

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

SUBJECT: Mission Narrative (7-38-011- 1 FEB 69)

1 FEB 1969

TO: 3ARRGp (JSARC)

1. Detachment 7, 38th ARRS was notified at 0918L, 1 FEB 69, by the 22 Casualty Staging Flight of the immediate need for the medical evacuation of a patient. The Detachment 7 alert crew immediately scrambled Pedro 93 and proceeded to the Naval Support Activity Hospital, where the patient was located. The patient, Lance Corporal Rosemond Prysock, USMC, 2461667, was onloaded at 0935L. HE was suffering from complete renal shutdown, and was considered to be a critical case. A USNavy doctor accompanied the patient for the medical evacuation and continued on the C-130. Pedro 93 transported the patient and the doctor to a C-130, provided by the 903rd AESq, for further med evac to advanced medical facilities. Pedro 93 and crew then returned to the Det 7 alert pad and terminated the mission. One non-combat save was recorded, non aircrew member.

2. The crew of Pedro 93 was as follows:

RCG: Capt Johnny R. Johnson, Det 7, 38th ARRS

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

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

PJ: Sgt John D. Nusbaum, 37th ARRSq

3. This report is submitted in accordance with 3ARRGp supplement 1 to ARRSM 55-2.

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

Atch 8

FROM: Det 7, 38 ARRS/Maj Brumfield/3440

6 FEB 1969

SUBJECT: Mission Narrative/7-38-012-6 Feb 69

TO: 3ARRGP/JSARC *LEW*

1. Det 7, 38ARRS, was notified at 0818Z, 6 Feb 69, of the need to transfer a critical patient from the DaNang Air Base to the NSA Hospital, Marble Mountain AAF. Pedro 93 was scrambled, and met the patient, arriving in a Navy C-1 aircraft, on the DaNang North Ramp. Patient transfer was accomplished at 0830Z, and the patient and an attending physician were carried to the NSA Hospital. The patient, PO3 James L. Bruno, 7884054, of the USS AGERHOLM, was suffering from a flailed (Crushed) chest, with attendant collapsed lung. The patient was released to the NSA Hospital at 0840Z. Pedro returned to the Det 7 helipad and terminated at 0850Z.

2. The crew of Pedro 93 was as follows:

→ RCC: Maj Tom W. Brumfield Jr., Det 7, 38ARRS

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

FE: TSgt William H. Sands, Det 7, 38ARRS

PJ: SSgt John J. Eldridge, 37 ARRS

3. This report is submitted in accordance with 3 ARRGp Supplement 1 to ARRS 55-2.

Tom W. Brumfield Jr.
TOM W. BRUMFIELD, Major, USAF
Rescue Crew Commander

11/15/77
PAGE: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-019-7 Feb 69)

TO: 370
3rd ARRGp (JSARC)
IN TURN

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

2. (C) At 0315Z, 7 Feb 69, JG's 32 and 33 were scrambled by Queen Control on a SAR mission reported as 120/12/77, downed aircraft call sign LOVE BUG 456-2. JG's 32 and 33 were airborne at 0325Z and proceeded out the 120 radial of Channel 77 to a feet-wet position. During this period it was reported that one crew member had been recovered by a Marine helicopter, SCARFACE 36-19, and had taken the survivor to NSA hospital. Spads 11 and 12 were also scrambled and were overhead at this time. At 0325Z Queen reported a South Vietnamese ship at the crash scene, now reported 125/14/77. At this time JG 33 was at this position and sighted a ship at his 2 o'clock position and proceeded to the area. The position of the ship was 126/16/77 and upon arriving JG 33 sighted an extensive oil slick on the water and floating debris. Recognizable was a white tiptank floating on end, a seat cushion, and other pieces of metal and paper. Also at the scene was a smaller Vietnamese boat, call sign ENFIELD COBRA, with a USN person on board. FM contact was established with him. Both FE's on JG 32 and 33 saw personnel on the small boat retrieve items from the water during this period. The USN person boarded the large ship to check on a report that the second crew member had been picked up by this ship. This report was not true and personnel on the larger ship reported seeing only one crew member bail out of LOVE BUG 456-2, and they were presently at the crash sight. All of the debris was spotted just aft of this ship's position. Conflicting reports were then received from ENFIELD COBRA, one stating that the pilot was still in the cockpit when the aircraft sank, and another report that Vietnamese on the ship saw the pilot come to the surface after the plane sank but appeared to be pulled under by the wreckage. No confirmation could be made of these reports. At 0420Z JG 32 and 33 were ordered back to Channel 77 and the mission closed. JG 32 and 33 landed at Channel 77 at 0445Z.

3. (U) No survivors recovered by JG crews.

4. (U) Jolly Green crew members:

JOLLY GREEN 33

ROC MAJOR WATSON D. BURNFIELD
ROCP MAJOR PAUL B. DAVIS JR
FE SSGT BILLY R. BLOOMER
RS ALC ROBERT H. FIELDS
AP SSGT WILLIAM T. COFFEY

Watson D. Burnfield
WATSON D. BURNFIELD, Maj, USAF
Rescue Crew Commander

Classified by *CL 1 JARR*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

DECLASSIFIED ON *21 Dec 75*
JOLLY GREEN 32

ROC MAJOR JOHN G. KAKACHEK
ROCP LT/COL HOMER H. HOWELL JR.
FE TSGT CHARLES D. SEVERNS
RS SSGT JAMES L. MILLER

~~CONFIDENTIAL~~

GROUP A
Downgraded at 5 year
intervals, declassified
after 12 years

UNCLASSIFIED

~~CONFIDENTIAL~~

515

SUPPORTING DOCUMENT 13

20

Mission Narrative Report (1-3-020-7 Feb 68)(U)
69?

(C) On 7 February 1969, at 2115Z, JG's 33 and 32 were scrambled by Queen Control on a SAR mission in the Channel 77 local area. At 2135Z, JG's 33 and 32 were airborne and notified of a helicopter down at approximately 340/6/77. An immediate search of this area was started using Basketball 687 and Spooky 12 for flareship support. At 2145Z JG 33 was advised to proceed to Red Beach and pickup the only known survivor from the downed helicopter, call-sign High Box 32-4. JG 33 proceeded to Red Beach and at 2200Z landed at a helicopter pad at Red Beach and recovered the survivor. The survivor related that his aircraft had crashed some six hours earlier and there were four persons on board. He also stated he did not know the reason for the crash, and had been in the water for approximately six hours before being washed ashore. He stated that after he got out of the downed helicopter, he remained in the area of the crash for a few minutes, but saw or heard from no other person. He then started to swim for shore and six hours later he made the beach and found friendly forces who took him to the Navy installation at Red Beach, where he reported the crash. The survivor then directed JG 33 to the spot where he estimated the helicopter had crashed, and this information was relayed to Queen. The position was fixed as 004/8.5/77. The survivor, LCpl Stanley A McCoric, was then taken to NSA hospital by JG 33 for treatment. At 2240, JG 33 was back in the search area, along with JG 32 and several Marine helicopters, and the entire Da Nang harbor area and shoreline was searched for survivors. JG 33 and 32 returned to Channel 77 at 0015Z for fuel and follow-on instructions. Alert crews were changed at this time, and at 0113Z, 8 Feb 69, JG 33 and 32 returned to the area and searched until 0327Z, when the search was cancelled for the JG's. Several Marine helicopters continued the search throughout the day, but no additional survivors were recovered.

(U) Survivor: LCpl Stanley A McCoric, airlifted from Red Beach to NSA hospital by JG 33.

(U) Jolly Green crew members:

JOLLY GREEN 33

RCC Major Watson D. Burnfield
RCCP Major Paul B. Davis Jr.
FE SSgt Billy R. Bloomer
RS AIC Robert H. Fields

JOLLY GREEN 32

RCC Major John G. Kakacek
RCCP LtCol Homer H. Howell Jr.
FE TSgt Charles D. Severns
RS SSgt James L. Miller

~~CONFIDENTIAL~~

FROM: RCC

8 February 1969

SUBJ: Mission Narrative Report (10-38-015-9038)

TO: 10-38C

38C. *ep*

3rd ARRGp (JSARC) *JEG W*
IN TURN

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

2. At 1725L, Navy Binh Thuy called Pedro Operations and requested pick-up of wounded US Navy personnel at WR 388732. Pedro 39 launched at 1730L for rescue coordinates. Enroute, weather was 4000' scattered with hazy visibility 3 miles. Pedro 39 arrived at site at 1800L. Radio contact was made with Dictagraph 03. Pedro 39 requested smoke and visible contact was made, Pedro 39 landed on the small ~~ATC~~ and offloaded the PJ to load the wounded. The survivor had severe lacerations of the head. Pedro 39 departed area at 1805L arriving at the 29th Army Field Hospital at 1830L. Pedro 39 offloaded the wounded then terminated at Binh Thuy at 1835L. Negative ground fire encountered, two sorties, 1.1 flying time. One combat save credited.

3. Name of survivor was: Decleene, Mitchell, E-4, Riv Ron 15, T15113

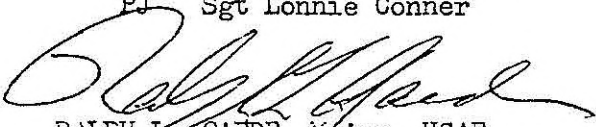
4. Pedro 39 Crew:

RCC Maj Ralph L. Gaede

RCCP Capt Jack D. Cusano

FE MSgt John G. Regan Jr

PJ Sgt Lonnie Conner


RALPH L. GAEDE, Major, USAF
RCC

FROM: RCC

9 February 1969

SUBJ: Mission Narrative Report (10-38-016-9039)

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

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Sup 1, 11 July 1968.

2. At 2150, Pedro Ops was requested by Navy Binh Thuy Command Post to recover one Navy personnel suffering from deteriorating head injuries at coordinates WS 504460. Pedro 39 departed Binh Thuy 2155 for above coordinates. While enroute we were able to determine from the Navy Command Post that the landing area was a Navy ship with a light heli-copter landing pad. Radio contact was made with the Navy ship and a starboard approach (into the wind) was accomplished. Visibility in the area was clear with light haze over the water. After landing, the survivor was litter-loaded aboard by two Navy personnel. On return to the 29th Army Field Hospital, light ground fire was observed while out of range. The patient was off loaded at the hospital and Pedro 39 returned to Binh Thuy terminating at 2245. 2 sorties, 0.8 hours flying time, 1 non-combat save credited.

3. Name of the survivor is unknown at this time.

4. Pedro 39 Crew:

RCC 1stLt Philip H. Kammann
RCCP Capt Robert A. White
FE ALC James E. Tarantino
PJ ALC Theodore J. Polys

Philip H Kammann

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

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



REPLY TO
ATTN OF: 38-11 D

10 February 1969

SUBJECT: Mission Narrative Report (11-38-007-9041) (U)

TO: 3rd ARRGp (JSARC) *JEZ* THRU: 38TH ARRSQ (O)
APO 96307 APO 96307

1. This report is submitted IAW ARRSQ 55-2, 3rd ARRGp Supplement 1, 15 April 1968.

2. While Pedro 24 was intercepting a C-130 with an inflight emergency, a radio transmission was heard at 0725Z on guard frequency, declaring that a US Army helicopter, call sign Blue Star, had crashed at coordinates BQ929215. Pedro 24 returned to Pedro Pad, unloaded the FSK and — picked up the flight engineer. After 15 minutes of flight, Pedro 24 was directed to the crash site by an O-1E, Forward Air Controller, Seahorse 15. There were numerous UH-1 aircraft in the area. Pedro 24 was in contact with the survivors on the ground. They stated that there were nine people aboard the downed aircraft. The Army gunships informed Pedro 24 that all hostile ground fire in the area had been suppressed. The crash site was on the top of a ridge line in a heavy jungle at an altitude of 3500 feet. Clouds were partially obscuring the crash site at hover altitude. Pedro 24 was guided in by the helicopters in the area and by a smoke grenade which was ignited by the survivors. The survivors advised that they had sustained only minor injuries. Pedro 24 initiated the first pickup at 0745Z. The forest penetrator was lowered through the trees. The survivors were not familiar with the proper use of the forest penetrator thus making the pickup more difficult for the hoist operator. Several of the survivors did not use the safety straps. Five men were recovered by Pedro 24 while it maintained a 100 foot hover. While Pedro 24 was picking up the fifth man, they were advised by Tuy Hoa tower that Pedro 05 was airborne and enroute to the pickup area. Tuy Hoa Approach Control vectored Pedro 05 to the crash site area. During the hover there were continuous radio transmissions on UHF and FM. While still hovering, Pedro 24 established radio contact with Pedro 05. An ADF steer was given to enable Pedro 05 to locate the exact area. Pedro 24 picked up the fifth man at 0805Z and departed the area to transport the survivors to the 91st Hospital at Phu Hiep AAF. A low fuel state prevented Pedro 24 from picking up a sixth man. Pedro 05 continued in to the crash site. Pedro 05 established a hover over the site and hoisted two survivors aboard. While hoisting the third man aboard, the HH-43B started to settle due to insufficient power. Pedro 05 had taken off with

a full fuel load which limited the payload. The survivor on the hoist was lowered back to the ground and Pedro 05 departed the site and landed at a small secure hilltop radio relay site approximately three miles from the crash site and unloaded the two survivors. Pedro 05 had coordinated this action with the Army helicopters in the area. The helicopter was then flown back to the crash site to effect the rescue of the remaining survivors. A hover was again established and the first man was hoisted aboard. This man informed the helicopter pararescueman that there were three people remaining on the ground. A second man was hoisted aboard and both survivors were flown to the same radio relay site as the previous two. Once again Pedro 05 returned to the crash site. At 0900Z the final two survivors were hoisted aboard along with 100 pounds of classified electronic equipment. The weather had deteriorated to such an extent that the final take off had to be made parallel to the mountainside at tree top level until finally breaking out of the clouds approximately 500 feet below the crash site. The final two survivors were taken to the 91st Army Hospital at Phu Hiep AAF. Pedro 05 returned to Tuy Hoa AB and the mission was closed at 0930Z. Total combat saves: 11, US Army personnel.

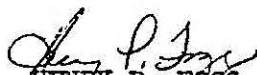
Crewmembers were:

Pedro 24:

RCC Capt Henry P. Fogg
RCCP Capt Charles T. Wohlneck
FE SSgt Charles F. Soderboom
RS Sgt Richard E. Evans

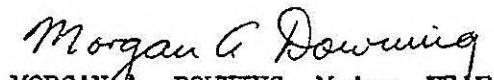
Pedro 05:

RCC Capt William F. Austin
RCCP Maj Morgan A. Downing
FE SSgt Leroy W. King
RS ALC Paul E. Fatka



HENRY P. FOGG, Capt, USAF
Rescue Crew Commander

APPROVED:



MORGAN A. DOWNING, Major, USAF
Commander

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

11-7

11-38-007-10 Feb 69 - while on a precautionary orbit, Pedro 24 received a radio transmission on guard frequency declaring that a U.S. Army helicopter had crashed approximately 15 miles southwest of Tuy Hoa AB. Pedro 24 left immediately for the crash scene. The secondary helicopter was flown on a functional check flight and was then released for the mission. Pedro 05 departed for the scene approximately a half hour after Pedro 24. Pedro 24 picked up five survivors by hoist and transported them to the 91st Army hospital at Phu Hiep AAF, four miles southeast of Tuy Hoa AB. Pedro 05 arrived at the scene, the top of the 3600 foot mountain peak, as Pedro 24 was departing. Pedro 05 picked up the remaining six survivors. However, due to heavy fuel load, they were picked up two at a time. The first four were transferred to a nearby radio relay site and the final two were taken to Phu Hiep AAF. The mission was hampered throughout by poor weather conditions at the crash site. Eleven combat saves. Sorties and flying time: 5/2.6

Crewmembers were:

Pedro 24

RCC Capt Henry P. Fogg

RCCP Capt Charles T. Wohlneck

FE SSgt Charles F. Soderboom

PJ Sgt Richard E. Evans

Pedro 05

RCC Capt William F. Austin

RCCP Maj Morgan A. Downing

FE SSgt Leroy W. King

PJ A1C Paul E. Fatka

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



REPLY TO

ATTN OF: 38-11 D

13 February 1969

SUBJECT: Mission Narrative Report (11-38-008-9043) (U)

TO: 3rd ARRGp (JSARG) *JEH*
APO 96307

THRU: 38TH ARRSQ (O) *EP*
APO 96307

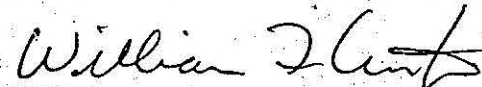
1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Supplement 1, 15 April 1968.
2. Detachment 11 was alerted at 0710Z by the 39th ARRSQ operations officer that an aircraft had crashed approximately 37 miles on the 210 degree radial of Phu Cat AB, RVN TACAN. Pedro 24 was launched at 0715Z and proceeded toward the area. Shortly after take off radio communications were established with Crown 6, an HC-130 aircraft from the 39th ARRSQ which was orbiting the general area. Crown 6 stated that he had heard occasional voice transmissions from the downed crew and also a beeper. Approximate coordinates were relayed to Pedro 24 by the Crown aircraft. Pedro 24 arrived in the general area about 20 minutes later and Crown 6 was sighted. Shortly thereafter the pilot of Rage 27, an O-2 aircraft searching the area, stated that he had the downed aircraft in sight. Just prior to this one of the downed airman started to give directions to Rage 27 to direct him to the crash site. The O-2 aircraft directed Pedro 24 to the site by making a second pass over it. The helicopter was hovered over the crash and a pararescueman was lowered to the ground. The downed aircraft was in a small ravine, the sides of which were covered with elephant grass, small trees and large boulders. The pararescueman informed the helicopter crew that there were two survivors, both injured, and one was trapped inside the wreckage. The first survivor, Capt James Jenkins of the 185th RAC, was hoisted aboard using the semi-rigid litter. He was in shock and had several crushed ribs on his right side. When he was securely on board the helicopter, the hoist operator lowered the medical kit, crash access kit and the litter. The pararescueman proceeded to the wreckage and determined that the other man was deceased. The victim had suffered a major head wound and severe internal injuries. The pararescueman had a great deal of difficulty in freeing the victim from the wreckage. He had nearly disassembled the right side of the cockpit in order to remove the body. The remains were hoisted aboard using the semi-rigid litter. The horse

collar was lowered to effect the pick up of the pararescueman. The final pick up was completed at 0815Z. Pedro 24 requested Crown 6 to inform the 91st Hospital, Phu Hiep AAF, that Pedro had a severely injured man with possible back injuries on board and would be landing at Phu Hiep at 0845Z. Pedro 24 transported the survivor and the deceased to the hospital. The mission was closed at 0910Z when Pedro 24 landed at Tuy Hoa AB.

The mission resulted in one combat save, a US Army aircrew member.

