVAC C-118 AXG AT NORTH RAMP DANANG AB RVN
16. 3/0.4/DET 7, 38TH ARRS/HH-43B/UNK
17. A. 0/0/0/0/4/0/0/ B. UNK
18. A. RCC: MAJ KEAVER HOLLEY III, DET 7, 38TH ARRS
RCCP: MAJ ROY L HUFFMAN, DET 7, 38TH ARRS
FE: SSGT KENNETH R. JONES DET 7, 38TH ARRS
PJ: SGT JOHN D. NUSBAUM 37TH ARRSQ
B. NAME UNK/USARMY

Otc / F01

PAGE 3 RUSVAG #0129 UNCLAS
19. H. AT 0315Z, 14 JAN 69, DET 7 WAS NOTIFIED BY THE 95 AIR EVAC
HOSPITAL THAT A VERY SERIOUSLY ILL PATNT REQUIRED EVACUATION TO A
WAITING AIR EVAC C-118 ACFT. PEDRO 93 SRAMBLED AT 0320Z AND ACCOMP
LISHED THE REQUIRED EVACUATION. PEDRO RETURNED TO DET 7
0344Z
TERMINATING THE MISSION.

B

#0129

NNNN

~~CONFIDENTIAL~~

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



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

27 April 1969

SUBJECT: Mission Narrative Report #2-3-003-14 January 1969 (U)

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

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

2. (C) A call from Army Engineers camp located at 263/15/89 came in at 0625Z on the 14th of January, requesting medical evacuation for a Thai national having difficulty delivering triplets. Compress was notified and at 0635Z permission was given to launch Jolly Green 17. Jolly Green 17 took off at 0635Z and landed at the Engineers Camp at 0646Z. The woman who was still in severe labor after delivering two babies, was loaded onto the helicopter and return trip to KMP was started at 0650Z. Jolly Green 17 landed at NKP 0720Z and was met by a doctor and ambulance. The woman (name unknown) was taken to the Nakhon Phanom Regional Hospital. Final disposition of the patient is unknown. Weather not a factor. Negative aerial refueling. Two non combat saves.

3. (U) Survivor: Unknown.

4. The Rescue Crew was:

Jolly Green 17

RCC: Nixon, Lonnie L. 6263 (USCG) Det 1, 40ARRSq

RCCP: Schwank, Jock C. H. Capt 40th ARRSq

FE: Burnett, Barry D. Sgt Det 1, 40ARRSq

RS: Hebert, Henry L. Sgt Det 1, 40ARRSq

RS: Widner, Dalford R. V. TSgt Det 1, 40ARRSq

Classified by 40 HRS 9
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 15

Jock C. H. Schwank

JOCK C. H. SCHWANK, Capt, USAF
Rescue Crew Copilot

~~CONFIDENTIAL~~

~~GROUP 1~~
~~Excluded from automatic~~
~~downgrading and~~
~~declassification~~

Atch 4

Det 7, 38ARRS, Hist, Jan - Mar 1969

6

CHAPTER III

MISSION/SAVES

1. Mission 7-38-008, 15 Jan 69. Pedro 93 was scrambled at 0918Z, 15 Jan 69 by DaNang Tower crash phone. A VNAF single seat fighter had reported 5 miles south with engine trouble. Prior to picking up the FSK Pedro heard the AIE wingman call that his buddy had "gone in". Pedro proceeded directly toward the reported position, and located survivor on the 130 degree radial at 10 miles on ch 77. This was 1 to 1½ miles offshore. The wingman and a Marine H-34 were circling the area. Pedro made an approach directly to the survivor and deployed the PJ. The VNAF pilot was having difficulty due to fact that he still was attached to his seat pack, still was in his parachute harness, and his LPU was improperly positioned up on his back which forced his face forward into the water. He had swallowed a lot of sea water and was in mild shock. The PJ cut the pilot loose from his parachute harness and seat and recovery was completed at 0942Z. The pilot was released to NSA hospital attendants at 0955Z. One VNAF aircrew/pilot-combat save was claimed.
2. Routine Intercept Mission, 1 Mar 69. Pedro 93 was scrambled at 1600L by the DaNang Tower crash phone on an inbound C-47 that had sustained battle damage. Just as Pedro lifted off with the FSK the C-47 reported 5 miles south with left engine shut down and on fire. The C-47 lost all braking on roll-out and Pedro followed as closely as possible so that as soon as the aircraft stopped the smoke and flames could be suppressed with rotor wash to allow for quick evacuation of the aircraft. Only seconds after rolling to a stop the crew was safety out and Pedro was requested to move out by the fire chief,

12 JAN 69

180

?
DATE SOMEWHERE
1st QTR 69

Det 10, 38ARRS History, Jan - Mar 69

15 JAN 69

10-12

MISSION NARRATIVE: Mission 10-38-007-9018, 1 sortie, 0.7 hours

At 1650L Binh Thuy Navy Operations called and requested pick up of two wounded Korean Navy personnel off a US Naval LST. Pedro 39 launched at 1655L for location of ship at WS933022. Enroute weather was broken 4000' with 10 miles visibility. Pedro 39 was informed that the LST suffered much battle damage and had two seriously wounded on board. Also they informed Pedro 39 that the ships personnel knew little if any of stokes or litter pick ups. Pedro 39 arrived at the ship at 1705L. On location for cover from possible hostile fire, were two Seawolfs and two River Patrol Boats. Pedro 39 hovered over the moving ship and deployed the PJ. Landing on the ship was impossible due to cargo on the deck. One man had serious head injuries and other had serious leg wounds. The PJ bandaged the head of the one wounded and splinted the leg of the other. Pedro 39 then hovered in again, which was extremely difficult due to the fact the ship was moving crosswind. The FE lowered the stokes litter to the PJ who strapped the one personnel with the leg wounds in the litter. The FE raised the wounded and secured him inside the helicopter. The Forest Tree Penetrator was then lowered, on which the PJ secured the personnel with the head wounds. He was then brought up by the FE. The FE then lowered the penetrator for the PJ to be raised on board. With all personnel on board, Pedro 39 departed the area at 1725L. Pedro 39 arrived at the 29th Army Field Hospital at 1730L disembarking the wounded personnel. Pedro 39 left the hospital at 1732L terminating at Binh Thuy at 1735L. Negative ground fire observed at the rescue location. Two combat saves.

The names of the survivors are unknown.

Crewmembers of Pedro 39, an HH-43F Helicopter, Serial Number 62-4508, all personnel assigned to Det 10, 38ARRS.

ROCC Maj Ralph G. Gaede
ROCCP Capt Jack D. Cusano
FE ALC James E. Tarantion
PJ ALC Theodore J. Polys

Supporting Document #1

FROM: RCC

16 January 1969

SUBJ: Mission Narrative Report (10-38-006-9015)

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

7/3

1. This report is submitted IAW ARRSN 55-2, 3rd ARRGp Sup 1, 11 Jul 68.
2. At 0050, 16 Jan 69, Navy Binh Thuy requested assistance from Pedro Ops in performing a medevac of one WIA from an LST at coordinates WS 403846. Pedro 39 launched at 0050 enroute to coordinates. Radio contact was established approximately 15 minutes after becoming airborne with the LST, Eagle Gun, on Fox Mike. Weather was good except for a light haze which was encountered upon approach to the LST anchored in the river. Landing lights and flood lights were not used until about 50 feet from the LST due to the reflection of the lights in the haze. Pedro began pickup at 0125 and completed it at 0130. Pedro 39 departed the area enroute to 29th Medevac and arrived there at 0205, where the WIA was offloaded. Pedro 39 terminated at 0210 at Binh Thuy. Two Sorties, one non-combat save, 1.3 hours flying time. Two positions of ground fire were observed enroute to the hospital.
3. The patients name is Robert Livingstone, E-6, River Div 69.
4. Pedro Crewmembers

Pedro 39

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RCC 1stLt Philip H. Kammann
RCCP Capt Cecil A. Jessee
RS ALC Theodore J. Polys
FE ALC James E. Tarantino

Philip H. Kammann
PHILIP H. KAMMANN, 1st Lt, USAF
RCC

Atch 5

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UNCLASSIFIED

FROM: 370

18 January 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-01061755 Jan 69)

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

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 31 Dec 75
DECLASSIFIED ON 31 Dec 75

1. (U) This report is submitted IAW ARRSR 55-2/3 ARRGp Sup 1 dated 15 June 1968.
2. (C) On 17 Jan 69, at 0645Z Jolly Green 33 and Jolly Green 21 were launched from a BaMang alert status to the scene of a downed U.S. Army O-1 aircraft. Two survivors had been spotted by friendly aircraft in the area and radio contact had been established with them. Both crewmembers of the O-1 had survived the crash and advised the circling aircraft that they had sustained serious injuries and required medical attention. Jolly Green 33 was advised by Crown 7 that the call sign of the downed aircraft was Black Ace 23 and was located at 270/11/50. On scene were Seaworthy 98-1 and 98-2, a flight of OV-10's, Hostage Sierra and Juliet, a flight of UH-1 gunships and Minuteman 458 and Musket 36, also UH-1 gunships. Jolly Green 33 joined up with Jolly Green 21 abeam Hoi An and proceeded south over water until 10nm north of Chu Lai. The Jolly Green flight then proceeded due west to the rescue scene. While proceeding to the scene Jolly Green 33 established contact with Seaworthy 98-1 and was advised that the position of the survivor was 269/10/50. 98-1 further advised that the survivors were out of the wreckage and the area appeared to be clear of unfriendly troops. Enroute Jolly Green 33 jettisoned its tip tanks and reduced fuel to an acceptable level. Weather conditions enroute and at the crash site were approximately 1700' broken to overcast, 5 miles visibility and scattered rain showers throughout the area. Jolly Green 33 arrived at the scene at approximately 0715Z and after pinpointing the survivors' position, lowered the Rescue Specialist to the ground to administer medical aid and prepare the survivors for hoisting. The Rescue Specialist advised Jolly Green 33 that his radio was inoperative but would use the survivor's survival radio for further communication. He requested Jolly Green 33 orbit the area until he called us back in due to the difficulty he was encountering from our rotor down wash. After orbiting the crash scene for approximately 5 minutes, the Rescue Specialist advised that the survivors were prepared for hoisting and Jolly Green 33 established a 30' hover over the survivors. The first survivor hoisted was the observer who had sustained a broken ankle and possible broken back. The Aerial Photographer assisted the Flight Engineer in recovering the survivor and placing him in a litter. The second survivor, the pilot, who had sustained two broken ankles was recovered with little difficulty. The Rescue Specialist was then hoisted aboard Jolly Green 33 and Jolly Green 33 departed the area. The hoisting operation took approximately 15 minutes, most of the time in light showers. Throughout the operation Jolly Green 21 maintained an orbit of the area, providing radio relay assistance and standby emergency assistance if required.

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

Atch 2

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~~CONFIDENTIAL~~

After departing the crash scene the Rescue Specialist advised the pilot that due to the extent of the survivors' injuries, he thought that the best medical attention could be received at the Naval Support Activity Hospital at DaNang. Jolly Green 33 and Jolly Green 21 proceeded over water direct to the NSA Hospital and after advising the medical authorities there of the ETA discharged the survivors at approximately 0825Z.

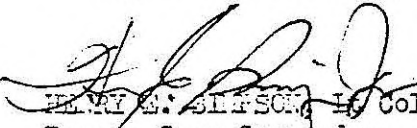
3. (U) The names of the survivors were:

Pilot - John C. Chatterton, WO, USA
Observer - Sallette, First name and rank unknown.)

3. (U) Crews of the Jolly Greens:

<u>JOLLY GREEN 33</u>			<u>JOLLY GREEN 21</u>		
RCC	LTCOL	HENRY E. SETHSON JR.	RCC	CAPT.	BILL M. CAMPBELL
RCCP	CAPT	VINCENT A. ZICCARDI	RCCP	LTCOL	HOMER H. HOWELL JR.
FE	A1C	JAMES A. THIBODEAU	FE	A1C	HOYLE L. SYKES JR.
RS	SGT	STEPHEN T. WHITE	RS	A1C	ROBERT H. FIELDS

4. (U) NOTE: Crew coordination was outstanding. Queen provided Huey gunships without request; outstanding. Radio traffic was held to a minimum during actual recovery; exceptional.


HENRY E. SETHSON, Jr., Col, USAF
Rescue Crew Commander

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

Atch 2²

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Date: 17 Jan 1969

21 Jan 1969

Mission Number: 2-3-005

Flight Designation: Crown 1

Distressed Aircraft: Sandy 02

Location: 276/86/69

Saves: One (1) Combat

1. Crown took off at 2200Z on 17 Jan 69 to work the SAR effort on Sandy 02 who had bailed out on the previous day. His position was 270/86/69. Upon arrival on-scene, it was learned that Sandy 9/10 had already spoken to Sandy 02 and found out that he was in good shape. He reported much activity in the area. No immediate action could be taken due to fog obscuring the area. Crown 1 supplied fastmovers for Crown 4 who was working a mission on Stormy 02 who had gone down in the same area. At 0147Z, Sandys 9 and 10 started working with fast movers. Little hostile fire was detected. JG 17 and 37 were holding 5 miles south with Sandys 11 and 12. More slow movers were brought into the area. At 0232Z, while on a CBU pass, Sandy 10 crashed with no chute or beeper. Shortly thereafter, Sandy 9 RTB and Spad 09 took over. Spad 09 put numerous strikes into the area and felt that the area was sufficiently softened up so that the JG's could come in. Spad 09 briefed Sandy 7 who took over OSC and then went to expend. Sandy 7 felt that more ordnance was required so the FAC's put them in as fast as we could supply them. After trolling the area, the JG's were brought in at 0527Z. The downed pilot directed them in and was picked up at 0538Z. As they pulled out, JG 67 was hit and reported that he had lost his first stage hydraulics. He wanted to land in the first open area, but Sandy 7 urged him to fly it out. He proceeded another mile and then set it down in a large open area. The chopper was completely destroyed. One crew member was injured. (See Mission Number 2-3-006)

2. The following fighter bombers were used:

a. Misty 11/31	g. Shark	m. Pistol
b. Tom Cat	h. Scotch	n. Solker
c. Zebra	i. Locust	o. Killer
d. Poncho	j. Red Dog	p. Shako
e. Wildcat	k. Dacron	q. Gator
f. Gunfighter	l. Jester	r. Marlin

3. The following SAR forces were utilized:

a. Sandys 7, 8, 9, 10, 12, 13, 14, 15 and 16.

b. Spads 1, 2, 7, 8, 9, 10, 11 and 12.

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Date: 18 Jan 1969

21 Jan 1969

Mission Number: 2-3-007-9018

Flight Designation: Crown 2

Distressed Aircraft: Covey 264 and 285

Location: 010/42/72

Saves: One (1) Combat

1. We were escorting JG 70 to Channel 89 in the event he needed fuel. At approximately 0630Z, we heard Crown 1 talking to Covey 285 and 264. Covey stated that they went down about an hour earlier near the scene of the other crash. We assumed that he was talking about the crash site of Sandy 02 and JG 67. I immediately contacted JG 16/20 and Sandy 15/16, who were enroute from the previous SAR effort, and directed them to proceed to 010/42/72 and contact Crown 1. I coordinated with JG 16/20 and prepared to refuel them enroute to the Covey scene. Upon completion of the air refueling, we climbed out towards Channel 72 and were directed by King to assume control of the Covey mission. We contacted JG 16/20 and directed them to come as far southeast as possible. We then asked for Sandies out of Channel 89 to pick them up as they proceeded to the crash scene.

2. After arriving over the scene, we received a briefing from Crown 1 and had Sandy 15 assume duty as OSC. Sandy 15 was directed to use Sandy 16, Misty 41 and Nail 51 in an attempt to try and pinpoint the survivors. We had good voice contact with Covey 285 and weak voice contact with Covey 264. Both pilots reported their condition as OK. They stated that there was automatic weapons fire in the area. Ground fire could be heard each time Covey 285 transmitted on Guard.

3. At 0816Z, both survivors had been pinpointed by Sandy 15 and at 0819Z, JG 16/20 were told to hold east of the scene over the mountain ridge where a layer of clouds provided cover for them. Sandy provided escort for the JGs while they were holding over the mountains. At 0822Z, Sandy 19 was designated as OSC and was advised that Crown had several flights of fast-movers standing by if they were needed. Position of survivors referred was 360/42/72. Sandy 19 directed Speedo flight in for ordnance drop and Covey 285 reported on Guard that he hadn't heard any ground fire since the fighter strike, but he said in a whisper over his emergency radio, "I can see one guy about 20 yards from me, he is just waiting. Oh, me, what is going to happen now?" Sandy asked Covey 285 if he had a weapon and his reply was negative. Sandy informed Covey 285 to remain calm and we would put some more fighter strikes in and maybe the guy would go away. Covey 285 also reported that he thought the bad guy had a weapon because he had heard shooting in that area. Vampire and Gunfighter flights were directed in by Sandy 19.

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4. At 0935Z, Sandy 19 made an evaluation of the area and decided to bring JG 16 in for the pick-up. JG 16 was escorted in with 4 Sandies in a Daisy. Chain expending ordnance as they went in. JG 16 had difficulty locating the Covey 285 and when he was directly over Covey 285 he began to take ground fire and had to pull out. JG 16 reported numerous holes in the aircraft and it was decided to have JG 20 escort JG 16 back to Channel 89.

5. Coordination with Sandy was made and we advised Sandy to inform Covey 264 and 285 to have smoke ready but not to pop it until Sandy asked for it. I also advised Sandy to inform the survivors when they had the JG in sight to talk to him and GCA him to their position.

6. Crown coordinated additional fastmovers and Spad 5/6 were turned over to Sandy 19 to expend. More JGs were requested and an ETA of 1025Z was received on JG 04/32 out of Channel 103. At 1006Z, Spad 05 reported that he had been hit and that the round had gone up thru a rocket pad and on up thru the wing. He was OK and would continue to expend. Sandies and Spads continued to soften up the area around the survivors and Sandy 19 directed a smoke screen between the survivors and the suspected area where the previous ground fire had come from.

7. At 1028Z, Sandy 19 started JG 32 in for the pick-up. Sandy 19 was having difficulty reading the survivors on Guard. Crown 2 was directly overhead reading them loud and clear. I broadcasted over Guard, "Covey 285 and 264 this is Crown 2, the JG is coming in for pick-up, do not pop your smoke until Sandy calls for it. Covey 285, you will be the first man for pick-up, when you have the JG in sight talk him in to you. Crown 2 out". At 1036Z, the Jolly was having trouble locating Covey 285 and 285 was finally able to talk the Jolly to him. At 1037Z, automatic weapons fire was reported west of the survivor and Sandy expended in that area. At 1038Z, Covey 285 was on the penetrator calling "up, up let's get out of here".

8. At 1039Z, Covey 264 was instructed to pop his smoke and JG 32 started to move over to the smoke. At 1040Z, Jolly Green 32 reported that he was taking ground fire. Sandy repeatedly asked from what direction but could not get JG 32 to answer. JG 32 was instructed by Sandy to turn left and the Sandies escorted JG 32 out of the hot area.

