

FROM: Det 7, 38ARRS

4 MAR 1969

SUBJECT: Mission Narrative 7-38-021-2 Mar 69

TO: 3ARRGP/JSARC *JSH*

1.. We were alerted by personnel of the 366 USAF Dispensary at 1204Z of the requirement to medevac one Marine Cpl Daniel Stockdale to the NSA hospital at Marble Mountain, RVN. The man was suffering from a gunshot wound to the stomach and was in critical condition. We launched Pedro 93 immediately and flew to the DaNang south ramp area to which the victim was brought via ambulance. He was unloaded at 1215Z and accompanied by a doctor. We flew directly to NSA hospital landing at 1220Z and released Stockdale to awaiting attendants. The doctor was subsequently returned to the south ramp prior to our terminating at 1235Z. The medical officer concerned considered this mission of life or death priority. As is many times the case, we were unable to find out where the victim was originally located. Weather was not a factor in this night mission. Ground fire was observed from several locations in the immediate area but none of it appeared to be directed at our helicopter.

2. Crewmen involved in this save were:

RCC, Captain Robert S. Henderson, Det 7, 38ARRS

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

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

PJ, MSgt Glenwood C. Wilkson, 37ARRS

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

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

Atch 9

~~CONFIDENTIAL~~

UNCLASSIFIED

FROM: 37(0)

3 March 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-027-2 Mar 69) (U)

TO: 37C

3rd ARRGp (JSARC) *29*

IN TURN

1. (U) This report is submitted IAW ARRSR 55-2/3 ARRGp Sup 1 dated 15 June 1968.
2. (C) At approximately 0645Z, Jolly Green 32, while enroute from Ch 103 to Ch 77, was requested by Queen to proceed to an area approximately 1 mile south of Marble Mountain MAS to assist in the recovery of 3 swimmers who were experiencing difficulty in swimming ashore due to undertow and ~~strong~~ *Strong* currents. Jolly Green 32 arrived at the scene at 1455Z and observed a Navy ambulance and jeep with approximately 10 people around them. These were 3 individuals in the surf and none appeared to be having any difficulty. However after orbiting overhead for a short while, one of the swimmers appeared to be making no headway in swimming ashore and after more careful observation he appeared to be on the verge of exhaustion. The RS of Jolly Green 32 was alerted to prepare himself for deployment into the surf to aid the survivor in going ashore. The RS was deployed alongside the survivor at 0700Z and immediately equipped the survivor with a LPU and proceeded to tow him ashore. The survivor at that time was approximately 100 yds off shore. After releasing the survivor to the medical authorities and boarding Jolly Green 32, the RS advised the RCC that there was still one more survivor in the water. Jolly Green 31 and Jolly Green 28 arrived on the scene at approximately 0700Z and together with Jolly Green 32 conducted a thorough search of the area with negative results. Due to low fuel state Jolly Green 32 and Jolly Green 28 departed the scene at 0810Z leaving Jolly Green 31 to await the arrival of "Enfield Cobra FT" who was enroute to aid in the search of the missing survivor. *19004*
3. (U) The survivor's name is unknown, but all 3 individuals involved were members of MCB 12.
4. (U) The crews of the Jolly Greens were:

JOLLY GREEN 32

RCC	LTCOL	JAMES H. GRADY
RCCP	CAPT	VINCENT A. ZICCARDI
FE	MSGT	CHARLES L. MAMES
RS	SSGT	JAMES F. SPEARS

JOLLY GREEN 31

RCC	CAPT	RICHARD D. GRIFFITHS
RCCP	MAJ	TED L. SMITH
FE	TSGT	CHARLES D. SEVERNS
RS	ALC	DENNIS C. PALMER

JOLLY GREEN 28

RCC	CAPT	BILL M. CAMPBELL
RCCP	LTCOL	RICHARD G. WILLIS
FE	SSGT	LOWELL E. JONES
RS	ALC	GEORGE P. HOFFMAN

Classified by *37*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *75*

James H. Grady
JAMES H. GRADY, LTCOL, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

Atch 2

~~CONFIDENTIAL~~

UNCLASSIFIED

FROM: 37(0)

6 March 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-028-5 Mar 69) (U)

TO: 37C

3rd ARRGp (JSARC) *JOR*

IN TURN

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

2. (C) 366th Command Post contacted 37th Ops and notified them of impending bailout of Gunfighter 8 at 0618Z. Queen was notified immediately of the emergency and directed the Jollys be scrambled. Jolly Green 33 was airborne at 0625Z and arrived at the scene of the bailout which was reported as 100/08/77 at 0630. Jolly Green 28 was already in the area having been diverted by Queen enroute to Ch 77 from Ch 103. No survivors were sighted on the surface of the water and a searching orbit was established. At this time Jolly Green 33's Co-Pilot spotted two parachutes at approximately 1000' alt and reported their position to Jolly Green 28. Jolly Green 33 told Jolly Green 28 that he would pick up the first man to hit the water and for 28 to get the other pilot. Jolly Green 33 dumped 1500Lbs of fuel landed and deployed his RS. Jolly Green 28 deployed his RS and recovered Gunfighter 8 Alpha utilizing the rescue collar from a hover. The pick-up was routine. Gunfighter 8 Alpha was recovered in minimum time with no apparent injuries. Jolly Green 33 & 28 RMB'd Ch 77 0650Z.