The crewmembers of Pedro 24 were:

RCC Capt William F. Austin
RCCP Major Morgan A. Downing
FE SSgt Raphael C. Martin
RS ALC Ian T. Burr


WILLIAM F. AUSTIN, Capt, USAF
Rescue Crew Commander

APPROVED:


MORGAN A. DOWNING, Major, USAF
Commander

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

11-8

11-38-008-12 Feb 69 - the detachment operations was notified by the 39th ARRSQ operations officer that an aircraft had crashed approximately 35 miles west/northwest of Tuy Hoa AB. The type of aircraft was unknown. Pedro 24 launched immediately and arrived in the approximate area 20 minutes later. While enroute radio communications had been established with Crown 6, an HC-130 aircraft orbiting the area. As Pedro 24 arrived at the scene, the downed aircraft was sighted by an O-2 aircraft. Pedro 24 received vectors from the pilot of the O-2 aircraft and hovered over the wreckage. The downed aircraft was a U.S. Army O-1. Both crewmembers were trapped inside the fuselage. The pararescueman from Pedro 24 was deployed to free the trapped crewmembers. He discovered that one of the men was deceased. The survivor and the deceased were hoisted aboard the helicopter using the semi-rigid litter. The pararescueman was then hoisted aboard and Pedro 24 flew to Phu Kiep AAF. One combat save. Sorties and flying time: 2/1.9

Crewmembers were:

RCC Capt William F. Austin

RCCP Maj Morgan A. Downing

FE SSgt Leroy W. King

PJ A1C Ian T. Burr

11-38-009-18 Feb 69 - the detachment was notified at 1630 that a U.S. Army UH-1 helicopter had crashed approximately 25 miles southwest of Tuy Hoa AB and that five people were trapped inside. Pedro 05 launched immediately however, Pedro 24 was awaiting a functional check flight and was not released for the mission until 1800. Pedro 05, upon

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~~CONFIDENTIAL~~

1800 bcs 69-953

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



REPLY TO:
ATTN OF: RCC

13 Feb 69

SUBJECT: Mission Narrative Report (2-3-011, 12 Feb 69) (U)

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

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRG Sup 1, dated 11 July 1968.
2. (C) At 0935L, 12 February 1969, Compress launched JOLLY GREEN 37 and 17 to go to the aid of HOT ROD 01, F-105 from Takhli RTAFB who had bailed out while refueling. JOLLY GREEN 37 took off at 0945L to proceed to 328/49/51. JOLLY GREEN 20 took off at 0958 replacing JOLLY GREEN 17 who had maintenance difficulties. JOLLY GREEN 37 arrived in the area at 1035L after receiving DF steers from NAIL 30 and CROWN who were on scene. CROWN was sighted at 1037L while circling the survivor. JOLLY GREEN 37 landed in a dry rice paddy approximately 40 yards from the survivor at 1043. Two Pararescuemen went to aid the survivor who was surrounded by many villagers from the nearby village. The villagers had removed the chute, boots and survival equipment from the pilot, apparently in an attempt to help him. The rescue specialist found the survivor to be in serious condition due to internal injuries, multiple fractures and bleeding, (detailed description in attachment 1). The rescue specialist put the survivor on board and JOLLY GREEN 37 took off at 1055L for Channel 51. JOLLY GREEN 37 arrived at Channel 51 at 1115 where a waiting ambulance took the survivor to the local hospital. JOLLY GREEN 20 with 3 Thai Army personnel and 1 Air Force Security Policeman aboard an JOLLY GREEN 37 took off from Channel 51 at 1225L. JOLLY GREEN 20 was to drop the passengers off at the crash site, given as 320/41/51, enroute to Channel 89. After spending approximately twenty minutes in search, JOLLY GREEN 20 landed at two villages inquiring as to the whereabouts of the crash site with negative results. SAR alert commitment at Channel 89 prevented further airborne search. The passengers were discharged at a Thai Army outpost and JOLLY GREEN 37 and 20 returned to Channel 89 landing at 1445L. Weather was clear, visibility limited to 3 miles in haze, during the entire mission.
3. (C) The name of the survivor is: Vincent Colasuonno, FR30667, Major, USAF 333rd TFS, 355th TFW. He died later that day enroute from Ubon AB to the Fifth Field Hospital at Bangkok.

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Atch 6'

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~~CONFIDENTIAL~~

4. (U) Crewmembers of JOLLY GREENS:

JOLLY GREEN 37 (Low)

Lt Col John H.I. Morse
Capt Gerald E. McCullough
SSgt Coy W. Calhoon
AIC Leonard C. Johnson
AIC Robert J. Sully Jr.

RCC
RCCP
FE
RS

JOLLY GREEN 20 (High)

Capt John L. Harvell
Capt Marshall B. Nash
SSgt David M. Cutillo
TSgt Aaron D. Farrior

Gp-4

Gp-4

John H. I. Morse
JOHN H. I. MORSE, Lt Col, USAF
Rescue Crew Commander

1 Atch
(Pararescue Specialist Statement) (C)

Classified by DA 140 DARS
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 82 Dec 15

UNCLASSIFIED

~~CONFIDENTIAL~~

1400 DCS 64-953

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



REPLY TO
ATTN OF: Det 1-40 Ops

13 Feb 69

SUBJECT: Medical Description of Survivor of HOT ROD 01 (Statement) (U)

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

9/11

1. (U) The following statement was taken from the two pararescue specialists who administered aid to the pilot of HOT ROD 01.

2. (C) Departed Channel 89 at 0945L. Landed in field near survivor at 1045, arrived at survivor at 1047L. Local Thai's had made a shelter out of a parachute canopy, had it suspended over the survivor. Stripped survivor of all gear including boots, had him sitting in upright position, had cotton in his ears, and were trying to pour liquid into him. After arriving at survivor, carrying litter and medical kit, the first symptoms we noticed were, right eye closed and bruised, bleeding from ears, and cut transversing tracheal area, compound fracture of right femur, bone protruding on inner thigh, comminuted fracture of left elbow, also noted flakes of metal on survivor, looked like copper. One rescue specialist with helmet off heard survivor mumbling, "I don't want to die". After reassuring survivor, we attempted to treat him there. However, due to the presence of the local Thai's and their hinderance, (grabbing medical equipment) in trying to help us, we moved survivor on the litter to the helicopter with the flight engineer carrying the medical kit. Loaded patient through aft ramp, took off immediately for Channel 51, enroute after further examination set up I.V. put pressure dressing on compound fracture, and splinted all 4 limbs, which ~~we~~ seemed to be broken. During this time the flight engineer held the survivor's head to maintain open airway. Couldn't get I.V. started due to loss of blood and restriction of blood vessels. We were ten miles out of Channel 51, thought of cut down, instead checked ID Card for blood type, and radioed ahead to Channel 51 to have blood waiting (type O POS). Landed Channel 51 approximately 1120L, survivor alive and in poor condition, at this time doctors helped load survivor on ambulance, gave them I.V. set up, and survivor was taken to the hospital. While at the site of the survivor, due to Thai's rendering aid (200 in close proximity) we could not see any of the survivor's gear. Noticed only the following, parachute canopy and suspension lines, seat cushion and deployment bag. Before landing

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in field near survivor, spotted white object we believed to be survivor's pilot chute. Articles taken from person of survivor, ID Card, Dog Tags, Geneva Convention Card, Comb, 5 Dollar Bill, one Baby Bottle used for water, which RCC turned in to proper authorities.

Gp-4

Gp-4

Robert J. Sully Jr.

ROBERT J. SULLY Jr., A1C, AF11986570
Pararescue Specialist

Leonard C. Johnson

LEONARD C. JOHNSON, A1C, AF12936530
Pararescue Specialist

Classified by DAI / 404403
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

Det 6, 38ARRSq, hist, Jan - Mar 69

6-11

Mission 6-38-001-21 January 1969 Cont'd

Rescue Crew Copilot

Major Richard W. Lorey

Firefighter

SSgt Joseph A. Renaud

Firefighter

Sgt Lawrence B. McKenzie

Mission 6-38-002- 13 February 1969

At 1730 Air Force Advisory Team 2 requested Detachment 6 evacuate a Vietnamese Air Force Airman who was seriously injured by a Claymore Mine to the Vietnamese Hospital at Tan Son Nhut Air Base, Republic of Vietnam. Upon arrival of the patient and Vietnamese doctor at 1745 Pedro 97 departed for the hospital. The patient was transferred to the hospital at 1800 and Pedro 97 returned to Bien Hoa Air Base, Republic of Vietnam. Aerospace Rescue and Recovery Service was credited with one non-aircrew, non-combat save.

Crewmembers were:

Rescue Crew Commander

Captain Walter D. Murphy

Rescue Crew Copilot

Major Richard W. Lorey

Flight Engineer

SSgt Gary D. McGrev

Pararescue Specialist

ALC Jones L. Stamey Jr.

Vietnamese Air Force Doctor

Captain Dieu Phon

Mission 6-38-003-28 February 1969

At 1040 III Direct Air Support Center requested assistance in extracting three badly wounded members of a Long Range Patrol from dense jungle near Lai Khe, Republic of Vietnam. Pedro 95 and 77 departed Bien Hoa Air Base, Republic of Vietnam, at 1050 and arrived at the scene at 1110. After the position of the wounded men was marked by an

Det 8, 38ARRSq Hist, Jan - Mar 1969

8-13

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

UNCLASSIFIED

1400 DCB 69-953

~~CONFIDENTIAL~~

FROM: 370

15 February 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-022-14 Feb 69)

TO: 37C

3rd ARRGp (JSARC) *JSARC*
IN TURN

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

2. (C) At 1415Z, 14 Feb 69, JG's 33 and 34 were scrambled on a Navy A-4, call sign Diamond Back 601, which had been involved in a mid-air collision at approximately 250/45/109. The aircraft was heading feet wet for ejection. JG's 33 and 34 were airborne at 1435Z and proceeded north to the bailout scene via radar vectors from Panama GCI. Spooky 13 (AC-47) and Nail 12 (O-2A) were at the scene of the ejection which was reported as 094/30/109. Weather was clear but due to considerable haze and no moon Jolly Greens 33 and 34 were IFR all the way to the scene. Spooky 13 dropped 3 flares as JG's 33 and 34 were approximately 5 miles from the survivor. Nail 12 and Spooky both spotted the survivor's strobe light and attempted contact with him on guard. As JG 33 approached the scene at an altitude of 1000', two aircraft were observed to be circling the survivor at a very low altitude. These were later identified as Navy ASW aircraft. One, an H-3A was approaching the survivor. JG 33 advised on guard that he would pick up the survivor via a water landing and the Navy Helo rogered and moved away. As Jolly 33 approached the surface, white caps were observed and the decision to hover rather than land was made. A log flare, which had been dropped by Nail 12, approximately 100 yards from the survivor was used as a hover reference. Excellent directions from the Flight Engineer effected a rapid and successful pick up in less than two minutes, at approximately 1525Z. JG 33 departed the area with the uninjured survivor, and was joined by JG 34 and RTB'd to Channel 77.

3. (U) Survivors name: James Meehan, Lt. Commander USN, 617986, VA 216.

4. (U) Other aircraft participating: Spooky 13 (AC-47), Nail 12 (O-2A) and two Navy ASW aircraft, call signs unknown.

5. (U) The Jolly Green Crews were:

JOLLY GREEN 33

RCC	CAPT	RICHARD D. GRIFFITHS
RCCP	CAPT	LAURENS C. DAVIS JR.
FE	TSGT	ARTHUR L. AMBROSE
RS	MSGT	GLENWOOD C. WILKINSON

JOLLY GREEN 34

RCC	MAJ	EDWARD G. QUINLAN
RCCP	LT COL	RICHARD G. WILLIS
FE	SSGT	ERNEST R. CYRUS
RS	A1C	DENNIS C. PALMER

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

Classified by *37 ARRG*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 79*

~~CONFIDENTIAL~~

GROUP 1
Downgraded at 3 year
intervals, declassified
after 12 years

Atch 5



SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. II No. 3

MARCH 1969

PACAF RP 64 - 1

THIRD RESCUE GROUP MARKS 25th YEAR



APOLLO 9 WAS CIRCLING THE EARTH as the Searcher went to press and the men and aircraft of the 41st ARRWg were prepared for any contingency landing in the Pacific. Col. Thomas L. Shockley, (center) wing commander, conferred shortly after blastoff with Capt. Bruce Forsgren (left) and Capt. Charles Colvin at the Pacific Recovery Forces Control Center. Captain Forsgren is an aircraft controller and Captain Colvin is chief of the 41st Wing's space recovery branch. (Photo by 1st Lt. Larry Potter)

TAN SON NHUT AB — Valentine's Day 1969 had special meaning for the 1,200 members of the 3d Aerospace Rescue and Recovery Group. It marked the combat rescue unit's "silver anniversary."

Older than its parent services (both the U. S. Air Force and the Aerospace Rescue and Recovery Service were formed later), the Third Group was formed 25 years ago on Feb. 14, 1944. Then known as the 3d Emergency Rescue Squadron, it was organized at Gulfport Army Air Field, Miss.

The "Thumping Third" came into being as the result of similar rescue units formed by the British to save downed Allied aircrews from the English Channel.

During the fall of 1944 the infant Third followed the advice of Horace Greeley . . . and U. S. Army Air Force directives . . . and headed west. Throughout the remainder of World War II units of the 3d Rescue Group operated from such places as Biak, Luzen, Dulag, Leyte, Noenfoor, Morotai, Mondore and Ie Shime. When the war ended, it moved to Atsugi, Japan, to join other elements of the Fifth Air Force.

Continued on Page 2

THAT OTHERS MAY LIVE

Thirteen crewmen of a Rescue HC-130 lost their lives on Feb 5, while trying to save the lives of others. The 31st Aerospace Rescue and Recovery Squadron crew was engaged in a search for survivors of a Japanese vessel which had capsized and sunk east of Taiwan when their aircraft apparently struck the water and disintegrated.

Only Pararescueman A1C James Phelps survived the crash.

"We at the Wing feel this loss deeply and very personally, as do all Rescue people throughout the world," was the way 41st ARRWg

commander Colonel Thomas L. Shockley summed up his unit's feelings. "We are a close group of people and an accident like this touches each of us."

High officials of the Japan Maritime Safety Agency (MSA), the Japanese Rescue Service, expressed their "deep regret and sorrow over the loss of crew members of 31st ARRSq while the crew was searching for survivors of the Japanese Merchant vessel Shoka Maru."

Lost in the mishap were Capt. Giles J. Gray, Capt. Jack Hover, Capt. Jonathan B. Whitney, 1st Lt. Hal M. Ward, TSgt. Gary D. Crosby, TSgt. Richard G. St. Peter, SSgt. Theodore H. Bourne, SSgt. Thomas Ashcraft, SSgt. William F. Griffin, SSgt. Walter E. Bechyne, SSgt. Carlton E. Stroud, SSgt. Paul J. Reindl and Sgt. Michael D. Day.

Captain Hover was assigned to Det. 2, 41 ARRWg. Sergeant Day was assigned to the Clark AB Hospital and was aboard as an additional scanner.

79th SQUADRON

NEPTUNE CREW
GETS QUICK AID
FROM RESCUE PJs

ANDERSEN AFB, GUAM - Two parascuemen parachuted into the ocean from a 79th Aerospace Rescue and Recovery Squadron HC-130 on Feb 28 to aid the victims of a Navy plane which crashed some 500 miles west of Guam.

The twin-engined antisubmarine warfare bomber, stationed at Whidbey Island Naval Air Station, Washington, was on a flight from the Philippines to Guam when it developed engine trouble and the crew was forced to ditch. The nine men aboard escaped serious injury.

A1C Robert "Chris" Schmidt and Sgt. Charles R. Hawkins parachuted into the 25-mile per hour surface winds and 12-foot swells. Wearing full SCUBA gear, they hit the water and swam to the men in the raft. They examined the survivors and reported only minor lacerations and burns.

Meanwhile, the HC-130 crew overhead directed the nearest ship to the area. The passenger liner President Cleveland, some 100 miles away, came to the rescue and picked up the survivors and the parascuemen.

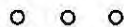


"NOW THEN, JUST WHAT TYPE OF EMPLOYMENT DID YOU HAVE IN MIND?"

The *SEARCHER* is a monthly publication of the 41st Aerospace Rescue and Recovery Wing.

COMMANDER

Col. Thomas L. Shockley



INFORMATION STAFF

1st Lt William K. Warren Jr.
Chief

1st Lt John B. Taylor
Assistant Chief

SSgt Joseph N. Richie Jr.
NCOIC

COMMAND
MEMO

The American military man is more closely associated with the flag of his country than most citizens.

Our standard flies at military bases around the world and we are sworn to protect the freedom it symbolizes. Each day men and women in uniform salute its raising and lowering.

But this close association, in itself, may cause us to take for granted the heritage embodied in the stars and stripes of our flag.

In some segments of our society patriotism has become unfashionable. We as members of our nation's armed forces owe it to ourselves to keep our personal patriotism strong. The uniform we wear reminds us of our sworn dedication to our country and the principles for which our flag stands. This reminder is especially appropriate in these trying times when some members of our society choose to desecrate and ridicule the flag.

Each of us should remember that when we honor Old Glory, we are not honoring simply a piece of red, white and blue

cloth with stripes and stars. We are paying tribute to almost 200 years of work, dedication and sacrifice by patriotic men who have built a nation unequaled in history.

When men rip this flag down, curse and revile it, they are denying their heritage and undermining the work of countless courageous men.

As we approach spring and take the occasions of Memorial Day and Independence Day to look to the past for inspiration, let each of us take a moment to gaze up at the flag and remember its significance.

In this widely dispersed command, some will see the flag amidst the rubble of war in Vietnam while others will see it fluttering in the tropical breezes of Pacific Islands.

Its message, however, will be the same -- pride in country.

THOMAS L. SHOCKLEY, Colonel USAF
Commander

FEB. 14, 1944:
SPECIAL DATE FOR 3rd ARRGp

Continued from Page 1

When North Korean communist forces attacked the Republic of Korea on June 25, 1950, aircraft and men of the Third Rescue were among the first American forces sent to that country. It was in Korea that the helicopter earned its reputation as an outstanding search and rescue aircraft.

From June 25, 1950, to the termination of Korean hostilities on July 27, 1953, the Third's aircrews rescued 996 United Nations personnel from behind enemy lines.

The Korean War produced 40 aces, at least four of whom were saved by air rescue.

No unit in the entire Air Force has received a higher number of personal awards and decorations (over 1,500). The Third Air Rescue Squadron was the first unit to receive the Presidential Unit Citation during the Korean War.

Following that warfare, the 3d Air Rescue Group was inactivated on June 18, 1957, at Nagoya AB, Japan.

As U. S. participation in the Vietnam War progressed from a handful of advisors in 1962 to the large number of

men and aircraft now involved, new Rescue units were organized, equipped and deployed. The 3d Air Rescue Group, with a new name, "3d Aerospace Rescue and Recovery Group," was reactivated on Jan 8, 1966, having been preceded as parent rescue unit by Det. 3, Pacific Aerospace Rescue and Recovery Center, and the 38th Air Rescue Squadron. The latter is now a part of the 3d Group.

From its headquarters at Tan Son Nhut AB, near Saigon, the 3d ARRGp exercises command and control over the 37th, 38th, 39th, 40th and Det 1, 40th ARR Squadrons. Resources include the famed HH-3E and HH-53 "Jolly Green Giants" and workhorse HH-43 "Pedro" rescue helicopters, as well as HC-130P "Crown" aircraft. The latter serve as airborne command posts and aerial tankers.

This may well be regarded as the space age, the era of supersonic jet set . . . but for the wingless warriors of South Asia's air rescue force . . . and for 2,300 who they have carried to safety, there's still a lot of romance in the sub mach rotor-driven rescue fleet.