9. At this time, Crown discussed with Sandy 19 the possibility of having the Spads escort JG 32 to Channel 103 and to use JG 04 for another attempt after the area was softened up again. It was decided that unless JG 04 could attempt a pick-up within the next 5 minutes, it would be too dark. JG 04 said that he was willing even without a high bird for back-up. Since it was impossible to soften up the area prior to darkness and without a high bird, Sandy and Crown 2 agreed that we would RTB the SAR forces and have a first light effort. Covey 264 was advised to dig in and lay low and that the rescue forces would be back at first light to get him.

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Crown advised Covey 264 to stay off the radio during the night and to come up on radio when he heard an aircraft at daylight.

10. At 1055Z, I coordinated with Sandy 19 and asked him if he thought it would be a good idea to let the Sandies and Spads expend the rest of their ordnance around the survivor. Sandy 19 agreed that they should do it so the area could be softened up some more. Sandy 19 had to RTB for fuel at 1057Z and Sandy 17 was designated OSC. Sandies and Spads were expending and it got dark. Sandy 17 and Crown agreed that it was too dark to continue and that the SAR forces should RTB. SAR forces RTB at 1105Z. ETAs were passed and Crown 2 received RTB at 1108Z.

11. Observations:

a. When fastmovers are being used by the OSC, UHF Primary should be used by the OSC and the fastmovers. Other SAR forces should listen up SAR UHF Primary and use SAR VHF Primary for interphone communications. For example: JG holding, Spads and Sandies holding with JGs or outside the immediate scene or enroute to scene. Crown will be monitoring both frequencies. Several times during this mission, Crown advised SAR forces and fastmovers to go to SAR UHF Primary from Guard. Also for the SAR forces holding to use SAR VHF Primary for interphone and to leave SAR UHF open for OSC and strike aircraft.

b. Survivors, after being located, should be briefed to stay off the air until a specified time or to listen on Guard. Several times the survivors called and just wanted to know how things were going causing the OSC to have to switch to Guard and leave the strike aircraft. This causes delay in the utilization of the fastmovers.

c. Survivors should be briefed by the OSC not to pop their smoke until the OSC asks for it and to have all signaling devices ready for use when the JG is coming in.

d. When two or more survivors are in the same general area, the OSC should make sure that the survivors know the intended order of pick-up.

e. The survivors should be briefed by the OSC to talk the JGs in. Left, right, aft, forward, stop etc. Just like a GCA once the survivor has the JG in sight.

f. JGs should give position of ground fire immediately if encountered. For example: "We are taking ground fire from the left". This will enable the Sandies to get into position and silence the guns.

g. Route in and route out for the JGs should be coordinated prior to going in. This should include descent and climb points.

h. Fastmovers should be scheduled approximately 15 minutes apart. On this mission, we had several flights that had bingo fuel at the same time and we were not able to utilize all of the resources. Several fastmovers returned from the tanker only 15 to 20 minutes of play time left.

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Tankers should be brought in closer.

11. Major Boyd did an outstanding job coordinating with Invert for fighter resources. Captain Smith, the navigator, was a tremendous aid in providing positions and ETAs. Several times he was able to give Sandies and Spads vector and distance to the nearest airfield when fuel reserve became critical. Sgt Jones, the radio operator, provided valuable assistance in transmitting and receiving information concerning the mission and mission resources.

12. Several times we received conflicting reports from Compress concerning aircraft resources, they were reported off but never arrived on scene.

13. Invert was outstanding; using a discreet frequency of 303.7 to control the fastmovers and to cycle them on and off the tanker.

14. Resources utilized:

a. Fastmovers expending:

Speedo 2
Vampire 2
Hayfire 2
Gunfighter 3
Oakland 2
Rustic 2
Dallas 2
Misty 1

b. Fastmovers available:

Olds 2
Marlin 2
Killer 2
Gator 2
Sample 2
Lotto 2
Misty 2

15. Others participating in the SAR effort:

Hobo 64, 24 and 27
Sandy 15, 16, 19, 20, 17, 18, 21 and 23
Spad 05, 06, 11 and 12
Jolly Green 16, 20, 04, and 32
Nail 51
Misty 41, 51 and 61

16. Rustic flight destroyed Jolly Green 67 that had been shot down in the Sandy 02 recovery.

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Date: 19 Jan 1969

21 Jan 1969

Mission Number: 2-3-007-9019

Flight Designation: Crown 1

Distressed Aircraft: Covey 264 (0-2)

Location: 223/45/109

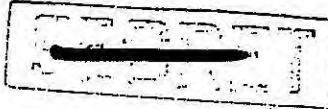
Saves: One (1) Combat

1. Crown 1 arrived on scene at 2245Z. Covey 268 (0-2) was on scene and in contact with the downed pilot, Covey 264. His condition was good with no injuries. He reported hostiles in the area to the south-east of his position. Misty 11 (F-100) was also on scene at 2245Z. No attempt was made to use ordnance until Sandy 1/2 arrived at 2315Z. Jolly Greens 69L and 71 were escorted by Sandies 3 and 4 to within 10 NM of the scene. They arrived at 2315Z and held in safe area until pick-up was started. Sandy 1 was appointed OSC upon his arrival and after he had located the survivor. 259.0 MH was set-up as SAR Primary for this mission. 311.1 MH was used with Invert to control resources in and out of the area. There were 5 flights of F-4s and F-105s used to secure the general area. No AAA was noted. After the fastmovers were used, 4 flights of A-1Hs were used to secure the area nearest the survivor. After the strikes, the survivor was questioned as to any movement in the area. He indicated that there was hostile movement in the area 1,000 yards to the south of his position. At this time, Sandy 1 called in Spad 7/8 with CBU-19. The total area to the south was blanketed. The Jolly Greens were advised to use smoke masks. The code word for CBU-19 was not used, however, all forces were aware of its use. Shortly after the CBU-19 was laid down, the Jolly Greens were brought in for pick-up. The survivor advised that he was in the smoke and getting very sick. He was told that if he got too sick, he was to turn his beeper on and leave it on. The survivor got so excited about the gas that it was almost impossible to get him to direct the Jolly. Pick-up was made at 0120Z by Jolly Green 69L. All Sandies and Spads available flew cover and escorted Jolly Green 69L from the area. All resources, other than those that were prepositioned, were secured from Invert and returned to them after expending or completion of the mission. All SAR forces were RTB at 0130Z. The survivor was taken to Channel 89.

2. No refueling was necessary after the pick-up, however, Crown 3 was airborne and available.

3. Problem area: In general, the mission went as planned. Blue Chip did attempt to take one flight of fastmovers from the SAR effort after they were in the area and familiar with SAR objective.

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37TH MSN RPT

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SUPPORTING DOCUMENT 7

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Mission Narrative Report (2-3-007-18 Jan 69)(U)

(S) At 0630Z on 18 January 1969 a SAR effort was initiated for Covey 285 and 264. Their aircraft (an O-2) had been shot down and both pilots had successfully parachuted into trees with only minor injuries. Their position was approximately 009/42 off channel 72 (XD 7405). The Jolly Greens from MKP (JG 16 and 20) were directed on the mission. The land line between Queen and Quang Tri was out, and, as it was nearing normal RTB time, the Quang Tri alert aircraft (JG 32 and 04) took off at 0900Z and remained on airborne alert off channel 109. JG 32 and 04 monitored the rescue effort and heard Crown 4 report that Jolly Green 16 had initiated a rescue attempt. JG 16 established a hover and lowered the hoist but was driven off by ground fire before the pickup could be made. JG 16's battle damage (reported airframe vibrations and control difficulties) forced his departure with JG 20 as escort. Queen advised JG 32 and 04 to hold at a point short of the area. JG 32 and 04 proceeded to the edge of the cloud layer (220/2-/109) and upon arrival were directed closer to 220/40/109. As the Jolly Greens approached this position they could see the smoke from airstrikes and were directed to hold over the ridge line short of the smoke. Sandy 19 was the On Scene Commander working Sandy 17, 20, and 22 and Spads 5, and 6. At 1025Z Sandy 19 determined the area was ready for a rescue attempt and escorted Jolly Green 32 into the area. JG 04 remained over the ridgeline as high bird. A smoke screen had been laid to the east and south of the survivor's position. Jolly Green 32 approached the area from the southeast and as it crossed the smoke turned west as directed by Sandy 19. JG 32 received and returned ground fire from directly below the aircraft but did not receive any hits. JG 32 continued on a westerly heading for approximately one mile before Covey 264 reported the Jolly Green was overhead. Jolly Green 32 initiated a tight 180° turn to return to Covey 264's position but in the turn Covey 285 reported Jolly Green 32 over his position and fired a pen gun flare. The pilot and Flight Engineer spotted Covey 285 and the JG was directed over his position. Ground fire could be heard but no hits were taken and the rescue effort continued. As the survivor was being hoisted aboard the flight engineer observed tracer bullets enter through the open rescue doorway and go out through the plexiglass on the aircraft's left side. When Covey 285 was aboard (1038Z) Covey 264 came up on the radio and advised that he was off at the helicopter's 11 o'clock position, a short distance away. Jolly Green 32 turned and was attempting to hover taxi toward the survivor's parachute when intense automatic weapons fire erupted from beneath. The boost pump failure warning lights for the aft tank illuminated. The aft fuel gauge indicated a rapid loss of fuel and the forward fuel by-pass caution light illuminated. Jolly Green 32 advised that it was taking ground fire and departed the area with directions from the RESCORT aircraft. The aft boost pumps were turned off and the rapid fuel



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loss ceased. It was dark and the SAR effort was terminated until the following morning. Jolly Green³² proceeded to Ch 103 escorted by JG 04 and landed (1100Z) to inspect the battle damage. JG 32 had numerous fuel leaks and was shut down. Its' crew and Covey 285 were flown to Da Nang on JG 04. Crew coordination was excellent and weather was not a factor. Darkness was approaching but enough light remained for good hover references. Transmissions on guard frequency presented some problem during the first part of the pickup but ceased when radio discipline was requested.

(U) Aircraft assisting in the SAR effort were:

Sandys 19, 17, 20 and 22, Spads 5 and 6, Crown 6, and Jolly Greens 16 and 20.

(U) The name of the Survivor: Major George H. Blair,

(U) Crews of the Jolly Greens:

JOLLY GREEN 32

RCC Capt Jon E. Hannan
RCCP Capt Charles P. Lowry
FE TSgt Leslie Bunting
RS Sgt Thomas T. Winters

JOLLY GREEN 04

RCC Capt Gerald W. Moore
RCCP Major Paul B. Davis Jr.
FE MSgt Charles L. Manes
RS SSgt James F. Spears

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37TH MSN RPT

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SUPPORTING DOCUMENT 5

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Mission Narrative Report (1-3-009-17 Jan 69)

(C) Jolly Green 34 and 32 were scrambled from Quang Tri Marine Air Station, RVN, at 0618Z, 17 January 1969. Stormy 02 was down at 262/52/109. An enroute climb was made to flight level 80 under control of Quang Tri approach. Contact was established with Crown 6 and Jolly Greens were advised to hold over a safe area. Due to cloud cover it was possible to hold at 250/23/109. Contact was established with Sandy 1 and 2 and Nail 25 (FAC). Stormy 02 was down in a heavily defended area surrounded by 37 mm and possible 57 mm gun positions. He had sustained a broken leg and broken arm and was unable to get out of his parachute harness. While Sandys 1 and 2 were evaluating the area for a pickup they received heavy automatic weapons and 37 mm fire. At 0745Z Sandy 2 was hit and had to eject. His ejection was successful and he established voice contact with Crown 6 as soon as he was on the ground. More airstrikes were called in with high performance aircraft concentrating around the area of Stormy 02. Soon after Sandy 2 was downed Spads 11 and 12 and Sandys 3 and 4 arrived on scene. Approximately 0815Z Jolly Greens 31 and 03 arrived at 250/23/109 as back up aircraft. At 0830Z Jolly Greens 34 and 32 were refueled by Crown 2. At 0845Z the decision was made to move Jolly Green 34 and 32 closer to the pickup area and possibly attempt a pickup. At this time heavy ground fire was still coming from the survivors area. One Sandy returned to escort Jolly Green 34 and 32 closer to the pickup area. Jolly Green 32 started receiving ground fire at 0900Z. Position at that time was approximately 15 miles SE of the pickup point and 3 miles behind Jolly Green 34. Three minutes later Jolly Green 34 started receiving ground fire from a different source. Crown 6 told Sandy to escort the Jolly Greens back to the original holding position (250/23/109). Jolly Greens 34, 32, 31, and 03 continued to hold while the area around Stormy 02 was hit by repeated air strikes from fast movers and Sandys. During each strike the aircraft were taking heavy ground fire from automatic weapons, 37 mm and possible 57 mm. Because of the continued heavy ground fire and darkness Crown 6 advised Jolly Greens 34, 32, 31 and 03 to RTB at 1045Z. Waterback was contacted for radar vectors to feet wet for return to Da Nang AB. Upon arrival in the Da Nang area a long delay in landing was experienced because of low ceilings and fighter recoveries. The Jolly Greens landed at 1330Z. Coordination on the mission was excellent between Jolly Greens, Crown 6, Sandys and Nail 25. Sandy aircraft wanted Jolly Greens to make a pickup attempt before ground fire was suppressed but after Jolly Greens received ground fire while proceeding to the area Crown 6 insisted no further attempts would be made until the area was worked over by repeated air strikes.

(U) Crews of Jolly Greens were:

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JOLLY GREEN 34

RCC Major Charles E. Wicker
RCCP Major Ronald L. Haglund
FE SSgt Jackie L. Mangrum
RS A1C Joel E. Talley

JOLLY GREEN 31

RCC Capt Gerald W. Moore
RCCP Capt Charles P. Lowry
FE TSgt Leslie Bunting
RS Sgt Thomas T. Winters

JOLLY GREEN 32

RCC Major Robert E. Booth
RCCP Capt Joseph J. Dillon
FE SSgt William L. Crawford
RS SSgt Eugene L. Nardi

JOLLY GREEN 03

RCC Major John G. Kakacek
RCCP Capt Joseph R. Hall
FE TSgt Charles D. Severns
RS A1C Dennis C. Palmer

~~DECLASSIFIED~~

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CHAPTER VII
GREATEST EFFORTS

Of the hundreds of dramatic Search and Rescue efforts made in SEA from November 1967 to June 1969, a few emerged as outstanding in demonstrating the dedication and spirit of SAR personnel. Others proved the value of prepositioning SAR forces, and the orbit concept.

Three Busy Days

The busiest three days in the history of SAR took place in January 1969. Action began at 1418 hours local time on 17 January, with Stormy 2, an F-4 aircraft, being shot down in the Tchepone area in South-Central Laos. Crown 6, on standard orbit, received the distress call and diverted to the scene. Nail 25, an O-2 FAC in the area, established beeper and voice contact with Stormy 2B. The survivor reported that he had a broken arm and leg, was lying on his back in tall grass, and could not move. No contact was made with Stormy 2A, and no parachute was seen. Crown 6 launched Jolly Greens from Quang Tri and requested Spads and Sandys. Two F-4 flights in the area were brought in. Additional flights were requested. Hostile ground forces had moved into the area, so Nail 25 cleared the F-4s to strike. Sandy 1 and 2 arrived on scene at 1522 hours. While evaluating the area, Sandy 2 was hit by ground fire and bailed out. Voice contact was quickly established and he advised that he was uninjured. About this time, Spads 11 and 12 arrived on the scene and provided a CAP for Sandy 2, while Sandy 1 proceeded back to Stormy 2B. At 1555 hours, Jolly Greens 31, 32, 34 and 3 arrived and were held a safe distance from the pickup area, due to heavy ground fire from 37-mm,

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57-mm, and automatic weapons. Fourteen flights of fast movers, six Sandys, and six Spads sanitized the area constantly until darkness, but could not sufficiently clear it for a pickup. Six Jolly Green refuelings were made by Crown 4, which had been launched to provide tanker service, since Crown 6 was totally involved in controlling the mission.

18 JAN 69 As darkness fell, the forces were all returned to base and a first-light effort was planned. Super Jolly Greens (Buffs) 67, 68, and 70 were prepositioned from Udorn and NKP to participate in the first-light effort. It had been decided to pick up both men simultaneously. The first-light effort got underway with Buffs 68 and 67 going after Stormy 2B and Jolly Greens 37 and 17 going after Sandy 2. Nine Sandys and eight Spads were escorting the helicopters and providing cover, while 17 fighter flights, 2 Misty FACs (F-100s), and 3 Hobos (A-1s) ingressed to strike the target area. Weather prevented the simultaneous effort as Sandy 2 could not be worked, due to low clouds and ground fog. The entire effort then concentrated on Stormy 2B. During this effort, Sandy 10 was shot down with no chute seen and no radio contact. Crown 4 was controlling, while Crown 2 backed up as tanker. At 0945 hours, Buff 68 was directed in to pick up Stormy 2B. The survivor was in tall grass and immobile. As the rotor wash of Buff 68 blew the grass down, Stormy 2B was observed raising his right leg. The Buff pilot then lowered the aircraft below the tall trees to shield the pickup attempt from a 37-mm site located on a hill 1,000 yards south. The pararescueman was lowered to cut away the chute of Stormy 2B and to splint his left arm, while the Buff hovered for 22 minutes. The survivor was then brought up on the hoist by the pararescueman. Buff 68

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egressed quickly, with the Sandys strafing all the way.^{1/}

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Meanwhile, the Sandy 2 area cleared and Crown 1 began to control operations. Jolly Greens 17 and 37 were held five miles from the scene, while Crown 1 fed the fast movers to Sandy 9, the OSC. Upon completion of the Stormy 2B mission, Jolly Greens 17 and 37 were orbiting, awaiting a pickup call, but had to return to NKP due to low fuel. Buff 67 was joined by Buff 70 for the pickup. At 1335 hours, Buff 67 was called in for the recovery and made the pickup within five minutes despite heavy ground fire. While egressing, about one mile south of the pickup point, Buff 67 was hit by a 37-mm burst in the aft pylon area and immediately lost pressure in two hydraulic systems. The flight engineer saw the 37-mm gun that had hit them, and silenced it with his mini-gun. Sandy 7, which was escorting, located a suitable area and directed the damaged Buff into it for a crash landing. At 1345 hours, Buff 70 landed within 200 yards of Buff 67 and picked up all the downed personnel within 10 minutes. Buff 70 returned all survivors to NKP, but the pararescueman on Buff 67 lost his leg as a result of the 37-mm hit. Since Buff 67 was basically intact, and in a hostile area, the 3d ARRG Commander, reluctantly approved the destruction of the helicopter. Rustic, a flight of F-4s, did the job.^{2/}

About this time, to further complicate matters, a Covey FAC aircraft (O-2, Fig. 23), with Coveys 285 and 264 aboard, was shot down. Two good chutes were seen and Crown 2 contacted the FACs. Jolly Greens 16 and 20, and Sandys 15 and 16, which were just then departing the Buff 67 scene, were contacted and advised to proceed to the new area. The Jolly Greens refueled en route by Crown 2, which then assumed control of the new mission. Sandys 19 and 20