3. (U) Survivors were: Capt Edward A. Davis,
Wiles Jr., both with the 390th TFS.

and 1st Lt Charles

4. (U) Crews of Jolly Greens were:

WATER LANDING

HOIST

JOLLY GREEN 33

RCC	CAPT	RICHARD D. GRIFFITHS
RCOP	CAPT	GEORGE B. STOKES
FE	SSGT	ERNEST R. CYRUS
RS	SGT	EARNEST D. CASBEER

JOLLY GREEN 28

RCC	MAJ	EDWARD G. QUELLAN
RCOP	CAPT	VINCENT A. ZICCARDI
FE	ALC	JAMES A. THIBODEAU
RS	ALC	GEORGE P. HOFTMAN III

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

*routine to everyone
except the guy who
was saved!*

Classified by *6213 ARRGp*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 157*

417

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 7 year
interval
Rich 5

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



REPLY TO
ATTN OF: 38-11 C

6 March 1969

SUBJECT: Mission Narrative Report (11-38-012-6 Mar 69)

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

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

2. At 0115Z, 6 Mar 69 the 31st USAF Dispensary at Tuy Hoa Air Base notified Det 11 that they had an acute appendicitis case that required immediate evacuation to the 91st Med Evac Hospital at Phu Hiep AAF. The patient could not be transported by an ambulance. Pedro 24 was scrambled at 0120Z and landed at the dispensary pad at 0123Z. The patient SSgt John D. Reed, was helped aboard and flown to the 91st Army Hospital. In route, Phu Hiep hospital was alerted of the emergency arrival. The patient was attended by the pararescueman. SSgt Reed was delivered to the awaiting medics at the 91st hospital at 0130Z. Pedro 24 returned to Tuy Hoa and terminated the mission. The mission resulted in one non-combat save.

Crewmembers were:

RCC Capt Henry P. Fogg
RCCP Maj Morgan A. Downing
FE SSgt Raphael C. Martin
RS Sgt Michael E. Fish

Henry P. Fogg
HENRY P. FOGG, Capt, USAF
Rescue Crew Commander

APPROVED:

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

UNCLASSIFIED

520

SUPPORTING DOCUMENT 18

25

Mission Narrative Report (1-3-029-6 Mar 69)(U)

(S) At 0715Z, 6 March 1969, Queen notified the Quang Tri alert crews to standby on cockpit alert for a possible mission. Queen, through Crown 6, scrambled Jolly Greens 27 and 28 at 0730Z. Nail 12 had bailed out and his position was 256/50/Ch 109. Immediately after take off from Quang Tri, Jolly Greens 28 and 27 requested Waterboy vector them into the area of the survivor. Climb was initiated to FL 080 and Waterboy vectored Spads 11 and 12 to join with Jolly Greens 27 and 28. Nail 38 was on the scene almost immediately after Nail 12 bailed out and he had good voice contact with Nail 12. Nail 38 had all the gun positions plotted and was prepared to bring in the Fast Movers for suppression. Nail 38 also advised that Nail 12 was located in heavy jungle growth about 200 meters wide. One mile north was a road with 37/57 mm gun positions. Other gun placements were ten miles southeast and four miles east. Nail 38 also advised the SAR forces converging on the scene that Nail 12 had a broken left leg and would need assistance even though he had managed to get out of his parachute. Sandys 03, 04, 07 and 08 arrived on scene and immediately prepared for the pickups. Sandy 03 assumed On Scene Commander and Nail 38 brought the fast movers in to suppress the gun positions located one mile to the north. Sandys continued to make passes over Nail 12 to see if they would draw any ground fire. At approximately 0845Z Sandy 03 returned five miles south to the orbiting Jolly Greens and advised Jolly Green 27 of the situation and requested that Jolly Green 27 descend to FL 050 and prepare for the pickup. After letting down, Jolly Green 27 jettisoned his tip tanks and dumped fuel down to 100 pounds in each tank. Pressure altitude at the survivor's position was 200 feet and temperature was 20°C. Sandy 03 led Jolly Green 27 to the survivor's position and told the survivor when to pop his smoke, then instructed the other Sandys to set up a daisy chain. Jolly Green 27 sighted the smoke about 1/2 mile on final and set up a hover directly over the pilot. The PJ was lowered through the trees immediately over the survivor. Immediately after reaching the ground the PJ and survivor started receiving ground fire, so the PJ put the survivor on the penetrator and instructed the FE to start them up. During the ascent, while the penetrator was coming through the trees, the PJ tried to protect the survivor because he was in pain and his head was bobbing around. While trying to protect the pilot, a branch caught on the AR-15 and dropped it to the ground. As soon as they were in the cabin, Jolly Green 27 moved off and Sandy 03 instructed Jolly Greens to take up a heading of 120° to avoid gun positions. Sandys 03, 04, 07, 08, and Spads 11 and 12 escorted the Jolly Greens out of the area. As Jolly Green 27 was approaching a hover, Jolly Green 28 advised Sandy 03 that he was receiving ground fire. Inspection of Jolly Green 28, after landing at Da Nang AB, revealed that it had taken one hit through the horizontal stabilizer. During the return to Da Nang Jolly Green 27 asked

~~SECRET~~

69-37-119

~~SECRET~~

UNCLASSIFIED

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Crown 6 to rendezvous for A/R. Crown 6 refueled Jolly Green 27 and Jolly Greens 27 and 28 landed at Da Nang at 1030Z. An ambulance met Jolly Green 27 at the ramp to take the injured survivor to the hospital. Weather enroute was fifteen hundred overcast tops four thousand. In the immediate pickup area it was high thin scattered. Most of this flight was conducted on top.