UNCLASSIFIED

1400000 69-953

DEPARTMENT OF THE AIR FORCE

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

AFB SAN FRANCISCO 96310



REPLY TO
ATTN OF: RCC

21 Feb 69

SUBJECT: Mission Narrative Report (2-3-013, 15 Feb 69) (U)

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

Classified by OL 2 3 ARRG
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 73

35

4/11

DOWNGRADED TO
CONFIDENTIAL ON 9 Apr 73
IAW EX. ORDER 11652

1. (U) This report is submitted IAW ARRS 55-2/3r dated 11 July 1968.
2. (S) At 1040Z on 14 February 1969 JOLLY GREENS 19(L) and 37(H), and Sandy 3 and 4 were returning to Channel 89 from a fragged November orbit, when they were notified that PINTAIL 01 was down at 090/22/72. CROWN 2 requested the JOLLY GREENS and Sandies to proceed to the area. PINTAIL 02 reported seeing one parachute. MISTY 71 was in the area and established contact with the survivor, PINTAIL 01B. Sandies 1 and 2 were launched from Channel 89 and proceeded toward the area. At 1110Z all SAR forces were RTB'd due to darkness and poor visibility. A first light effort was ordered by King. The next morning JOLLY GREENS 37(L) and 19(H) launched from Channel 89 at 2130Z. Weather enroute and in the area was 3 to 5 miles in smoke and haze. JOLLY GREENS 37 and 19, and Sandies 3 and 4 entered orbit at 042/30-45/72 at 2305Z. MISTY 11 began directing jet strikes against AAA gun positions west of the survivor. At 0030Z, Sandy 1, the On Scene Commander was hit by AAA while on a pass over the survivor, and crashed before making any radio calls or bailing out. Sandy 3 and 4 left the orbit point and Sandy 3 assumed OSC. At 0100Z Sandies 5 and 6 were launched from Channel 89 and Compress ordered Sandies 7 and 8 launched. Sandies 2, 3, and 4 were to RTB upon the arrival of Sandies 5, 6, 7, and 8. At 0115Z Jolly Greens 37 and 19 aerial refueled with Crown 3 in the orbit area. At 0235Z Sandy 5 sent Sandy 7 to rendezvous with JOLLY GREENS 37 and 19 for the pick up attempt. Crown told Sandy 5 to use CBU-19 in the area if possible. Sandy 5 directed SPADS 3 and 4 where to drop. Sandy 7 and the JOLLY GREENS had difficulty in their rendezvous, due to radio malfunction and low visibility. JOLLY GREEN 37 started descent for the pick up at 0255Z, while JOLLY GREEN 19 remained high to the east of the area. Approach was made from the east along the north side of a high ridgeline. Smoke was effectively laid to the west of the survivor to shield the helicopter from the road. The survivor's parachute was spotted as JOLLY GREEN 37 was passing over it, and a 270° turn put JOLLY GREEN 37 on final approach. JOLLY GREEN 37 told the survivor to pop his smoke, but he did not respond until Sandy 5 told him to. At 0308Z JOLLY GREEN 37 hovered over the smoke and followed instructions from the Flight Engineer aboard who had the survivor in sight. PINTAIL 01B was hoisted aboard at 0313Z as he approached the door of the aircraft,

Classification (cancelled) changed to UNCLASSIFIED
effective on 4-7-73, under the authority of NSA/NDO SP by M. JAMES

NSA 10/8502 AAC 75

1-400 69-6 ARODC # 690238

AD-69-0494
GROUP 4
Arch 3'
DOWNGRADED AT 2 YEAR INTERVALS
EXCEPT AFTER 12 YEARS

UNCLASSIFIED

ground fire was reported by a pararescueman aboard. JOLLY GREEN 37 exited the area at low level on a reverse course and climbed to 8000' for return to Channel 89. An aerial refueling was accomplished with Crown 1 enroute at 0345Z. All SAR forces were RTB'd. JOLLY GREEN 37 and 19 landed at Channel 89 at 0500Z. The position of the survivor was 054/22/72, UTM coordinates: XC 9652. The survivor was in excellent condition, with only a scraped neck from being hoisted through the trees and losing his helmet in the process. No battle damage was received by JOLLY GREENS 37 and 19. All crewmembers of JOLLY GREEN 37, were wearing gas masks during the pick up and none had symptoms of exposure to CBU-19. The masks prevented use of the breast plates in the cockpit of JOLLY GREEN 37, due to restricted head movement. The survivor had no effects from the CBU-19 until he neared the helicopter on the hoist. He later reported a burning irritation on his neck where it had been scraped.

3. (C) The name of the survivor was: Gordan K. Breault, 1Lt,
USAF, 497th TFS, Ubon RTAFB.

4. (U) Crewmembers OF Jolly Greens:

<u>JOLLY GREEN 19 (Low)</u>	14 Feb 69	<u>JOLLY GREEN 37 (High)</u>
Maj Stuart J. Silver	RCC	Capt Richard J. Harwood
Maj William J. Warwick	RCCP	Capt Roger C. Gibson
Sgt Duncan A. Scott	FE	SSgt Robert T. Anderson
A1C Douglas L. Horka	RS	A1C Barry D. Hebert
Sgt Clifton L. Caffall		
<u>JOLLY GREEN 37 (Low)</u>	15 Feb 69	<u>JOLLY GREEN 19 (High)</u>
Capt Richard J. Harwood	RCC	Maj Stuart J. Silver
Capt Roger C. Gibson	RCCP	Maj William J. Warwick
SSgt Robert T. Anderson	FE	Sgt Duncan A. Scott
Sgt Clifton L. Caffall	RS	A1C Douglas L. Horka
A1C Barry D. Hebert		

Gp-4

Gp-4

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

Atch 3²

AD 69-0494

UNCLASSIFIED

~~SECRET~~

Date: 15 Feb 1969

16 Feb 1969

Mission Number: 2-3-013-15 Feb 69

Flight Designation: Crown 1

Distressed Aircraft: Pintail Lead (F-4)

Location: 050/21/72

Saves: One (1) Combat

1. At 0140Z, I received a mission briefing from Crown 7 concerning the status of the Pintail Bravo mission that Crown 7 was working. The situation was as follows: Sandys 2, 3 and 4 on scene with Sandy 3 as OSC; JGs 37 and 19 holding northeast of the area having just completed A/R with Crown 3; Mistys 11, 21 and 81 cycling themselves off of tanker as necessary; Spads 03 and 04 holding over area with CBU-19; Sandys 5, 6, 7 and 8 enroute to the area, ETA 0150Z. Sandy 3 was attempting to determine the exact position of the survivor and locate the guns that had been firing in the area. Good radio contact was being maintained with Pintail Bravo and he was instructed to come up on voice at any time that he heard ground fire.

2. At 0145Z, Sandy 2 was expending in the area under the direction of Sandy 3. At 0146Z, I requested that back-up JGs be launched and at 0148Z, Honda flight was turned over to Sandy 3 to expend. At 0153Z, Compress advised that JGs 03 and 31 would be back-up out of Channel 77. At 0208Z, Sandy 5 took over OSC after a briefing from Sandy 3. Honda flight was still in the area, Hotrod flight estimated on scene in 10 minutes. Sandy 3 RTB for fuel, Sandys 2 and 4 to remain until Sandy 4 can expend and then RTB. At 0216Z, Honda departed and Sandy 4 was brought in on target. Ground fire at this time was intermittent, and Sandy 5 was attempting to sterilize the area immediately around the survivor as well as to the west of the survivor. At 0218Z, Sandys 7 and 8 were on scene. Sandy 5 gave them a brief on how he planned to bring the JGs in, and then Sandys 7 and 8 were sent out to join the JGs. At 0221Z, Manual flight checked in and at 0223Z, Hotrod flight checked in. Pick-up plan was to have Misty 21 work Hotrod and Manual flights while Sandy 5 brought in the JGs from the northeast. Spads 03 and 04 would expend their CBU-19 just prior to bringing the JGs into the area. Pintail Bravo was briefed on what to do in case the CBU-19 started to take effect on him. Hatchet and Jester flights were requested by Crown to be available and stand-by. At 0240Z, JGs 03 and 31 checked in and were directed to hold safe east of the scene and maintain radio silence. At 0259Z, Sandys 5 and 8 started laying smoke, and at 0303Z, Spads 03 and 04 put in their CBU-19. At 0308Z, Sandy 5 told Pintail Bravo to pop his smoke and at 0311Z, JG 37 made the pick-up. JG 37 received some ground fire during the pick-up but no evidence of hits. Sandys and JGs exited the area safely and all other SAR forces were released. At 0345Z, we refueled JG 37, his ETA for Channel 89 was 0445Z with Sandys 6 and 8 escorting.

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3. No particular problems were encountered during the mission. Fast-movers were available when needed and except for exceptionally heavy test and artillery calls on Guard, the communications were no problem. The Misty aircraft were a tremendous help throughout the mission and did an outstanding job of cycling themselves to and from tanker so that one would always be on scene. Lion did an excellent job of holding the fast-movers. Two fastmover flights (Combo and Manual) came to us directly from Hillsboro rather than through Lion and Compress and as such were unexpected resources.

4. I do not feel that the Crown aircraft were used as effectively as they could have been prior to the time that we took over from Crown 7. We took off at 2332Z with ETAs for the rescue scene of 0020Z and for normal orbit position of 0110Z. Crown 3 was launched at 2352Z with an ETA for the rescue scene of 0100Z to refuel JGs 37 and 19. I advised Compress that we were much closer to the scene than was Crown 3 and that Crown 3 could be on our orbit approximately an hour before we could if they were directed to take the orbit. Compress said negative and Crown 3 proceeded to A/R while Crown 1 continued to normal orbit. As Crown 1 was already late from a maintenance delay, this left the normal orbit uncovered for a period of time that was unnecessary had Crown 3 been utilized there. We were then directed to take over from Crown 7 when Crown 3 reported he did not have an operational autopilot. I definitely think that we should have been directed to proceed directly to the rescue scene after takeoff and that Crown 3 should have been assigned the western orbit.

5. Crewmembers:

- a. RCC Major Cochrane
- b. CP Major Rauhe
- c. N Captain Newman
- d. N Major Stetson
- e. RO TSgt Jones
- f. FE TSgt Wright
- g. FE SSgt Sewell
- h. IM TSgt Donahoe
- i. CP Lt Col Wesley

JOHN H. COCHRANE, Major, USAF
RCC, Crown 1

~~SECRET~~

330	Laos	CANDLESTICK	Lt Turner	C123/606 SOS	NKP	13 Dec 68	JG 16	Harwood, Maj Warwick, Sgt Scott, T/Sgt Widener,
331	Laos	LITTER 81	Maj Fenn	F100/306 TFS	Tuy Hoa	21 Dec 68	JG 36	Lt Eagan (USCG), L/C Morse, M/Sgt Maples, A/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

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SECRET

PROBABLY FEB 69
CONFIRMED

After about three hours, ordnance exhausted, and low on fuel, they were forced to abandon the SAR effort due to darkness, with the survivors still on the ground. At first light the next day, the rescue effort was resumed and a second rescue aircraft was promptly shot down, Sandy 10. Major Farnham and Captain Thompson reentered the battle and repeatedly attacked the opposition, until their ordnance was expended, and low fuel again forced their return to base. Many other Spad and Sandy pilots participated in this SAR effort. The details of this effort are covered in Chapter VII, but the final tally for this effort was five aircraft lost: two A-1s, one HH-53B, one O-2, and one F-4, but ten people were saved! A notable achievement. ^{11/}

69

The use of CBU-19 (CS) was demonstrated on 15 February in the rescue of an F-4 pilot, Pintail, near the A Shau Valley. This rescue effort was in its second day and not progressing satisfactorily. The area was saturated with 57mm, 37mm, and other antiaircraft weapons. Numerous flights of fast movers had been sent to the scene in an effort to reduce the volume of fire, but the concentrated fire continued to take its toll. The On-Scene-Commander, Sandy 1, in a Skyraider, was shot down and killed. At this point, the whole rescue effort appeared to be degrading. Bringing in the Jolly Greens would have been suicidal. The only hope rested on employing the special munitions, CBU-19, used only once or twice before on a SAR, and carried on this mission by the Spads from Pleiku. Delivery of this ordnance required a long, straight, attack at low altitude and slow speed. Under the most permissive of environments, a mile-long run at 300 feet above the terrain and at 220 knots was hazardous. In this environment, under heavy attack, the risks were beyond measure. The

SURVIVOR
LT BREAU LT

34

SECRET

SOURCE = MURSE

AJ CAFFALL
AJ HERBERT
AC HARWOOD
CP GIBSON
FE ANDERSON

~~UNCLASSIFIED~~ ~~SECRET~~

RESCORT pilots, now dangerously low on fuel, positioned themselves for the attack. The mountainous terrain, slow speed, and low altitude required a near suicidal course over known 37-mm gun positions. Leveling off at low altitude and pressing through a hail of antiaircraft fire, the Spads expended their CBU-19 right on target. The gun positions were effectively silenced and the Jolly Green was able to rescue the downed pilot a few minutes later without receiving any ground fire. Another pilot had been recovered at the last possible moment from probable captivity and possible death. RESCORT was, and would continue to be, a vital part of SAR efforts. ^{12/}

control chemicals, and cluster bombs. Normally, these aircraft remained on the ground, fueled and fully armed, until requested by Sandy Low lead.⁵⁶

When Sandy Low determined that it was safe for the Jolly Greens, recovery attempt, he called Sandy High down for a detailed briefing on the survivor's location, enemy force dispositions, and any other factors deemed important. Sandy High then joined the two choppers in their orbit area and escorted the helicopter designated as "low bird" down for the pickup. The other helicopter, the "high bird", remained in its orbit, ready to rush in if the need arose.⁵⁷ This constituted the classic search and rescue task force, virtually unchanged from the mid-sixties through the end of the war, and very much like the rescue patterns flown by the Germans in World War II. In reality, rescue situations always differed, with terrain, enemy resistance, and the condition of the survivor determining specific tactics.

As the war continued, the North Vietnamese, Viet Cong, and Pathet Lao used increasingly sophisticated weapons and tactics to frustrate rescue efforts. Rescue forces reacted to these challenges by developing new weapons and changing tactics. Tear gas bombs and riot control chemicals were some of the most controversial weapons used to support rescue operations. These weapons included Cluster Bomb Unit (CBU)-19A/B and CBU-30A antipersonnel area denial bombs, which were essentially tear gas bombs. Also used was the Bomb Live Unit (BLU)-52A/B, a weapon concocted by mixing bulk tear gas with the ingredients in the BLU-1C fire bomb.⁵⁸

Since November 3, 1965, the Commander, U.S. Military Assistance Command, Vietnam had the authority to authorize use of riot control agents. Command policy for the use of these munitions, as stated in MACV Directive 525-11, considered riot control agents as normal components of combat power. Tear gas was used by American as well as South Vietnamese forces in operations that included forcing the Viet Cong out of their tunnel hideaways.⁵⁹

On February 2, 1968, the Joint Chiefs of Staff authorized the use of riot control munitions during search and rescue operations in Laos.⁶⁰ The use of weapons with chemical and biological overtones was politically sensitive, and their use was even more of a problem in Laos where all military operations were hypersensitive. Although the on-scene commander was authorized to use riot control munitions if he felt the rescue operation was in jeopardy, he had to relay his decision immediately to Headquarters, Seventh Air Force, and to the 3d Aerospace Rescue and Recovery Group in Saigon.⁶¹ Consequently, between February 1968 and June 1971, riot control munitions were used only a score of times in Laos.⁶²

A February 15, 1969, mission on which CBU-19 tear gas bombs were used demonstrated the power of these weapons. A rescue effort for the pilot of an F-4, down in the enemy-infested A Shau Valley area near the Laos-South Vietnam border, dragged into its second day. Enemy 37-mm and

SEARCH AND RESCUE

57-mm antiaircraft gunners shot down and killed the on-scene commander, Sandy Low lead. The whole effort to rescue the F-4 pilot seemed in jeopardy. Any attempt to use the Jolly Greens would have been suicidal. The only hope of success seemed to be with the use of riot control munitions. A-1s, loaded with CBU-19, took off from Pleiku Air Base, Vietnam, and reached the A Shau Valley half an hour later. Braving the constant hail of antiaircraft fire, the Skyraiders made the required mile-long run at 300 feet and 220 knots to hit all their targets — enemy antiaircraft gun positions. While the gunners choked, coughed, cried, and retched uncontrollably, a Jolly Green, with its crew wearing gas masks swooped in and saved the pilot.⁶³

Though classic recovery tactics such as those described earlier remained basically the same, each mission required innovation and the application of varying amounts of aerial firepower. Rescue efforts generally took precedence over normal strike missions and aircraft were often diverted from their assigned targets to support the A-1s and rescue choppers. On one mission in December 1969, 336 sorties were flown over a three-day period to help rescue forces recover a navigator evading capture near Ban Phanop, Laos, just outside Tchepone. In addition to the A-1 and Jolly Green sorties, the Air Force used fifty F-105, forty-three F-4, four F-100, plus assorted O-1 and O-2 sorties. The Navy contributed a number of A-6 and A-7 sorties.⁶⁴

Any friendly airplane in the sky might be diverted to drop bombs in support of a search and rescue mission. Col. William M. Harris, IV, commander of the 37th Aerospace Rescue and Recovery Squadron in 1971 and 1972, noted, "During my tour rescue efforts have called upon every conceivable military resource as well as . . . Air America, special ground teams, clandestine operations, frogmen, aircraft carriers, tanks, and so on. There is no limitation on tactics or concepts to be employed to effect a rescue."⁶⁵

In the summer of 1969 the Aerospace Rescue and Recovery Service's strength in Southeast Asia peaked with a high of seventy-one rescue aircraft operating in four squadrons under the 3d Aerospace Rescue and Recovery Group. The 37th and 40th Aerospace Rescue and Recovery Squadrons, at Da Nang and Udorn respectively, were responsible for aircrew recoveries over North and South Vietnam as well as Laos. The 38th Aerospace Rescue and Recovery Squadron had its headquarters at Tan Son Nhut. With detachments at fourteen bases throughout South Vietnam and Thailand, they were responsible for local base rescue with aircrew recovery as a secondary mission. Finally, the 39th Aerospace Rescue and Recovery Squadron operated eleven HC-130Ps from its base at Tuy Hoa.⁶⁶

Force levels remained steady into 1970 when withdrawals began as politicians sought a negotiated end to the conflict. There were technological improvements to be made, as the Aerospace Rescue and Recovery Service strived to achieve a truly workable night recovery system. Nevertheless, in

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



REPLY TO
ATTN OF: 38-11 C

21 February 1969

SUBJECT: Mission Narrative Report (11-38-009-18 Feb 69)

TO: 3rd ARRGp *JLH*
APO 96307

THRU: 38th ARRSq *JLH*
APO 96307

114

1. This report is submitted IAW ARRSQ 55-2. 3rd ARRGp Supplement 1, 15 April 1968.

2. At 1630L Tonto 42 notified Detachment 11 that Mardigras 715, an Army UH-1 helicopter, had crashed 225 degrees, 25 miles from Tuy Hoa Air Base. Five personnel were believed trapped in the wreckage. Pedro 05 was refueled and scrambled at 1645, Crew; Nicholson, Wohlneck, Evans Fish and Reeves. UH-1 gunships had been requested from Phu Hiep AAF, 5 miles south of Tuy Hoa AB. Pedro 05 was vectored to the vicinity of the wreckage by Tuy Hoa Approach Control. The HH-43B located other aircraft in the area and was vectored over the downed aircraft, which crashed near the bottom of a steep, densely jungled mountain canyon at the 1600 foot elevation. It had been downed by ground fire while attempting to extract a 5 man long range patrol (LRP) which had requested to be picked up, as they were certain their position would be overrun during the night by the numerous Vietcong in the immediate area.

3. When Pedro 05 arrived at the scene one hoist equipped UH-1H, call sign Dustoff 83, was hovering over the crash and several UH-1F slicks were flying in the immediate vicinity. They reported no groundfire. Cutie 11, a forward air controller flying an O-1, was controlling the mission. Pedro 05 approached up the valley to the site, turning 180 degrees to be facing out of the valley during the recovery. A hover was established approximately 175 feet above the ground, with surrounding trees extending above the rotor blades. A tree was ten feet directly below the helicopter. Sgt Fish and Sgt Reeves were lowered individually to the ground by Sgt Evans, followed by the para-rescue medical kit, the crash entry kit and a gasoline powered crash entry saw, which proved to be inoperative. In order to lower personnel and equipment to the crash through the six foot hole in the double tree canopy it was necessary to hover with the rotor blades within two feet of a tree on the right side. SSgt Reeves and Sgt Fish splinted the first man, with two broken legs and two broken arms, and placed him in the semi-rigid litter. He was hoisted aboard by Sgt Evans, who was required to remove him from the semi-rigid litter, which was also required for recovery of the second and third victims who also had extensive injuries. The semi-rigid litter was left on

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SCHEDULE OF EXECUTIVE ORDER 11652

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the ground for use by Dustoff 83. The hover during the recovery was further complicated by hostile fire from the surrounding hillsides and the turbulent rotor wash from a dustoff UH-1 hovering near the HH-43B. The RESCAP gunships fired their door guns and miniguns at the enemy positions, 100 to 200 yards distance. Due to the serious condition of the survivors on board, Pedro 05 departed the scene to a clearing approximately five miles from the base of the mountains. An Army UH-1 helicopter landed alongside. Two crewmembers assisted Sgt Evans in transferring the patients aboard the UH-1 for transportation to the U.S. Army evacuation hospital at Phu Hiep AAF. During this transfer Dustoff 83 picked up one LRP team member and one deceased crewmember with the semi-rigid litter. Pedro 05 returned to the crash after Dustoff 83 had departed with low fuel. The forest penetrator was lowered to the ground and for ten minutes the HH-43B hovered while Sgt Reeves and Sgt Fish worked to free the trapped co-pilot. Due to their concentrated efforts they could not monitor the radio and could not hear the loudhailers because of the noise from the helicopter. Pedro 05 reached bingo fuel and was forced to leave the four LRPs, the trapped co-pilot and the two rescue crewmembers. Gunships continued to suppress the enemy small arms and automatic weapons fire. Pedro 05 landed at Tuy Hoa Air Base at 1855L.