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were scrambled out of NKP, and these FACs located both survivors between 1616 hours and 1619 hours. Jolly Greens 16 and 20 remained on scene, but held short to await a pickup call. At 1622 hours, Sandy 19 replaced Sandy 15 as OSC and brought in several flights of fast movers to clear the area around Coveys 285 and 264. Although the two men were located within 30 meters of each other, they were not able to get together because of the rugged terrain. Sandy 19 made his analysis of the area and decided to bring in Jolly Green 16 for a pickup attempt. Jolly Green 16 was escorted in to Covey 285 by four Sandys, but began taking ground fire and was forced to withdraw with battle damage. Jolly Green 20 escorted Jolly Green 16 back to base as additional fast movers were brought in around Covey 285. Jolly Greens 4 and 32 arrived at 1825 hours and Sandy 19 quickly led Jolly Green 32 in for a successful pickup of Covey 285. As Jolly Green 32 was about halfway to Covey 264, the helicopter received ground fire and was forced to return to base with numerous holes in its aft fuel tank, which was losing fuel rapidly. The area obviously could not be cleared enough to make another attempt before dark, so a first-light effort was agreed upon. Covey 264 was advised to stay off the radio and dig in.^{3/}

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The effort for Covey 264 began the next morning at 0645 hours when Crown 1 arrived on scene. Covey 264 advised that he was in good shape and that hostile forces were in the area southeast of him. Misty 11 (F-100) also arrived on scene at 0645 hours, but no sanitization was attempted until Sandys 1 and 2 arrived shortly thereafter. Buffs 69 and 71 arrived at 0715 hours, escorted by Sandys 3 and 4. Sandy 1, as OSC, located Covey 264 and brought

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in five flights of fast movers (F-4s and F-105s) that were waiting. After the fast movers finished their strikes, four flights of A-1Hs were used to secure the immediate area around the survivor. Covey 264 was asked if there were any movement around him. He reported activity about 1,000 yards to the south. Sandy 1 then directed Spads 7 and 8, which were carrying CBU-19 (CS) to blanket the total area, to the south of the survivor. The Buffs were advised to use their masks. Buff 69 was then brought in for a pickup attempt. The survivor advised that he was getting sick. He was apprehensive and had some difficulty in directing the Buff in. The survivor was recovered at 0920 hours, with no hostile fire being received. The Sandys and Spads escorted the Buffs back to NKP. Although Crown 3 was airborne and available, no refuelings were necessary. During this hectic three-day period, 40,200 pounds of fuel were transferred in 14 refuelings. This capability undoubtedly contributed heavily to the success of the efforts.^{4/}

The scope of the Tchepone effort was most impressive. Seventy A-1s (Sandys, Spads, Hobos) were involved in the effort. Sixteen helicopters (Buffs, JGs) were utilized as primary rescue vehicles. Sixteen FAC aircraft (O-2s, F-100s) participated in direct strikes. Five HC-130 Crown aircraft were on hand to control operations and refuel the helicopters. Fifty-nine flights of fast movers (F-104s, F-105s), two- and four-ship elements, were used to suppress flak and enemy ground activity. A total of 284 aircraft were involved. The three-day period became even more impressive when the overall 3d ARRG activity for the period was considered. The Group was concurrently involved in 21 separate incidents from IV Corps to Northern Laos and Thailand. Thirty-seven saves were made during the 72 hours--19 combat and 18 non-combat.^{5/}

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Young NCO Leaves Legacy of Courage

By Maj. Carroll Shershun

TOM POPE is a most uncommon man among uncommon men. Sergeant Pope is only 22 years old. He was one of just 68 men in Southeast Asia authorized to wear the maroon beret of the Aerospace Rescue and Recovery Service's select corps of pararescuemen.

Until recently he served with the 40th ARRS, home of the "Jolly Green Giant" rescue helicopters, at Udorn RTAFB.

When he left for his new assignment at Wilford Hall Hospital, Lackland AFB, Tex., he vowed to return to Southeast Asia within two years.

His vow isn't uncommon among the men of air rescue. Many of the 68 PJs (pararescuemen) are on their second tour of duty in the war zone. But even among the men of air rescue, the sergeant from Midwest City, Okla., is uncommon.

In addition to the Purple Heart, he wears the Distinguished Flying Cross, the Bronze Star and the Air Medal.

He is personally responsible for having saved the lives of four persons during his combat tour in Southeast Asia.

Tom Pope came to the war zone with the first of the HH-53 "Jolly Green Giant BUFF (Big Ugly Fat Fellow)" rescue helicopters in late 1967. He flew his first mission three days before Christmas. When his tour was due to end last December, he extended for another tour.

During his 13 months in SEA, he flew 142 combat missions and compiled more than 324 hours of combat flying.

Last January, Tom Pope flew his last mission.

It was 99 in the shade and "hotter 'n hell" for the downed pilot on the ground, even though the day's first light barely shone. He had been on the ground overnight, surrounded by enemy troops, and had taken

refuge some two-thirds of the way up a 100-foot tree.

While airbursts from anti-aircraft weapons framed them, the men of the Jolly Green—circled by a protective "daisy chain" of A-1 "Sandy" fighters of World War II vintage—came onto the scene, hovered, and made the pickup in less than five minutes time. Tracer fire from the left was drawing closer. Less than a mile from the recovery site, however, the enemy scored a direct hit on the BUFF.

Miraculously, only one person was injured. It was Tom Pope. He had taken a hit in his left leg, lost considerable blood and was in serious condition when hospitalized. Only the rapid action of his fellow crew members and the survivor himself prevented the PJ from becoming an even more grim statistic.

His left leg had to be amputated.

Several weeks later, before leaving on a Military Airlift Command C-141 medical evacuation flight, Tom Pope made a last flight on his favorite "bird" the BUFF.

While his fellow crew members stood solemnly by, fighting back the tears which welled up in their eyes, Tom Pope smiled, joked and did what he had done with other survivors in the past—cheered them up in a moment of concern.

"He was the most courageous man I ever met," said Col. Hollon H. Bridges, commander of the 3d Aerospace Rescue and Recovery Gp.

"I'll never forget the sight of Tom Pope as he stood there on the ramp, impeccably dressed in his combat fatigues, cheering us up. And we were the ones who had come to cheer him on. I have never attended a more inspiring occasion."

Before taking his leave, Sergeant Pope turned and, with his left elbow resting on the crutch arm, he raised his right hand high in the V-sign made famous by Winston Churchill.

"I'll be back in two years," is

what Tom Pope said the two V-shaped fingers raised high stood for.

For the others there, they stood for Victory. The most important victory of Sgt. Tom Pope's young life.

During the long days and nights following the amputation of his left leg, Tom Pope was an inspiration to fellow patients at the Udorn RTAB Hospital and to the men of air rescue.

In addition to his smiles, Tom's encouragement to others, Tom Pope left another legacy.

These are the words by which those of us who were privileged to know Sergeant Pope shall always remember him:

"I lie and wonder not why I am here, but where I shall go from here."

"Perhaps my dreams for the beautiful things in life are there; I feel them envelop me in peaceful serenity."

"And I know I shall be brave, not from past achievements but in my pursuit with determination for my future life of happiness and accomplishments."

"I pray I shall always have strength not to wallow in self-pity but to lend a helping hand along my way to my future."

"For in all of us there is strength where courage adds tenderness to the heart, and in me may my strength turn aside weakness in quest of courage in others."

"If I could only march again not in military cadency but as a leader of a proud people,"

"Then part of my dreams for the beautiful things in life would be there."

"I dream of leading myself with the ideals of others in a parade exalting the reasons why I was there."

"And perhaps I shall turn and look behind to discover I march not alone but am followed by the multitude who seek the dreams of beautiful things to come."

"Because, after searching their hearts and past heritage, they will have joined my parade."



Sgt. Tom Pope flew 142 combat missions during his 13 months in Southeast Asia as a PJ. While trying to rescue a downed pilot in January 1969, Pope took a shot in his left leg, and it had to be amputated. Before taking leave, Pope stood on the ramp at Udorn RTAFB to cheer the HH-53 and his fellow PJs on. Raising his right hand, he flashed the 'V' sign—but for two not victory: He would be back in two years.

"Then another part of my dreams for the beautiful things in life would be there."

"Even though part of me is gone, I would march with pride toward the peaceful serenity, but not against the ideals for which I marched before."

"Yes, deep within me I know my personal loss is far less than the needless loss of ideals others have negligently allowed to be taken from them."

"So I lie there without the limb that was lost doing what I believed in with knowledge and pride; for the dreams I know will come true, I would march again."

"IF ONLY I COULD MARCH AGAIN!"

MSgt Dee W. Nelson
PJ Class of 52

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"I'll never forget the sight of Tom Pope as he stood there on the ramp, impeccably dressed in his combat fatigues, cheering us up. And we were the ones who had come to cheer him on. I have never attended a more inspiring occasion."

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18 JAN 69

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"Perhaps my dreams for the beautiful things in life are there; I feel them envelop me in peaceful serenity.

"And I know I shall be brave, not from past achievements but in my pursuit with determination for my future life of happiness and accomplishments.

"I pray I shall always have strength not to wallow in self-pity but to lend a helping hand along my way to my future.

"For in all of us there is strength where courage adds tenderness to the heart, and in me may my strength turn aside weakness in quest of courage in others.

"If I could only march again not in military cadency but as a leader of a proud people,

"Then part of my dreams for the beautiful things in life would be there.

"I dream of leading myself with the ideals of others in a parade exalting the reasons why I was there.

"And perhaps I shall turn and look behind to discover I march not alone but am followed by the multitude who seek the dreams of beautiful things to come.

"Because, after searching their hearts and past heritage, they will have joined my parade with pride and the discovery of why I marched before.

"Then another part of my dreams for the beautiful things in life would be there.

"Even though part of me is gone, I would march with pride toward the peaceful serenity, but not against the ideals for which I marched before.

"Yes, deep within me I know my personal loss is far less than the needless loss of ideals others have negligently allowed to be taken from them.

"So I lie there without the limb that was lost doing what I believed in with knowledge and pride; for the dreams I know will come true, I would march again.

"IF ONLY I COULD MARCH AGAIN"



A1C Joel E. Talley in work gear for a rescue operation. Pararescueman has been awarded the Air Force Cross for his part in a pilot save last July (see "The Lifesavers: SEA's Air Rescuemen," by Maj. Carroll S. Shershun, AF/SD, June '69). Talley is only the seventh enlisted man to win the award.



Courage—and danger—are the prerequisites for air rescuemen in Vietnam. Sgt. Tom Pope, holder of the Purple Heart, DFC, Bronze Star, and the Air Medal, lost a leg during a rescue operation in January 1969. During his 142 combat missions, Sergeant Pope saved the lives of four men.



Another Air Force Cross recipient helicopter pilot Maj. Joe B. Greer has been credited with saving the lives of twenty-two men during recovery missions in SEA. The major's Air Force Cross, for "extraordinary heroism," is only the eighteenth award of USAF's second highest decoration.

1st Lt. Greer - pilot
 1st Lt. Greer - pilot
 1st Lt. Greer - pilot
 1st Lt. Greer - pilot

No photos



ON HIS FINAL VISIT to his former squadron, following the loss of his leg, Sgt. Tom Pope is greeted by Lt. Col. Chester Ratcliffe, commander of the 40th ARRS, Udorn RTAFB.



Chief Master Sergeant Charles D. King.

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).

14 JAN
January 1969 -- HH-53 crews from the 40th ARR Squadron at Udorn Royal Thai AB scrambled to get airborne for a combat rescue mission to pick up a fighter pilot shot down the previous night over North Vietnam. Pararescueman Sergeant Tom Pope was the tail-gunner during the run-in for extraction. While airbursts from antiaircraft weapons encircled them, the men of the Jolly Green, covered by a protective "daisy chain" of A-1E "Sandy" fighters, came onto the scene. The Jolly Green settled into a hover and made the pickup in less than five minutes. Enemy tracer fire from the left began to draw in closer. As the HH-53 pulled away from the battle scene, the enemy gunners found their mark and scored a direct hit on Sergeant Pope's position. Although seriously damaged, the HH-53 managed to remain airborne. The pararescueman manning the left window gun saw Sergeant Pope dangling below the tail of the helicopter by his gunner's belt where the ramp used to be. He quickly pulled the unconscious Sergeant Pope into the helicopter and surveyed the damage. Sergeant Pope was bleeding profusely from where his left leg used to be and was in serious condition.

The rapid action and treatment by the other pararescueman prevented Sergeant Pope from becoming an even more grim statistic. Several weeks later, before leaving on a Military Airlift Command C-141 medical evacuation flight, Sergeant Pope,

Last flight for Sergeant Tom Pope (center), who lost his left leg from enemy gunfire on an HH-53 he was flying gunner for in January 1969. From left to right: Lieutenant Colonel Rataliff, Sergeant Pope, and Sergeant D.C. Johnson.



SERGEANT POPE'S SACRIFICE AND A PROMISE TO RETURN

SOUTHEAST ASIA — Tom Pope is a most uncommon man among uncommon men.

Sergeant Thomas R. Pope is only 22 years old.

He was one of only 68 men in Southeast Asia authorized to wear the distinctive maroon beret of the Aerospace Rescue and Recovery Service's select corps of pararescuemen.

Until recently he served with the 40th ARRS, home of the "Jolly Green Giant" rescue helicopters, at Udorn Royal Thai Air Base.

When he left for his new assignment at Wilford Hall Hospital, Lackland AFB, San Antonio, Tex., he vowed to return to Southeast Asia within two years.

His vow isn't uncommon among the men of air rescue. Many of the 68 PJs (pararescuemen) in the war zone are on their second and third tours of duty here.

But even among the men of air rescue, the sergeant from Midwest City, Oklahoma, is uncommon.

In fact, not only was he one of 68 to wear the maroon beret, but he is one of only 74 men of the 3d Aerospace Rescue & Recovery Gp., the most decorated unit in the annals of aviation history, to be awarded the Purple Heart.

He also wears the Distinguished Flying Cross, the Bronze Star and the Air Medal.

He is personally responsible for having saved the lives of four persons during his combat tour in Southeast Asia.

Sergeant Pope came to the war zone with the first of the HH-53 "Jolly Green Giant BUFF" (big ugly fat fellow) rescue helicopters in late 1967. He flew his first mission three days before Christmas. When his tour was due to end last December, he extended for another tour.

During his 13 months in SEA, Tom Pope flew a total of 142 combat missions and compiled more than 324 hours of combat flying in the fastest, biggest, highest-flying helicopter in the Air Force inventory.

In January 1969 Tom Pope flew his last mission.

It was a hot, duty day .. like most any other January day. It was 99 in the shade and "hotter'n hell" for the downed pilot on the ground, even though the day's first light barely shone. He had been on the ground overnight, surrounded by enemy troops, and had taken refuge some two-thirds of the way up a 100-foot tree.

While airbursts from anti-aircraft weapons framed them, the men of the Jolly Green - circled by a protective "daisy chain" of A-1 "Sandy" fighters of World War II vintage -- came onto the scene hovered, and made the pickup in less than five minutes time. Tracer fire from the left was drawing closer. Less than a mile from the recovery site, however, the enemy scored a direct hit on the BUFF.

The events which followed, like many

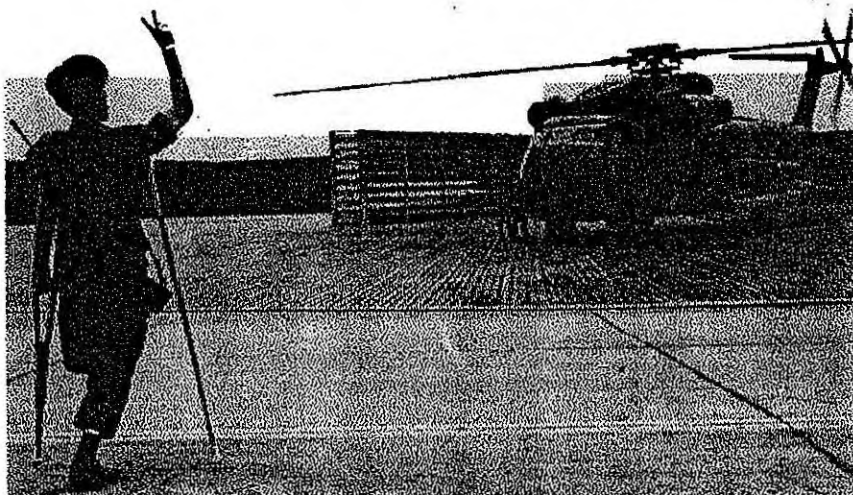
in rescue operations, would read like an adventure story.

Miraculously, only one person was injured. It was Sergeant Pope. He had taken a hit in his left leg, lost considerable blood and was in serious condition when hospitalized. Only the rapid action of his fellow crew members and the survivor himself prevented the PJ from becoming an even more grim statistic.

His leg had to be amputated.

Several weeks later, before leaving on a Military Airlift Command C-141 "Star-lifter" medical evacuation flight, Sergeant Pope made one last flight on his favorite "bird" ...the HH-53 "Jolly Green Giant BUFF."

While his fellow crewmembers stood solemnly by, fighting back the tears which welled up in their eyes, Sergeant Pope, smiled, joked and did what he had done with other survivors in the pe



SERGEANT POPE GIVES THE "V" FOR VICTORY SIGN

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Before taking his leave, Sergeant Pope turned, and with his left elbow resting on the crutch arm he raised his right hand high in the V-sign made famous by the late Winston Churchill.

"I'll be back in two years," which is what Sgt. Pope said the two V-shaped fingers raised high stood for.

For the others there, they stood for Victory. The most important victory of Sergeant Tor's young life.



SGT. THOMAS R. POPE

12 JAN 69

Master Sergeant Dee W. Nelson, for whom Pope flew in lieu of that day, composed a poem about the incident.

I lie and wonder not why I am here,
but where shall I go from here.
Perhaps my dreams for the beautiful things in life are there;
I feel them envelop me in peaceful serenity.

And I know I shall be brave, not from past achievements,
but in my pursuit with determination for my future life of
happiness and accomplishments.

I pray I shall always have strength not to wallow
in self-pity but to lend a helping hand along my
way in the future. For in all of us there is strength
where courage adds tenderness to the heart,
and in me may my strength turn aside
weakness in quest of courage in others.

If I could only march again, not in military cadency,
but as a leader of a proud people, then part of my dreams
for the beautiful things in life would be there.

I dream of leading myself with the ideals of
others in a parade exalting the reasons why
I was there.

And perhaps I shall turn and look behind to
discover I march not alone but am followed by
the multitude who seek the dreams of beautiful
things to come.

Because, after searching their hearts and
past heritage, they will have joined my
parade with pride and the discovery of why
I marched before.

Then another part of my dreams for the beautiful things in life would be there.

Even though part of me is gone, I would march with
pride toward the peaceful serenity, but not against
the ideals for which I marched before.

Yes, deep within me I know my personal loss is
far less than the needless loss of ideals others
have negligently allowed to be taken from them.

So I lie there without the limb that was lost,
doing what I believed in with knowledge and
pride; for the dreams I know will come true,
I would march again ...
IF ONLY I COULD MARCH AGAIN!

