

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)

Classified by OL 1 3ARRGP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

TO: 370

3rd ARRGp (JSARC) *JS*
IN TURN

DECLASSIFIED ON 31 Dec 1975
3rd 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