4. Pedro 24 was delayed taking off on the mission as it was undergoing maintenance and had one set of blades removed. The rotor blades were re-installed and the helicopter was test hopped. Pedro 24, Crew; Fogg, Whitney, King and McAllister, launched on the mission at 1810, and was vectored to the crash site by Tuy Hoa Approach Control. Upon arriving at the crash site, radio contact was made with an Army gunship and he pointed out the exact location of the downed helicopter. The wreckage was extremely hard to see due to the terrain and foliage. Because of the high gross weight of the helicopter and the high density altitude, Pedro 24 was required to use almost all available power to hover above the trees. By taking full advantage of the wind and lowering the helicopter into a small opening in the trees, enough power was available to pick up one man, the firefighter who had been deployed by Pedro 05. Just prior to the hoist pickup an Army gunship spotted several enemy moving toward the sight. The orbiting gunships strafed the enemy position and were credited with four enemy killed less than 200 meters from the crash site. When the firefighter had been safely hoisted aboard, Pedro 24 experienced a loss of radio communications. During this time the RESCAP gunships departed the area due to low fuel, leaving Pedro 24 with no cover for approximately ten minutes. Pedro 24 landed at Tuy Hoa at 1935L. While enroute to Tuy Hoa, Pedro 24 passed Pedro 05 who was enroute to the scene.

5. Pedro 05 re-launched at 1900L, Crew; Nicholson, Wohlneck and Evans. Tuy Hoa Approach Control provided radar vectors to the scene. Pedro 05 orbited at 7500 feet over the mountains awaiting a rendezvous with a UH-1 flare ship and gunships. Extreme darkness and lack of visual references due to haze and low clouds necessitated instrument flight. The rendezvous was unsuccessful and Pedro 05 returned to base at 2005L. Preparations were made to attempt

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the recovery at first light. Heavy duty equipment for cutting and bending the metal in the helicopter was obtained because the normal crash entry kit was insufficient. The additional equipment included two chain hoists, another gasoline powered circular saw with metal cutting blade, miscellaneous pry bars, and a hydraulic jack.

6. After Pedro 24 departed the crash, Sgt Fish and the four remaining LRPs continued to attempt to free the co-pilot's foot, working in the semi-darkness with a flashlight. It became apparent that nothing further could be done that night because of the noise which the efforts produced, plus the man's cries of pain. Sgt Fish administered morphine to ease the pain and quiet the man so their exact position would not be compromised. He made the man as comfortable as possible, covering him with a blanket. Throughout the night Sgt Fish and the LRPs remained beside the pilot and maintained a constant guard for the enemy, who could be heard all night moving in very close proximity. Enemy personnel constantly moved about in a creek bed 30 yards downhill from the wreckage. Sgt Fish checked his patient frequently through the night and treated him for shock. Doctors credited his actions during the night for saving the man's life. An AC-47 was stationed continuously overhead to drop illumination flares over the ground team. The LRP team fully anticipated having their position overrun that night. At one point the LRPs heard extremely close sounds and fired point blank into the darkness. Sgt Fish advised the rescue aircraft of the enemy action upon their arrival the next morning, and assisted in the removal and rescue of the co-pilot when additional help arrived.

7. Pedros 05 and 24 departed Tuy Hoa at 0620L 19 Feb 69, with radar vector to the crash site. Two UH-1H slicks arrived over the area and located the site by radio coordination and a visual sighting on a strobe light. Pedro 05, crew; Nicholson, Whitney, King, Margagliano, McAllister was primary recovery aircraft. Pedro 24, crew; Austin, Downing, Evans and Martin was high ship for the mission. Arrival of gunships was delayed approximately 30 minutes for maintenance. Pedros 05 and 24 orbited the scene until their arrival. Crown 7 coordinated the effort through JSARC. Pedro 05 was cleared into the site once the gunships were on station. Pedro 05 established a hover over the wreckage. Sgts Margagliano and McAllister were lowered to the ground followed by the crash entry equipment. Hostile fire was coming from surrounding hills 100 to 200 yards away. Pedro 24 departed at this time to refuel in order to provide overlapping coverage with Pedro 05. Pedro 05 climbed above 4000 feet to loiter and save fuel while the co-pilot was being freed. The man was free and ready to be picked up approximately 20 minutes later. Pedro 05 returned to recover the pilot with the semi-rigid litter, one LRP, TSgt Margagliano and SSgt McAllister. During the pickup heavy small arms and automatic weapons fire was encountered. One UH-1 was struck by one round, no other reported damage. UH-1 gunships directed suppressive machine gun and minigun fire at the sources of the fire, which continued. Personnel in the cabin of Pedro 05 reported visually sighting enemy forces with guns traversing the hillside approximately 100 yards to the rear during the pickup. Pedro 05 departed the site for fuel. Fuel was insufficient to fly to

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Phu Hiep without refueling. The patient and LRP were taken to the 31st USAF Dispensary at Tuy Hoa while Pedro 05 refueled at the alert pad, landing at 0845L.

8. When Pedro 05 left the crash site Mardi Gras 138, a hoist equipped Army UH-1, began to recover personnel as Pedro 24 was not yet at the scene. Sgt Fish boarded the forest penetrator and one LRP with full field gear sat opposite him, with his legs over those of the PJ. As they ascended they became entangled in a tree. The hoist operator did not observe this. Sgt Fish fended off the branches as he was pulled upward. The safety strap, around the LRP's back slipped upward around his neck and he began slipping downward on Sgt Fish's legs. The LRP and PJ clung desperately to each other and Sgt Fish straightened his legs horizontally to support the man. They were spinning rapidly as they approached the helicopter. The LRP's back pack caught on the skid as they were pulled upward. The man began to slip more. Attempts of Sgt Fish to hold the man and the hoist operator to grab him failed and he was pulled from the forest penetrator, falling to his death. His body was recovered and the UH-1 flew to the 91st Army hospital at Phu Hiep AAF.

9. After refueling Pedro 24 departed Tuy Hoa at 0810L and flew directly to the crash scene. Enroute Pedro 24 had contacted Crown 7 and advised them that Pedro 24 would be in the area within ten minutes and would be able to remain for one and a half hours. Pedro 24 orbited the area for approximately ten minutes while the Army UH-1 completed their pickup. Pedro 24 established a hover over the crash site and began hoisting the remaining two survivors, plus equipment, from the site. No ground fire was received at this time however the pararescueman sighted four Viet Cong coming down a hillside approximately 100 yards to the rear of Pedro 24. After recovering the last two men, the pilot turned approximately 90 degrees to avoid mountains and departed. Pedro 24 received ground fire from extremely close range after traveling about 200 yards from the crash site. Gunships were flying cover and came in to suppress the ground fire. Pedro 24 was not hit and delivered the two survivors to the 91st Army hospital. Pedro 24 returned to Tuy Hoa at 0930L.

10. Pedro 05 refueled and departed Tuy Hoa at 0855L with one LRP and injured co-pilot who had previously been taken to the 31st USAF Dispensary. They were taken to the 91st Army hospital at Phu Hiep AAF. Sgt Fish was brought back to Tuy Hoa on the return flight, landing at 0925L.

Crewmembers were:

18 February
Pedro 05

Mission #1

RCC Capt Daniel A. Nicholson
RCCP Capt Charles T. Wohlneck
RS SSgt Norman F. Reeves
PJ Sgt Richard E. Evans
PJ Sgt Michael E. Fish

Mission #2

RCC Capt Daniel A. Nicholson
RCCP Capt Charles T. Wohlneck
PJ Sgt Richard E. Evans

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Mission #1. Pedro 24

RCC Capt Henry P. Fogg
RCCP Capt Charles T. Wohlneck
FE SSgt Leroy W. King
FF SSgt Robert A. McAllister

Mission #1. 19 February

Pedro 05

Mission #2.

RCC Capt Daniel A. Nicholson
RCCP Maj Edgar R. Whitney
FE TSgt Thomas B. Margagliano
FE SSgt Leroy W. King
FF SSgt Robert A. McAllister

RCC Capt Daniel A. Nicholson
RCCP Maj Edgar R. Whitney
FE TSgt Thomas B. Margagliano
PJ Sgt Michael E. Fish

Mission # 1 and 2. Pedro 24

RCC Capt William F. Austin
RCCP Maj Morgan A. Downing
FE SSgt Raphael C. Martin
PJ Sgt Richard E. Evans

Results of the missions were: 7 combat saves, U.S. Army, 4 crewmembers

Daniel A. Nicholson
DANIEL A. NICHOLSON, Capt, USAF
Rescue Crew Commander

APPROVED:

Morgan A. Downing
MORGAN A. DOWNING, Major, USAF
Commander

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PRIORITY

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PT 00150

PTTCZYUW RUSQSNA4656 0530550-CCCC--RUCIEUA.

ZNY CCCCC

P R 220532Z FEB 69

FM 3ARRGP TSN AB RVN

TO RUCIEUA/ARRS AROOPCR SCOTT AFB ILL

RUMLJHA/DET 11 38ARRSQ TUY HOA AB RVN

INFO RUHHABA/41ARRWG HICKAM AFB HAWAII

BT

C ~~CONFIDENTIAL~~ 3JSARC

SUBJ: RESCUE MISSION 11-38-009-9049

REF A DET 11 RESCUE CLOSING REPORT 191934Z FEB 69

REF B ARRS/AROOPCR 202115Z FEB 69 (NOTAL DET 11)

1. FOR ARRS. ON 18 FEB PEDRO 05 RECOVERED (SAVED) THREE ARMY AIR-
CREW MEMBERS AND DUSTOFF 38 RECOVERED ONE NON-AIRCREW AND ONE
DECEASED AIRCREW MEMBER. ON 19 FEB PEDRO 05 MADE ONE ACR AND ONE
NON-ACR AND PEDRO 24 MADE TWO NON-ACR. ALL ARMY PERSONNEL. MARDI
GRAS 138 (ARMY UH-1) RECOVERED ONE DECEASED ONON-AIRCREW AND THE PJ
FROM PEDRO 05 WHO HAD REMAINED ON GROUND OVERNIGHT.

2. FOR DET 11. THE RECOVERY OF THE FIREMAN OFF PEDRO 05 BY PEDRO
24 ON 18 FEB AND THE RECOVERY OF THE TWO FIREMEN FROM PEDRO 05 ON
19 FEB ARE NOT CONSIDERED SAVES. THE PAREESCUAMAN RECOVERED BY
MARDI GRAS 138 IS AN ARMY SAVE NOT INCLUDED IN ITEM 14 TOTALS.

PAGE2 RUSQSNA4656 ~~CONFIDENTIAL~~

REQUEST YOU SUBMIT A CORRECTION TO ALL ORIGINAL ADDRESSEES OF REF A
CHANGING ITEM 14 TO READ 10/10/10/8/0/2 AND ITEM 19H TO READ
SEVEN (7) ARRS COMBAT SAVES VICE TEN SAVES. GP-4

BT

#4656

NNNN#

? 2 FEB 69

06 37

SAVES

ECW
CLOSING

11-38-9-9049

19 Feb.

MINUS 3 SAVE

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

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PRIORITY

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11-58-04

* UNCLASSIFIED E F T O *

SUPREP
23 FEB 69 07 28

IMMEDIATE

PT 00172

PTTEZYUW RUMIJHA0009 0540704-EEEE--RUCIEUA.

NY EEEEE

230621Z FEB 69

M DET 11 38THARRSQ TUY HOA AB VIETNAM

O RUEFHQA/CSAF/AFCP/AFXPFH

UCIEUA/ARRS/ARSCP/SCOTT AFB ILL

DHHABA/41ST ARRWG/41CP/HICKAM AFB HAWAII

USQNSA/3RD ARRG/JSARC/TAN SON NHUT AB VIETNAM

NFO RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

USQNSA/7AF DOTO/DO/DP/DI/BDPMP/CP/TSN AB VIETNAM

UWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

HMSMVA/MACV/SAIGON VIETNAM

UEBAAA/ARDC/ABERDEEN PROVING GROUND MARYLAND

UMSNH/4TH SOS/NHA TRANG AB VIETNAM

UMSNH/281ST AHC/NHA TRANG AB VIETNAM

EN/309TH TFS/39TH ARRSQ TUY HOA AB VIETNAM

UMSNH/E 20TH CO/NHA TRANG AB VIETNAM

UMLNHD/183RD RECON/DONG BA THIN AAF VIETNAM

UMLNHH/91ST ARMY MED EVAC HOSP/PHU HIEP AAF VEITNAM

HMSMVA/COMUS MACV/NORTH FLD AAF VIETNAM

UMLNHH/28TH ROK BRIGADE/PHU HIEP AAF VIETNAM

UMLNHH/173RD ABN BRIGADE/PHU HIEP AAF VIETNAM

AGE 2 RUMIJHA0009 UNCLAS E F T O

UMLNHH/134TH AHC/PHU HIEP AAF VIETNAM

EN/31ST TFW C/TUY HOA AB VIETNAM

T

UNCLAS E F T O 38-11-D

UBJ: RESCUE MISSION 11-38-009-9049

EF DET 11 RESCUE CLOSING REPORT 191934Z FEB 69

. CHANGE ITEM 14 TO READ 10/10/10/8/0/2

. CHANGE ITEM 19H TO READ SEVEN (7) ARRS SAVES, US ARMY, NO

EFUELLING

T

0009

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Called + rec'd 0824

FLASH

PT 00026
ZTTCZYUW RUMLUHA0070 0491350-CCCC--RUCIEUA.
ZNY_CCCCC

Z 0 181328Z FEB 69

FM DET11 38ARRSQ TUY HOA AB VIETNAM

TO RUEFHQA/CSAF/AFCP/AFXPFH

RUCIEUA/ARRS/ARSCP/SCOTT AFB ILL

RUHHABA/41ARRWG/41STCP/HICKAM AFB HAWAII

RUSQSN/3ARRGP/JSARC/TAN SON NHUT AB VIETNAM

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

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

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RHSMVA/COMUSMACV

RUEBAAA/ARDC/ABERDEEN PROVING GROUND MD

ZEN/31TACFTRWG/C

BT

~~CONFIDENTIAL~~: JOPREP JIFFY/38-11 D

SUBJ: RESCUE 009/180145Z FEB 69

1. RESCUE OPENING REPORT 18 FEB 69

2. 11-38-009-18 FEB 69

3. SEARCH AND RESCUE, DOWNED UH-1E, CALL SIGN UNKNOWN 5 PERSONS
ON BOARD

4. TUY HOA TOWER/DET 11 38TH ARRSQ/180830Z

PAGE 2 RUMLUHA0070 ~~CONFIDENTIAL~~

5. NOT ACCOMPLISHED

6. 1/HH-43B/180830Z

7. LAUNCHED PEDRO 05/180845Z

8. 12 DEGREES 45 MINUTES NORTH/109 DEGREES 01 MINUTES WEST

9. NOT A FACTOR

10. DET 11 38TH ARRSQ

11. 39TH ARRSQ, NUMEROUS AIRCRAFT CALL SIGNS: CUTIE 11, TONTO 42, HERB 31,
DEVIL 6, DEVIL 20, DUSTY 31 AND 32, DUSTOFF 38, SEAHORSE 22 CROWN 6
UNITS UNK.

12 - 18 N/A

19. D. 39TH ARRSQ, DET 11 38TH ARRSQ, 134TH AHC, 180TH AHC

H. ONE MAN LEFT TRAPPED IN HELICOPTER. PARARESCUEMAN LEFT ON GROUND
WITH FOUR US ARMY TROOPS BECAUSE OF DARKNESS. PLAN TO EXTRACT ALL PEOPLE
AT FIRST LIGHT. FOUR OF THE DOWNED CREWMEMBERS RECOVERED SUCCESSFULLY.
PEDRO 05 TRANSFERRED THREE PATIENTS TO SPIDER 240. TAKEN TO 91ST MED EVAC
HOSPITAL PHU HIEP AAF BY DUSTOFF 83 AND SPIDER 240.

BT

#0070

NNNN#

ODC

plm

UH-1E

5 P013

1 P0

6 P013

FLASH

~~CONFIDENTIAL~~

FLASH

18 FEB 69 14 01

Classified by Det 11 38ARRSQ
SUBJECT TO CENTRAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

FLASH

FLASH

CONFIDENTIAL

Closing

PT 01183

ZTTCZYUW RUMLJHA0075 0502003-CCCC--RUCIEUA

Z CCCCC

Z 191934Z FEB 69

FM DET 11 38ARRSQ TUY HOA AB VIETNAM

TO RUEFHQA/CSAF/AFCP/AFXPFH

RUCIEUA/ARRS/ARSCP/SCOTT AFB ILL

RUHHABA/41ARRWG/41CP/HICKAM AFB HAWAII

RUSQSN/3ARRGP/JSARC/TAN SON NHUT AB VIETNAM

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

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

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RHSMVA/COMUSMACV

RUEBAA/ARDC/ABERDEEN PROVING GROUND MD

RUMSNH/4TH SOS NHA TRANG AB VIETNAM

RUMSNH/281AHC NHA TRANG AB VIETNAM

ZEN/309TH TFS/39ARRSQ TUY HOA AB VIETNAM

RUMSNH/E 20CO NHA TRANG AB VIETNAM

RUMLNHD/183RECON/DONG BA THIN AAF VIETNAM

RUMLNHH/91 ARMY MEDEVAC HOSPITAL PHU HIEP AAF VIETNAM

RHSMVA/COMUSMACV/NORTHFIELD

RUMLNHH/28 ROK BRIGADE PHU HIEP AAF VIETNAM

RUMLNHH/173ABN BRIGADE PHU HIEP AAF VIETNAM

Classified by *38ARRSQ*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *21 Dec 73*

PAGE 2 RUMLJHA0075 C O N F I D E N T I A L

RUMLNHH/134AHC PHU HIEP AAF VIETNAM

ZEN/31TACFTRWG TUY HOA AB VIETNAM

BZ

SECTION I OF II JOPREP JIFFY/38-110

SUBJ: RESCUE 009/1405Z 19 FEB 69

1. RESCUE CLOSING REPORT 19 FEB 69

2. 11-38-009-18 FEB 69

3. THRU T. N/A

6. 2/HH-43B/180830Z

7. LAUNCHED PEDRO 241010Z

8. N/A

9. A. VFR CEILING UNLIMITED

B. WEATHER VFR DURING DAYLIGHT HOURS NIGHT OPERATIONS SUSPENDED

DUE TO EXTREME DARKNESS, HAZE AND LOW CLOUDS

10. DET 11 38TH ARRSQ/JSARC

11. CUTIE 11 26TH ROK REGIMENT PHU HIEP AAF/TONTO 42 173RD ABN *USAF* *ASN* *nees*

BRIGADE PHU HIEP AAF/ HERB 31 28 ROK BRIGADE MACV NORTH FIELD AAF/ *THH* *THH* *THH*

DEVIL 06, 20, 35, 38 134TH AHC PHU HIEP AAF/DUSTY 31, 32 309 *THH* *THH* *THH*

TFS TUY HOA AB/SEAHORSE 22 E-20TH COMPANY NHA TRANG AB/CROWN 06, 07 *THH* *THH* *THH*

39TH ARRSQ TUY HOA AB/JOKER 54, 59 48TH AHC NINH HOA *THH* *THH* *THH*

PAGE 3 RUMLJHA0075 C O N F I D E N T I A L

AAF/MARDI GRAS 138, 714 281ST AHC NHA TRANG AB/SPADER (UH-1 UNIT)

JNK UNK/ SPOOKY 41 42, 43 4TH SOS NHA TRANG AB/BLUESTAR 240

48TH AHC NINH HOA AAF/ DUSTOFF 38 91ST ARMY MED EVAC HOSP PHU HIEP AAF/

12. 134TH AHC PHU HIEP AAF VIETNAM *Army*

13. DET 11 38TH ARRSQ/HOIST

14. 13/13/13/11/0/2

FLASH

FLASH

* ~~CONFIDENTIAL~~ *

FLASH

01183

15. ALL WITH EXCEPTION OF GROUND RESCUE FORCES TAKEN TO 91ST MED EVAC ARMY HOSPITAL PHU HIEP AAF VIETNAM. REMAINDER TAKEN TO TUY HOA AB VIETNAM