REQUESTED PERMISSION
TO USE ON 12P JUL 99
SEE NELSON FILE

To: (unknown), rlapointe
From: INTERNET:USAFPJ52@aol.com, INTERNET:USAFPJ52@aol.com
Date: 7/28/99, 12:21 PM
Re: Re: SEA PJ Book

You certainly have my permission to enter Tom Popes mission poem. Also Ruth Spitler wrote a poem called "The Rescuers" that was read at the last Ft Walton reunion and is a poem that says it all about commaraderie(sp). I have sent about everything I had to The pararescue museum. Will check out if I may have something to send you. You are doing a great job as you have in the past. I am proud of you and all the others I had a hand in training to be the best of the best.

----- Internet Header -----
Sender: USAFPJ52@aol.com
Received: from imo21.mx.aol.com (imo21.mx.aol.com [198.81.17.65])
by hpamgaaa.compuserve.com (8.8.8/8.8.8/HP-1.7) with ESMTTP id QAA24991
for <rlapointe@compuserve.com>; Wed, 28 Jul 1999 16:20:59 -0400 (EDT)
From: USAFPJ52@aol.com
Received: from USAFPJ52@aol.com
by imo21.mx.aol.com (mail_out_v22.4.) id fIRTa20497 (3988)
for <rlapointe@compuserve.com>; Wed, 28 Jul 1999 16:20:47 -0400 (EDT)
Message-ID: <1c92ffed.24d0c01f@aol.com>
Date: Wed, 28 Jul 1999 16:20:47 EDT
Subject: Re: SEA PJ Book
To: rlapointe@compuserve.com
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit
X-Mailer: AOL 4.0 for Windows 95 sub 21

DEE NELSON

18 JAN 69 WIA POPE

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS

TO

THOMAS T. WINTERS

Staff Sergeant Thomas T. Winters distinguished himself by heroism while participating in aerial flight as Rescue Specialist on an HH-3E helicopter in Southeast Asia on 18 January 1969. On that date, Sergeant Winters penetrated deep into hostile territory northwest of the A Shau Valley to effect the rescue of two downed Forward Air Controllers. Despite antiaircraft fire and continuous ground fire, Sergeant Winters manned the left machine gun and delivered accurate suppressive fire. With complete disregard for his own personal safety, Sergeant Winters exposed himself to the hostile fire as he stood in the open doorway and brought the first survivor on board the helicopter. Sergeant Winters returned to his machine gun and commenced firing, but the helicopter was heavily damaged by intense automatic weapons fire and was forced to withdraw. The outstanding heroism and selfless devotion to duty displayed by Sergeant reflect great credit upon himself and the United States Air Force.

Robert LaPointe

From: Don Johnson [dmacnuts@gte.net]
Sent: Wednesday, January 23, 2002 7:02 PM
To: Robert LaPointe
Subject: CSAR STORMY 02

Hi Bob,

Here is the list of individuals that either George Marrett, Sandy 13, or I, JG67, have talked too about the CSAR STORMY 02. Thought you might like to know. Further, thanks for the mission statements concerning Sandy 02 and 10. BUT, we need the crew compliment to JG68 and JG70 and what BUFF crew picked up Lt. W. Townsley, Covey 264, 19 January 1969 from Tchepone valley and what DaNang NitNoy crew picked up Maj. G. Blair, Covey 285, 18 January 1969.

Sandy's

- 08 - Jim Beggerly - 817.453.8104
- 09 - Don Dunaway - 580.363.1635
- 11 - Jack Watts - 808.671.8206
- 12 - Joe DeCarlo - 402.292.1429
- 13 - George Marrett - 805.466.7640
- 14 - Harry Dunivant - 850.650.1605

Jolly Green 67

- PI - Paul J. Darghty - 916.988.1271
- CP - Barton Libby - 916.988.1689
- PJ - DC Johnson - 808.325.6850
- PJ - Tom Pope - Norman Veterans Home

Jolly Green 17

- PI - William Warwick - 903.882.8740

Covey 264

- PI - William Townsley

Pilots/GIB Rescued

- PI - Lurie Pete Morris - 904.519.8372
- GIB - James Fegan

To complete the picture I need to find James Purdue the FE of JG67 and the Jolly crews mentioned above.

I NEED HELP!!!

DC

souvenirs and momentos.

I was sorry to hear about your mothers death. And I was very upset about how it has upset you.

Good luck on the three books. It has been really good to hear from you. And now I have your phone number, I'll call. I'll also be at the reunion in September. Hopefully I see you there too.

Be good & keep the spirit!

Tom Pope
405.217.8496 (OK Veterans Center)

As a note on Jolly Green 67, the first BUFF shot down in combat, and to clarify some of the above text. Col. George Marrett (Sandy 13 on the JG67 pickup of LTC Lurie Morris, Sandy 02, Tchepone valley 18 January 1969. He saw JG67 shot down and came onto our crash site and laid down some "heavy smoke and pee" and without him and his fellow Sandys, JG67 would be on THE WALL) has a yearly CSAR debriefing. Usually held at Nellis AFB Nevada for the benefit of the USAF, this year he has arranged to debrief at the Air Force Museum at Wright-Patterson, Dayton Ohio. There will be two debriefs, one of Oyster 02B, Roger Locker, who EnE'd the NVA for two weeks prior to rescue, and CSAR Stormy 02. Between Col. George and myself we have found virtually every person involved EXCEPT MOST OF THE JOLLY CREWS. WHO WAS ON JOLLY GREEN 68 that picked up Lt. James Fegan. We have Jim Fegan, now an MD, but NOT THE CREW OF JOLLY GREEN 68. I have located most of the members of Jolly Green 67 except the FE James R. Purdue. I have Tom Meyer located as deceased as I buried him many years ago BUT THE REST OF THE CREW OF JOLLY GREEN 70 IS A MYSTERY. WHERE IS DAN GALDE??? We have LTC Morris found but not the crew of Jolly Green 70. By the way, who ever was the historian for the BUFF Jolly's did such a crappy job of detailing the missions, he might of well been drunk on his ass for all the good he has done for the teams record of accomplishments.

Both Col. George and I have written books. He has his ready to publish by the Smithsonian Press as, "Sandy to The Rescue," about his year with those dashing young men in their flying Dump Trucks. I have written a novel, "Rescue! Rescue!" and a non-fictional account of my return to Vietnam, "Journey for My Soul: There and Back Again," and am working on my present non-fiction, "Journey for My Spirit: The Rescue of Jolly Green 67 & the Saga of Stormy 02."

Finally, for all of you who have hesitated to stir up the old memories or feelings of fear, I will visit Jim Locker's family in Sydney, Ohio (Jim died 09 June 1968 on a SAR out of DaNang) when I am back at Wright-Patt. I believe it is beneficial for both the family who lost their son and the man who called that son "Brother" because of the union which occurred in combat, that ill-defined yet permanent fixture of connectedness to that man as Brother of The Blood.

If you are interested Col. George Marrett is contacted by:

8225 San Diego Road
Atascadero, CA 93422
805.466.7640
< jmarrett@tcsn.net >

Finally, I WILL RETURN TO LAOS as soon as I get word that the site of JG67 is verified. That is being done as a courtesy to our SAR teams by

the JTFFA out of Fort Smith, Honolulu, Hawaii.

Additionally, I will suggest that the next CSAR debriefing to be Boxer 22, Mu Gia pass December 1969.

Any questions, you know how to tap my shoulder and yell, "Hey Stupid!"

DC Surfer Johnson

17 JAN 69 SAR
POPE WIA

Page 1 of 2

Robert LaPointe

From: <Tom53pj@aol.com>
To: <tanewman@wans.net>; <USAFPJ52@aol.com>; <EdDeShae@aol.com>; <DaveStevso@aol.com>; <Flaregun1@aol.com>; <okiplus3@tunwater.net>; <Pjchuck@aol.com>; <sleuth@micron.net>; <RGaboub@aol.com>; <fivehand@jps.net>; <lttrujillo@earthlink.net>
Sent: Thursday, October 12, 2000 2:32 PM
Subject: Hello From Tom Pope
Hello Out There,

Thought it was about time to give you all an update. Newman pass this along to Denny. At least I wasn't the last one to get a computer. Com'on Dalmo, join the human race.

I've been painting quite a few landscapes since we got together in Albuquerque in June. Attended a watercolor workshop given by Frank Webb. I've admired his painting style ever since I started painting and he gave me some excellent suggestions, along with some well placed criticism, which I needed. I spend a lot more time in designing the paintings. I get a lot less disasters if I sketch before I paint. What a novel concept! It's also a lot more enjoyable.

Libby (my daughter at the reunion) says 'Hello' and that she really enjoyed meeting all of you. She's hinting that she might want to come to the PJ Association meeting in two years. Where have they decided to hold it, Dee? Let us know. She got a nice little (6'6") boyfriend. I'm surprised that I don't want to strangle the guy who's trying to steal my little girl. She's having a fun Senior year (all A's the first nine weeks), working at the Sonic drive-in (she's the Soda Bitch - her words, not mine. She make the sodas and rushes everyone to "move it, move it, move it". Kinda' like a smaller version of the DI's at Fort Benning.)

It was told to me that a lot of you didn't know that I had lost my leg or how it had happened. So I'll take this time to tell you:

"Now this ain't no shit. It was a hundred and ten in the shade and..."

You'd probably prefer the short version. (I heard that big groan out there.) Jan 18, 1969, I replaced Dee Nelson on Jolly Green run into Laos, west and north of the DMZ. We backed up another Jolly that picked up a downed 105 jock and headed to Savannaket. We were diverted back to a second day effort for a downed sandy (CO if I remember correctly). One Jolly had already been shot out earlier in the day and they had been bombing and strafing for a couple of hours to soften it up.

We went in about 1230, low and fast. There was a lot of gun fire and flak, but when we pulled into a hover over the downed Sandy driver, it eased up, and was sporadic. Off and on mini-gun bursts, and four A1e Skyraiders circling within what seemed like fifty feet of the helicopter, managed to keep the bad guys down for the 2-3 minutes we hovered about 80 feet in the air.

10/12/00

The Sandy driver got on the penetrator by himself, and once he was in the door, we were off, on the treetops, as fast as that helicopter could go. Lots of ground fire and firing back at full throttle, with those four Sandy's still circling fifty feet out, firing and bombing, all this right on the treetops.

Then It was quite. For about ten seconds, I thought we were out Scot free.

Then KABOOM! I was on the ramp gun and it hit the right side of the helicopter, between the floor and the engine exhaust. It was a hole as big as a Volkswagen Beetle. They say it was flak, I think it may have been one of the first shoulder held surface-to-air missiles. Whatever...

I was laying on the deck. I pulled myself up by the mini-gun handles and fell back down. My left leg was laying askew, and I could see that there wasn't much holding it on. D.C. Johnson and the rescued pilot immediately grabbed me and pulled me into the helicopter. It didn't hurt..., until they put the tourniquet on. I'll never forget that. (besides the leg injury, I had about fifty pieces of shrapnel in various parts of my body. I had a crew parachute on and it took most of the blast. Every part of my body that wasn't covered by that parachute and my helmet had metal fragments in it.

We crashed. And guys like Tom Newman, Tommy Myers, Dan Gauldi, Dee Nelson, came to the rescue. They say that our rescue was a real shootin' match, too, but I was in and out of consciousness so I'll let them tell you about. I guess that's how life works out. All I ever wanted was the biggest, bestest rescue mission ever. And I got it. I just didn't know I would be the rescuee.

That's the big story. I tried not to take too much poetic license. I'm just another PJ doing what PJ's do. Any one of you guys would have done the same as I did. Just another day in the life of a PJ.

Time to go nail a crate together for a traveling art show I'm in. They let me be in the show if I promised to fix the crates.

One last thing: Let's think about getting together at the next PJ Association Reunion in two years. It'll probably be in Las Vegas or Albuquerque. Maybe we can get there a day early?

I love you guys. Stay in touch. Bye bye.

Tom Pope
Tom53pj@aol.com

18 Jan 1969 Jolly Green 67

File = PJ23

Left to right FE M. Hilligoss
Copilot B. Libby PJ T Meyer

Pilot P. Darghty

PJ D. Johnson





POPE1.JPK



He dont has link for ~~unlike~~
Man Tom Hope 18 Jan 67
Bull 67

FILE = P3 80

18 JAN 69



POPE2.JPG

Tom Pope in hospital after leg amputation.
Col Shockley awarding the Purple Heart
WIA 17 Jan 1969 on Stormy SAR



FILE = PJ 4

~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF: RCC

23 January 1969

SUBJECT: Mission Narrative Report (2-3-008, 18 January 1969) (U)

TO: Det 1 40 C
3rd ARRG (JSARC) CH
INTURN

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

2. (C) Jolly Green 20 was scrambled at 2050Z to check on Knife 26, a CH-3E which was an hour overdue at Channel 89. He had taken an EOD team to an area at 350-010/6.0-6.5/89 to check on ordnance dropped by Nimrod 37 during an emergency. Knife 26 had last reported to the tower that he was landing in a field near the ordnance drop. Jolly Green 20 was airborne at 2110Z and proceeded out the 350° radial. A flareship was requested through NKP tower. Several fires were spotted in the area and the crew spotted flashlight signals near one of them. A check revealed the wreckage of Knife 26 burning near the base of a large tree at VE6233. Two groups of survivors were spotted, one on each side of the wreckage, about 150 yards apart. The tip tanks were dropped from Jolly Green 20 over a heavily wooded area at 345/6/89, and fuel was dumped in preparation for the pickup. Candlestick 43, a C-123 flareship dropped flares in the area and two survivors were hoisted aboard at approximately 2120Z. One of the survivors reported that help was needed for two survivors with injured backs. A landing was made nearby and the two pararescuemen went with one of the survivors to recover the injured in that group. After those four survivors were recovered, the pararescuemen proceeded to the other group of survivors. They kept in radio contact with Jolly Green 20 on their emergency radios and called for the stokes litter. Jolly Green 20 hovered over to the area, lowered the litter, then returned to NKP with the first four survivors. Upon return to the area, one pararescueman was hoisted aboard to help with the litter, then the five remaining survivors and pararescueman were recovered by hoist. The final landing at NKP was made at 2235Z. Radio contact could not be effected with Compress or Shoestring during the mission for unknown reasons. Other radio communications were good. Weather was clear with a few patches of thin ground fog in the area. Aerial refueling was not required. No hostile action was observed.

3. (U) Names of the survivors were:

Captain Tryon S. Lindabury - 21st Special Operations Squadron
Captain Phillip J. Conran - 21st Special Operations Squadron
TSgt James E. Clouse - 21st Special Operations Squadron
Sgt William B. Sawyer - 21st Special Operations Squadron

~~CONFIDENTIAL~~

Atch 7

~~CONFIDENTIAL~~

TSgt James L. Bell - 56th Security Police Squadron
Sgt Richard F. Matthews - 56th Security Police Squadron
A1C Terry C. Mayo - 56th Security Police Squadron
A1C George A. McQuillan - 56th Security Police Squadron
Bumrongluksa Somran - Thai Guard

4. (U) Crewmembers of Jolly Green 20 were:

Capt Richard J. Harwood	RCC
Capt James P. O'Pry	RCCP
Sgt Gregory G. Gallagher	FE
A1C Leonard C. Johnson	RS
A1C Ember A. Curry	RS

Gp-4

Gp-4


RICHARD J. HARWOOD, Captain, USAF
Rescue Crew Commander

Classified by DA 140 PRS
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

~~CONFIDENTIAL~~

Atch 72

FROM: RCC

21 Jan 69

SUBJECT: Mission Narrative Report (10-38-009-9019)

TO: 10-38C

38C

JASAC/3rd ARRGp *llg*

IN TURN

llg

1. This Report is submitted IAW ARRSM 55-2 3rd ARRGp Sup 1, 11 Jul 68.
2. On 19 Jan 69 at 1053L Navy operations requested assistance from Pedro Operations in accomplishing a Medevac for one WIA Regular Forces soldier. Pedro 39 responded and launched at 1055L enroute pickup point which was a field just south of the Village of Tra¹⁰on. Pedro 39 established radio contact with "Albert 57" on Fox Mike who was the ground agency controlling the pickup. Pedro arrived over the landing site at 1107L and made the approach into the field which is normally used as a Heli¹⁰pad. Visual contact was accomplished by use of a Red Smoke Flare. Pickup was completed at 1110L and Pedro departed the area enroute to the Eakin Compound at Can Tho. Pedro arrived at the compound at 1120L and offloaded the patient; then departed enroute to Binh Thuy for termination at 1130L. Three sorties for 0.6 hours flying time. Negative ground fire was encountered during the mission. One Combat save accredited to Pedro Operations.
3. The survivor was a member of the Vietnam Regular Popular Forces.
4. Members of Pedro crew

Pedro 39

RCC Capt John L. Debevec
RCCP Capt Cecil A. Jessee
FE MSgt John G. Regan
PJ Sgt Lonnie G. Conner

John L Debevec
JOHN L DEBEVEC, CAPT, USAF
Rescue Crew Commander

Mission 8-38-005-9020: 2 Sorties - 0.5 hours, HH-43B, Det 8, 38ARRS.

The 12th Security Police notified Detachment 8 at 1505, 20 January, that a US Army soldier had suffered heat exhaustion while on patrol and needed to be evacuated to the hospital. Lt Col Flavious F. Drake, RCC, Captain John P. Smariga, RCCP, Sgt James W. Simmons, FE, and TSgt Joseph Fernandez PJ, launched in Pedro 51. TSgt Fernandez was deployed on the jungle penetrator to assist the evacuee who was flown to the 12th USAF Hospital. This did not constitute a save.

Mission 8-38-006-20 Feb 69: 1 Sortie - 0.7 hours, HH-43B, Det 8, 38ARRS. While on a training flight, at 1635, 20 February, in Pedro 51, Captain Bruce K. Ware, RCC, Captain John P. Smariga, RCCP, SSgt Willie A. Burchett, FE, and TSgt Joseph Fernandez, PJ, observed 2 men waving frantically indicating they needed help. Pedro 51 was landed on the beach and it was learned that a man had fallen from the top of a concret bunker onto the rocks approximately 20 feet below. He was found partially in the water on some of the rocks. The victim was placed on a semi-rigid litter and flown to the 12th USAF Hospital. This was one non-combat save.⁶

On 14 February 1969, a battle damaged F-4C returned to Cam Ranh Bay AB unable to extend its right main landing gear. Pedro 17 launched, and the runway was foamed for the emergency landing. The F-4C veered off the right side of the runway and the right external fuel tank exploded. Pedro was first to the scene and the FSK was deployed. TSgt Joseph Fernandez, PJ, Sgt Larry E. Cunningham, RS, and Sgt Lynn K. Pillsbury, RS, assisted the crew in exiting the stricken F-4C. Lt Col Flavious F. Drake, RCC and Captain Horace P. Holland Jr, RCCP, were the Pedro Pilots.

⁶. Mission Report Number 8-38-006-20 Feb 69

ZYUW RUMACMU2487 0200000-UUUU--RUCIEUA.