JOLLY GREEN 27 (Low)

RCC Major Ronald L. Haglund
RCCP Major Anthony F. Argo
FE SSgt William L. Crawford
RS SSgt James L. Miller

JOLLY GREEN 28 (High)

RCC Capt Charles P. Lowry
RCCP Major Edwin A. Tinlin
FE MSgt Charles L. Manes
RS A1C Dennis C. Palmer

~~SECRET~~

recd 01217, called 0131 6 Mar 69 JH

FLASH

CONFIDENTIAL

PT 00776

ZQTCZYUW RUMHCTA1093 0650000-CCCC--RUCIEUA.

DF RUSVTFB #0060-0651135

Z CCCCC ZOK JPCCO

Z O 061130Z MAR 69 ZEE-6

FLASH

FM OL 1 3ARRGP SON TRA AB RVN

TO RUCIEUA/ARRS/ARCP/SCOTT AFB ILL

RUHHABA/41ARRWG/PROCP/HICKAM AFB HAWAII

RUSQNSA/3ARRGP/JSARC/TAN SON NHUT AB RVN

RUEFHQA/CSAF/FCP/AFXOPFH

INFO RUCIEUA/MAC/MCP/MAOCCA/SCOTT AFB ILL

RUKLAAA/TAC/COS LR/LAGLEY AFB VA

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RUHB/CINCPACAF/CC/HICKAM AFB HAWAII

RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

RU VB/7AF/DOTO/DO/DP/DI/BDPMP/CP/TSN AB RVN

RUEBAAA/ARDC/ABERDEEN PROVING GROUND MARYLAND

RUSDAF/23 TAS NAKHON PHANOM RTAFB THAI

RHMSMVA/MACV SAIGON RVN

RUMOSRA/602 SOS UDORN RTAFB THAI

RUHHBRA/CINCPACFLT PEARL HARBOR HAWAII

RUMFSAA/COMMANDER SEVENTH FLT

RUMFSAA/ALL TF SEVENTH FLT CVA TG CRDS

RUMFSAA/CTE SEVEN ZERO PT TWO PT ONE PT ONE

PAGE 2 RUSVTFB 0060 ~~CONFIDENTIAL~~

RUMFSAA/CTG SEVEN SEVEN PT ZERO

RUMFSAA/CTE SEVEN SEVEN PT SIX

RUMOSRA/OL 2 3ARRGP UDRN RTAFB THAI

RUMHTB/6 SOS OLEIKU AB RVN

RUMLJHA/39 ARRS TUY HOA AB RVN

RUSVTF/37 ARRS DANANG AB RVN

BT

C O N F I D E N T I A L/JOPREP JIFFY/OL-1 3ARRGP/RESCUE 029/

061130Z MAR 69.

1. RESCUE OPENING/CLOSING REPORT - 6 MAR 69.

2. 1-3-029-6 MAR 69.

3. A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/6721386/OV-2/NAIL12

12. D. USA E. 23 TASS F. MAJOR T.A. SCANLAN G. 1 POB H.

USAF STANDAJNGM

4. PANUIA (GCI)/0700Z.

5. NOT A FACTO.

6. CROWN 6/0700Z; SPAD 11 AND 12/0701Z; JOLLY GREEN 27 AND 28/0702Z.

7. DIVERTED CROWN 6 AT 0700Z; SCRAMBLED SPADS FROM DANANG AT 0714Z AND JOLLY GREENS FROM QUANG TRI AT 0732Z.

8. 16-36N 106-16E.

PAGE 3 RUSVTFB 0060 ~~CONFIDENTIAL~~

9. A. NOT A FACTOR B. NOT A FACTOR C. NOT A FACTOR

10. OL-1 3ARRGP MAJ J.B. MARSHALL JR., CAPT R.G. REED, SGT J.R. STIEFEL, TSGT W.L. SCHWENCER.

11. PANAMA (GCI), INVERT (GCI), WATERBOY (GCI).

12. NAIL GEIN 0714Z/16-36N 106-16E.

FLASH

CONFIDENTIAL

6 MAR 69 13 17

ODC FOI
ASG

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

55 w

FLASH

* ~~CONFIDENTIAL~~ *

P 0776

13. 37ARRS/HH-3E/FOREST PENETRATOR/0910Z.
14. 1/1/1/1/0/0.
15. RETURNED TO DANANG.
16. 2/6.6/HH-3E/37ARRS; 2/7.0/A-1E/6SOS; 4/9.7/A-1E/602SOS;
2/4.3/HC-130P/39ARRS.
17. 0/0/0/0/NOT AVAILABLE/0/NOT AVAILABLE/NOT AVAILAOLE.
18. A. ALL OF 37ARRS; RCC MAR R.L. HAGLUND, RCCP MAJ A.F. ARGO,
FE SSGT W.L. CRAWFORD, RS SSGT J.L. MILLER. B. MAJ T.A. SCANLAN,
23 TASS.
19. A. 16-36N 106-16E, 100 PER CENT EFFECTIVE. B. SURVIVOR LOCATED AND
R COVERED. H. ONE ARRS COMBAT SAVE/NO AIR REFUELINGS/OBJECTIVE DOWNED
DUE TO HOSTILE FIRE/ONE USAF CREWMEMBER, US NATIONALITY/ONE PJ DE-;
PLOYMENT. NAIL 12 WAS DOWNED DUE TO HOSTILE FIRE AT 0700Z. CROWN 6
DIVERTED AND SPADS 11 AND 12 LAUNCHED FROM DANANG. JOLLY GREENS 27
AND 28 LAUNCHED AT QUANG TRI FOR RENDEZVOUS WITH SPADS 11 AND 12.