16. DET 11 38TH ARRSQ/11.3 HOURS/13 SORTIES/39TH ARRSQ 4.4 HOURS/ 1 SORTIE/NOT AVAILABLE FOR OTHER ASSISTING AGENCIES

17. APPROXIMATELY 87 PERSONNEL/4 - 0-1/6 - UH-1C/2 -F-100/2 - HC-130P/5 - UH-1F/2 - HH-43B

18. A. PEDRO 05 (MISSION 1/18 FEB 69) RCC: NICHOLSON, DANIEL A CAPT/RCCP WOHLNICK CHARLES T CAPT/PJ EVANS RICHARD E SGT/PJ FISH MICHAEL E SGT/FF REEVES NORMAN F. SSGT (3 SAVES)

PEDRO 24 (MISSION 1/18 FEB 69) RCC: FOGG HENRY P CAPT/RCCP WHITNEY EDGAR R MAJ/FE KING LEROY W SSGT/FF MCALLISTER ROBERT A SSGT/ (1 SAVE) PEDRO 05 (MISSION 1/19 FEB 69) RCC NICHOLSON DANIEL A CAPT/RCCP WHITNEY EDGAR R. MAJ/FE MARGAGLIANO THOMAS B TSGT/ FE

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PAGE 4 RUMUJHA0075 C ~~CONFIDENTIAL~~

KING LEROY W SSGT/FF MCALLISTER ROBERT A SSGT/ (4 SAVES)

PEDRO 24 (MISSION 1/19 FEB 69) RCC: AUSTIN, WILLIAM F CAPT/RCCP

DOWNING MORGAN A MAJ/FE MARTIN RALPHAEL C SSGT/PJ EVANS RICHARD E SGT/ (2 SAVES) PEDRO 05 (MISSION 2/18 FEB 69) RCC: NICHOLSON,

DANIEL A CAPT/RCCP WOHLNICK CHARLES T CAPT/PJ EVANS RICHARD E SGT/ (0 SAVES) PEDRO 05 (MISSION 2/19 FEB 69) RCC NICHOLSON DANIEL

A CAPT/RCCP WHITNEY EDGAR R MAJ/FE MARGAGLIANO THOMAS B TSGT/PJ

H MICHAEL E SGT/ (0 SAVES)

3. PERSONNEL SAVED: ROSE VICTOR L WO-2 281ST AHC NHA TRANG AB/ BAILEY VAN D E-7 CO. 20TH INFANTRY LRP NORTH FIELD AAF/

MORRIS JIM (NMI) E-4 281 AHC NHA TRANG AB/MARTIN FRANK W WO-1

281 AHC NHA TRANG AB/SARLER GEORGE II PFC E CO. 20TH INFANTRY

LRP NORTH FIELD AAF/CHEEK RICHARD L SP-4 UNIT UNK/ FISH MICHAEL

E SGT DET 11 38TH ARRSQ TUY HOA AB/REEVES NORMAN F SSGT 31ST

ES TUY HOA AB/MCALLISTER ROBERT A SSGT 31ST CES TUY HOA AB/

MARGAGLIANO THOMAS B TSGT DET 11 38TH ARRSQ TUY HOA AB/ TWO SAVES

MEMBERS OF THE 20TH INFANTRY LRP NORTH FIELD AAF NAMES UNKNOWN

9. A THRU G SELF EXPLANATORY

1. TEN (10) ARRS COMBAT SAVES NO REFUELLING.

DET 11 38TH ARRSQ WAS NOTIFIED 180830Z BY TONTO 42 THAT A UH-1 HAD

3 ACR

4 ACR/

5 Non-Cas

12

PAGE 5 RUMUJHA0075 C ~~CONFIDENTIAL~~

CRASHED 225 DEGREES 25 MILES FROM TUY HOA AB, 5 PERSONNEL WERE ON

BOARD AND TRAPPED INSIDE. PEDRO 05 WAS REFUELLED AND SCRAMBLED AT

1845Z GUNSHIPS WERE NOTIFIED. MORE THAN 50 ENEMY FORCES WERE KNOWN

TO BE IN THE IMMEDIATE AREA, AND WERE NOT A FACTOR IN CAUSING

THE CRASH. THE HELICOPTER HAD CRASHED INTO DENSE MOUNTAINOUS

JUNGLE WHILE ATTEMPTING TO EXTRACT A LONG RANGE PATROL (LRP)

WHICH WAS IN DANGER OF BEING OVER RUN BY THE ENEMY. HELICOPTERS

IN THE AREA REPORTED NEGATIVE GROUND FIRE. PEDRO 05 HOVERED OVER THE

DEBRIS MAINTAINING A HOVER FOR APPROXIMATELY ONE HOUR.

SGT REEVES AND SGT FISH WERE LOWERED TO THE GROUND WITH A CRASH

ENTRY KIT, MEDICAL KIT AND METAL CUTTING POWER SAW (WHICH FAILED TO

RATE). THERE WERE FIVE PERSONNEL INJURED IN THE CRASH AND 5 LRP'S

12 ON GR

5

3 7

FLASH

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1 save - 1 down
2 PS - 1 down

FLASH

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350000
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10 + 2 - 3 = 9 - 2

FLASH
PT 01183

A THE SCENE. SGTs FISH AND REEVES REMOVED THE THREE MOST SERIOUSLY INJURED MEN, PLACED THEM INTO THE SEMI-RIGID LITTER AND SECURED TO THE HOIST. SGT EVANS DIRECTED THE HOVER BETWEEN THE 100 FOOT TREES AND OPERATED THE HOIST THROUGH A VERY SMALL OPENING THROUGH THE DOUBLE TREE CANOPY. WHEN SGT EVANS ADVISED THE RCC THAT THE PATIENTS REQUIRED IMMEDIATE TRANSFER TO A HOSPITAL AS THEIR CONDITION WAS EXTREMELY GRAVE, PEDRO 05 DEPARTED THE SCENE LEAVING FF AND PJ ON THE GROUND. PEDRO 05 LANDED

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PAGE 6 RUMIJHA0075 ~~CONFIDENTIAL~~
IN A CLEARING APPROXIMATELY 5 MILES AWAY FROM THE SCENE AND SGT EVANS TRANSFERRED THE PATIENTS TO A UH-1, SPADER 20, WITH THE AID OF TWO CREWMEMBERS, FOR TRANSFER TO THE 91ST ARMY MED EVAC HOSPITAL AT PHU HIEP AAF. DURING THIS TIME DUSTOFF 38 RECOVERED ONE LRP AND ONE DECEASED MAN, LEAVING 4 LRPS, ONE PILOT PINNED IN THE COCKPIT BY THE RIGHT FOOT, THE FIREFIGHTER AND THE PARARESCUE SPECIALIST ON THE GROUND. DUSTOFF 83 DEPARTED FOR FUEL. PEDRO 05, THE ONLY HOIST EQUIPPED AIRCRAFT, RETURNED, HOVERING OVERHEAD AN ADDITIONAL TEN MINUTES. WHEN CONTACT COULD NOT BE ESTABLISHED WITH THE GROUND, AND FUEL BECAME CRITICAL, PEDRO 05 DEPARTED FOR TUY HOA AIR BASE. PEDRO 24 WAS ENROUTE TO THE CRASH SITE, ARRIVING TEN MINUTES LATER. TUY HOA APPROACH CONTROL VECTORED THE PEDROS TO AND FROM THE SIGHT. DURING THESE RECOVERIES GROUND FIRE WAS ENCOUNTERED AND THE ARMED HELICOPTERS APPLIED SUPPRESSIVE MINIGUN AND .50 CALIBRE FIRE, KILLING 3 ENEMY PERSONNEL APPROXIMATELY 200 YARDS FROM THE CRASH. PEDRO 24 HOVERED OVER THE CRASH SITE, BRINGING SSGT REEVES UP ON HOIST. THE HELICOPTER WAS HOVERING AT MAXIMUM POWER (1600 FOOT ELEVATION) AND COULD NOT CARRY ADDITIONAL PERSONNEL. THE REMAINING PERSONNEL ATTEMPTED TO FREE THE TRAPPED PILOT. PEDRO 24 DEPARTED THE SCENE AS DARKNESS FELL, LEAVING SGT FISH, THE PILOT AND 4 LRP S

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ARK
(SAVE)

PAGE 7 RUMIJHA0075 ~~CONFIDENTIAL~~
ALONE. AFTER REFUELLING PEDRO 05 RETURNED TO THE AREA BUT CONTACT WITH HELICOPTER FLARE AND GUNSHIPS AND THE GROUND PARTY COULD NOT BE ESTABLISHED. EXTREME DARKNESS, LOW SCUD AND HAZE OVER THE MOUNTAINS REQUIRED INSTRUMENT FLIGHT. AT 7500 FEET. PEDRO 05 RETURNED TO BASE AT 1205Z. AN AC-47 ORIT WAS ESTABLISHED OVER THE SITE. CONTACT WAS ESTABLISHED WITH THE LRP TEAM, WHO DIRECTED FLARE DROPS THROUGH THE NIGHT. SGT FISH ADMINISTERED AID TO THE PATIENT AND ASSISTED IN ESTABLISHING A PERIMETER DEFENSE. HOSTILE FORCES COULD BE HEARD MOVING IN AN EXTREMELY CLOSE PROXIMITY TO THE CRASH SITE THROUGHOUT THE NIGHT. PEDRO 05 AND PEDRO 24 DEPARTED TUY HOA AT 2220Z E-ROUTE TO THE CRASH SITE UNDER RADAR VECTOR ARRIVING OVER THE SITE, IT WAS NECESSARY TO DELAY APPROXIMATELY 30 MINUTES FOR ARRIVAL OF THE UH-1 GUNSHIPS, DELAYED FOR MAINTENANCE. CROWN 07 ARRIVED ON SCENE AND WHEN THE ARMY HELICOPTERS DID NOT DRAW HOSTILE FIRE OVER THE CRASH, PEDRO 05 WAS CLEARED TO GO IN. AS THE HOVER WAS ESTABLISHED TSGT MARGAGLIANO, SSGT MCALLISTER AND ADDITIONAL HEAVY DUTY CRASH ENTRY EQUIPMENT WERE LOWERED TO THE GROUND. PEDRO 05 DEPARTED THE SITE WHILE GROUND PERSONNEL ATTEMPTED TO FREE THE MAN, IN ORDER TO

6 + 2 - 8

6
+ 2
8

FLASH

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FLASH

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01183

LOITER AT A HIGHER ALTITUDE AND CONSERVE FUEL. PEDRO 24 RETURNED TO
BT
#0075

NNNN#

01183 13/11.3
HC130P 2/4.4 +

4	0-1
6	UH-1C
2	F100
2	HC130P
5	UH-1F
2	HH 436
21	

FLASH

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FLASH

19 FEB 69 22 13

PT 01204

ZTTCZYUW RUMLUHA0076 0502003-CGCC--RUCEIUA.

Z CCCCC

Z 191934Z FEB 69

FM DET 11 38ARRSQ TUY HOA AB VIETNAM

TO RUEFHQA/CSAF/AFCP/AFXPFH

RUCEIUA/ARRS/ARSCP/SCOTT AFB ILL

RUHHABA/41ARRWG/41CP/HICKAM AFB HAWAII

RUSQSN/3ARRGP/JSARC/TAN SON NHUT AB VIETNAM

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

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

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RHMSMVA/COMUSMACV

RUEBAAA/ARDC/ABERDEEN PROVING GROUND MD

RUMSNH/4TH SOS NHA TRANG AB VIETNAM

RUMSNH/281AHC NHA TRANG AB VIETNAM

ZEN/309TH TFS/39ARRSQ TUY HOA AB VIETNAM

RUMSNH/E 20CO NHA TRANG AB VIETNAM

RUMLNHD/183RECON/DONG BA THIN AAF VIETNAM

RUMLNHH/91 ARMY MEDEVAC HOSPITAL PHU HIEP AAF VIETNAM

RHMSMVA/COMUSMACV/NORTHFIELD

RUMLNHH/28 ROK BRIGADE PHU HIEP AAF VIETNAM

RUMLNHH/173ABN BRIGADE PHU HIEP AAF VIETNAM

Classified by DA 11 38 AR 50
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF E.O. 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

PAGE 2 RUMLUHA0076 ~~CONFIDENTIAL~~

RUMLNHH/134AHC PHU HIEP AAF VIETNAM

ZEN/31TACFTRWG TUY HOA AB VIETNAM

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~~CONFIDENTIAL~~ FINAL SECTION OF II JOPREP JIFFY/38-11D
TO. HOA AIR BASE FOR FUEL TO PROVIDE OVERLAPPING COVERAGE WITH
PEDRO 05. HELICOPTER GUNSHIPS PATROLLED THE AREA FOR HOSTILE
ACTIVITY, WHEN PEDRO 05 HAD 10 MINUTES FUEL TO BINGO REMAINING,
THE MAN WAS FREED. PEDRO 05, WITH SSGT KING AS HOIST OPERATOR,
RECOVERED THE INJURED PILOT, ONE LRP, TSGT MARGAGLIAN AND SSGT
MCALLISTER. DURING THIS PERIOD THE INTENSITY OF GROUND FIRE INCREASED
FROM APPROXIMATELY 200 YARDS IN ALL DIRECTIONS. THE GUNSHIPS APPLIED
SUPPRESSIVE MINIGUN AND ROCKET FIRE. NO AIRCRAFT REPORTED HITS.
PEDRO 05 DEPARTED WITH CRITICAL FUEL, LANDING WITH THE FUEL LOW
LIGHT ON AT THE 31ST USAF DISPENSARY TUY HOA AIR BASE. THE
PATIENT AND LRP WERE OFFLOADED FOR EXAMINATION BY A FLIGHT SURGEON
WHILE THE HELICOPTER REFUELLED AT THE RESCUE ALERT HELIPAD. AS
PEDRO 05 DEPARTED THE CRASH SITE MARDI GRAS 138 AN ARMY UH-1 ASSUMED
A HOVER AND BEGAN TO RECOVER PERSONNEL WITH A FOREST PENETRATOR.
THE PARARESCUEMAN AND ONE LRP WERE RAISED SIMULTANEOUSLY
ON THE DEVICE. THE LRP WAS WEARING FULL FIELD GEAR. DURING THE

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PAGE 3 RUMLUHA0076 ~~CONFIDENTIAL~~

ASCENT THE SAFETY STRAP ON THE FOREST PENETRATOR SLIPPED UPWARD, OFF
THE TOP OF THE MAN'S KNAPSACK. SGT FISH ATTEMPTED TO HOLD THE MAN
ONTO THE FOREST PENETRATOR. AS THEY REACHED THE AIRCRAFT THE TOP
OF THE LRP'S PACK CAUGHT BENEATH THE LANDING SKID. SGT FISH
ATTEMPTED TO SIGNAL THE HOIST OPERATOR TO STOP THE HOIST,
TO NO AVAIL. THE LANDING SKID PULLED THE LRP FROM THE RESCUE

FLASH

* ~~CONFIDENTIAL~~ *

FLASH

~~*****~~

FLASH

P 01204

DEVICE. HE FELL TO HIS DEATH 100 FEET BELOW. MARDI GRAS 138 RECOVERED
THE LRP AND DEPARTED FOR PHU HIEP AAF. PEDRO 24, WHO HAD ARRIVED ON
SCENE 10 INUTES EARLIER, EXTRACTED THE REMAINING TWO LRPS FROM THE
SCENE, TAKING THEM TO 91 ST MED EVAC HOSPITAL. PEDRO 05, ONCE REFUELLED,
TRANSPORTED THE INJURED PILOT TO THE 91ST HOSPITAL AND RETURNED SGT
FISH TO TUY HOA AIR BASE. MISSION TERMINATED 190130Z.

GP-4

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

11-8

11-38-008-12 Feb 69 - the detachment operations was notified by the 39th ARRSQ operations officer that an aircraft had crashed approximately 35 miles west/northwest of Tuy Hoa AB. The type of aircraft was unknown. Pedro 24 launched immediately and arrived in the approximate area 20 minutes later. While enroute radio communications had been established with Crown 6, an HC-130 aircraft orbiting the area. As Pedro 24 arrived at the scene, the downed aircraft was sighted by an O-2 aircraft. Pedro 24 received vectors from the pilot of the O-2 aircraft and hovered over the wreckage. The downed aircraft was a U.S. Army O-1. Both crewmembers were trapped inside the fuselage. The pararescueman from Pedro 24 was deployed to free the trapped crewmembers. He discovered that one of the men was deceased. The survivor and the deceased were hoisted aboard the helicopter using the semi-rigid litter. The pararescueman was then hoisted aboard and Pedro 24 flew to Phu Hiep AAF. One combat save.

Sorties and flying time: 2/1.9

Crewmembers were:

RCC Capt William F. Austin

RCJP Maj Morgan A. Downing

FE SSgt Leroy W. King

PJ A1C Ian T. Burr

11-38-009-18 Feb 69 - the detachment was notified at 1630 that a U.S. Army UH-1 helicopter had crashed approximately 25 miles southwest of Tuy Hoa AB and that five people were trapped inside. Pedro 05 launched immediately however, Pedro 24 was awaiting a functional check flight and was not released for the mission until 1800. Pedro 05, upon

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

11-9

arrival at the scene, lowered the pararescueman and a firefighter from a 100 foot hover. The area was hostile and sporadic groundfire was received. U.S. Army helicopter gunships provided suppressive fire. Three of the trapped survivors were freed immediately and were hoisted aboard by Pedro 05. Because of their serious condition they were transferred to a U.S. Army UH-1 helicopter which had landed in a clearing approximately 5 miles from the crash site. In the meantime, one survivor and one deceased were picked up by an Army helicopter. Pedro 05 returned to the crash scene but was unable to pick up any more people because of a low fuel state. The helicopter returned to Tuy Hoa. In the interim, Pedro 24 was enroute and arrived at the scene shortly before dark. One crewmember, the firefighter from Pedro 05, was picked up but the pararescueman, Sgt. Michael E. Fish, could not be picked up because of insufficient power. The pararescueman spent the night on the ground. He administered first aid to the man still trapped inside the downed helicopter and was credited with personally saving the man's life. Pedro 24 and 05 launched at 0620 on the 19th and flew directly to the scene using vectors from Tuy Hoa Approach Control. Pedro 05 hovered over the crash shortly after U.S. Army helicopter gunships arrived on the scene. Once again sporadic small arms fire was received. Pedro 05 lowered a flight engineer and a firefighter equipped with additional crash access equipment. They freed the last trapped survivor in 15 minutes and Pedro 05 hoisted the injured man aboard plus the two crewmembers and one U.S. Army ground team member. They departed the scene. Pedro 24 which had departed the area to refuel, was enroute back to the scene. In the interim, a U.S. Army UH-1 helicopter picked

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

11-10

up the detachment pararescueman and one deceased U.S. Army ground team member. Then they departed the scene and Pedro 24 moved over the site to pick up the final two ground team members. The mission was closed at 0930, 19 Feb, when Pedro 24 delivered the last two survivors to Phu Hiep AAF. 7 combat saves. Sorties and flying time:

13/11.3

Crewmembers were: 18 Feb 69

Pedro 05

Mission #1

RCC Capt Daniel A. Nicholson

RCCP Capt Charles T. Wohlneck

RS SSgt Norman F. Reeves

PJ Sgt Richard E. Evans

PJ Sgt Michael E. Fish

Pedro 24

RCC Capt Henry P. Fogg

RCCP Major Edgar R. Whitney

FE SSgt Leroy W. King

RS SSgt Robert A. McAllister

19 Feb 69

Pedro 05

Mission #1

RCC Capt Daniel A. Nicholson

RCCP Maj Edgar R. Whitney

FE TSgt Thomas B. Margagliano

FE SSgt Leroy W. King

RS SSgt Robert A. McAllister

Mission #2

RCC Capt Daniel A. Nicholson

RCCP Capt Charles T. Wohlneck

PJ Sgt Richard E. Evans

Mission #2

RCC Capt Daniel A. Nicholson

RCCP Maj Edgar R. Whitney

FE TSgt Thomas B. Margagliano

RS Sgt Michael E. Fish

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

11-11

Pedro 24

RCC Capt William F. Austin

RCCP Major Morgan A. Downing

FE SSgt Ralphael C. Martin

PJ Sgt Richard E. Evans

In addition, the detachment flew 24 Medical Civic Actions Program (MEDCAP) flights. These flights transport a medical team of the 31st USAF Dispensary at Tuy Hoa AB, to three outlying U.S. Army outposts. Using these camps as a base, the medical team was able to treat the villagers in the surrounding areas. An estimated 35,000 people are thus accorded medical attention which would otherwise not be available to them. The same three outposts were used each week: Cung Son (25 miles west of Tuy Hoa AB), Tuy An (15 miles north of Tuy Hoa AB), and Song Cau (25 miles north of Tuy Hoa AB). These flights are scheduled to continue, three per week, for an indefinite period. (See photograph #4)

The following table reflects the unit flying time for the quarter.