R UUUUU ZFH-1 RUSV

VV SXB080

''''ZZ RUSVAE RUCIEUA RUEFHQA

ZNR UUUUU ZFH-1 RUSV

V AAC485

''''ZZ RUSVAE RUCIEUA RUEFHQA

DE RUSVAA #0355 0200925

ZNR UUUUU

Z 0 200909Z JAN 69

FM DET 8 38ARRS CAM RANH BAY AB VIETNAM

TO RUEFHQA/CSAF/AFCP/AFOPFH

RUCIEUA/ARRS/AROC/SCOTT AFB ILL

RUSVAE/3ARRGP/JSAFC/TAN SON NHUT

INFO RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

RUWTRTA/MAC/MCP/MACCOA/SCOTT AFB ILL

RUSVB/7AF/DOTO/DO/DP/DI/BDPMP/CP/TAN SON NHUT AB VIETNAM

RUKLAAA/TAC/DCOSLR/LANGLEY AFB VA

RUWTEFJA/USAF MPC/AFPMSC/RANDOLPH AFB TEX

RUSVDE/MACV/SAIGON

RUEBAA/ARDC/ABERDEEN PROVING GROUND MD

BT

UNCLAS JOPREP JIFFY RESCUE/8-380

SUBJ: RESCUE INFORMATION REPORT

1. RESCUE OPENING/CLOSING REPORT

2. 8-38-005-9020

E.A. US ARMY, E-4 HEAT EXHAUSTION

E. 377TH LIGHT MAINT BN, USA

F. WALSH MICHAEL W.

FLASH

*routine med evac
no save
heat stroke
no brief*

PAGE 2 RUSVAA 0355 UNCLAS

4. 12 SECURITY POLICE/CSC/0705Z 20 JAN 69

5. N/A

6. DET 8, 38ARRS/0705Z

7. HH-43B/0710Z

8. 109 DEGREES 15'E 11 DEGREES 54'N

9. CLEAR/VIS 15 PLUS, W/V 090/06

10. DET 8, 38ARRS, LT COL DRAKE, FLAVIOUS F.

11. N/A

12. DET 8, 38ARRS/0725Z/109 DEGREES 15'E 11 DEGREES 54'N

13. DET 8, 38ARRS, HOIST AND JUNGLE PENETRATOR

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

15. MED EVAC TO 12TH USAF HOSPITAL

16. 2/0.5/DET 8, 38ARRS/HH-43B

17. 0/0/0/0/1/0/0/0/0

18A. LT COL DRAKE, FLAVIOUS F

CAPT SMARIGA, JOHN P.

TSGT FERNANDEZ '93

SGT SIMMONS JAMES W.

RCC

RCCP

4

FE

DET 8, 38ARRS

DET 8, 38ARRS

535 8, 38ARRS

DET 8, 38ARRS

TSGT JOE FERNANDEZ

B. MICHAEL W. WALSH, E-4, 377TH LIGHT MAINT BN

19H. THERE WAS NO SAVE CLAIMED. NO GROUND FIRE WAS ENCOUNTERED. PJ

PAGE 3 RUSVAA 0355 UNCLAS

WAS DEPLOYED ON JUNGLE PENETRATOR TO ASSIST EVACUEE. TEN MAN PATROL

STRANDED ON 1100' MOUNTAIN WITHOUT WATER. FOLLOWING EVACUATION WATER

WAS DELIVERED TO REMAINING PATROL

FROM: RCC

21 Jan 69

SUBJECT: Mission Narrative Report (10-38-007-9018)

TO: 10-38C

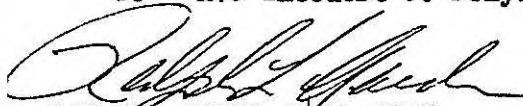
38C

3rd ARRGp (JSARC) *WJ*

IN TURN

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Sup 1, 11Jul 68.
2. At 1650L Binh Thuy Navy Operations called and requested pick up of two wounded Korean Navy personnel off a U.S. Naval L.S.T. Pedro 39 launched at 1655L for location of ship at WS 933 022. Enroute weather was broken 4000' with 10 miles visibility. Pedro 39 was informed that the LST suffered much battle damage and had two seriously wounded on board. Also they informed 39 that the ships personnel knew little if any of stokes or litter pick ups. Pedro 39 arrived at the ship at 1705L. On location for cover from possible hostile fire were two Seawolfs and two River Patrol Boats. Pedro 39 hovered over the moving ship and deployed the P.J. Landing on the ship was impossible due to cargo on the deck. One man had serious head injuries and other had serious leg wounds. The PJ bandaged the head of the one wounded and splinted the leg of the other. Pedro 39 then hovered in again, which was extremely difficult due to the fact the ship was moving crosswind. The FE lowered the stokes litter to the PJ who strapped the one personnel with the leg wounds in the litter. The FE raised the wounded and secured him inside the helicopter. The Forest Tree Penetrator was then lowered, on which the PJ secured the personnel with the head wounds. He was then brought up by the FE. The FE then lowered the penetrator for the PJ to be raised on board. With all personnel on board Pedro 39 departed the area at 1725L. Pedro 39 arrived at the 29th Army Field Hospital at 1730L disembarking the wounded personnel. Pedro 39 left the hospital at 1732L terminating at Binh Thuy at 1735L. Negative ground fire observed at the rescue location. Two combat saves. One sortie 0.7 hours flying time.
3. The names of the survivors are unknown.
4. Crewmembers of Pedro 39:

RCC Maj Ralph C. Gaede
RCCP Capt Jack D. Cusano
FE A/C James E. Tarantino
PJ A/C Theodore J. Polys


RALPH L. GAEDE, MAJ, USAF
Rescue Crew Commander

85821

RUMSCMV9480 0210000-UUUU--RUCIEUA.
SVAG H0098 0210920
UUUUU

RECEIVED
375 ABGP 21 JAN 69 11 56

21 JAN 69 14 31z

ACTION INFO

NO BBE

0 210900Z JAN 69
FM DET 7 38ARRS DNG AB RVN
TO RUEFHQA/CSAF/AFCP/AFXOPFH
RUCIEUA/ARRS/AROC/SCOTT AFB ILL
RUHEAE/PAC ARRC/PROCP/HICKAM AFB HAWAII
RUSVAE/3ARRGP/JSARC/TSN AB RVN
INFO RUCWAAA/USAF LATERATE CP/MAXWELL AFB ALA
RUCIEUA/MAC/MCP/MAOCCA/SCOTT AFB ILL
RUSVB/7AF/DOTO/DO/DI/DP/BDPMP/CP/TSN AB RVN
RUKLAAA/TAC/DCOS LR/LANGLEY AFB VA
RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX
RUSVDE/MACV/SAIGON RVN
RUEBAAA/ARDC/ABDERDEEN PROVING GROUND/MD
ZEN/COMDR 366 TFW DNG AB RVN
ZEN/COMDR 366 USAF DISP DNG AB RVN

BT
UNCLAS JOPREP JIFFY RESEUC DET 7, 38TH ARRS JAN 69. SUBJECT:
RESCUE INFORMATION REPORT SUBMITTED IAW ARRS 55-11.
1. RESCUE OPENING/CLOSING REPORT-21 JAN 69
2. 7-38-009-21 JAN 69

PAGE 2 RUSVAG 0098 UNCLAS

3. A. MED EVAC ONE CRITICALLY BURNED PATIENT/ B THRU H: N/A
4. 366 TFW DISP/21 JAN 69/0125Z
5. N/A
6. DET 7, 38TH ARRS/21 JAN 69/0125Z
7. HH-43B/0138Z
8. 16-U3N/103-12E
9. CAVOK
10. DET 7, 38TH ARRS/MAJOR HOLLEY
11. 95TH AERO EVAC HOSP
12. UNK
13. LITTER TRANSFER
14. 1/1/1/0/0/0
15. DELIVERED TO 95TH AES HOSP
16. 4/U.4/HH-43B PEDRO 93/CONTR ORG
17. 0/0/0/0/3/0/0/0
18. A. RCC: MAJOR KEAVER HOLLEY III, DET 7, 38TH ARRS
RCCP: MAJOR ROY L. HUFFMAN, DET 7, 38TH ARRS
FE: SSGT KENNETH R. JONES, DET 7, 38TH ARRS
PJ: SGT NORMAN C. KOHLSTRAND, 37TH ARRSQ
B. UNK/NEG SAVE

0bc/FOI

P/B

PAGE 3 RUSVAG 0098 UNCLAS

19. US ARMY NEGATIVE SAVE. NOTIFIED BY 366 USAF DISP OF THE
NEED TO TRANSFER ONE CRITICALLY BURNED US ARMY E-4 TO THE 95TH
AES HOSP. TRANSPORTED PATIENT, NURSE AND CORPMAN TO THE 95TH AES
HOSP. RETURNED NURS TO 366 USAF DISP AND PEDRO 93 TERMINATED.

BT
H0098

FROM: RCC

21 Jan 69

SUBJECT: Mission Narrative Report (10-38-008-9018)

TO: 10-38C

38C

3rd ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Sup1, 11 Jul 68.

2. At 0110L Navy Binh Thuy OPS called and requested pick up of two wounded U.S. Navy personnel. Pedro 39 launched at 0120L for co-ordinates XS 139 434. Enroute weather was scattered deck at 5000' with light haze. Pedro 39 arrived over rescue site at 0145L. Two Seawolf's were flying cover for Pedro 39. The designated landing site was marked by ground jeep lights. Pedro 39 landed and deployed the PJ and FE to litter load the wounded. One man had shrapnel wounds in the leg while the other had unknown head and/or internal wounds. The second man lost consciousness intermittently. Pedro 39 departed rescue site at 0155L. Enroute back to the 29th Army Field Hospital the PJ administered medical attention to the wounded. Pedro 39 arrived at 29th AFH at 0215L off loading the wounded. At 0217L Pedro 39 departed hospital and terminated at Binh Thuy at 0220L. Negative Ground Fire encountered. Two Combat Saves. Two sorties and 1.0 hours flying time.

3. The names of the survivors were;

David Register E-4 - 577 Div

Granland Martin E-4 - 577 Div

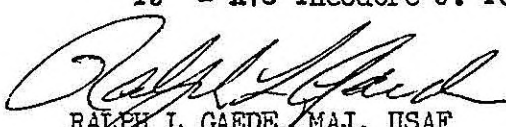
4. Crewmembers of Pedro 39:

RCC - Maj Ralph L. Gaede

RCCP - Capt Jack D. Cusano

FE - A1C James E. Tarantino

PJ - A1C Theodore J. Polys


RALPH L. GAEDE, MAJ, USAF
Rescue Crew Commander

Det 12, 38 ARRS Unit History January - March 1969

12-8

CHAPTER V

OPERATIONS

1. MISSIONS:

A. Mission Narratives:

21 JAN 69

(1) Mission Number 12-38-001-2169. Nha Trang tower notified Detachment 12 at 1729L that a man was bleeding to death two miles SE of Nha Trang AB. No further information was available at that time. Tower said that a forest penetrator would be required and further information would be available from a FAC flying over the injured man, and requested that the alert aircraft scramble immediately. Pedro 20 scrambled at 1733L with crewmembers Captain Daniel A. Nicholson RCC; Major Robert J. Kazmerchak RCCP; Sgt Joseph R. Capper RS (Airborne Firefighter) and A1C Timothy M. Reynolds RS (Pararescue Specialist). Enroute contact was made with the FAC who was orbiting the site. He vectored Pedro 20 to the site and informed the aircraft that the area was hostile. The crew then donned flak vests. Pedro 20 was advised to orbit until the arrival of supporting gunships and did so. Three UH-1D gunships arrived at 1745L. They visually located the ground party by smoke signal and pen gun flares and began sanitizing the area. At 1758L the gunships notified Pedro 20 that the area was ready for the pickup. As Pedro 20 descended to the pickup site the gunships continued their suppressive fire on the area. Sgt Capper and A1C Reynolds later reported that enemy tracer fire was going in all directions. The helicopter was brought to a hover 10 feet above the top of the two canopy jungle directly over the yellow smoke signal from the ground party.

Det 12, 38 ARRS Unit History January - March 1969

12-9

Sgt Capper who was sitting in the rear of the cabin sighted the team 150 feet to the rear. The aircraft hovered backward, climbing to avoid trees higher up the ridge. Upon reaching the overhead position over the injured man, A1C Reynolds lowered the forest penetrator through a ten foot hole in the tree canopy. The eighty foot trees formed a double canopy jungle. The injured man and the other five members of a Recon team were pinned down by enemy and suppressive fire. During the hover which lasted ten minutes, the intensity of both the ground fire and the suppressive fire increased greatly. Approximately five minutes was required to fasten the injured man to the forest penetrator. During the hover the helicopter began receiving ground fire. Sgt Capper began returning fire with his M-16 rifle. As the injured man was raised to the lower tree canopy, he became entangled in the tree branches. A1C Reynolds, who was exposed in the doorway of the helicopter, was required to raise and lower the hoist several times and manually manipulate the cable to free the injured Marine dangling 50 feet below. Once freed, he was raised to the cabin door and brought inside. At this time a bullet entered the pilot's door, passing through the cockpit ceiling behind the pilot and rupturing the engine oil cooler. Hot engine oil began spewing out of the top rear of the cockpit covering both pilots, the entire cockpit, and nose bubble with oil. Torque pressure and engine oil pressure immediately went to zero and the "engine oil low" and "master caution lights" illuminated. The co-pilot monitored the instruments, quickly assessed the damage while the pilot maintained a steady hover on the swaying tree tops. The PJ secured the survivor and advised the

Det 12, 38 ARRS Unit History January - March 1969

12-10

pilot that it was clear to take off. At that time a bullet hit the communication junction box, knocking out the hoist operator's interphone. In accordance with our pre-pickup briefing Pedro 20 was facing the mouth of the canyon, applied power and gained forward speed, while maintaining level flight. A gunship still administering suppressive fire was approaching Pedro 20 head-on. As it veered to the left, Pedro 20 accelerated while making a descent down the canyon. The PJ and RS began to untie the survivor who had been attached to the forest penetrator by two straps and tied on with a rope harness similar to that used in the McGuire recovery. These additional tie-downs were unnecessary and only delayed the recovery and departure of the rescue helicopter. Pedro 20 maintained approximately 500 feet above the terrain while flying approximately one and a half miles to the mouth of the canyon and turning into the next valley toward Nha Trang. Both pilots were looking for the first clear area to land in, however the entire valley was covered with dense foliage. Five miles from the recovery site a precautionary power-on landing was completed in a clearing approximately 200 feet in diameter, and the engine shutdown. The rotor brake, which was later found to be damaged by ground fire, was inoperative. The survivor had been placed on a litter and was evacuated from the aircraft. He was transferred to an escorting Army UH-1 helicopter for transportation to the hospital at Nha Trang. One combat save was recorded.

Det 12, 38 ARRS Unit History January - March 1969

12-11

(2) Mission Number 12-38-002-2169. At 1815L Det 12 received notification over the primary crash net that Pedro 20 was going down two miles SW of Nha Trang (Ref: 12-38-001-2169). Pedro 21 scrambled at 1820L with crewmembers: 1st Lt Willis J. Thayer, RCC; Major Richard G. Lauderdale Jr., RCCP; Sgt John M. Dunbar Jr., FE; and Sgt James R. Pospichel, RS. Tower frequency was monitored, a heading of 230 degrees was established and a visual search for Pedro 20 was initiated. The sun was on the horizon in the Southwest and visual search was ineffective on our 230 degree heading. Pedro 20 was heard on UHF guard frequency but excessive chatter on tower frequency blocked the transmission. Tower notified us that a FAC aircraft was circling over Pedro 20. We immediately spotted the FAC and found that we had overflown the site by one mile. Pedro 20 was sighted and we landed in the small clearing beside the stricken aircraft at 1827L. At this time we learned that Pedro 20 had made a precautionary landing, that there were no injuries to the crew, and that an escort UH-1D had taken the wounded Marine that had been aboard Pedro 20 on into the 8th Field Hospital at Nha Trang. Pedro 20 had landed due to complete loss of engine oil through a 7.62 mm bullet hole in the engine oil cooler. The damage was surveyed and we decided to attempt emergency repair and recover the aircraft in the remaining daylight. Major Richard G. Lauderdale Jr., Sgt James R. Pospichel, Sgt John M. Dunbar Jr. and A1C Timothy M. Reynolds remained as perimeter guard for Pedro 20 while the other three crewmembers of Pedro 20 were returned to Det 12. Pedro 20

Det 12, 38 ARRS Unit History January - March 1969

12-12

Pedro 21 relaunched from the Pedro pad at 1850L with Major Robert J. Kazmerchak, RCCP; TSgt Harold R. Massengale, FE; and A1C Robert J. Brooks, FE, plus tools and equipment for a field fix on Pedro 20. The field fix was unsuccessful in that damage to the oil cooler was more extensive than initially thought. All detachment personnel returned to the camp at 1920L. Installation Defense Command supplied a team of CIDG personnel to guard Pedro 20 for the night. Mission 12-58-COL suspended at 1920L. At 0700L on 22 Jan 69 the mission was reopened. Installation Defense Command was contacted and arrangements were made to continue CIDG perimeter defense which we were told had not been continuous through the night. The 14th Field Maintenance Squadron provided two EOD specialists to check the aircraft and surrounding area for possible overnight sabotage. Det 12 maintenance personnel assembled necessary equipment to effect a field fix on Pedro 20. Pedro 21 launched at 0850L on the first of eight sorties flown in support of the maintenance crew in the field. Maintenance performed in the field under hostile conditions included: (a) Engine oil cooler pulled (b) Cooler core taken to base welding shop to close two 7.62 mm bullet holes (c) Flushed and replaced oil cooler core (d) Stress panel in cabin pulled and rotor brake hydraulic line traced to point of break (e) Pilot's seat and access panels pulled and junction box wiring examined for battle damage. (f) Walkway between pylons pulled and area inspected for damage (g) Battery replaced (h) Engine oil tank serviced. Pedro 20 was

Det 12, 38 ARRS Unit History January - March 1969

12-13

then flown back to Nha Trang with Pedro 21 as escort. Both aircraft landed at 1150L and Mission 12-38-002-2169 was closed. Crewmembers for sorties flown on 22 Jan 69 were as follows:

Pedro 21 (8 sorties)

1st Lt Willis J. Thayer (RCC)
 Captain John A. Lenda (RCCP)
 Captain Daniel A. Nicholson (RCC) (PAX)
 Major Robert J. Kazmerchak (RCCP) (PAX)
 Captain Karl R. Rossi (EOD) (PAX)
 TSgt Don Devening (EOD) (PAX)
 TSgt Harold R. Massengale (FE)
 SSgt James L. Miller (PJ)
 SSgt Huel W. Wilson (RS)
 SSgt John B. Gent (FE)
 A1C James I. Arnold (Heli Mech) (PAX)
 A1C Robert J. Brooks (FE)
 A1C Timothy M. Reynolds (PJ)

Pedro 20 (1 sortie)

Captain Daniel A. Nicholson (RCC)
 Major Robert J. Kazmerchak (RCCP)
 TSgt Harold R. Massengale (FE)
 SSgt John B. Gent (FE)
 A1C Robert J. Brooks (FE)

Four combat saves recorded on 21 Jan 69 and one combat save on 22 Jan 69.

