

AIR FORCE CROSSES, CONT. FROM P. 1

In spite of this Talley's crew (which included US Coast Guard Lt Lance Egan, Maj Robert E. Booth and Sgt Herbert H. Honor) volunteered to try again.

As the chopper crossed the DMZ it was severely shaken by the concussion from a burst of anti-aircraft fire. But the crew located Modica in a small U-shaped valley, dense with undergrowth.

Talley rode down the forest penetrator to help the wounded pilot onto the hoist. Searching over 100 meters of heavy underbrush, vines and jagged rock Talley needed 10 minutes to find Modica. Egan eased the chopper closer, then hovered again while the PJ carried the helpless pilot to the hoist.

This was the moment the North Vietnamese had been waiting for — when the chopper was most helpless.

As Talley and Modica began their ride up the hoist, a fusillade of automatic weapons fire erupted around the chopper. The first hit broke through the center windshield of the Jolly Green, but the crew held their position until the two men on the hoist were above treetop level, then raced for safety under maximum power as the survivors were reeled in.

Enemy bullets found their targets 66 times. Four of the five rotor blades were hit, and one round hit the fuel tank, but the crew made it home.

Maj Joe B. Green, a Jolly Green pilot and 3rd ARRGp standardization officer, received his award from Gen George S. Brown, Seventh Air Force commander, for the March 30, 1968, rescue of four Marine helicopter crewmen.

Green led a force of four rescue helicopters over the hostile A Shau Valley, flying under enemy-held mountain peaks to reach the site.

Two Marine CH-46s and two UH-1Es had been downed by ground fire the night before. Two more UH-1E gunships had been shot down attempting to rescue the survivors. Fourteen men were on the ground in enemy territory, four of whom were badly wounded.

Knowing the fate of the first two helicopters trying for the rescue, Green made three approaches, hovering each time, and picked up the four most severely wounded Marines. Fuel shortage, aircraft malfunctions and the survivors' critical wounds finally compelled him to leave the area.

TETLEY, CONT. FROM P. 1

up Tetley, arrived at 7 p.m. and took him aboard. The tanker then continued on to Trinidad, where it docked May 29.

Lt Col William Tomlinson, commander of the 57th, was piloting the aircraft

Det 11, 38th PJ Amid Enemy Overnight, Rescues 4 Soldiers, 4 Huey Crewmen

TUY HOA AB, RVN—Sgt Michael E. Fish a PJ with Det 11, 38th ARRSq, recently spent 15 hours on the ground, surrounded by enemy gunners firing from less than 150 yards away, to rescue eight U.S. Army soldiers.

Det 11 was called after an Army UH-1 gunship tried to extract a five-man long range patrol (LRP) team who feared being overrun by the Viet Cong during the night.

The gunship was shot down in the attempt, injuring all five crewmen.

Army gunships were fighting the VC gunners on a mountainside 150 yards away when the first HH-43 arrived in the steep, densely jungled mountain canyon 25 miles southwest of Tuy Hoa.

Capt Daniel Nicholson, piloting the HH-43, hovered over the downed gunship. Fish and SSgt Norman Reeves went down the cable through a six-foot-wide gap in the trees. They found one of the gunship crew dead, three others wounded and the copilot trapped in the wreckage.

The two PJs quickly treated the three wounded crewmen and had them hoisted in litters up the cable into the helicopter.

The flight engineer, Sgt Richard Evans, reported the three men badly in need of medical attention. Nicholson and Capt Charles Wohlneck, his copilot, chanced a flight to a nearby clearing to transfer the wounded to another helicopter for medevac, leaving the two PJs on the ground in hopes they could free the trapped copilot.

Before the '43 returned to the crash site, a hoist-equipped Army Huey picked up one of the LRPs and the crewman who had died in the crash. Fish and Reeves were working desperately to free the copilot while the four LRPs stood guard.

Nicholson, Wohlneck and Evans hovered for 10 minutes, until their fuel ran low, but still the copilot was pinned. The '43 withdrew to refuel.

which first spotted Tetley. The copilot was Capt Thomas N. Niquette.

The crew also included Capt Alexander Halber, TSgt Morelle Larouche, V. D. Owens, Donald Shelton and Donald Bahr; SSgt Thomas Evans and Sgt Lawrence Zettervall.

The fight around the men on the ground continued. One gunship spotted several VC moving toward the site, opened fire and left four enemy dead less than 200 yards from the seven Americans on the ground.

A second Det 11 helicopter arrived, piloted by Capt Henry Fogg and Maj Edgar Whitney. This rescue crew managed to retrieve Reeves, but then lost radio communications and could do no more. Fogg headed back to Tuy Hoa, passing Nicholson's bird returning from refueling.

Night closed in rapidly, the darkness preventing any more pickups. Nicholson was forced to leave Fish on the ground until dawn.

Fish was busy. He and the remaining LRPs worked to free the copilot in the light from their flashlights.

"Finally it became apparent we couldn't get him out that night," Fish said. "I gave him a shot of morphine to ease his pain and made him as comfortable as possible."

Two AD-47 flareships arrived to keep the area illuminated, preventing sneak attacks by the VC. Fish continued to treat the copilot for shock throughout the night while the LRPs constantly guarded against enemy movement.

"The LRPs anticipated being hit hard that night," Fish said. "At one point we heard extremely close sounds and fired point blank into the darkness. They were moving about in a creek bed only 30 yards downhill from us."

At dawn the two HH-43s from Det 11 were back. They were accompanied by more UH-1 gunships and a Crown aircraft from the 39th ARRSq.

TSgt Thomas Margagliano and SSgt Robert McAllister rode hoists to the ground with equipment to cut the copilot loose. Fish, Margagliano and McAllister finally succeeded in freeing the man, put him on a litter and had him hoisted into the helicopter.

In rapid succession an LRP, McAllister and Margagliano were picked up and Nicholson swung his chopper homeward.

A hoist-equipped Huey picked up Fish and an LRP. But just as they were about to reach the safety of the helicopter door the LRP's strap tangled in the hoist and loosened. He fell to his death, but Fish managed to hang on and get into the aircraft.

Another Huey picked up the last LRP and the body of his companion, plus the rescue equipment. Ground fire continued from the hillside.

Four VC were spotted coming toward the rescue scene, less than 100 yards away, when the last men were hoisted aboard the Huey.

The rest of the gunships moved in behind the departing rescue choppers, door guns and miniguns blazing.

They were still firing as the helicopters escaped from the valley.

The MAC Safety Philosophy

The HQ ARRS Safety Office has sent each Rescue commander a copy of the MAC Safety Philosophy. Gen Howell M. Estes, Jr., has requested each commander and key supervisor "take these 12 points to heart and apply them consistently in his work."

Here are the MAC 12 Points to Ponder, explanations.

1. All accidents are preventable.
2. Supervisors are responsible for safe mission accomplishment.
3. Safety enhances mission accomplishment.
4. All accidents reflect management deficiencies.
5. Responsibility must be accompanied by authority.
6. The safety officer is an advisor.

Your commander will have more complete

7. The safety survey is most effective when used to detect managerial deficiencies.
8. Accident Prevention Councils need command leadership.
9. Recognition is an integral part of management.
10. People who err willfully must be disciplined.
11. Accident investigation is a function of management.
12. There are no secrets in accident prevention.

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