PAGE 4 RUSVTFB 0060 ~~CONFIDENTIAL~~
AFTER ARRIVING AT SCENE SAR AIRCRAFT HELD SAFE WHILE AREA WAS SOFTENED
BY FIGHTER AIRCRAFT. JOLLY GREEN 27 MOVED IN FOR PICK UP UNDER SMOKE
COVER LAID DOWN BY SANDY 3. SURVIVOR SUFFERED A BROKEN LEG BELOW THE
KNEE AND RESCUE SPECIALIST WAS DEPLOYED TO AID UNJURED SURVIVOR. IN
THE RESCUE, GROUND FIRE WAS RECEIVED DURING PICK UP. GP-4.

BT

60

NNNN#

ODC

FOI
ASG

FLASH

K/M/SVC

FLASH

* ~~CONFIDENTIAL~~ *

UNCLASSIFIED

244

~~CONFIDENTIAL~~

Date: 6 Mar 69

8 Mar 1969

Mission Number: 1-3-029-6 Mar 69

Flight Designation: Crown 6

Distressed Aircraft: Nail 12 (02)

Location: 255/50/109

Saves: One (1) Combat

1. At 0657Z, while on Crown 6 normal orbit, we received a call on Guard from Agile lead stating that Nail 12 had been shot down and the pilot had bailed out with good chute visible. Nail 40 was about five minutes away from the scene and was instructed to proceed to a position over the scene and assume OSC. At 0706Z, Nail 38 arrived on scene and appeared to know the area better than Nail 40. Nail 38 was appointed OSC. At this time, Agile and Cutter flights were standing by if needed for gun suppression.

2. We asked that the Jolly Greens and Sandys be launched. Crown 6 proceeded to the area. JFs 27/28 were launched from Channel 103 and Spads 11/12 were launched from Channel 77; Sandys 3/4 and 7/8 were launched from Channel 89. Crown received an ETA of 0805Z from Spads 11/12 and JGs 27/28. Sandys were estimating on scene at 0810Z.

3. There were suspected 37mm guns 1½ miles to the north of the survivor, but Nail 38 held off on using the fastmovers until Sandy 3 was near the scene. Agile, Shorty and Tyler were used to silence the guns north of the survivor.

4. Sandys, Spads and JGs arrived on scene at 0810Z. At this time, Sandy 3 had pinpointed the survivor. Nail 12 advised that he had a broken left leg and would probably need a PJ to help him get on the hoist. He was in heavy jungle growth and said he did not think they could put the penetrator right by him.

5. JGs were held at a safe position, 345/50/72, till 0901Z; Sandy 3 asked JG 27 to come in escorted by Sandys 7/8 at this time. JG 27 went in with the Sandys in a daisy chain. Sandys did not expend until JG 27 had the survivor's smoke in sight. Pick-up was made at 0909Z. JG 28 held high SE of the scene escorted by Spads 11/12.

6. Enroute to Channel 77, JG 27 advised that PJ reported ground fire while on the ground but they did not know if they took any hits. During pick-up, JG 28 called ground fire, but Spads 11/12 reported they did not see anything.

7. JG 27 was refueled north of Danang. He was getting low on fuel and wanted fuel before going into Danang.

~~CONFIDENTIAL~~

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



REPLY TO
ATTN OF: 38-11 C

11 March 1969

SUBJECT: Mission Narrative Report (11-38-013-9 Mar 69)

TO: 3rd ARRGp
APO 96307

THRU: 38th ARRSq (O) EPR
APO 96307

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

2. At 1322Z, 9 Mar 69, the 31st TFW Dispensary at Tuy Hoa AB notified Det. 11 that they had a critically wounded civilian that needed immediate air evacuation to the 91st Med Evac hospital at Phu Hiep AAF. The patient Ramon Narvorette, a Phillipine citizen employed by the base exchange, had been shot three times in the abdomen. The flight crew on Pedro 24 picked up the patient at the 31st TFW helipad at 1330Z. A1C Paul E. Fatka, the pararescueman, administered oxygen to the patient and monitored intra-venous feeding. The pilots advised Phu Hiep of the nature of the injury and requested a medical team be alerted. The patient was delivered to the 91st Med Evac hospital at 1335Z and a team of physicians was standing by. Pedro returned to Tuy Hoa AB at 1345Z. The mission resulted in one non-combat save.

Crewmembers were:

RCC Capt Henry P. Fogg
RCCP Major Morgan A. Downing
PE SSgt Robert J. Christian
RS A1C Paul E. Fatka


HENRY P. FOGG, Capt, USAF
Rescue Crew Commander

APPROVED:


MORGAN A. DOWNING, Major, USAF
Commander

29
YUW RUMHCTA0570 0680000-UUUU--RUCIEUA.
RUSVAG #0049 0680652
UUUUU

0 090700Z MAR 69

FM DET 7 38 ARRS MAC DANANG AB RVN

TO RUEFHQA/CSAF/AFC P/AFXOPFH
RUHEAE/41 ARRWG/PROCP/HICKAM AFB HAWAII
RUCIEUA/ARRS/AROC/SCOTT AFB ILL
RUSQSA/3ARRGP/JSARC/TAN SON NHUT AB RVN
INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA
RUWTRTA/MAC/MCP/MAOCSA/
RUSVB/7AF/DOTO/DO/DP/DI/BDPMP CP/TAN SON NHUT AB RVN
RUKLAAA/TAC/DCOS LR/
RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX
RUSVDE/MACV SAIGON RVN
RUEBEAA/ARDC/ABDERDEEN PROVING GROUND/MD
ZA/COMDR 366 TACFTRWG DANANG AB RVN
ZEN/COMDR 366 USAF DISP DANANG AB RVN
BT

UNCLAS JOPREP JIFFY RESCUE DET 7, 38TH ARRS MAR 69. SUBJECT: RESCUE
INFORMATION REPORT SUBMITTED IAW AFM 55-11.