(3) Mission Number 12-38-003-9030. At 0715L on 30 Jan 69

Det 12, 38 ARRSq was notified by the 14th SOW Command Post of an aircraft crash approximately 5 miles SW of Nha Trang AB. Pedro 21 launched at 0745L and was vectored to the site by Walt 31 (FAC). Weather was clear with 15 miles visibility. Pedro 21 arrived on scene at 0800L.

Det 12, 38 ARRS Unit History January - March 1969

12-11

21 JAN 69

(2) Mission Number 12-38-002-2169. At 1815L Det 12 received notification over the primary crash net that Pedro 20 was going down two miles SW of Nha Trang (Ref: 12-38-001-2169). Pedro 21 scrambled at 1820L with crewmembers: 1st Lt Willis J. Thayer, RCC; Major Richard G. Lauderdale Jr., RCCP; Sgt John M. Dunbar Jr., FE; and Sgt James R. Pospichel, RS. Tower frequency was monitored, a heading of 230 degrees was established and a visual search for Pedro 20 was initiated. The sun was on the horizon in the Southwest and visual search was ineffective on our 230 degree heading. Pedro 20 was heard on UHF guard frequency but excessive chatter on tower frequency blocked the transmission. Tower notified us that a FAC aircraft was circling over Pedro 20. We immediately spotted the FAC and found that we had overflown the site by one mile. Pedro 20 was sighted and we landed in the small clearing beside the stricken aircraft at 1827L. At this time we learned that Pedro 20 had made a precautionary landing, that there were no injuries to the crew, and that an escort UH-1D had taken the wounded Marine that had been aboard Pedro 20 on into the 8th Field Hospital at Nha Trang. Pedro 20 had landed due to complete loss of engine oil through a 7.62 mm bullet hole in the engine oil cooler. The damage was surveyed and we decided to attempt emergency repair and recover the aircraft in the remaining daylight. Major Richard G. Lauderdale Jr., Sgt James R. Pospichel, Sgt John M. Dunbar Jr. and A1C Timothy M. Reynolds remained as perimeter guard for Pedro 20 while the other three crewmembers of Pedro 20 were returned to Det 12.

Det 12, 38 ARRS Unit History January - March 1969

12-12

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Det 12, 38 ARRS Unit History January - March 1969

12-13

then flown back to Nha Trang with Pedro 21 as escort. Both aircraft landed at 1150L and Mission 12-38-002-2169 was closed. Crewmembers for sorties flown on 22 Jan 69 were as follows:

Pedro 21 (8 sorties)

1st Lt Willis J. Thayer (RCC)
 Captain John A. Lerda (RCCP)
 Captain Daniel A. Nicholson (RCC) (PAX)
 Major Robert J. Kazmerchak (RCCP) (PAX)
 Captain Karl R. Rossi (EOD) (PAX)
 TSgt Don Devening (EOD) (PAX)
 TSgt Harold R. Massengale (FE)
 SSgt James L. Miller (PJ)
 SSgt Huel W. Wilson (RS)
 SSgt John B. Gent (FE)
 A1C James I. Arnold (Heli Mech) (PAX)
 A1C Robert J. Brooks (FE)
 A1C Timothy M. Reynolds (PJ)

Pedro 20 (1 sortie)

Captain Daniel A. Nicholson (RCC)
 Major Robert J. Kazmerchak (RCCP)
 TSgt Harold R. Massengale (FE)
 SSgt John B. Gent (FE)
 A1C Robert J. Brooks (FE)

Four combat saves recorded on 21 Jan 69 and one combat save on 22 Jan 69.

(3) Mission Number 12-38-003-9030. At 0715L on 30 Jan 69

Det 12, 38 ARRSq was notified by the 14th SOW Command Post of an aircraft crash approximately 5 miles SW of Nha Trang AB. Pedro 21 launched at 0745L and was vectored to the site by Walt 31 (FAC). Weather was clear with 15 miles visibility. Pedro 21 arrived on scene at 0800L.

FROM: Det 12, 38 ARRS

24 Jan 69

SUBJECT: Mission Narrative Report (12-38-002-2169) (U)

TO: 3ARRGp (JSARC) *JPH*

THRU: 38 ARRS (38C) *SP*

1. (U) This report is submitted IAW ARRSM 55-2, 3ARRGp Sup 1, dated 15 Apr 69.

2. At 1733L on 21 Jan 69 Pedro 20 launched on Mission 12-38-001-9021 to recover a wounded Recondo Team member. Crewmembers on Pedro 20 were Capt Daniel A. Nicholson, RCC; Maj Robert J. Kazmerchak, RCCP; ALC Timothy M. Reynolds, PJ; and Sgt Joseph R. Capper, RS. Secondary crewmembers were notified and assembled at Det 12. Pedro 21 was readied for flight and progress of Pedro 20's mission was being monitored. At 1815L we received notification over the primary crash net that Pedro 20 was going down two miles SW of Nha Trang. Pedro 21 scrambled at 1820L with crewmembers: 1st Lt Willis J. Thayer, RCC; Maj Richard G. Lauderdale Jr., RCCP; Sgt John M. Dunbar Jr., FE; and Sgt James R. Pospichel, RS. Tower frequency was monitored, a heading of 230 degrees was established and a visual search for Pedro 20 was initiated. The sun was on the horizon in the Southwest and visual search was ineffective on our 230 degree heading. Pedro 20 was heard on UHF guard frequency but excessive chatter on tower frequency blocked the transmission. Tower notified us that a FAC aircraft was circling over Pedro 20. We immediately spotted the FAC and found that we had overflown the site by one mile. Pedro 20 was sighted and we landed in the small clearing beside the stricken aircraft at 1827L. At this time we learned that Pedro 20 had made a precautionary landing, that there were no injuries to the crew, and that an escort UH-1D had taken the wounded Marine that had been aboard Pedro 20 on into the 8th Field Hospital at Nha Trang. Pedro 20 had landed due to complete loss of engine oil through a 7.62 mm bullet hole in the engine oil cooler. The damage was surveyed and we decided to attempt emergency repair and recover the aircraft in the remaining daylight. Maj Richard G. Lauderdale Jr., Sgt James R. Pospichel, Sgt John M. Dunbar Jr. and ALC Timothy M. Reynolds remained as perimeter guard for Pedro 20 while the other three crewmembers of Pedro 20 were returned to Det 12. Pedro 20 relaunched from the Pedro pad at 1850L with Maj Robert J. Kazmerchak, RCCP, TSgt Harold R. Massengale, FE; and ALC Robert J. Brooks, FE, plus tools and equipment for a field fix on Pedro 20. The field fix was unsuccessful in that damage to the oil cooler was more extensive than initially thought. All detachment personnel returned to Nha Trang at 1920L. Installation Defense Command supplied a team of CIDG personnel to guard Pedro 20 for the night. Mission 12-38-002 suspended at 1920L.

3. At 0700L on 22 Jan 69 the mission was reopened. Installation Defense Command was contacted and arrangements were made to continue CIDG perimeter defense which we were told had not been continuous through the night. The 14th Field Maintenance Squadron provided two EOD specialists to check the aircraft and surrounding area for possible overnight sabotage. Det 12 maintenance personnel assembled necessary equipment to effect a field fix on

Atch 5'

Pedro 20. Pedro 21 launched at 0850L on the first of eight sorties flown in support of the maintenance crew in the field. Maintenance performed in the field under hostile conditions included:

- a. Engine oil cooler pulled.
- b. Cooler core taken to base welding shop to close two 7.62 mm bullet holes.
- c. Flushed and replaced oil cooler core.
- d. Stress panel in cabin pulled and rotor brake hydraulic line traced to point of break.
- e. Pilot's seat and access panels pulled and junction box wiring examined for battle damage.
- f. Walkway between pylons pulled and area inspected for damage.
- g. Battery replaced.
- h. Engine oil tank serviced.

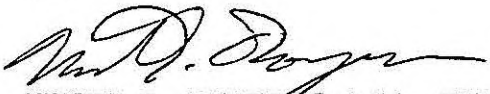
4. Pedro 20 was then flown back to Nha Trang with Pedro 21 as escort. Both aircraft landed at 1150L and Mission 12-38-002-2169 was closed. Crewmembers for sorties flown on 22 Jan 69 were as follows:

Pedro 21 (8 sorties)

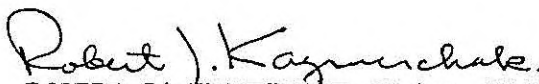
1st Lt Willis J. Thayer (RCC)
Capt John A. Lerda (RCCP)
Capt Daniel A. Nicholson (RCC) (PAX)
Maj Robert J. Kazmerchak (RCCP) (PAX)
Capt Karl R. Bossi (EOD) (PAX)
TSgt Don Devening (EOD) (PAX)
TSgt Harold R. Massengale (FE)
SSgt James L. Miller (PJ)
SSgt Huel W. Wilson (RS)
SSgt John B. Gent (FE)
A1C James I. Arnold (Heli Mech) (PAX)
A1C Robert J. Brooks (FE)
A1C Timothy M. Reynolds (PJ)

Pedro 20 (1 sortie)

Capt Daniel A. Nicholson (RCC)
Maj Robert J. Kazmerchak (RCCP)
TSgt Harold R. Massengale (FE)
SSgt John B. Gent (FE)
A1C Robert J. Brooks (FE)


WILLIS J. THAYER, 1st Lt, USAF
Rescue Crew Commander

APPROVED:


ROBERT J. KAZMERCHAK, Major, USAF
Commander

Atch 52

SUPPORTING DOCUMENT # 12

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS

TO

EUGENE L. NARDI

Staff Sergeant Eugene L. Nardi distinguished himself by heroism while participating in aerial flight as Rescue Specialist on an HH-3E helicopter in Southeast Asia on 22 January 1969. On that date, Sergeant Nardi penetrated an extremely hostile area to extract a stranded aircrew member. Despite the hostile fire, which had severely damaged and driven off a rescue helicopter, forcing it to leave a crewmember suspended in the trees, Sergeant Nardi, unhesitatingly, volunteered to be lowered to the ground to recover the injured airman. With complete disregard for his own personal safety, Sergeant Nardi deployed to the ground and effected the rescue of the injured airman. The outstanding heroism and selfless devotion to duty displayed by Sergeant Nardi reflect great credit upon himself and the United States Air Force.

SUPPORTING DOCUMENT #7

26

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS

TO

WILLIAM JENNINGS IV

Sergeant William Jennings IV distinguished himself by heroism while participating in aerial flight as Rescue Specialist on an HH-3E helicopter in Southeast Asia on 22 January 1969. On that date, Sergeant Jennings penetrated the hostile area 15 miles southwest of Hue Phu Bai, Republic of Vietnam, to attempt the recovery of a downed Marine pilot. Sergeant Jennings, unhesitatingly, volunteered to be deployed to recover the lifeless pilot. Sergeant Jennings secured the fatally injured pilot on the the penetrator with himself and requested to be hoisted. When he was approximately 30 feet from the ground the aircraft received heavy battle damage and the hoist was sheared. Sergeant Jennings maintained his calm in this perilous situation and directed another helicopter over his position for his successful recovery. The outstanding heroism and selfless devotion to duty displayed by Sergeant Jennings reflect great credit upon himself and the United States Air Force.

UNCLASSIFIED

~~CONFIDENTIAL~~

FROM: 370

23 January 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-012-22 Jan 69) (U) *OL 1 3ARRGP*

TO: 370

3rd ARRGp (JSARC) *JS*
IN TURN

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

DECLASSIFIED ON *31 Dec 1975*
ARRGP Sup 1 dated 15

1. (U) This report is submitted IAW ARRSR 55-2/3 ARRGp Sup 1 dated 15 June 1968.
2. (C) At 0350Z on 22 Jan 69, Jolly Green 33 and 21 scrambled from DaNang on a SAR effort for Lovebug 456 (Marine F-4C). The downed aircraft's position was given as 210/16/69. The Jolly Greens proceeded feet wet up the coast to the 105° radial of Ch 69 and were vectored direct to the rescue site. Upon arrival, the Jolly Greens rendezvoused with Spad 11 and 12, and contacted the On Scene Commander, Bilk 21. Bilk 21 advised that he had requested smoke from the survivors and their smoke was seen. Shortly thereafter an Army Huey, Dustoff 99, picked up Lovebug 456A and an Army OH-6 had located Lovebug 456B. Radio contact could not be established with Lovebug 456B, but he was observed on the ground. Bilk 21 relinquished On Scene Commander to Spad 11 and advised all aircraft not involved in the rescue to leave the area. Spad 11 evaluated the area and cleared Jolly Green 33 in for a rescue attempt. Jolly Green 33 established a hover and searched the area until Lovebug 456B was located. Lovebug 456B was observed lying face down on the ground and Jolly Green 33 deployed its PJ to determine the survivors condition. When the PJ reached the ground he determined that Lovebug 456B was dead. Lovebug 456B's neck was broken and he was in his parachute harness but the parachute was not sighted. The PJ requested a body bag, then elected to secure the body on the Forest Penetrator and ascend with it. As the PJ and the deceased pilot were being lifted, Jolly Green 33 received ground fire from the right side of the aircraft. Immediately Jolly Green 33 started a pull out ~~as~~ hydraulic fluid was spraying into the cabin and cockpit. The hoist cable was sheered and the PJ grasp the tree branches preventing the penetrator from descending to the ground. The time was approximately 0430Z. Jolly Green 33 transmitted to all SAR forces on VHF 136.2 that he had been hit, had left the PJ on the ground, and was proceeding to Hue Phu Bai for an emergency landing. During the climbout Jolly Green 33 had # 1 generator failure and # 2 engine oil low lights on. The generator was reset and the FE pumped oil into the engine. When the engine oil pressure decreased to zero the engine was shut down. As the engine was shut down a partial control loss was experienced due to fluctuating auxiliary servo pressure. Immediately Jolly Green 33 began looking for an emergency landing area. As Jolly Green 33 headed for a road the auxiliary servo pressure was restored momentarily and a large blacktop LZ was sighted three miles ahead. The LZ was an Army LZ (Corregidor) on the perimeter of Camp Eagle (210/03/69). On the approach to the LZ the AFCS and the auxiliary servo system were disengaged and the landing completed at 0445Z without further incident.

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year
interval, declassified
after 12 years

Atch 2'

~~CONFIDENTIAL~~

UNCLASSIFIED

3. (C) When Jolly Green 33 departed the hover Jolly Green 21 reported that Jolly Green 33 was streaming fluid behind the aircraft. Jolly Green 33 confirmed this, reporting loss of engine oil pressure and auxiliary servo pressure failure. Jolly Green 21 escorted Jolly Green 33 towards Hue Phu Bai until Jolly Green 33 reported that he could make it without further assistance. Spad 12 continued the escort until Jolly Green 33 was down safe and Jolly Green 21 returned to the pickup area. Jolly Green 21 requested an additional Jolly Green be scrambled to assist in the rescue. Spad 11 again evaluated the area but no ground fire was reported. The Rescue Specialist in the tree, PJ 33, reported that he had heard ground fire but it sounded off in the distance. At 0450Z Spad 12 had returned to the scene and the Spads commenced to expend 20mm cannon fire on the surrounding area and cleared Jolly Green 21 in for the pickup. Jolly Green 21 established a high hover over PJ 33 and started the hoist down but PJ 33 reported that he was about to be blown out of the tree by the rotor wash. Jolly Green 21 went around and PJ 33 attempted to climb down to the ground. During his descent he fell to the ground and injured his arm and leg to a degree that he requested a PJ to come down and help him onto the penetrator. Jolly Green 21 initiated another approach but experienced an interphone loss and aborted the approach. The crew was briefed that the rescue would be continued using hand signals between the flight engineer and the co-pilot which would then be relayed to the pilot. Jolly Green 21 established a hover and deployed its Rescue Specialist, PJ 21. The hover was difficult to maintain because the webbing on the jump seat partially obstructed the co-pilot's view of the signals, so the co-pilot removed his body armor to allow him to move to a position to view the signals. Twice during the ascent PJ 21 requested the hoist be lowered back to the ground, once because the hoist cable became wrapped around a tree and the second time to retrieve an M-17 that had been dropped. At 0530Z Jolly Green 21 departed the hover and landed at Ch 69 to refuel and returned to Ch 77 landing at 0620Z.

4. (C) Communications was the biggest problem on this mission. Jamming on VHF hindered the coordination efforts between the SAR forces. The first On Scene Commander attempted to clear the Jollies in before the Spads had evaluated the area. It was impossible to clear the area of aircraft not involved in the SAR effort.

5. Rescue Specialist recovered: PJ 33, Sgt William Jennings IV.

6. (U) Other aircraft involved in the rescue effort: Bilk 21, Dustoff 99, Crown 4, and Spad 11 & 12.

7. (U) The Jolly Green crews were:

JOLLY GREEN 33

RCC	CAPT	BILL M. CAMPBELL
RCCP	CAPT	LAURENS C. DAVIS JR.
FE	TSGT	LESLIE E. BUNTING
RS	SGT	WILLIAM JENNINGS IV

JOLLY GREEN 21

RCC	CAPT	JON E. HANNAN
RCCP	MAJ	HERMAN C. STAFFORD
FE	SSGT	ERNEST R. CYRUS
RS	SSGT	EUGENE L. NARDI

Jon E. Hannan

JON E. HANNAN, Capt, USAF
Rescue Crew Commander

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

Atch 22

~~CONFIDENTIAL~~

UNCLASSIFIED

FROM: 370

23 January 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-013-22 Jan 69) (C)

TO: 370

3rd AFRGP (JSARC) 04

INTURN

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

2. (C) Jolly Green 03 and 04 were returning to DaNang AB from fragged strip alert at Quang Tri on 22 Jan 69. At 0953Z the aircraft were diverted with instruction to proceed to 195/39/77 for a SAR effort directed at recovery of the crew of Misty 51 which had taken ground fire and flamed out. Arriving at the scene Jolly Green 03, the low bird was immediately led into the area by Spad 03 and Spad 11. No ground fire was evident in the immediate area and darkness was imminent. Terrain was rugged, mountainous and covered by heavy, high jungle growth. Jolly Green 03 was directed to Misty 51 Alpha by Spad 11 and by the downed pilot. As the aircraft hovered over the survivor communications were lost and Spad 11 relayed for the Jolly Green and the downed pilot. The Jolly Green FE was unable to see the survivor due to extremely heavy growth of trees; however the survivor reported the aircraft to be overhead, and the penetrator was lowered. The survivor moved approximately fifteen feet and got on the penetrator, at which time he became visible to the FE and was hoisted at 1044Z. As the survivor was pulled through the door the FE interphone was disconnected. Jolly Green 04 then moved forward over a ridge and air taxied approximately 100 yards to Misty 51 Bravo. Again communications were lost and the survivor was not visible. He reported via radio relay through Spad 11 that the helo was overhead and the penetrator was lowered. The survivor became visible as he climbed into the penetrator and was raised at 1049Z. It was necessary to lower the survivor twice during the ascent due to him becoming entangled in vines. After completing the hoist recovery Jolly Green 03 and 04 returned to DaNang without incident.