<u>Mission</u>	<u>Sorties/Flying Time</u>
Intercept	163/46.7
Search and Rescue/Recovery	56/24.0
Miscellaneous (Base Support and MEDCAP)	264/124.3
Training	96/67.2
Maintenance	<u>11/5.6</u>
Total	590/267.8

SGT. MICHAEL E. FISH

AF CROSS GOES TO PARARESCUEMAN

SERGEANT'S BRAVERY HELPS SAVE PATROL, HELICOPTER CREWMEN

TAN SON NHUT AB, Vietnam—Heroic efforts to rescue an Army patrol and downed helicopter crew have earned Sgt. Michael E. Fish the nation's second highest award for bravery.

Sergeant Fish was presented the Air Force Cross by Air Force Secretary Robert C. Seamans, Jr. during the secretary's visit here.

Cited for voluntarily risking his life for more than 15 hours, Sergeant Fish saved an Army UH-1 helicopter crewmember and also helped rescue others pinned down by deadly enemy fire.

The helicopter crew was shot down Feb. 18, 1969, while attempting to rescue a small Army patrol from an area near a North Vietnamese Army camp in a canyon 28 miles west of Tuy Hoa AB.

The Army asked for help and Air Force rescuers of the 38th Aerospace Rescue and Recovery Squadron's Det. 11 at Tuy Hoa answered the call. An aircrew from the detachment, including Sergeant Fish, flew into the hostile area in their HH-43 Pedro helicopter. They were accompanied by Army helicopter gunships to suppress enemy ground fire.

GUNSHIPS STRAFE AREA

Despite strafing by the gunships, heavy cross-fire from enemy automatic weapons entrenched in the mountainside opened up as the Pedro crew neared the crash site. Rescue attempts normally would be postponed until the enemy fire could be suppressed, but the condition of several of the survivors was described as "grave." The unarmed Pedro crew went in for the rescue.

As the rescue helicopter hovered a few feet above the thick jungle canopy, Sergeant Fish and another rescue specialist were lowered on a jungle penetrator through intense enemy fire.

Despite continuing enemy groundfire, three injured crewmembers were given emergency medical care and lifted to the hovering Pedro.

An Army UH-1 helicopter with a hoist then came to a hover over the crash site, and Sergeant Fish and others on the ground secured another patrol member to the hoist for evacuation.

Sergeant Fish found the pilot of the crashed helicopter seriously injured and pinned in the tangled wreckage. As Ser-

geant Fish worked to free him, the Army gunships had to leave the area to be refueled.

As the gunships departed, Sergeant Fish worked silently trying to free the pilots so as not to give away their position to the enemy. The pilot was given medical care and a sedative by Sergeant Fish.

More Army gunships arrived later and stilled four enemy soldiers stealing toward the crash site through a clearing about 100 yards from the survivors.

These gunships continued pounding the enemy positions as the patrol team fired at the enemy and Sergeant Fish tried to free the pilot. His efforts were hampered by a damaged metal saw, however and his hatchet and other hand tools were ineffective against the tangled wreckage.

HELICOPTERS LEAVE

At nightfall the helicopter crews had to give up their efforts, despite chances the enemy would attack the survivors during the night. Sergeant Fish and his assistant were instructed to leave the scene on a helicopter, but Sergeant Fish refused. Sergeant Fish told his assistant to inform the crew that he would remain at the site to give medical aid and try to free the pilot.

The young sergeant worked through the night caring for the pilot, who was intermittently in shock, and radioing instructions to flareships circling above.

"We heard enemy movement throughout the night, but they did not attack," one of the survivors reported later. "As it turned out, the enemy was setting up an ambush for the helicopters coming to help us in the morning," he said.

RESCUERS RETURN

As the enemy soldiers anticipated, the rescuers returned in the morning. The Pedro helicopter again hovered above the canopy, and another pararescue specialist and flight engineer with special rescue tools started down the penetrator.

With the rescuers suspended in midair and the Pedro hovering vulnerably, the enemy opened the heaviest cross-fire of the rescue attempt.

Army gunships fired back and the enemy weapons positions were silenced for a few minutes. This was long enough for Sergeant Fish and the others to free the pilot, and help hoist him to the waiting Pedro.

An Army UH-1 then hoisted Sergeant Fish and the remaining members of the ground party out of the area and flew them to safety.

SGT. MICHAEL E. FISH
PARARESCUEMAN AT
TUY HOA AB, VIETNAM
RECEIVED THE
AIR FORCE CROSS
FOR
BRAVERY IN
RESCUE OF AN
ARMY
HELICOPTER
CREW MEMBER...



Sgt. Michael E. Fish

On Feb. 18, 1969, Sgt. Michael E. Fish, a 38th ARRS pararescue specialist, was lowered from an HH-43B Huskie through intense hostile ground fire into a dense jungle canyon near Tuy Hoa AB, South Vietnam. He came to treat and rescue four seriously injured US Army UH-1 helicopter crew members whose aircraft had been downed by enemy fire. Unable to immediately free the pilot from the wreckage, Fish chose to remain on the ground overnight, even though the HH-43 ran low on fuel and had to leave. The rescue chopper refueled and returned but because of darkness and extreme haze could not find the site again. During the next 15 hours, Fish faced attacks by enemy forces but cared for the pilot until the chopper returned at dawn on Feb. 19 and successfully extracted them.



Sgt. Michael Fish chats with television's "This Is Your Life" host Ralph Edwards in 1972.

TSgt. Michael Fish—This is your life!

ELMENDORF AFB, Alaska -- What started out as a special TDY assignment for a pararescueman with the 71st Aerospace Rescue and Recovery Squadron here turned out to be much more of a surprise for the 25-year-old sergeant.

When he left for Los Angeles, TSgt. Michael Fish thought he was going to be a technical advisor on an air rescue training film. Instead, when he arrived at the studio to review some film clips, he found himself facing approximately 500 people and, half-dazed, hearing someone saying, "This is your life!"

That someone was Ralph Edwards, producer and master of ceremonies for the widely televised "This Is Your Life" program.

Mr. Edwards had initially submitted a request to the Department of Defense to honor someone from one of the four branches of service who had distinguished himself in the performance of his job -- rescue. Sergeant Fish was selected and Mr. Edwards found himself with not only a heroic, but a very personable subject for his show.

If you've ever wondered whether or not those people selected for the show knew in advance that they would be on the program, the answer is no. In fact, absolutely no as Sergeant Fish's wife, Chris, and his commander, Lt. Col. Ronald J. Soroka, can attest. All preparations for his appearance were made secretly.

"It was really nerve racking trying to keep it a secret," began Mrs. Fish. "I wasn't even supposed to tell my friends or relatives. That was a hard job, especially since I'm so proud of him."

Sergeant Fish said he was more shocked than anything else. "I realized immediately what was going on, but when you're standing there with 500 people staring at you, it takes a few minutes to clear up your mind."

The first part of the program was devoted to reuniting Fish with men whose lives he was responsible for saving -- some of whom had never had a chance to thank him -- and his partners and friends from the different squadrons he had been assigned to.

One of the highlights of the program was the story of how combat became a reality for him in Vietnam on the 18th and 19th of February, 1969.

He had volunteered for the mission. The location was a remote, mountainous, densely-jungled canyon. He was lowered from the rescue helicopter through intense ground fire to treat and rescue the crew of a downed helicopter. He remained on the ground all night,

protecting and evacuating the men. The enemy was less than a hundred yards away.

CWO Victor Rose was one of the men whose lives Sergeant Fish had saved that night. He was commander of a helicopter sent out on a rescue mission. Suddenly, the engine went out and they crashed. When he woke up, Sergeant Fish was putting balloon splints on his legs, which were both broken.

Fish placed CWO Rose in a basket and, under enemy fire, dragged him through the trees to the helicopter.

CWO Frank Martin, co-pilot of the crashed chopper, was trapped in the wreckage. He drifted in and out of consciousness as Sergeant Fish worked to free his trapped leg.

The monsoon rains got so bad the choppers had to leave, but Sergeant Fish stayed with the trapped co-pilot.

He stayed with Mr. Martin for over 17 hours.

All the men in the operation were rescued on the 19th of February and Sergeant Fish had earned the Air Force Cross after just one month's service in Vietnam.

He was credited with 11 combat rescues at the greatest possible risk to his own life during his tour in Southeast Asia.

And so it went on. Listing rescue after rescue, life after life that the young technical sergeant is credited with saving.

"I was just in the right places at the right times," said the modest sergeant. But sources say otherwise.

They say that saving lives and heroic behavior under those circumstances are part of this man's physical makeup. Truly, here is a man believing in the Rescue Service motto "That others may live."

According to Mr. Edwards, the show honoring TSgt. Michael Fish earned -- for the second time in the program's history -- a standing ovation from the audience.

A fitting tribute to a job well done, Mike!



FAMILY AFFAIR - Mike's wife, Chris, and their two sons, Mike Jr., left, and Brian were flown to California by Ralph Edwards to participate in the program honoring the distinguished sergeant.

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. Wanner) volunteered to try again.

As the chopper crossed the DMZ it was severely shaken by the concussions 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 Baehr; SSgt Thomas Evans and Sgt Lawrence Zetterval.

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 AC-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. Your commander will have more complete 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.
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.

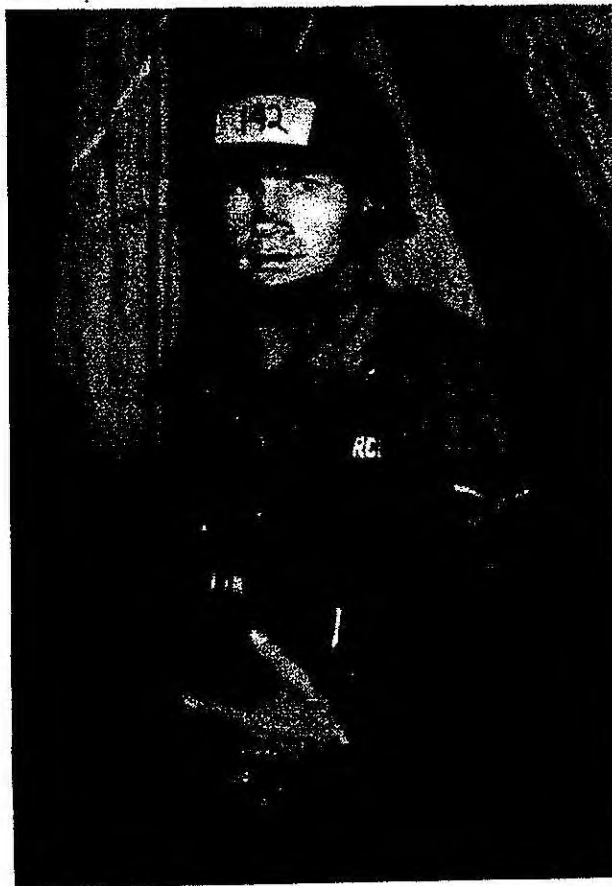
A Helicopter Nightmare

With U. S. Combat Air Forces, Vietnam-Sergeant Michael E. Fish of Lake Oswego paused in his attempt to free the injured pilot from the aircraft wreckage as he watched his own hovering helicopter pull up and depart for a third and final time for the night.

Badgered by enemy fire that split the darkness, the 21-year-old pararescue medic continued to aid the trapped flier as the small circle of Army troops stood guard.

Sergeant Fish, son of Mr. and Mrs. Lawrence D. Fish, S. W. Blue Heron Road, Lake Oswego, had been aboard the first of three HH-43 Huskie helicopters to fly into the rugged, confining canyon in Vietnam in an effort to evacuate survivors of a downed Army gunship and a trapped Army patrol.

Under protective surveillance of allied gunships, the sergeant's crew had brought the Huskie to a shuddering hover over the crash site and Sergeant Fish and the firefighter aboard had voluntarily broken through the heavy foliage astride a forest penetrator to reach the "agle floor.



SGT. MICHAEL FISH, pararescue medic with U. S. Combat Air Forces, Vietnam, brought pilot back safely after all night rescue mission. - 151s

Sergeant Fish's crew turned for a third time but was forced by darkness to abandon a pick-up attempt and once again departed.

The sergeant administered to the pilot as they waited through the night, aided by two AC-47 Dragonship crews that dropped flares to light the surrounding area.

At dawn, Sergeant Fish's helicopter returned and the crew lowered equipment and two men to assist in releasing the pilot. Working feverishly as the gunships held the attacking enemy at bay, the men on the ground finally freed the pilot and he was hoisted aboard and the Huskie departed. In rapid succession, a second chopper came in, Sergeant Fish was reeled upward and a third copter moved in to pick up the remaining troops. Fighting continued as the long-drawn-out recovery operation ended.

Sergeant Fish is assigned at Tuy Hoa Air Base as a member of the global Aerospace Rescue and Recovery Service. He entered the Air Force in 1966 and volunteered for the rigorous training to qualify as a member of the Air Force's highly specialized corps of pararescuemen.



FROM: 37(O)

21 February 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-023-20 Feb 69) (U)

TO: 37C

3rd ARRGp (JSARC)

IN TURN

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

2. At approximately 0700Z 20 Feb 69, the crew of Jolly Green 34 (training flight) on the ground at the Ly Son airstrip on the island Cu Lao Re (096/24/50) were requested by Lt Phillips, commander of the island radar site, to contact Medivac helicopters from Chu Lai to provide emergency medevac for a young Vietnamese girl who was accidentally scalded by hot water. Although on the crew as co-pilot, as the only RCC I assumed command and determined that it was reasonable for the crew to provide the urgent assistance required. The Rescue Specialist proceeded with the Lieutenant to locate the girl, evaluate her condition, treat her as necessary, and prepare her for evacuation. Jolly Green 34 flew overhead as the ground party, hitch-hiking on motorbikes, progressed down the island to the village where the girl was located, about three kilometers from the airstrip. Contact was maintained utilizing the UPT 10 radio on Guard channel. Immediately after takeoff, Queen was contacted via radio relay through Crown 4 and advised of the situation. Queen coordinated with 3 ARRGp to authorize the mission while it was in progress. There was no suitable landing site near the village, the bay was too shallow to permit a water landing, and it was too far to carry the girl on a stretcher to the landing strip. A hoist pickup was accomplished utilizing the semi-rigid litter for the girl and the penetrator for the crew. The pick-ups were routine. The girl was evacuated to the 312th Surgical Evacuation Hospital, Chu Lai, arriving there approximately 0740Z. The language barrier broke only enough to determine that the girl's last name was Trang. She had received second degree burns on her legs and trunk. The exact name of the village is neither printed on the charts or understandable from the language. It is located 109° 7'E/15° 22' 30"N.

3. (U) The crewmembers were:

JOLLY GREEN 34

RCC	MAJ	EDWARD G. QUINLAN
RCCP	MAJ	PAUL B. DAVIS JR.
FE	SGT	WALTER A. SWENSON
RS	SSGT	ALLEN J. AVERY

Classified by 6213 ARRGp
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

Edward G. Quinlan
EDWARD G. QUINLAN, Maj, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 1
Downgraded at 1 year
intervals; declassified
after 12 years

Arch 1

FROM: Det 8, 38ARRS

21 February 1969

SUBJECT: Rescue Narrative Report

TO: 3ARRGp(30) *JP JCS*

1. The following narrative report is submitted IAW ARRSM 55-2, 3ARRGp Sup 1, for Mission 8-38-006-20 Feb 69.
2. While flying a local training flight, the crew of Pedro 51 at 0835Z noticed 2 men frantically waving at the helicopter. They had stamped out "Help" in the sand and pointed to a cement bunker built on some rocks nearby. The area was just south of Cam Ranh Bay AB, coordinates 11°57'N, 109°17'E and in a secure area. The sky was nearly clear and the wind was 150° at 11 knots so the weather was not a factor. Pedro 51 landed on the beach near the bunker and TSgt Fernandez, the pararescueman, was deployed to determine the nature of the emergency. It was then learned a man had fallen from the top of the bunker, to the rocks at its base approximately 20 feet below. Pedro 51 launched again to try to find his exact location among the rocks. He was located on the rocks below and was partially in the water. TSgt Fernandez examined him and determined that he had no apparent fractures, however he had abrasions all over his body, an open head wound and was unconscious. The extent of his internal injuries was unknown. SSgt Burchett, the flight engineer, Capt Smariga, the co-pilot, and the 2 men who initially alerted the helicopter, aided TSgt Fernandez in loading him onto the semi-rigid litter and carrying him to the awaiting helicopter. He was loaded at 0850Z and flown directly to the 12th USAF Hospital at Cam Ranh Bay AB where he was off loaded at 0855Z. Pedro 51 returned to the Pedro Pad at 0900Z.

Flavious F. Drake

FLAVIOUS F. DRAKE, Lt Col, USAF
Detachment Commander

FROM: RCC

24 February 1969

SUBJECT: Mission Narrative Report (10-38-017-9054)

TO: 10-38C

38C *Feb*

3rd ARRGp (JSARC) *LEG*

IN TURN

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

2. At 0758L, 22 Feb 69, Pedro Operations received a call from Navy Operations requesting Pedro's assistance for a medical evacuation. Pedro 91 and crew launched at 0800 enroute to coordinates WS 310 950 which was the position of a moored PBR. Pedro 91 arrived at the specified coordinates at 0840, landing at helipad adjacent to the canal. The WIA had multiple shrapnel wounds of the head and arm received from A B-40 rocket. Radio contact during the mission was established with "Red Rose" and "Azalea Blossom" which were Navy Controller. Pedro departed coordinates at 0845 enroute to the 29th Field Evac Hospital at Binh Thuy. The aircraft, crew, and patient arrived at the hospital at 0925, at which time the wounded sailor was taken into the hospital. Pedro Crew departed for termination at Binh Thuy at 0930. 2 sorties, 1.5 hours. One combat save. Negative ground fire encountered during mission.

3. Name of Survivor: Robert G. Webster, E-4, Riv Div 511.

4. Pedro 91 crewmembers

RCC 1st Lt Philip H. Kammann

RCCP Capt Cecil A. Jessee

FE ALC James E. Tarantino

PJ ALC Theodore J. Polys

Philip H. Kammann

PHILIP H. KAMMANN, 1st Lt, USAF

RCC

UNCLASSIFIED

242

Date: 22 Feb 1969

24 Feb 1969

Mission Number: 02-3-015-22 Feb 69

Flight Designation: Crown 1 and Crown 2

Distressed Aircraft: Vegas 01 (F-4)

Location 058/25/113

Saves: One (1) Combat

1. At 0425Z, Raven 44 reported to Crown 1 that Vegas 01 had exploded at bomb release and was down in the PDJ. Raven 44 observed on chute and voice contact was established with Vegas 01B. Vegas Bravo reported he was bleeding from severe lacerations on the head and was afraid he would not be able to remain conscious.
2. Crown 1 maintained AMC until 0555Z when Crown 2 assumed AMC. Crown 1 had to RTB due to lack of fuel.
3. Sandys 7/8 arrived on scene at 0440Z from Alpha orbit. Sandy 7 was designated as OSC. JGs 71/72 arrived on scene at 0505Z from orbit north of Tango. Sandys 3/4 and JG 68 were scrambled to assist. Fastmovers were also requested along with slowmovers carrying CBU-19.
4. Raven 44 reported small arms fire in the vicinity of the survivor, however, since the survivor's physical condition was deteriorating rapidly, the decision was made to attempt the recovery without first using the fastmovers to sterilize the area. Smoke bombs were dropped between the small arms fire and the survivor.
5. At 0530Z, JG 71 attempted to make the recovery. Contact with the survivor was lost and JG71 was directed to withdraw. JG 71 received small arms fire on the recovery attempt, however, no major damage was done to the helicopter.
6. Sandys 3/4 arrived at 0550Z. Crown 2 assumed control at 0555Z. Crown 1 RTB Channel 70 for fuel.
7. Voice contact was regained with Vegas Bravo and successful recovery was made at 0600Z by JG 71. The survivor was taken to Lima Site 20, the closet medical facility. After medical treatment, the survivor was flown to Channel 70 by Air America 389.
8. Sandys 7/8 RTB at 0600Z for fuel. Sandys 3/4 and Crown 2 remained on scene to conduct electronic search for Vegas Alpha. All SAR forces released from search at 0800Z.