1. RESCUE OPENING/CLOSING REPORT MAR 69.
2. 7-38-023-9 MAR 65>

PAGE 2 RUSVAG 0049 UNCLAS

3. MED EVAC B THRU H: N/A
4. NSA HOSP MARBLE MTN RVN/9 MAR 69/0415Z
5. N/A
6. DET 7, 38TH ARRS/9 MAR 69/0415Z
7. HH-43B/DET 7, 38TH ARRS/0420
8. 16-03N/108-12W
9. NO FACTOR
10. DET 7, 38TH ARRS./CAPT JOHNSON
11. USN/ORG UNK S-2 A/C
12. UNK
13. DET 7, 38TH ARRS/LITTER TRANSFER FROM USN S-2
14. 1/1/1/0/0/0
15. NSA HOSP AT MARBLE MTN AAF, RVN
16. 4/0.9/HH-43B/PEDRO 69/DET 7, 38TH ARRS
17. A. 0/0/0/0/0/4/0/0/0/ B. 0/0/0/0/6/0/0/0 (KNOWN)
18. A. RCC JOHNNY R. JOHNSON, CAPT DET 7, 38TH ARRS
RCCP ROY L. HUFFMAN, MAJOR DET 7, 38TH ARRS
FE: BRIAN D. MORSS, SGT DET 7, 38TH ARRS
PJ: TALLEY, JOEL E. A1C 37TH ARRSQ
B. FLICKINGER, JOHN C. USN, ATTKRON 87, CVA-14, FPO S.F. 96601

PAGE 3 RUSVAG 0049 UNCLAS

19H. NEGATIVE SAVE/USN. PEDRO 69 FIRST NOTIFIED AT 0415Z THAT A NAVY
S-2 WAS INBOUND WITH A USN PATIENT SUFKQRING FROM GASTROENTERITIS AND
DUE TO LAND WITHIN TEN MINUTES. THE PATIENT WOULD BE ACCOMP BYHZ PHY
SICIAN WHO HAD REQUESTED MED EVAC TO NSA HOSP. PEDRO 69 HIAUNCHED AT
0420Z AND REMAINED AIRBORNE FOR 30 MIN DURING WHICH TIME THE S-2 DID
NOT ARRIVE. PEDRO 69 THEN TERMINATED THE SORTIE AND CONTACTED NSA

9 MAR 69 09 27

No Brief

UNCLASSIFIED

246

Date: 10 Mar 1969

12 Mar 1969

Mission Number: 2-3-018-10 Mar 69

Flight Designation: Crown 2

Distressed Aircraft: Papaya 02 (F-4)

Location: 103/82/89

Saves: One (1) Combat, Bravo Man

1. Crown was informed by Snort 11 and Papaya Lead at 0530Z that Papaya 02, F-4, was down with two good chutes sighted. Papaya Lead had voice contact with both survivors. The JGs and Sandys from Channel 89 were scrambled. Papaya Lead and Snort 11 were Bingo and left the area at 0555Z. Nail 24 was in the area and was familiar with the defenses in the area. Nail was briefed by Snort 11 and assumed OSC until the Sandys arrived. Nail 24 checked the area and reported negative ground fire. At 0600Z, Nail 24 reported that the chute of the Alpha man was gone and he could only make contact with the Bravo man. No Fastmovers were used until Sandys 03 and 04 arrived at 0620Z. There was a minimum of two flights of Fastmovers held in the area during the entire SAR effort. After Sandy 03 arrived on scene, Fastmovers were used to completely cover the area. There were six flights of Fastmovers used. Sandy 03 evaluated the area and advised that the best route in would be from the east. JGs and Spads were scrambled from Channel 103 and Channel 77. JGs 04/32L arrived in the area at 0825Z. Wolf 03 and Misty 61, two FAST FACs, were used to check for guns in the area and put in strikes. More ALEs were requested from Compress, however, it was one hour before they became available. There were six flights of Sandys, Hobos and Spads used during the actual pick-up to suppress froung fire. CBU-19 was used at 0825Z, however, it was used down wind so as not to affect the survivor or the recovery operation. JG 32 made the pick-up at 0835Z and the survivor was taken to Channel 77. He was reported to be in good shape. There were two JGs and two Sandys held for November orbit. All Fastmovers were returned to their controlling agencies. Sandys and Hobos were held in the area until dark to continue the search for Papaya 02 Alpha. Negative results on the search for the other survivor. All SAR forces RTB at 1100Z.

2. Aerial Refueling was accomplished by Crown 3 for JGs 20/37 west of November orbit.

3. Crewmembers:

RCC Captain Ten Hoor

CP Captain Ahlstrom

N Major Stetson

RO SSgt Davis, J.W.