3. (U) The survivors were:

Misty 51 Alpha: Capt Colin A. Clarke,
Misty 51 Bravo: Maj John M. Grathival,

352 TFS
37 TFW

4. (U) The Jolly Green crews were:

JOLLY GREEN 03

RCC LTCOL JAMES H. GRADY
RCCP MAJ DON P. OLSEN
FE MSGT CHARLES L. MANES
RS ALC ROBERT K. CASSIDY

JOLLY GREEN 04

RCC Maj CHARLES E. WICKER
RCCP MAJ RUSSELL G. MILLS
FE TSGT ARTHUR L. AMBROSE
RS SGT THOMAS T. WINTERS

5. (U) Other aircraft and crewmembers:

~~CONFIDENTIAL~~

Classified by 61-110000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

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

Atch 3'

FROM: Det 12, 38 ARRS

23 Jan 69

SUBJECT: Mission Narrative Report (12-38-001-9021) (U)

TO: 3ARRGp (JSARC)

THRU: 38 ARRS (38C)

1. (U) This report is submitted IAW ARRSM 55-2, 3ARRGp Sup 1, dated 15 Apr 69.

2. At 1729L Nha Trang Tower notified Detachment 12 that a man was bleeding to death two miles SE of Nha Trang AB. No further information was available at the time. Tower said that a forest penetrator would be required and further information would be available from a FAC flying over the injured man, and requested that the alert aircraft scramble immediately. Pedro 20 scrambled at 1733L. Enroute contact was made on UHF with Walt 30, a FAC orbiting the site. He gave Pedro a heading of 230 degrees and told us to climb to 3,000 or 4,000 feet, stating he was at 4,000 feet. He continued, stating that two helicopters had been shot out of the valley earlier that day. Pedro 20 RCC inquired if area was hostile. When advised affirmative, the crew donned flak vests. At 1740L Pedro arrived on scene at 3,000 feet. Walt 30 advised Pedro to orbit until arrival of gunships and requested endurance. Pedro had two hours fuel remaining. The crew briefed emergency procedures in preparation for hostile fire and possible casualties during this time.

3. At 1745L Wolfpack 30, a flight of three UH-1D gunships arrived. They visually located the ground party, five Recondo School students and their advisor, by their smoke signal and pen gun flares and began making repeated passes over the team firing rockets and miniguns to suppress the enemy. The Recondo team was pinned down at the 1500 foot level on a small ridge on the side of a steep-walled, densely jungled canyon which rose rapidly from the valley below. At 1758L Pedro 20 was notified by the gunships and Walt 30 that the area was ready for the pickup. We descended to 2,000 feet and entered the canyon, remaining on the SW side opposite the pickup site. As a left descending 180 degree turn to the site was being completed, the helicopter was rocked by the explosion of a closely placed suppressive rocket. At this point, with the gunships firing rockets and miniguns to impact in the area of the approach, A1C Reynolds and Sgt Capper observed enemy tracer fire. They later stated bullets were going in all directions, in addition to those from the gunship miniguns. Branches were falling and whole tops of trees were being blown apart within 100 feet of Pedro 20. I brought the helicopter to a hover 10 feet above the trees directly over the yellow smoke signal from the ground party with the canyon wall rising to our right side. As the smoke was dissipated by the rotor blast, Sgt Capper, who was sitting in the rear of the cabin, sighted the team 150 feet to the rear. We hovered backward, climbing to avoid trees higher up the ridge to the rear. Major Kazmerchak monitored the hover, instruments, and gunship activity and remained prepared to assume control of the helicopter if the RCC was hit by fire during the recovery. Airman Reynolds assumed the direction of the hover and began lowering the forest penetrator through a ten foot hole in the tree canopy. The eighty foot trees formed a double canopy

Atch 4

jungle. The Recondo team was pinned down by enemy and suppressive fire, and all members were lying flat on the ground to avoid being hit. During the hover which lasted ten minutes, the intensity of both the ground fire and suppressive fire increased greatly. At one time the rocket and minigun fire was impacting so close to the hovering helicopter and Recondo team that the team, fearing their safety, requested the gunships not to fire so close. However when assured the gunships knew where all parties were, the accelerated suppressive fire continued. Approximately five minutes was required to fasten the injured man to the forest penetrator. During the hover the helicopter began receiving ground fire. Sergeant Capper, sitting in the rear of the cabin and guarding the rear approach, began returning fire with his M-16 rifle. As the injured man was raised to the lower tree canopy, he became entangled in the tree branches. ALC Reynolds, remaining exposed in the doorway of the helicopter, was required to raise and lower the hoist several times and manually manipulate the cable to free the injured Marine dangling 50 feet below. Once freed, he was raised to the cabin door, where ALC Reynolds brought him inside. At this time a bullet entered the pilot's door, passing through the cockpit ceiling behind the pilot and rupturing the engine oil cooler. Hot engine oil began spewing out of the top rear of the cockpit, covering both pilots, the entire cockpit, and nose bubble with oil. Engine oil pressure immediately went to zero and the "engine oil low" and "master caution lights" illuminated. Major Kazmerchak, monitoring the instruments, quickly assessed the damage while Capt Nicholson maintained a steady hover on the swaying tree tops.

4. Airman Reynolds laid the survivor down in the cabin, with the forest penetrator attached, and advised the pilot it was clear to take off. At that time a bullet hit the communication junction box, knocking out the hoist operator's interphone. Pedro 20, facing the mouth of the canyon, gained forward speed, maintaining level flight. Ahead one quarter mile and level with Pedro 20 was a gunship on a strafing and rocket pass, approaching head-on. The departure of Pedro 20 was slowed considerable for fear of being hit by the ordnance or possible collision. It veered to Pedro's left, allowing Pedro to accelerate by making a descent down the canyon. Extremely dense grey-brown smoke obscured the upper half of the tail fins. Sergeant Capper and Airman Reynolds began to untie Marine PFC Thomas Teague, the injured man. He had been attached to the forest penetrator by two straps and tied on with a rope harness similar to that used in the McGuire recovery. This second strap and rope were unnecessary and only delayed the recovery and departure of the rescue helicopter. We maintained approximately 500 feet above the terrain while flying approximately one and a half miles to the mouth of the canyon and turning into the next valley toward Nha Trang. We were looking for the first clear area to land in, the entire valley being covered with dense foliage. Five miles from the recovery site we landed in a clearing approximately 200 feet in diameter, and immediately shut the engine down. The rotor brake was inoperative. Sergeant Capper and Airman Reynolds had been occupied during this time attempting to untie the Marine's rope harness and place him on the litter. Upon landing they evacuated the survivor beneath the decelerating rotor blades and began to examine his wounds. An escorting Army UH-1 helicopter with a medic aboard, landed alongside and the patient was transferred to it for transportation to the 8th Army Field Hospital at Nha Trang. The crew of Pedro 20 immediately established a defensive perimeter and began removing all equipment from the helicopter, as it was dusk and there would be little likelihood of recovering the

helicopter that night. At this time Pedro 21 was seen passing overhead enroute to the rescue location. Contact with the RT-10 survival radio was unsuccessful. Nha Trang Tower advised Pedro 21 that an O-1 was circling the downed helicopter. Pedro 21 located the site and landed. Airman Reynolds and three members of Pedro 21's crew remained to guard the scene while the rest of Pedro 20's crew was returned to Detachment 12. (See Det 12, 38 ARRS Mission Number 12-38-002-9021).

Crewmembers were:

Pedro 20

Capt Daniel A. Nicholson (RCC)
Maj Robert J. Kazmerchak (RCCP)
Sgt Joseph R. Capper (RS)
A1C Timothy M. Reynolds (PJ)

Pedro 21

1st Lt Willis J. Thayer (RCC)
Maj Richard G. Lauderdale, Jr. (RCCP)
Sgt John M. Dunbar, Jr. (FE)
Sgt James R. Pospichel (RS)

Daniel A. Nicholson

DANIEL A. NICHOLSON, Captain, USAF
Rescue Crew Commander

APPROVED:

Robert J. Kazmerchak

ROBERT J. KAZMERCHAK, Major, USAF
Commander

~~CONFIDENTIAL~~

UNCLASSIFIED

FROM: 370

24 January 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-014-Jan 69) (U)

TO: 37C

3rd ARRGp (JSARG) *JS*

IN TURN

1. (U) This report is submitted IAW ARRSR 55-2/3 ARRGp Sup 1 dated 15 June 1968.
2. (C) At 0246Z, 24 Jan 69, Jolly Green 04 and 28 were scrambled from DaNang AB for the crew of Hammer 51, an F-4 which had been downed by enemy guns near A Luoi in the Ashau Valley. Weather was excellent. The terrain at the scene was flat and clear to the west of the survivors and mountainous to the east. The survivors' were on the side of a ridge just off the valley floor, one mile east south east of A Luoi. The immediate area of the survivors was saturated with bombs and 20mm by F-4's and Spads. the low bird, Jolly Green 04 was led into the area by an A-1, and Hammer 51. Bravo was brought aboard by hoist at 0420Z, followed by Alpha at 0423Z. No groundfire was encountered. Both survivor's were in excellent condition. Jolly Green 04 and 28 returned to DaNang escorted by Spad 11 and 12.
3. (U) The survivors were: Maj Robert D. Russ, 1st Lt Dick Rybah, 558 TFS.
4. (U) Other aircraft participating: Spad 11, 12, 01, and 02. Gunfighter 01 and 02. Two Cobras, one HU 1 gunship and one O-1, Trail 32.
5. (U) The Jolly Green crews were:

JOLLY GREEN 04

RCC	MAJ	DON P. OLSEN
RCCP	LTCOL	JAMES H. GRADY
FE	SSGT	EDGAR W. HOOPER
RS	ALC	ROBERT H. FIELDS

JOLLY GREEN 28

RCC	LTCOL	JOHN J. DEVLIN JR.
RCCP	CAPT	LAURENS C. DAVIS
FE	SSGT	HOWARD J. PEEBLEY
RS	SGT	STEPHEN T. WHITE

Don P. Olsen
DON P. OLSEN, Maj, USAF
Rescue Crew Commander

Classified by *613 ARRGp*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75*

~~CONFIDENTIAL~~

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

Atch 4

UNCLASSIFIED

~~CONFIDENTIAL~~

513

SUPPORTING DOCUMENT 11

18

Mission Narrative Report (1-3-015-24 Jan 69)(U)

(C) At 1155L Jolly Green 25 was scrambled from Ch 77 to pickup Helborne 162, who was down in the water on the 330° radial at 20 miles off Ch 50. After becoming airborne at 1205L, Jolly Green 25 was advised that a swiftboat had picked up the survivor and Black Tempest was On Scene Commander. Crown 6 was orbiting over the area and coordinated the effort. At 1245L Jolly Green 25 carried the survivor from the swiftboat to Ch 50 and then returned to Ch 77. At that time Jolly Green 25 was scrambled to serve as backup for another mission already in progress. There was no backup for Jolly Green 25.

(U) The Jolly Green crew was:

JOLLY GREEN 25:

RCC Major Charles E. Wicker
RCCP Capt Joseph J. Dillon
FE TSgt Billy G. Benson
RS ALC Robert K. Cassidy

~~CONFIDENTIAL~~

UNCLASSIFIED

FROM: 370.

26 January 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-016-25 Jan 69)

TO: 370

3rd ARRGp (JSARC) *889*
IN TURN

Classified by *OL 1 3A026P*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75*

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

2. (C) At 0710Z, 25 Jan 69, a SAR effort was initiated for Sharkbait 61. The aircraft (F-4C) received ground fire hits with a resulting fire. Both pilots ejected, two good chutes were observed and voice contact established with Bilk 35. Jolly Green's 34 and 28, DaNang alert, with Spads 11 and 12 were launched and airborne at 0720Z for the survivors position given as 2350R/18nm off Ch 69. Spads 11 and 12 proceeded to the SAR area while Jolly Green's 34 and 28 went feet wet and proceeded to a holding point of 205/10/69 arriving there at 0800Z. Spads 01 and 02 were launched from Pleiku at 0745Z to escort the Jolly Green's and arrived at the holding point at 0845Z. After clearing two Army helicopters from the area Spads 11 directed precautionary airstrikes using Sullivan 21 and 22 (F-4C), Hammer 01 and 02 (F-100) and Helborn 269 flight (A-4) in the area surrounding the survivors. A Lovebug flight held overhead during the pick-up. No ground fire was reported. At 0846Z, Jolly Green's 34 and 28 with Spad 01 and 02 in escort, moved to a close in holding point. Spad 11 laid CBU smoke, initiated a "Daisey Chain" and cleared Jolly Green 34 in for the pick up at 0853Z. Jolly Green 34 jettisoned tip tanks, rechecked fuel and initiated an approach up a stream ravine. The co-pilot observed Sharkbait 61A's chute and a hover was established over the survivor. The penetrator was lowered and the pickup completed with minimum difficulty. Sharkbait 61B popped red smoke which was observed at the 1130 position approximately 100 feet ahead of Jolly Green 34's position. After 61A was aboard Jolly Green 34 hover taxied to 61B's position and the pickup was accomplished with no difficulties at 0900Z. An overheat light on #1 engine was observed and monitored during the hover. After 61B was aboard Jolly Green 34 exited the area via same route used for the approach. Spads 11, 12, 01, and 02 laid precautionary strikes throughout the rescue effort. Jolly Green 34 and 28 returned to Ch 77 with no further incident. The survivors were in good condition when picked up. Crew coordination and overall radio discipline were excellent throughout.

3. (U) Survivors names: Pilot: Paul E. Cushman, Maj, USAF.
61B: William J. Orlando II, 1st Lt, USAF. 557th TFS, 12 TFW
APO 96326.

4. (U) Jolly Green crew members:

JOLLY GREEN 34

RCC	CAPT	JOSEPH R. HALL JR.
RCCP	CAPT	HARRY W. HAGEN JR.
FE	SSGT	BILLY R. BLOOMER
RS	SSGT	EUGENE L. NARDI

JOLLY GREEN 28

RCC	MAJ	LEO M. WRIGHT
RCCP	MAJ	RUSSELL G. MILLS
FE	TSGT	ARTHUR L. AMBROSE
RS	AIC	DENNIS C. PALMER

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

~~CONFIDENTIAL~~

GROUP 1
Downgraded at 3 year
intervals; declassified
after 12 years
ATCH 6

Det 9, 38ARRSq Hist, Jan - Mar 69

9-4

CHAPTER III

OPERATIONS

MISSIONS

During the reporting period, Detachment 9 flew 313 sorties of which 54 were in support of aircraft or personnel in distress. There were 131 base support sorties and 107 training sorties. The remaining 11 sorties were functional check flights.

SAFETY OF OPERATION

26 JAN
69
There were no accidents or incidents during the reporting period however one aircraft crashed due to hostile fire. All personnel on board received injuries to some degree. The pilot, Capt William F. Clark,

was temporarily hospitalized with minor injuries. The co-pilot, 1LT Warren F. Kaufman, is still in a DNIF status but currently in an ambulatory condition with the unit. SSgt Gus Jones, Firefighter attached to the unit suffered a broken ankle and has been returned to flying status. TSgt Donald W. Gooding, sustained numerous bruises but has returned to status. 1LT George P. Bogner security policeman attached for flying had slight lacerations of the arm. SSgt Luther T. Jones, received cuts and contusions over his right eye.

AWARDS AND DECORATIONS

There were no awards and decorations presented during this quarter.

38th ARRSq Hist, Jan - Mar 1969

8

CHAPTER III

OPERATIONS

Mission/Saves

The new year commenced with a flurry of Pedro (the HH-43 call sign) mission activity which resulted in the logging of 100 combat and 55 non-combat saves for a total of 155 saves during the quarter. ¹

Combat Losses

On 26 Jan 1969, HH-43F, SN 63-9712 at Pleiku AB, RVN, crashed while flying in the local area. Subsequent investigation revealed combat damage and the aircraft was declared a combat loss by 7AF. ²
All crewmembers escaped with minor injuries.

Safety of Operations

The 38th ARRSq was accident free for the quarter.

Awards and Decorations

The total number of individual awards and decorations presented to the 38th ARRSq personnel is included in the 3rd ARRGp History for the corresponding quarter. ³

Hours Flown

Unit aircraft (HH-43B/F) flew 3200 hours during the period 1 Jan ⁴ to 31 Mar 1969.

1. See 3rd ARRGp Saves Log.
2. See supporting document 2, 7AF Msg., 131630Z Feb 69.
3. See 3rd ARRGp History (1 Jan - 31 Mar 69) for names and order numbers.
4. See 3rd ARRGp Monthly Maintenance Summary, March 1969.

DECLASSIFIED

~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF: RCC

SUBJECT: Mission Narrative Report (2-3-010. 28 Jan 69) (U)

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

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

2. (C) Jolly Green 36 (Low) and 20 (High); Sandy 1 and 2 were flying airborne alert on the "November" orbit on 28 January 1969. The Jollies and Sandies were orbiting at a position 115/70/89 when a "May-Day" call was received from Wolf 02 at 1655L. Wolf 02 stated he had taken a hit at Delta 30 and was heading Southeast. Jolly Green 36 contacted Crown and asked them to relay to Wolf 02 to turn Southwest if possible. At 1702L, Wolf 02 stated he was bailing out and was 4 miles Northeast of Ban Loboy (Delta 22), which is one of the most heavily defended choke points on the major North Vietnamese infiltration route to South Vietnam. Jolly Green 36 and 20 immediately headed for the area escorted by Sandy 1 and 2. The heavily defended route 911 was crossed and the Jollies held in an orbit in an area 094/85/89, coordinates XE105105. The Jollies arrived at this holding point at 1715L. Sandies 3 and 4 had been scrambled and were proceeding to the area. Wolf 03 and Nail 54, who were in the area, stated that they had seen two good parachutes and were talking to both survivors as they were descending to the ground. Wolf 02B stated he was coming down straight for the road and that the hostile forces were shooting at him as he was floating down. Jet fighters and the Sandies started laying ordnance down on the road. Wolf 02B dropped behind an extremely high karst which shielded him from the road, approximately 100 yards away, UTM XE173 088. Wolf 02A landed about $\frac{1}{2}$ mile northwest from Wolf 02B, UTM XE168 105. Sandy 1 was briefed by Nail 54, who could see both survivors parachutes, and assumed on-scene-commander. Sandy 1 and 2 flew low, conducting a search which pinpointed both survivors while checking the area for ground fire. Since Wolf 02B was extremely close to the road and the Jolly could come in at tree top level keeping the karst between him and the road, the decision was made to pickup Wolf 02B first. Wolf 02B was on the side of an extremely high karst, inside of a hole that is described as a "chimney". Sandy 1 briefed Jolly 36 to come in as low as possible and to make sure to keep the karst between the road and the helicopter. Sandy 2 escorted Jolly 36 in and Sandy 1 fired rockets and his mini-gun on the road. Jolly 36 arrived over the survivor and let down into the chimney. The helicopter was hovering at 1900' MSL and the surrounding karst was approximately 2600' MSL. The survivor was talking

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DECLASSIFIED

~~CONFIDENTIAL~~

on the radio with his beeper on and it was impossible to understand him or talk to him. After staying in the hover for 5 minutes he finally ignited his smoke flare and we were able to locate him. It required 95% torque to maintain the hover and loose equipment such as parachutes, iron vest, armor floor matting, etc; was jettisoned. After the penetrator was lowered, which required 220 feet of cable to reach the survivor, the survivor secured himself and gave the "up" signal. Several times he became entangled in vines and trees. The flight engineer did an outstanding job of getting the survivor untangled and brought him aboard the aircraft at 1740L. To be able to climb out of the chimney and above the karst, Jolly 36 had to make several spiraling turns until "translational lift" airspeed was obtained. In the meantime, Sandy one gave Wolf 02A a very thorough briefing on the use of his radio and when to ignite his smoke. Wolf 02A, was also on the side of a high karst approximately $\frac{1}{2}$ mile from the road and in a very dense jungle area. He followed instructions as briefed and Jolly 36 went into the hover over Wolf 02A at 1750L. The pickup was completed at 1754L. The exit was made to the Northwest until an altitude of 8000 feet was reached. The weather in the area and return home was scattered to broken clouds, tops 8000 feet with very poor visibility due to smoke haze and darkness. The return trip home again required crossing the heavily defended route 911. Jolly 36 crossed the highway first and did not receive ground fire, however Jolly 20 reported ground fire when he crossed the road. Ordnance used were bombs, rockets and mini-guns, by Jet Fighters and Sandies. The condition of the survivors was good. Radio discipline was extremely outstanding between Crown, Sandies, Wolf flight, Nail and Snort. It was one of the smoothest and most professionally coordinated mission that I have been on.