UNCLASSIFIED

1400 DCS 69-453

DEPARTMENT OF THE AIR FORCE

40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAG)

APO SAN FRANCISCO 96200

REPLY TO

ATTN OF: 4000 (Capt Ruddle/2687)

SUBJECT: Mission Narrative Report #2-3-015-22 Feb 69

TO: 3ARRGP (JSARC)
APO 96307

CONFIDENTIAL ON 9 APR 73
IAN EX. ORDER 11652
24 Feb 73

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 in accordance with ARRSM 55-2/3ARRGP
Sup 1, dated 11 July 1968.

2. (S) At 0425Z, 22 Feb 69, JG 71 (low) and JG 72 (high) were on Tango
airborne alert listening to fighter strikes on UHF when Raven 44 reported
that Vegas 01 had been blown up in the air. One chute was confirmed. JG
71 contacted Crown with position and established initial orbit 10 NM WSW
of survivor. Within 10 minutes, contact was established with Raven 44 on
UHF. Raven 44 then established contact with Vegas 01B on the ground. He
was bleeding from the head, would need assistance boarding the helicopter
penetrator, and had moved 100 yards 060° downhill from his chute. JG 71
was briefed by Raven 44 on the survivor's condition and location. Sandy
7 and 8 arrived in the area and Sandy 7 checked area for ground fire and
location of survivor. Sandy 08 contacted JG 71 and 72 and established
rendezvous over a karst area 055° 25NM off Ch 113. Survivor was located
19°25'N; 103°19.5'E. Visual contact with Sandy 08 was difficult because
of hazy weather condition, scattered cirrus, visibility varied from 2 to
3 miles. Rendezvous established at 0510Z. Twenty minutes later JG 71
switched to UHF Guard channel, started descent to pickup point. Sandy
08 vectored JG 71 across road structure and away from several areas of
observed ground fire from both the left and right of the aircraft. After
crossing the road and continuing descent, the RCC directed the RCCP to
jettison both tip tanks. Approached survivor's position parallel to a
ridge line on a heading 080-090°. Smoke masking was provided by Sandys
and Raven 44. Survivor was on radio inquiring about immediate pickup.
He said he felt he might pass out. The majority of subsequent
vectors and directions in the immediate area to the location of the
survivor were provided by Raven 44. He exposed himself on numerous
occasions to direct ground fire in order to pinpoint the survivor's
position for JG 71. JG 72 remained high cover, over the ridge line,
9-10,000 feet (5,000 MSL). As JG 71 began to establish hover, ground fire
was received from the left.

Classification (cancelled) (changed to UNCLAS
effective on 1-30-76, under the authority of
C. S. DE LOOSE, JR. by M. J. JAMES

"Reproduced on 10/18/82 by 25
by authority of _____ . Reproduced
Copy # _____ of _____ (s) "

Downgraded at 5 year intervals
Declassified after 12 years

ANODC # 680235

400-0065

Atch 2

AD-69-0514

UNCLASSIFIED

~~CONFIDENTIAL~~

It was returned by the pararescueman on the ramp minigun. One round entered the aircraft, no major damage. JG 71 continued hover, located chute, but survivor did not come up on the radio and could not be located. Smoke flares had previously been expended and no other signalling devices were used. After several turns and changes of position, for approximately 5 minutes, JG 71 departed along entry route. The survivor immediately came up Guard and said JG 71 had passed over him. A second approach along the same route was initiated. Hover again was established near the chute. Radio contact was maintained but the survivor could not be seen. Ground fire was also received and returned by JG 71 on this approach. Extremely turbulent conditions were encountered in this new position due to strong winds along the ridge, placing the aircraft in a downwind position. In view of heavy ground fire and inability to hover properly under these conditions, the RCC discontinued the attempt and began a short 90-270° turn to reposition the aircraft. The RCC requested the survivor to come uphill closer to his chute. [Raven 44] picked up JG 71 and again lead him into the immediate area. Survivor said he had moved back uphill near his chute, and asked if he was clear to stand up. He was told yes. A third hover was established, and he was visually located at 0551Z. Sergeant Meyer, pararescueman, descended the penetrator and assisted the survivor aboard. Ground fire was received during ascent. Sergeant Meyer returned it with his M-16. As the aircraft exited the area to the east at 0605Z, ground fire was again received. Sergeant Koecher, pararescueman at the ramp minigun, returned with his M-16. Ammunition for the minigun had been exhausted. Survivor was severely wounded and required immediate medical attention which was quickly given by Sergeants Meyer and Koecher. Sandy 3 and 4 arrived in the area about this time. Upon advice from Crown, JG 71 turned southwest and flew directly to [L-20], where two doctors had been alerted. Both pararescuemen escorted the survivor to the hospital. JG 71 took off for [Alternate 20] to refuel, as less than 1000 lbs remained. Landing was at 0625Z and mission terminated. Survivor was later airlifted by [Air America Caribou] to Ch 70. JG 71 returned to Ch 70 after battle damage assessment and refueling.

3. (U) The survivor was 1st Lt Michael Denanon, 555th TFSq.

4. (U) The rescue crews were:

Jolly Green 71 (Low)

RCC: Capt Louis A. Ruddle,
RCCP: Major John R. Winter,
FE: SSgt Donald Labarre,
RS: Sgt Tommy W. Meyer,
RS: Sgt Robert P. Koecher,

Jolly Green 72 (High)

RCC: Capt John H. Hartman,
RCCP: Capt James H. Wegman,

~~CONFIDENTIAL~~

UNCLASSIFIED

~~CONFIDENTIAL~~
FE: SSgt Ralph [REDACTED]
RS: MSgt Bigelow, Larry W., AF [REDACTED]
RS: A1C James E. Nash, AF [REDACTED]

Louis A. Ruddle
LOUIS A. RUDDLE, Capt, USAF
Rescue Crew Commander

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

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

SUBJECT: Mission Narrative/7-38-014-22 FEB 69

22 FEB 1969

TO: 3ARRGP/JSARC *LEH*

1. Det 7, 38ARRS was notified at 0040L, 22 Feb 69 that a C-130 was inbound with a critically injured patient. The patient, E-4, Edward J. Strait, RH13847453. A-2/138 ARTY was suffering from a skull fracture. Pedro 69 was scrambled at 0050L and met the C-130 on the DaNang AB North ramp. The patient was transferred at 0100L and delivered to the 95 Med Evac Hospital at 0110L. Competent medical authority indicated strong concern for the patients life even while inbound on the C130 and indicated airlift was essential immediately for life saving aid. One, USA, Non-combat- Non aircrew member save was recorded.

2. The crew of Pedro 69 was as follows:

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

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

HM, SSgt William A. Olson, Det 7, 38 ARRS

PJ, SSgt John Eldridge, 37 ARRS

3. This report is submitted in accordance with 3 ARRGp Sup 1 to ARRSM 55-2.

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

FROM: Det 7, 38ARRS/Maj Brumfield/3440

23 FEB 1969

SUBJECT: Mission Narrative/7-38-015-23 FEB 69

TO: 3ARRGP/JSARC *LEZ*

1. Det 7, 38ARRS was notified at 0520Z, 23 Feb 69, by the 903 AES that a C-130, Homey 360, was inbound with five critically injured patients, all suffering from severe head wounds or injuries. Pedro 93 was launched at 0545Z, and met the C-130 on the DaNang Air Base north ramp. One patient, a Vietnamese child, was transferred to the 95th Evac Hospital, and one non-combat save was recorded for this patient. Pedro 93 returned to the C-130 and airlifted two patients to the NSA Hospital, Marble Mountain AAF, RVN. One non-combat save was recorded for PFC Robert Klussner, 2457842. Pedro 93 returned to the C-130 and medevaced the remaining patients. PFC Jack Moorey, USMC 2455903 was taken to the USN Hospital Ship Repose, and one non-combat save was recorded. The other patient, an ARVN soldier, was taken to the ARVN Field Hospital, DaNang, RVN. Competent medical authority indicated airlift to advanced medical facilities was necessary to save the lives of the three non-combat saves claimed. Three non-combat, non-aircrew member saves were recorded.

2. The crew of Pedro 93 was as follows:

RCC, Maj Tom W. Brumfield, Det 7, 38ARRS
RCCP, Capt John E. Murray, Det 7, 38ARRS
FE, TSgt William H. Sands, Det 7, 38ARRS
PJ, AIC Sammy S. Thompson, 37 ARRS

3. This report is submitted in accordance with 3ARRGP Sup 1 to ARRS 55-2.

Tom W. Brumfield Jr.
TOM W. BRUMFIELD Jr., Major, USAF
Rescue Crew Commander

FROM: RCC

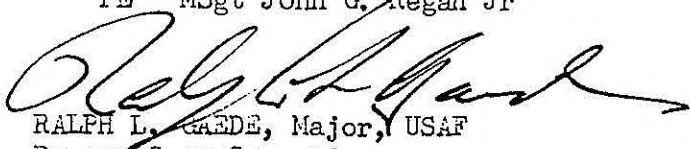
24 February 1969

SUBJECT: Mission Narrative Report (10-38-018-24Feb69)

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

1. This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, 11 Jul 68.
2. At 1053L, Navy TOC requested Pedro recover 1 wounded seaman from coordinates XS 062 178. Pedro 39 departed Binh Thuy at 1055L for the above coordinates with enroute communications with "Paddy Control." Artillery firing was in the area of the recovery coordinates but a FAC in contact said no artillery was being used south of the area. Contact was then established with "Dictograph" (the Navy Control for the area) clearing us into the area from the south. Smoke was utilized to identify the specific boat. We landed on the ATC at 1110L and 1 seaman with shrapnel wounds in the right knee was loaded on board, with First Aid being administered by the PJ. Pedro 39 departed the area enroute to the 29th Field Evac Hospital at Binh Thuy. The ambulatory patient was off-loaded and Pedro 39 returned to Binh Thuy for termination at 1130L. Artillery firing was observed. One combat save credited.
3. The name of the survivor: Donald M Reed, Rivron 15
4. Crew members of Pedro 39.

RCC Maj Ralph L. Caede
RCCF Capt Robert A. White
PJ TSgt Dudley R. Peckinpaugh
FE MSgt John G. Regan Jr


RALPH L. CAEDE, Major, USAF
Rescue Crew Commander

FROM: Det 7, 38ARRS

24 FEB 1969

SUBJECT: Mission Narrative 7-38-016-24 FEB 69

TO: 3ARRGP/JSARC *JEH*

1. Det 7, 38ARRS was notified at 0615Z, 24 Feb 69, that a C-130 was inbound with a critically injured patient. The patient, E-4 Duane Banks, USA 5650460, was suffering from critical head injuries. Competent Medical Authority requested med-evac to the 95th Med-evac Hospital for immediate life saving care. Pedro 69 was airborne at 0621Z and transferred the patient from the C-130 on the DaNang AB, North ramp at 0635Z. The patient was delivered to the 95th Med-evac hospital at 0645Z. Pedro 69 returned to DET 7 and terminated.

2. Crew of Pedro 69 was as follows:

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

RCCP: Major Roy L. Huffman, Det 7, 38ARRS

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

PJ: SSgt John J. Eldridge, 37 ARRS

3. This report is submitted in accordance with 3ARRGP Sup 1 to ARRS 55-2.

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

#22

FROM: RCC

25 February 1969

SUBJECT: Mission Narrative Report (10-38-019-25Feb69)

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

B
15

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Sup 1, 11 July 1968.
2. At 1310L, Navy Binh Thuy called Pedro Ops and requested pickup of two wounded US Navy personnel at WS136830. Pedro 91 launched at 1315L for rescue location. Enroute weather was 3000' broken with light haze at altitude. While enroute, Pedro 91 and the Navy PBR with the wounded personnel agreed to rendezvous at a small heliport outside Chau Doc. The PBR beached at a small dock about 200 meters from the heliport. Pedro 91 landed at 1355L. The two wounded were loaded on board and Pedro 91 departed at 1400L. While enroute, the PJ, with the aid of the FE, administered life sustaining medical aid. One wounded had severe abdominal wounds, the other had burst ear drums, shrapnel wounds of the leg and was in a state of shock. The PJ administered an inter-veinous injection to the personnel with the abdominal wounds. Pedro 91 landed at the 29th Army Field Hospital at 1445L offloading the wounded. Pedro 91 departed the 29th Army Field Hospital at 1446L, terminating at Binh Thuy at 1450L. Negative ground fire encountered. Two combat saves. Three sorties, 1.6 hours flying time.
3. The names of the survivors were: Abbott, James H. SN; 553 RivDiv;
Tuzinkenich, Larry R, EN3; 553Riv Div
4. Crewmembers of Pedro 91:

RCC Capt John L. Debevec
RCCP Capt Jack D. Cusano
PJ Lonnie G. Conner, Sgt
FE Sgt James E. Tarantino

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

FROM: Det 7, 38ARRS/Maj Brumfield/3440

#21
A/4
28 FEB 1969

SUBJECT: Mission Narrative 7-38-017-27 FEB 69

TO: 3ARRGP/JSARC *JOY*

1. Det 7, 38ARRS was notified at 1043Z, 27 Feb 69, that two critical patients were at the 22 Casualty Staging Flight, and required immediate evacuation to the NSA Hospital, Marble Mountain AAF, RVN, for advanced medical care. Pedro 69 was airborne at 1045Z, and delivered the patients to the NSA Hospital at 1105Z. Pedro 69 returned to the Det 7 helipad and terminated at 1114Z. The patient claimed as a non-combat, non-aircrew member save was PVT Michael Harvey, USMC, unit and service number unknown. Competent medical authority requested the med-evac to the NSA for immediate life-saving care, and indicated that the man had little chance of survival even with care, as he had burns over 95% of his body. The other patient, PFC Arzenzio, USMC, was suffering from malaria.

2. Crew of Pedro 69 was as follows:

RCC, Major Tom W. Brumfield, Det 7, 38ARRS

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

FE, TSgt William H. Sands, Det 7, 38ARRS

PJ, SSgt John J. Eldridge, 37 ARRS

3. This report is submitted in accordance with 3 ARRGp Sup 1 to ARRSM 55-2.

Tom W. Brumfield
TOM W. BRUMFIELD, Major, USAF
Rescue Crew Commander

4/7

Attach 8

FROM: RCC

28 February 1969

SUBJECT: Mission Narrative Report (10-38-021-27Feb69)

TO: 10-38C

38C

3ARRGp (JSARC) *J28*

IN TURN

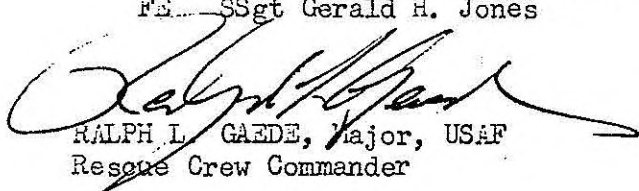
1. This report is submitted IAW ARRS 55-2, 3rd ARRGp Sup 1, 11 July 1968.
2. At 1815L, Navy TOC requested Pedro Aircraft for a Med Evac at coordinates XS 114147. Pedro 91 departed at 1820 contacting "Paddy Control" for Artillery enroute. With no artillery enroute, Pedro 91 proceeded direct at 3000 feet contacting "Dictograph", the Control Boat for the area. The boat for landing was moving up stream at 2 to 3 knots. Smoke was released for identification followed by Pedro 91s approach and landing on the boat, an ATC, at 1835. Fires were observed still burning from the preceding encounters. The ATC had 3 WIAs and 1 KIA; 1 critical, 2 serious. The 3 liter patients were loaded on the helicopter and Pedro immediately departed for the 29th Field Evac Hospital at Binh Thuy during which time the PJ, Sgt Peckinpaugh administered medical attention to the 3; the most serious of which required an IV, mouth to mouth resuscitation, closed heart massage, and clearing of the air way to the throat. Pedro arrived at the 29th Field Evac Hospital at 1850 offloading the wounded. Contact was again established with Navy TOC with them requiring no further assistance, so Pedro returned to Binh Thuy for termination. Negative ground fire was encountered. 2 sorties/0.8 hours/3 combat saves credited.
3. Survivor's names are unknown at this time.
4. Crew of Pedro 91:

RCC Maj Ralph L. Gaede

RCCP Capt Robert A. White

PJ TSgt Dudley R. Peckinpaugh

FE SSgt Gerald H. Jones


RALPH L. GAEDE, Major, USAF
Rescue Crew Commander

1 Atch
Survivor's Name

Det 10, 38ARRS History, Jan - Mar 69

10-14

MISSION NARRATIVE: Mission 10-38-C21-27Feb69, 2 sorties, 0.8 hours

At 1815L, Navy TOC requested Pedro for a Med Evac at coordinates XS114147. Pedro 91 departed at 1820 contacting "Paddy Control" for artillery enroute. With no artillery enroute, Pedro 91 proceeded direct at 3000' contacting "Dictograph", the control boat for the area. The boat for landing was moving up stream at 2 to 3 knots. Smoke was released for identification followed by Pedro 91's approach and landing on the boat, an ATC, at 1835. Fires were observed still burning from the preceeding encounters. The ATC had 3 WIAs and 1 KIA; 1 critical, 2 serious. The 3 litter patients were loaded on the helicopter and Pedro immediately departed for the 29th Field Evac Hospital at Binh Thuy during which time the PJ administered medical attention to the 3; the most serious of which required an IV, mouth to mouth resuscitation, closed heart massage, and clearing of the airway to the throat. Pedro arrived at the 29th Field Evac Hospital at 1850 offloading the wounded. Contact was again established with Navy TOC with them requiring no further assistance, so Pedro returned to Binh Thuy for termination. Negative ground fire was encountered. 3 combat saves credited.

Survivors' names are unknown.

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

RCC Major Ralph L. Gaede
 RCCP Capt Robert A. White
 PJ TSgt Dudley R. Peckinpaugh
 FE SSgt Gerald H. Jones

Supporting Document #3

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



REPLY TO
ATTN OF: 38-11C

27 February 1969

SUBJECT: Mission Narrative Report (11-38-011-24 Feb 69)

TO: 3rd ARRGp *JBY* THRU: 38th ARRSq (0) *548*
APO 96307 APO 96307

1. This report is submitted IAW ARPSM 55-2, 3rd ARRGp supplement 1, 15 April 1968.

2. At 2020L Tuy Hoa Dustoff Control requested Detachment 11, 38th ARRSq to transfer a civilian casualty from the 31st USAF Dispensary, Tuy Hoa AB, to the 91st Med Evac Hospital at Phu Hiep AAF. Capt. Nicholson contacted the dispensary for further information and to notify them the helicopter was departing to their helipad. The casualty was a six year old vietnamese boy who had received shrapnel wounds from a Viet Cong booby trap. His abdominal wall had been cut, allowing the intestine to protrude on the outside (eviscerated intestine). Pedro 24 scrambled to the dispensary helipad, unloading the boy, in his father's arms. Enroute to the 91st Army hospital the tower at Phu Hiep AAF was advised to notify the hospital emergency ward. Attendants with a litter met the helicopter at the Dustoff helipad. Pedro 24 returned to Tuy Hoa AB, terminating the mission at 2045L. The mission resulted in one save, non-combat, civilian.