FE MSgt Boman

UNCLASSIFIED

FROM: 37(0)

SUBJECT: MISSION NARRATIVE REPORT (2-3-69) (U)

TO: 37C

3rd ARRGp (JSARC)
IN TURN

Classified by U-2-3-69
SUBJECT TO GENERAL DECLASSIFICATION 12 March 1969
SCHEDULE OF EXECUTIVE ORDER 11652

ALPHABETICALLY (2-3-69) (U)
YEAR INTERVALS.

DECLASSIFIED ON 31 Dec 77

DOWNGRADED TO
CONFIDENTIAL
IAW EX. ORDER 11652

1. (U) This report is submitted IAW ARRSR 55-2/3 Group Sup. 1 dated 10 Apr 67
15 June 1968.

2. (S) At 0635Z, 10 March 69, Jolly Greens 32 and 04 were scrambled from channel 103 by Queen Control on a SAR mission for PAPA 2 (F-4) reported down at 103/82/89. JG's 32 and 04 were airborne at 0640Z and climbed to 8000 feet over 103 to rendezvous with Spads 11 and 12 from channel 77. The JG's and Spads proceeded to 270/30/109 then to 282/50/109, the orbit point. Contact was established with Sandy 03, the on scene commander. He had fast movers and Hobo flight to condition the area around the survivor for pickup. The pressure altitude was reported to be 900 feet, temperature 25 C and a light west wind. Voice contact had been lost with PAPA 2A; therefore, the SAR effort concentrated on 2B. After the area was sanitized, Sandy 03 and Spad 11 led JG 32 in for the pickup. While JG 32 was on final approach, Hobo flight laid GBU 19 just east of the survivor. PAPA 2B popped a red smoke and a hover was established over the survivor at 0832Z. Continuous ground fire heard during hover was made ineffective by repeated passes by the Spads and Sandies. The survivor was brought on board and JG 32 departed at 0836Z by the same route used for entry. Enemy ground forces were sighted on departure firing at JG 32. M-60 fire was returned by the Flight Engineer and Pararescue man. The only hit sustained by JG 32 was a ricochet off the pilots windshield apparently fired from the right side. JG 32 and 04 were escorted back to 240/30/109 by Spads 11 and 12. JG's proceeded to channel 103 and landed for fuel. The survivor, who was in good physical condition, stayed aboard and was brought back to channel 77. Crew coordination and radio discipline were excellent. Sandy 03 did an outstanding job as On Scene Commander. Sandy 04 and Spads 11 and 12 performed equally well throughout the entire mission. Considerable difficulty was experienced with the M-24 Gas Mask during hover over the survivor. Distortion caused by the flexible eye piece made it very difficult to tell height above the ground. This problem was reported by the entire crew.

3. (U) Survivors name. Aldis P. Butyna, Capt, FV3176484 USAF, 435 TFS, Ubon, Thailand.

CLASSIFICATION CANCELLED

Or Changed to UNCLASS

4. (U) Jolly Green Crew Members: By Authority of CSAF NSG 10/85 to AFRS

By M. NAVIS (Date) 23 Apr 85
JOLLY GREEN 04

JOLLY GREEN 32

RCC Maj John G. Kakacek
RCCP Lt Col Homer H. Howell Jr.
FE MSgt Charles L. Manes
RS ALC Dennis C. B...

RCC Capt Richard D. Griffiths
RCCP Capt Robert A. Reichert
TSgt Billy G. Benson
RS SSgt Allen J. Avery

JOHN G. KAKACEK, Maj, USAF
Rescue Crew Commander

Downgraded at 3-year
intervals, declassified
after 12 years

AD-69-0692

69-3167

AROPP
check this.
690316
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~~SECRET~~

UNCLASSIFIED

522

SUPPORTING DOCUMENT 19

27

Mission Narrative Report (2-3-018-10 Mar 69)(U)

(S) At 0635Z, 10 March 1969, Jolly Greens 32 and 04 were scrambled from Channel 103 by Queen Control on a SAR mission for PAPAYA 2 (F-4) reported down at 103/082/89. Jolly Greens 32 and 04 were airborne at 0640Z and climbed to 8000 feet over Ch 103 to rendezvous with Spads 11 and 12 from Channel 77. The Jolly Greens and Spads proceeded to 270/30/109, then to 282/50/109, the orbit point. Contact was established with Sandy 03, the On Scene Commander. Sandy 03 had fast movers and Hobo flight condition the area around the survivor for pickup. The pressure altitude was reported to be 900 feet, temperature 25°C and a light west wind. Voice contact had been lost with PAPAYA 2A, therefore the SAR effort concentrated on 2B. After the area was sanitized Sandy 03 with Spad 11 led JG 32 in for the pickup. While JG 32 was on final approach, Hobo flight laid CBU 19 just east of the survivor. PAPAYA 2B popped a red smoke and a hover was established over the survivor at 0832Z. Continuous ground fire heard during the hover was made ineffective by repeated passes by the Spads and Sandys. The survivor was brought aboard and JG 32 departed at 0836Z by the same route used for entry. Enemy ground forces were sighted on departure firing at JG 32. M-60 fire was returned by the Flight Engineer and Para-rescue Specialist. The only hit sustained by JG 32 was a ricochet off the pilot's windshield apparently fired from the right side. JG 32 and 04 were escorted back to 240/30/109 by Spads 11 and 12. JG 32 and 04 proceeded to Channel 103 and landed for fuel. The survivor, who was in good physical condition, stayed aboard and was brought back to Channel 77. Crew coordination and radio discipline were excellent. Sandy 03 did an outstanding job as On Scene Commander. Sandy 04 and Spads 11 and 12 performed equally well throughout the entire mission. Considerable difficulty was experienced with the M-24 Gas Mask during the hover. Distortion caused by the flexible eye piece made it very difficult to judge height above the ground. This problem was reported by the entire crew.