3. (C) The names of the survivors are: Gary Smith, Captain, USAF, 435th TFS, Ubon RTAFB, and Harold Dobbles, First Lieutenant, USAF, 435th TFS, Ubon RTAFB.

4. (U) Crewmembers of Jolly Greens:

Jolly Green 36 (Low)

Lt Col Royal A. Brown
 Capt Glen A. Lintner
 TSgt Arthur H. Krumm
 TSgt Dalford R.V. Widner
 ALC Robert L. Harris

RCC

RCCP

FE

RS

Jolly Green 20 (High)

Lt Col John H.I. Morse
 Capt Jock C.H. Schwank
 Sgt Gregory G. Gallagher
 ALC Wynne L. Samuelson

Gp-4

Gp-4

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

~~CONFIDENTIAL~~

~~SECRET~~

UNCLASSIFIED

In contrast to the three-day mission, on 28 January 1969, the orbit concept was proven without question when Wolf 2, an F-4, was shot down at 1745 hours in the same general area and environment. Wolf 3, his wingman, had radio contact with 2A, while he was still descending in his chute. He drifted over a small karst into some trees. Nail 54 (O-2 FAC) was in the area and saw both chutes descend. Sandys 1 and 2, on orbit with Jolly Greens 36 and 20, diverted to the scene and arrived at 1802 hours. Voice contact had been established with both survivors. Crown 2 advised of heavy gun positions flanking the area just beyond the karst from the survivors. Sandys 3 and 4 were scrambled from NKP, while Jolly Greens 09 and 19 were deployed from orbit. Several fast movers arrived at 1815 hours. The Sandys checked the area and noted no hostile activity on the survivor's side of the karst; however, hostile forces were observed en route from the road. Jolly Green 36 was brought in by Sandys 1 and 2 and picked up Wolf 2B at 1836 hours and 2A at 1841 hours. A total of 56 minutes had elapsed. The mission was brilliantly executed from orbit positions. With hostile forces so close to the survivors, a longer reaction time could easily have resulted in failure.^{6/}

All rescue efforts, however, were not successful. Many aircrewmembers were captured before SAR forces could arrive; others died while awaiting rescue; some died after being rescued. Probably the most poignant effort of the war was made on 14 June 1969. Wolf 5, an F-4, was working in Central Laos when Nail 19, an O-2 FAC, heard a call that Wolf was experiencing hydraulic difficulty. Shortly thereafter, Wolfs 5A and B ejected. Warpaint, a Navy A-4, was the first to arrive on scene. Nail 19 arrived shortly thereafter and

~~SECRET~~

FROM: RCC

30 January 1969

SUBJ: Mission Narrative Report (10-38-013-9029)

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

1. This report is submitted IAW ARRSM 55-2 3rd ARRGp Sup 1, 11 Jul 68
2. At 1620L, Paddy Control notified Pedro Ops of a downed huey gunship at WS935315. Pedro 39 launched at 1625L for rescue location. Enroute weather was 6000' scattered and clear. Pedro 39 arrived at location at 1640L. The downed aircraft was visually sighted and a tactical approach made to the area. Two huey gunships arrived a couple minutes later for cover from possible hostile fire. The downed aircraft was located in a rice paddy near a canal. No injuries were sustained among the crew and passengers. Pedro 39 picked up the five passengers while a huey gunship picked up the crew. Pedro 39 departed the area and flew to Sadec, a nearby town, to offload two of the passengers. Pedro 39 departed Sadec at 1650L and dropped the remaining members at a nearby outpost. Pedro 39 departed the outpost at 1700L and terminated at Binh Thuy at 1715L. Negative ground fire observed. Five combat saves. Four sorties and 0.8 hours flying time.

3. The names of the survivors was: Major John A. Fesmire,
9th ARVN G3; Major Thonh, ARVN, 9th Div G3; Capt S. E. Draper, OF101413
(organ.unknown); 1stLt Billy J. Hendrix, 1st Lt Tim Petersen,

4. Crewmembers of Pedro 39 crew were:

RCC Capt John L. Debevec
RCCP Capt Jack D. Cusano
PJ ALC Richard C. Stiefken
FE SSgt Gerald H. Jones

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

ATCH 9

UNCLASSIFIED

FROM: 38-12(0)

SUBJ: Mission Narrative Report (12-38-003-9030)

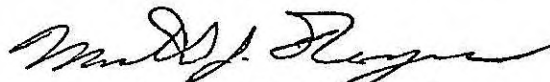
TO: 38-12C
38C *45*
3JSARC
IN TURN

AFSIRC Feb 69 MAXWELL AFB AL 36112	RETURN TO	H318.2411-5 69/02/01 26 OCT 1990
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1. This report is submitted IAW ARRSM 55-2/3ARRGp Sup 1, dtd 15 Jun 67.
2. At 0715L on 30 Jan 69 Det 12, 38ARRSq was notified by SOW Command Post of an aircraft crash approximately 5 miles SW of Nha Trang AB. Pedro 21 launched at 0745L and was vectored to the site by Walt 31 (FAC). Weather was clear with 15 miles visibility. Pedro 21 arrived on scene at 0800L. Green Hornet 935 (UH-1 Gunship) was already on scene. A large impact area was evident but there were no discernable aircraft pieces. Sgt Felker was lowered into the impact zone on the jungle penetrator. He collected several small aircraft parts which were scattered over a wide area and spent 20 minutes on the ground searching for survivors and/or human remains. None were found. Continuous radio contact was maintained between Pedro 21 and the PJ on the ground who was using the RT 60P radio. Sgt. Felker was retrieved using the jungle penetrator and Pedro 21 recovered at Nha Trang at 0830L. Recovered aircraft parts were taken to 14th SOW Command Post and it has been determined that the aircraft was Sage 30, an RF-4C from the 460th Tac Recon Wg at Tan Son Nhut AB, RVN. No determination of the status of the two crewmembers has been made. Mission 12-38-003-9030 closed at 0830L 30 Jan 69. No saves recorded.

3. Crewmembers of Pedro 21:

1Lt Willis J. Thayer, RCC
Major Robert J. Kazmerchak, RCCP
SSgt John B. Gent, FE
Sgt Louis C. Felker, PJ
A1C Timothy M. Reynolds, PJ



WILLIS J. THAYER, 1LT, USAF
Rescue Crew Commander

See if you can

UNCLASSIFIED

1009022

ATCH 11

Det 12, 38 ARRS Unit History January - March 1969

12-13

then flown back to Nha Trang with Pedro 21 as escort. Both aircraft landed at 1150L and Mission 12-38-002-2169 was closed. Crewmembers for sorties flown on 22 Jan 69 were as follows:

Pedro 21 (8 sorties)

1st Lt Willis J. Thayer (RCC)
 Captain John A. Lerda (RCCP)
 Captain Daniel A. Nicholson (RCC) (PAX)
 Major Robert J. Kazmerchak (RCCP) (PAX)
 Captain Karl R. Rossi (EOD) (PAX)
 TSgt Don Devening (EOD) (PAX)
 TSgt Harold R. Massengale (FE)
 SSgt James L. Miller (PJ)
 SSgt Huel W. Wilson (RS)
 SSgt John B. Gent (FE)
 A1C James I. Arnold (Heli Mech) (PAX)
 A1C Robert J. Brooks (FE)
 A1C Timothy M. Reynolds (PJ)

Pedro 20 (1 sortie)

Captain Daniel A. Nicholson (RCC)
 Major Robert J. Kazmerchak (RCCP)
 TSgt Harold R. Massengale (FE)
 SSgt John B. Gent (FE)
 A1C Robert J. Brooks (FE)

Four combat saves recorded on 21 Jan 69 and one combat save on 22 Jan 69.

(3) Mission Number 12-38-003-9030. At 0715L on 30 Jan 69

Det 12, 38 ARRSq was notified by the 14th SOW Command Post of an aircraft crash approximately 5 miles SW of Nha Trang AB. Pedro 21 launched at 0745L and was vectored to the site by Walt 31 (FAC). Weather was clear with 15 miles visibility. Pedro 21 arrived on scene at 0800L.

Det 12, 38 ARRS Unit History January - March 1969

12-14

Green Hornet 935 (UH-1 Gunship) was already on scene. A large impact area was evident but there were no discernable aircraft pieces. Sgt Felker was lowered into the impact zone on the jungle penetrator. He collected several small aircraft parts which were scattered over a wide area and spent 20 minutes on the ground searching for survivors and/or human remains. None were found. Continuous radio contact was maintained between Pedro 21 and the PJ on the ground who was using the RT 60P radio. Sgt Felker was retrieved using the jungle penetrator and Pedro 21 recovered at Nha Trang at 0830L. Recovered aircraft parts were taken to 14th SOW Command Post and it has been determined that the aircraft was Sage 30, an RF-4C from the 460th Tac Recon Wg at Tan Son Nhut AB, RVN. Mission 12-38-003-9030 closed at 0830L 30 Jan 69. No saves recorded. A ground party later determined that both RF-4C pilots had been killed in the crash.

Crewmembers of Pedro 21

1st Lt Willis J. Thayer, RCC

Major Robert J. Kazmerchak, RCCP

SSgt John B. Gent, FE

Sgt Louis C. Felker, PJ

A1C Timothy M. Reynolds, PJ

B. Mission Summary:

(1) January:

	SERVICE	MISSIONS	SORTIES	HOURS
Intercept	USAF	11	11	2.6
	VIAF	4	4	.2
	Air America	2	2	.4

DEPARTMENT OF THE AIR FORCE
DETACHMENT 11, 38TH ARRSQ (MAC)
APO SAN FRANCISCO 96316



REPLY TO
ATTN OF: 38-11 D

3 February 1969

SUBJECT: Mission Narrative Report (11-38-005-9031) (U)

TO: 3rd ARRGp (JSARC) *429* THRU: 38th ARRSQ (O)
APO 96307 APO 96307

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Supplement 1, 15 April 1968.
2. Detachment 11 was notified, via the primary crash phone, that TACO 11, an F-100 from the 188th TFS, Tuy Hoa Air Base, RVN, had lost rudder and elevator control. The pilot was ejecting. The notification was received at 0117Z. Pedro 24, the alert HH-43B, scrambled immediately and was airborne at 0120Z. Pedro 05, the secondary helicopter, was airborne at approximately the same time. Immediately after take-off, Tuy Hoa approach control informed Pedro 24 that the downed aircraft was at 225 degrees approximately 12 miles from Tuy Hoa Air Base. At this time TACO 12, the downed pilot's wingman, was in the area of ejection as was Big Windy 986, a U.S. Army CH-47 helicopter. Tuy Hoa tower relayed the information that the CH-47 had the pilot's parachute in sight on the ground. Pedro 24 and 05 arrived in the approximate area at 0135Z. However, none of the aircraft at the scene were in sight. Several attempts were made to home in on the orbiting aircraft but they were unsuccessful at this time. Further information was received from the on-scene aircraft as to the downed pilot's position. Pedro 24 and 05 were then able to locate the area. At the time of arrival there were three on scene; the CH-47, a U.S. Army UH-1E and an O-1F. The aircraft wreckage was easily sighted because it was still burning. However, it was determined that no one had actually seen the downed pilot. A beeper tone was heard intermittently on frequency 243.0. The time was 0140Z. Shortly after this, voice communications were established with the downed pilot. He attempted to direct a helicopter to him but due to the number of helicopters in the area and the fact that the parachute beeper had been left on, some confusion developed as to which helicopter he was talking to. At approximately 0145Z adequate communications had been established to enable the downed pilot to direct the UH-1E gunship, call sign Demon 32, to his position. Pedro 24 was directly behind Demon 32 and Pedro 05 was behind and above him. A pen gun flare was launched directly in front of Demon 32 and was seen by all the aircraft. The position was marked with yellow smoke by Big Windy 986. Voice communications with the pilot were still audible however a visual sighting had still not been made by any of the on-scene aircraft. Pedro 24 hovered over the yellow smoke marker but the pilot was still not seen.

At this time the UH-1E was circling Pedro 24 to provide RESCAP. Pedro 05 was circling slightly higher and Big Windy 986 pulled out slightly but remained close enough to supply additional RESCAP. The jungle was so dense that the pilot had still not been seen. The pararescueman was deployed from Pedro 24 at 0150Z. Pedro 24 was hovering at approximately 150 feet above the ground. Twice during the descent the pararescueman became entangled in the dense trees however the hoist operator was able to free him by manipulating the hoist. After the pararescueman was on the ground, the hoist operator brought the hoist back up and Pedro 24 backed out of the confined hover area to what appeared to be a small clearing approximately 300 feet to the rear. At this time the hoist operator saw the downed pilot and directed Pedro 24 to hover above him. The forest penetrator was lowered and the survivor was hoisted aboard. However, the pararescueman was not with him. Attempts to contact him were unsuccessful. Pedro 24 returned to the smaller clearing where the pararescueman had been deployed however he was not in sight. Pedro 24 searched both clearings and the area between. Finally the pararescueman was sighted very near the point that the pilot had been picked up. The forest penetrator was again lowered. Some difficulty was encountered due to the close proximity of several tall trees and the fact that what had first appeared to be a clearing was in fact merely an opening in the trees; the pararescueman was neck deep in vines and grass. He was barely able to move. The helicopter was edged closer to him and the hoist operator was able to swing the forest penetrator to him. He was finally hoisted aboard from a 100 foot hover. The time was 0210Z. The pilot was in good condition and was taken to the 31st USAF Dispensary at Tuy Hoa.

Information gained later showed that the area was definitely hostile. Several people were seen a short distance from the pickup area by Pedro 05 and Big Windy 986. Also, just after the pararescueman had been lowered a green smoke marker was ignited approximately 100 meters northwest of the downed pilot. The pilot stated that he ignited no smoke at any time nor did he fire a pen gun flare. The pilot also stated that shortly before pickup he heard semi-automatic rifle fire in the area.

Crewmembers were:

Pedro 24

Pedro 05

RCC Capt William F. Austin

RCC Capt Daniel A. Nicholson

CP Capt Charles T. Wohlneck

CP Capt Edgar R. Whitney

FE SSgt Raphael C. Martin

FE TSgt Thomas B. Margagliano

RS A1C Paul E. Patka

RS Sgt Michael E. Fish

William F. Austin

WILLIAM F. AUSTIN, Capt, USAF
Rescue Crew Commander

APPROVED:

Morgan A. Downing

MORGAN A. DOWNING, Major, USAF
Commander

TACO 11B

FROM PAUL PATKA



Det 11, 38th ARRSQ, Hist., Jan-Mar 1969

11-6

CHAPTER II

OPERATIONS

During the quarter, the detachment was credited with 20 combat saves and 7 non-combat saves as a result of participation in 15 search and rescue missions. A brief description of the significant missions follows:

11-38-005-31 Jan 69 - the Detachment was notified at 0917, 31 Jan, that TACO 11, an F-100 piloted by Capt Gerry Williams, had experienced battle damage and that the pilot would have to eject approximately 12 miles southwest of Tuy Hoa AB. Two HH-43B helicopters were launched immediately and arrived in the approximate area 15 minutes later. There were several other aircraft in the area but no one had yet sighted the downed pilot. Voice contact was finally established with the survivor and he was able to vector Pedro 24, one of the HH-43B helicopters to his position. However, no visual sighting was made because of the dense jungle. The pararescueman from Pedro 24 was deployed to assist the survivor. The downed pilot was finally located by the helicopter crew and was picked up. Ten minutes later the pararescueman was sighted and he was also hoisted aboard. Both helicopters then returned to Tuy Hoa AB. One combat save. Sorties and flying time: 4/2.0

Crewmembers were:

Pedro 24

RCC Capt William F. Austin

RCCP Capt Charles T. Wohlneck

FE SSgt Raphael C. Martin

PJ A1C Paul E. Fatka

Pedro 05

RCC Capt Daniel A. Nicholson

RCCP Capt Edgar R. Whitney

FE TSgt Thomas B. Margagliano

PJ Sgt Michael E. Fish

(See photograph #2 and #3)

FROM: RCC

31 January 1969

SUBJ: Mission Narrative Report (10-38-014-9031)

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

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

2. At 1340L, Pedro Operations received a call from Navy Operations requesting Pedro's assistance for pickup of one WIA. A "Seawolf" Helicopter had been downed at coordinates WS650795 about 10NM Northwest of Cao Lanh, RVN. Pedro 39 scrambled at 1343L enroute to the coordinates and established radio contact with "Red Rose" and "Eagle Gun". Pedro contacted "Paddy Control" for artillery and received instructions to proceed direct to desired coordinates. About half-way to pickup point, Pedro was informed that another "Seawolf" had picked up the WIA and remaining crewmembers of the downed helicopter and was proceeding to a landing strip south of Cao Lanh. Pedro 39 diverted to this strip where the WIA and crewmembers were transferred to the Pedro aircraft. The PJ administered immediate medical attention to the WIA who was bleeding severely internally, and in the mouth of suspected bullet and shrapnel wounds. Pedro departed the strip enroute to the 29th Field Evac Hospital. The aircraft arrived there at 1420L and offloaded the WIA and crew of the downed copter. Pedro returned to Binh Thuy for termination at 1430L. Two sorties; 0.8 hours flying time. Pedro Ops was credited with one non-combat save.

3. Names of downed aircraft crew are unknown.

4. Pedro 39 Crew:

RCC 1stLt Philip H. Kammann
RCCP Capt Cecil A. Jessee
FE SSgt Gerald H. Jones
PJ ALC Theodore J. Polys


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

ATCH 1D