Crewmembers were:

RCC Capt Daniel A. Nicholson
RCCP Capt Charles T. Wohlneck
FE SSgt Leroy W. King
PJ Sgt Michael E. Fish

Daniel A. Nicholson
DANIEL A. NICHOLSON, Capt, USAF
Rescue Crew Commander

APPROVED:

Morgan A. Downing
MORGAN A. DOWNING, Major, USAF
Commander

#21

FROM: Det 6, 38ARRS

2 March 1969

SUBJECT: Mission Narrative Report (Mission 06-38-003-28 Feb 69)

TO: Det 6, 38ARRS (C)

38ARRS (38C)

3ARRGP (3JSARC)

1. This report is submitted in accordance with ARRSM 55-2/3ARRGP Sup 1, 11 Jul 68.

2. On the 28th of February 1969, at 0240Z (1040L) Det 6, 38ARRS was requested by III DASC for assistance in extracting three badly wounded members of a Long Range Patrol in dense jungle seven miles west of Lai Khe (coordinates 1115N 10633E). Pedro 95 and 77 departed Bien Hoa at 0250Z (1050L) and arrived in the area at 1110L. Pedro 95 made an approach into the area and was in a hover about 30 seconds when close automatic weapons fire was heard coming from the 7:30 position. The helicopter began to vibrate slightly as the rounds started hitting the aircraft. Pedro 95 immediately withdrew and flew to Lai Khe to access its damages, while Pedro 77 stayed in orbit. Pedro 95 took 23 hits, three through the blades, two of which were through the control flaps, but the aircraft flew with no noticeable restricted control. It was elected to fly Pedro 95 back to Bien Hoa and trade birds. Departed Lai Khe at 1135, arrived Bien Hoa 1150 and was airborne in Pedro 97 at 1205, arriving back on scene at 1215. During this time Army Cobras and Huey gunships had been giving the area heavy suppressive fire. Pedro 97 entered the orbit and Pedro 77 departed for Lai Khe to refuel at 1220L. At 1230L Pedro 97 made another approach into the area, still being covered by fire from Army Cobras and Huey gunships, lowered their PJ to the ground and brought aboard the two most seriously wounded of the three. Pedro 77 was back on scene and Pedro 97 left for Lai Khe with their wounded at 1300L leaving their PJ and one wounded on the ground to be picked up by Pedro 77. Pedro 77 was in position over the survivor at 1305, the remaining wounded was brought aboard. At this time, due to low fuel the Army helicopters momentarily let up on their suppressive fire and Pedro 77 started taking ground fire and immediately withdrew after taking three rounds in the left side. With fresh gunships firing suppression fire, Pedro 77 went in for Pedro 97's PJ who was still on the ground. They succeeded in picking him up, making the third aircraft TSgt Rhody (PJ) had flown in on the mission. Pedro 77 arrived at Lai Khe at 1325 with their wounded, then returned to Bien Hoa. Pedro 97 arrived at 1335 and Pedro 77 landed at 1345. Pedro 97 flew two sorties for 1.7 hours flying time, Pedro 95 flew two sorties for .8 hours flying time and Pedro 77 flew two sorties for 2.7 hours flying time for a total of six sorties and 5.2 hours flying time. ARRS was credited with three combat non-aircrew member saves.

Arch 7

Sergeant Receives Silver Star Medal

BIEN HOA AB, Vietnam (MNS) — MSgt. David D. Rhody was recently presented the Air Force Silver Star for his recovery of three seriously wounded personnel.

Sergeant Rhody, a pararescue technician assigned to Detachment 6, 38th Aerospace Rescue and Recovery Squadron, was presented the medal by Brig Gen. Allison C. Brooks, Aerospace Rescue and Recovery Service commander.

THE SILVER Star is the United States' third highest military award for heroism.

In February, Sergeant Rhody assisted in recovery of three members of a U.S. Army long range reconnaissance patrol (LRRP), 22 miles northwest of Bien Hoa City.

WHEN HE arrived on the scene, enemy automatic weapons fire was directed toward his aircraft. The helicopter took 24 hits and was forced to return to the base for repairs.

Another helicopter was exchanged for the damaged one and the sergeant was flown back to the scene.

In the interim, an Army AH-1 Cobra helicopter gunship crew moved in to clear the area and a quick reaction team of eight soldiers formed a 40-yard perimeter around the LRRP soldiers for additional protection.

Sergeant Rhody was lowered into the area. While raising the first two litter patients, sporadic ground fire again erupted and he instructed the HH-43 pilot to evacuate the scene to avoid further damage to the aircraft. He remained behind for a hour to provide protection for the third wounded man.

The rescue team returned with another armored helicopter to pick up the injured soldier and Sergeant Rhody. On their way out, their aircraft was pierced with five enemy bullets.



FLIGHTLINE BALLET—A U. S. Air Force flight engineer of Det 13, 38th ARRSq, Phu Cat AB, does an arm ballet on the landing pad as he "talks in" one of the squadron's HH-43 Pedro helicopters following a mission. From the time the helicopter comes into sight, upper left, until touchdown, left, the pilot is guided by the engineer. Following touchdown, the flight engineer gives the crew the thumbs up—okay sign. (USAF photo by SSgt Paul J. Harrington, 7th AF)

20 Feb 69

BIEN HOA AB (7AF)—MSgt David D. Rhody, below, a pararescue technician assigned to Det 6, 38th ARRSq here, recently received the Air Force Silver Star for his recovery of three seriously wounded personnel.

BrigGen Allison C. Brooks, ARRS commander, presented the medal which is the United States' third highest military award for heroism. It is awarded for gallantry in action.



Last year, Sergeant Rhody flew in an HH-43 Pedro to assist in the recovery of three members of a U. S. Army long range reconnaissance patrol (LRRP), 22 miles northwest of Bien Hoa City. When the Sergeant first arrived on the scene, enemy automatic weapons fire was directed toward his aircraft. The helicopter took 24 hits and was forced to return to the base for repairs. Another helicopter was exchanged for the damaged one and Sergeant Rhody was flown back to the scene. In the interim, an Army AH-1 Cobra helicopter gunship crew moved in to clear the area and a quick reaction team of eight soldiers formed a 40-yard perimeter around the LRRP soldiers for additional protection.

Sergeant Rhody was lowered into the area. While raising the first two litter patients, sporadic ground fire again erupted and he instructed the HH-43 pilot to evacuate the scene to avoid further damage to the aircraft. He remained behind for an hour to provide protection for the third wounded man. The rescue team returned with another armored helicopter to pick up the injured soldier and Rhody. On their way back out, their aircraft was pierced with five enemy bullets, but continued on to Lai Khe where the wounded were given medical attention. Sergeant Rhody escaped harm on the hazardous mission. (USAF photo by A1c John S. Gurley)

Det 6, 38ARRSq, hist, Jan - Mar 69

6-11

Mission 6-38-001-21 January 1969 Cont'd

Rescue Crew Copilot

Major Richard W. Lorey

Firefighter

SSgt Joseph A. Renaud

Firefighter

Sgt Lawrence B. McKensie

Mission 6-38-002- 13 February 1969

At 1730 Air Force Advisory Team 2 requested Detachment 6 evacuate a Vietnamese Air Force Airman who was seriously injured by a Claymore Mine to the Vietnamese Hospital at Tan Son Nhut Air Base, Republic of Vietnam. Upon arrival of the patient and Vietnamese doctor at 1745 Pedro 97 departed for the hospital. The patient was transferred to the hospital at 1800 and Pedro 97 returned to Bien Hoa Air Base, Republic of Vietnam. Aerospace Rescue and Recovery Service was credited with one non-aircrew, non-combat save.

Crewmembers were:

Rescue Crew Commander

Captain Walter D. Murphy

Rescue Crew Copilot

Major Richard W. Lorey

Flight Engineer

SSgt Gary D. McGrev

Pararescue Specialist

A1C Jones L. Stacey Jr.

Vietnamese Air Force Doctor

Captain Dieu Phon

Mission 6-38-003-28 February 1969

At 1040 III Direct Air Support Center requested assistance in extracting three badly wounded members of a Long Range Patrol from dense jungle near Lai Khe, Republic of Vietnam. Pedro 95 and 77 departed Bien Hoa Air Base, Republic of Vietnam, at 1050 and arrived at the scene at 1110. After the position of the wounded men was marked by an

Det 6, 38ARRSq, hist, Jan - Mar 69

6-12

Mission 6-38-003-28 February 1969 Cont'd

United States Army helicopter Pedro 95 made an approach to the men. After being in a hover for approximately 30 seconds ground fire erupted and the helicopter shook with the impact of the bullets. Pedro 95 immediately withdrew and flew to a safe area to inspect the damage. Bullet holes were discovered in the blades, fuselage, and tail components. The aircraft was then flown to Bien Hoa Air Base, Republic of Vietnam, and the crew transferred to Pedro 97 and returned to the area. Pedro 77 had orbited the area during this period while another patrol was placed on the ground and maneuvered to the injured men. As Pedro 97 approached the area Pedro 77 departed to refuel. The patrol reported the area secure enough for a pickup and Pedro 97 again made an approach to the injured men. The Pararescueman was lowered to the ground and immediately called for the Stokes Litter. He secured the most seriously injured man in the litter and the Flight Engineer raised him to the helicopter. The hoist was lowered again and the second most seriously injured man was raised to the helicopter. Because of the crowded cabin Pedro 97 was unable to pick up the third man. Pedro 77 was notified to prepare for the recovery. Pedro 77 asked that the Pararescueman from Pedro 97 be left on the ground to conserve time. Pedro 97 then departed for the nearest hospital with the two injured men. Pedro 77 approached the area and lowered the hoist to recover the remaining injured man. As he was being raised to the helicopter groundfire broke out under the helicopter. As soon as the injured man was inside the helicopter the Pararescueman on the ground advised the pilot to leave the area.

Det 6, 38ARRSq, hist, Jan - Mar 69

6-13

Mission 6-38-003-28 February 1969 Cont'd

Pedro 77 departed the area and made a survey of the aircraft damage. No serious damage was noted and the pilot asked that the Pararescueman be moved to a secure area for recovery. The patrol advised that the area was secure and Pedro 77 again approached the area and hoisted the Pararescueman aboard. The aircraft was flown to the nearest hospital. Pedro 97 and 77 returned to Bien Hoa Air Base, Republic of Vietnam, and terminated the mission at 1345. Aerospace Rescue and Recovery Service was credited with three non-crewmember, combat saves.

Crewmembers were:

Pedro 95/97

Rescue Crew Commander	First Lieutenant John F. Kolar
Rescue Crew Copilot	Captain Harvey B. Bell
Flight Engineer	SSgt Gary D. McGrew
Pararescue Technician	TSgt David D. Rhody

Pedro 77

Rescue Crew Commander	Captain Walter D. Murphy
Rescue Crew Copilot	Major Richard W. Lorey
Flight Engineer	Sgt Dell C. Cady
Pararescue Specialist	A1C Terry M. Wells

FROM: RCC

1 March 1969

SUBJECT: Mission Narrative Report (10-38-022-28Feb69)

TO: 10-38C

38C

3 ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSM 55-2, 3rd ARRGp Sup 1, 11 July 1968.
2. At 2200L, Navy Binh Thuy called Pedro Ops and requested immediate pickup of two seriously wounded Navy personnel at coordinates 10 06N 106 05E. Pedro 91 launched at 2210L for the rescue location. Enroute, weather was 5000' scattered with moderate haze and 5 miles visibility. Pedro 91 sighted the rescue site by lights on the Navy ATC (a small assault troop carrier). Pedro 91 landed on the moving ATC at 2230L. While on the boat, the wounded were littered loaded by the PJ and FE. During departure at 2235L, intense ground fire was encountered. Pedro 91 immediately made evasive maneuvers away from the source of fire. While enroute, the PJ with the help of the FE, administered life sustaining medical attention. One man had a serious gunshot wound of the head, the other had two bullet wounds in his abdomen. The PJ applied pressure dressings to the wounds in order to deter bleeding. Pedro 91 arrived at the 29th Army Hospital at 2300L offloading the wounded. Pedro 91 departed the 29th Army Hospital at 2303L terminating at Binh Thuy at 2310L. Upon post flight check, no hits from ground fire were discovered. 2 sorties/1.0 hours/ 2 combat saves credited.
3. Survivor's names were: Lloyd E. Ewald; Richard A. Abbs, Riv Ron 15
4. Crew of Pedro 91:

RCC Capt John L. Debevec

RCCP Capt Jack D. Cusano

PJ Sgt Lonnie G. Conner

FE Sgt Kenneth P. Johnson

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

UNCLASSIFIED

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 (2-7016, 28 Feb 69)
to: Det 1-404 SW
3rd ARRG (JSARG) JDS
IN TURN

Classification (cancelled) (changed to UNCLASS
effective on 3-11-75, under the authority of

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 ARRSN 55-2/3rd ARRG Sup 1,
dated 11 July 1968.

2. (C) At 0820L 28 Feb 69, Compress notified Shoestring of a NAIL 77
shot down near 086/62/89. JOLLY GREEN 16(L) and 20(H) scrambled at
0828L followed by SANDIES 3, 4, 5, and 6 at 0843L. Enroute to the
scene at 8000 feet the helicopters encountered dense haze and cumulus
buildups. SANDIES 3 and 4 reported the bases at 5000 feet with
visibility 3 to 4 miles. Enemy defenses consisted of eight 37mm to the
south east and 23mm and 37mm to the north. Numerous ZPU positions and
automatic weapons ringed the area. One survivor, NAIL 107, was
identified and pinpointed. JOLLY GREEN 16 was brought down to position
over a karst area to the southeast, but at 1030 as he broke out of a
cloud layer at 6000 feet, he was met by a barrage of ZPU tracers.
During the evasive maneuver required to avoid the antiaircraft fire
and return to the cloud layer, JOLLY GREEN 16's engines were subjected
to overtemperature forcing its return to Channel 89 with JOLLY GREEN 20
as cover, arriving at 1120L. At 1050L, JOLLY GREEN 68(L) and 37(H)
scrambled to the area; weather remained the same although the enroute
altitude was between 9500 feet and 10,500 feet. SANDIES reported the
bases still at 5000 feet which precluded the use of jet aircraft to
suppress the antiaircraft defenses. Additional A-1 resources were
generated. At approximately 1320L JOLLY GREEN 68 began a descent
followed by JOLLY GREEN 37. At 1330L JOLLY GREEN 68 was vectored in
for an attempt. Communications difficulty was experienced between the
helicopter and its SANDY escort. At 1332L JOLLY GREEN 68 was hit by
ZPU and small arms and forced to pull off. Another attempt was planned
but abandoned when fuel level was depleted from damaged cells, forcing
the H-53 to return to Channel 89. Jolly Green 37 had experienced an
engine gage failure which did not degrade its operational status but
was unable to make a rescue attempt without the coverage of a second
helicopter in that environment. JOLLY GREEN 37 provided escort for
JOLLY GREEN 68 until they arrived at Channel 89 at 1450L. JOLLY GREEN
09(L) and 36(H) scrambled at 1350L. Enroute altitude was 8000 feet with
similar weather conditions. As JOLLY GREEN 09 descended to the pre-
pickup position he experienced a severe torque malfunction, forcing his
return to Channel 89. JOLLY GREEN 36 escorted 09 back and rendezvoused

2 of RPR by ARRS/DOOR
Det. 1-404 to 404 AF HOP TRAVLS
1-404 to 404 BELVOIR VA

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

1-400 69-9 Atch 6

~~CONFIDENTIAL~~
UNCLASSIFIED

with Crown 3 for aerial refueling then orbited, waiting for a replacement wingman. Two H-53's had been diverted from TANGO orbit to assist in the mission and two HH-3E's JOLLY GREENS 17(L) and 20(H) were dispatched from Channel 89 at 1220L, arriving TANGO at 1415L. However, both HH-53's, JOLLY GREENS 72 and 73, went out of commission at Channel 89 and JOLLY GREEN 36 was RTB for lack of a wingman at 1525L. At this point no other helicopter resources were available at Channel 89 or 70. Compressed launched JOLLY GREENS 21 and 33 from Channel 109. Jolly GREENS 17(L) and 20(H) had been scrambled from TANGO at 1455L. Crown 3 provided aerial refueling for JOLLY GREENS 17 and 20 at 1615L. SANDIES 13 and 14 proceeded east to intercept and escort JOLLY GREENS 21 and 33 while JOLLY GREENS 17 and 20 proceeded, unescorted, at 8000 feet to the orbit point at 085/45/89, arriving at 1645L. Survivor's position was updated to 086/58/89. SANDY 11 called for an immediate rescue attempt and JOLLY GREENS 17 and 20 descended to 4500 feet while homing in on SANDY 11's radio. During descent, SANDY 11 briefed on the use of CBU 19 and run in and exit routes. JOLLY GREEN 17 made one 360 degree turn over the karst to the southwest allowing the SANDY "Daisy Chain" to form, then at 1653L, began a high speed evasive run to clear the road structure and river while the SANDIES expended CBU, rockets and mini-guns at the active antiaircraft guns. Once clear of the river, JOLLY GREEN 17 began an autorotative dive to the tree tops while following SANDY 11's directions to the survivor's smoke signal. JOLLY GREEN 17 established a hover over the survivor with the visual aid of the smoke signal and radio transmissions from the survivor. The hoist was lowered about 50 to 75 feet to the survivor. Automatic weapons fire was heard at this time but no hits were sustained and the pickup was completed at 1657L. A tree top exit was made on the pre-briefed escape route and a climb established when clear of the area. Although much ground fire was observed and heard during the entrance, pickup and exit, no hits were incurred. JOLLY GREENS 17 and 20 rejoined and returned to Channel 89 at 1750L followed by JOLLY GREENS 21 and 33 at 1800L. SANDY resources numbered 12 and HOBO A-1's flew 18 sorties. Numerous F&C aircraft assisted in the operation. Despite the length of the effort which required changes in on-scene-commanders, command and control of A-1 resources was outstanding, providing for continuous firepower during the several attempts at recovery. Radio discipline was exceptional, continuity of the effort was assured through comprehensive briefing of oncoming flights. Twelve helicopter flights were used in the effort requiring exceptional coordination between Crown, Compress and Squadrons. The survivor is to be commended for his outstanding performance and calmness which greatly aided his recovery. He reported hearing a beeper and mayday call on his survival radio shortly after his landing but did not hear it again. He sustained minor facial injuries and a severe ankle sprain.

3. (C) The name of the survivor is: DOUGLAS W. MORFELL, SMSgt, USAF 601 Photo Flight, Korat RTAFB, Thailand.

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4. (U) Jolly Green Crewmembers:

JOLLY GREEN 17 (Low)

Major	S. J. Silver	RCC
Capt	S. P. Wheate	RCCP
SSgt	R. E. Hunt	FE
ALC	L. H. Sorenson	RS

JOLLY GREEN 16 (Low)

Capt	E. L. Heft	RCC
Capt	P. O. Pfanschmidt	RCCP
Sgt	T. P. Brown	FE
ALC	D. G. Faber	RS
ALC	A. M. Davis	

JOLLY GREEN 68 (Low)

Capt	C. C. Campbell	RCC
Maj	R. B. Beamer	RCCP
MSgt	H. A. Perry	FE
SSgt	T. W. Meyer	RS
ALC	J. E. Nash	

JOLLY GREEN 09 (Low)

Capt	E. L. Heft	RCC
Capt	P. O. Pfanschmidt	RCCP
Sgt	T. P. Brown	FE
ALC	D. G. Faber	RS
ALC	A. M. Davis	

JOLLY GREEN 33 (Low)

Major	R. E. Booth	RCC
L/Col	J. H. Grady	RCCP
SSgt	W. L. Crawford	FE
SSgt	A. J. Avery	RS

JOLLY GREEN 73 (Low)

Major	G. A. Jones	RCC
Capt	W. J. Biebel	RCCP
SSgt	M. W. Willner	FE
Sgt	R. P. Koecher	RS
MSgt	D. W. Nelson	RS
Sgt	S. J. Nagrocki	AP

JOLLY GREEN 20 (High)

Capt	R. J. Harwood
Capt	D. Rynearson
MSgt	A. H. Krumm
ALC	R. J. Sully

JOLLY GREEN 20 (High)

Capt	R. J. Harwood
Capt	D. Rynearson
MSgt	A. H. Krumm
ALC	R. J. Sully

JOLLY GREEN 37 (High)

Maj	T. E. Reinhardt
Maj	T. C. Long
ALC	D. A. Scott
ALC	L. C. Johnson

JOLLY GREEN 36 (High)

Lt Col	W. G. Cameron
Capt	M. B. Nash
TSgt	L. M. Wright
ALC	B. D. Hebert

JOLLY GREEN 21 (High)

Capt	R. D. Griffiths
Capt	B. M. Campbell
MSgt	C. L. Manes
Sgt	S. T. White

JOLLY GREEN 72 (High)

Capt	L. A. Ruddle
Capt	D. L. Carty
SSgt	D. LeBarre
Sgt	D. C. Johnson
ALC	R. F. Sopata

Gp-4

Gp-4


STUART J. SILVER, Major, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~
(THIS PAGE IS UNCLASSIFIED)