(U) Survivor: Aldis P. Rutyna, Captain,
TFQq, Ubon, Thailand.

USAF, 435

(U) Jolly Green Crewmembers:

JOLLY GREEN 32

RCC Major John G. Kakacek
RCCP LtCol Homer H. Howell Jr.
FE MSgt Charles L. Manes
RS AlC Dennis C. Palmer

JOLLY GREEN 04

RCC Capt Richard D. Griffiths
RCCP Capt Robert A. Reichert
FE TSgt Billy G. Benson
RS SSgt Allen J. Avery

~~SECRET~~

69-37-119

pilot. He was located in a tree line about one-fourth mile northwest. We landed and picked up the second pilot. Pedro 79 departed the scene at 0819Z with both survivors. We then returned to our FSK, picked it up and proceeded to the area where the aircraft had crashed. We found that the aircraft had landed on a building in an Army compound called Copper Head. We used the FSK to help control the fire. The firemen and medic then found and removed one body. The body was transferred to Army personnel at the sight. All information concerning the individual is unknown. There were numerous 20mm shells exploding in the fire. There were also small arms shells being exploded by the burning aircraft. The F4C was also carrying a 750 pound bomb. The bomb was not located. After determining no more assistance was necessary, Pedro 79 returned to the base and landed at 0850Z. The wingman, Shark Bait 72, had received some battle damage from the mission just prior to the crash. Amount and type unknown. Crew Members: RCC - Captain Larry D. Salmans; RCCP - Major Robert B. Vaughan; RS - SSgt Jerry L. Ball; RS - Sgt Roosevelt Bray; MT - SSgt Reedus L. Haraway.

2. Rescue/Recovery Mission. 14-38-002-9070. 2 Sorties - 0+45. Pedro 46 was notified at 0315Z 11 Mar 69, from JSARC Tan Son Nhut, that an Army UH-1 Huey Dust Off-28 had crashed south of the base. Pedro 46 scrambled at 0317Z. No difficulty was encountered enroute. Weather was not a factor. Cooperation and coordination of support was from Bookie - 604, C-123, who was orbiting the general area.

He did not have the downed helicopter in sight. He relayed approximate position to Pedro 46. We proceeded to the area described, and located the crash. Radio discipline was satisfactory. Pedro 46 landed at the crash scene at 0323Z. The helicopter was located on the 213 degree radial at 9 nautical miles from Tan Son Nhut. No immediate action was observed, although there had been recent enemy action in the area. Three UH-1 Army gunships arrived shortly after our arrival to provide fire support and secure the area. Two Army helicopters landed to recover the crewmembers. Pedro 46 recovered the three Vietnamese survivors. They were injured and in need of immediate medical assistance. One litter patient had severe trauma to the left eye and wounded right shoulder. He was unconscious and in extreme shock. The second patient had injuries to his right eye. The third patient was injured in the right mid-neck. All injuries appeared to be from shrapnel. Pedro 46 departed the pick-up area at 0331Z. We flew directly to Third Field Hospital where the survivors were transferred to a waiting ambulance. Pedro 46 landed at the Pedro Pad, terminating at 0400Z. Crew Members: RCC - Captain Larry D. Salmans; RCCP - Captain Jimmy D. Griffin; FE - SSgt William R. Gladish; MT - SSgt Claude A. Duke.

3. Rescue/Recovery Mission. 14-38-003-9075. 2 Sorties - 0+55.

Pedro 46 was notified by JSARC Tan Son Nhut, at 0325Z 16 Mar 69, that a civilian ship, Louise Lykes, had two combat injuries on board. Pedro 46 was enroute to the last know location of the ship, when

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



REPLY TO
ATTN OF: 38-11C

15 March 1969

SUBJECT: Mission Narrative Report (11-38-014-13 Mar 69)

TO: 3rd ARRGp
APO 96307

THRU: 38th ARRSQ (O) *SK*
APO 96307

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

2. At 1250Z, 13 Mar 69, the 31st USAF Dispensary at Tuy Hoa AB, notified Det. 11, that they had an acute appendicitis case that required immediate evacuation to the 91st Med Evac hospital at Phu Hiep AAF. The patient could not be transported by ambulance. Pedro 24 was scrambled at 1255Z and landed at the 31st USAF Dispensary pad at 1300Z. The patient, ALC Dennis J. Vannuci, was helped aboard the helicopter and flown to the 91st Med Evac hospital. The hospital was notified of the emergency by the crew. The patient was attended by the pararescueman, ALC Vannuci was delivered to the awaiting medics at the 91st Med Evac hospital at 1305Z. Pedro 24 returned to Tuy Hoa AB and terminated the mission. The mission was complicated by marginal weather, 300 ft. scattered, 600 ft. broken, wind 360 at 20 knots gusting to 30 knots, light drizzle and darkness. The mission resulted in one non-combat save.

Crewmembers were:

ROC Capt Henry P. Fogg
RCCP Maj Edgar R. Whitney
FE SSgt Robert J. Christian
RS Sgt Michael E. Fish

Henry P. Fogg
HENRY P. FOGG, Capt, USAF
Rescue Crew Commander

APPROVED:

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

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



REPLY TO
ATTN OF: RCC

18 March 1969

SUBJECT: Mission Narrative Report (2-3-019, 15 March 1969)

TO: Det 1-40C
3rd ARRGF (JSARC) *128*
IN TURN

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

2. On 15 March 1969 at approximately 0955L, JOLLY GREEN 09 was awaiting take-off clearance at taxiway 2, Nakhon Phanom RTAFB, Thailand. Purpose of the flight was a combined upgrade training and administration support. JOLLY GREEN 09 had completed the first portion of the flight, landed and picked up three passengers and was prepared to start the second portion. NKP tower had cleared two A-1 "SANDIES" for a take-off. SANDY 04 appeared to have an abnormally long ground roll and, as he passed our position with his tail up, he momentarily became airborne to about three feet. The left tire came back down and started smoking, followed by the right tire. The A-1 continued to the end of the runway where the right main tire shredded and the aircraft disappeared in a cloud of dust and a large ball of fire. The instructor-pilot took the controls and JOLLY GREEN 09 departed immediately, passing to the west of the fire, then circled to the left to approach the aircraft from the south. The entire cockpit was engulfed in flames with the pilot trapped inside. As the helicopter approached a hover, the rotor downwash blew the flames and smoke from the cockpit and the pilot could be seen struggling to release his straps. Position of the hover was about 15 to 20 feet from the cockpit at about 15 feet altitude. This appeared to be the optimum position for the rotor downwash. Large amounts of ordnance consisting of 20mm, CBU, and rockets began to explode under the helicopter. As the pilot climbed out of the cockpit he became entangled in one strap and was suspended along the fuselage. First Lieutenant Jon Ewing, SANDY pilot, *Guts!* approached the wreckage and cut him loose as one large explosion forced the helicopter out of the hover. JOLLY GREEN 09 circled back to land on the runway but the crew observed hand signals to return to the area to evacuate the pilot and his rescuers. A deep ditch prevented fire trucks and ambulance access to the pilot who now lay in a shallow ditch about 40 meters from the airplane. JOLLY GREEN 09 landed between the survivor and the exploding ordnance. Two pararescue men and two SANDY alert pilots who were treating the injured pilot, lifted him on to a stretcher and placed it aboard the helicopter. JOLLY GREEN 09 took off and landed in a vacant lot adjacent to the Base Dispensary where the injured pilot was offloaded. Damage to JOLLY GREEN 09 consisted of 3 CBU and shrapnel holes through the inboard pockets of main rotor blades and one shrapnel

*LT Ewing undoubtedly must get
a very high award for bravery!*

Atch 2

hole through the doghouse near the utility hydraulic reservoir, entering on the right and exiting on the left. The helicopter was flown back to the ramp after maintenance completed damage assessments. Weather and communications were not a factor. JOLLY GREEN alert crews and maintenance crews moved the helicopters away from the immediate area and the squadron operations building was evacuated until the area was declared safe. One very large explosion, believed to be a white phosphorus bomb, proved the value of this decision.

3. The survivor is: 1/Lt Wayne A. Warner, FR70338 602nd Special Operations Squadron, Nakhon Phanom RTAFB, Thailand.

4. JOLLY GREEN CREWMEMBERS WERE:

JOLLY GREEN 09

GROUND PERSONNEL

Major Stuart J. Silver	(IP)	Lt Col Laurie J. Morris	602nd SOS
Capt Marshall B. Nash	(FP)	1/Lt Jon W. Ewing	" "
Sgt Gregory G. Gallagher	(FE)	TSgt Dalford R.V. Widner	Det 1-40th
		A1C Grady F. Allen	" "


STUART J. SILVER, Major, USAF
Rescue Crew Commander

UNCLASSIFIED

Date: 15 Mar 1969

17 Mar 1969

Mission Number: 1-3-032-15 Mar 69

Flight Designation: Crown 7

Distressed Aircraft: None

Location: Pattie Island

Saves: One (1) Non-Combat

1. Crown 7 was launched at 0425Z to join up with JGs 31/21 and proceed to Pattie Island to pickup one wounded RVN soldier and the body of one soldier that had died. We proceeded to our intercept point off of Channel 77 and waited for the JGs to arrive. There was a delay in their getting airborne since they refueled on the ground prior to launch. Crown 7 provided navigation and communication relay services for the JGs while escorting them to and from the island. Refueling was not required since they had refueled prior to launch. JG 31 picked up the wounded man and we were informed that the deceased man had been buried on the island. Crown 7 escorted the JGs to within 60 miles of Channel 77 and then turned them over to Crown 6 to monitor the rest of the way in. Crown 7 RTB to Channel 83 at 0940Z.

2. Crewmembers:

RCC Major Boyd

CP Captain Van Kesteren

N Captain Oliver

RO SSgt McCormack

FE MSgt Redford

FE MSgt Sims

LM SSgt Pearson

HARRY V. BOYD, Major, USAF
RCC, Crown 7

UNCLASSIFIED

FLASH

* UNCLASSIFIED E F T O *

PT 00703

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DE RUSVTFB #0137 0741300
ZNY EEEEE ZOK JPCCO

Z O 151249Z MAR 69 ZFF-6

FM OL/1 3ARRGP SON TRA AB RVN
TO RECIEUA/ARRS/ARCP/SCOTT AFB ILL
RUHHABA/41ARRWG/PROCP/HICKAM AFB HAWAII
RUSQSNA/3ARRGP/JSARC/TAN SON NHUT AB RVN
RUEFHQA/CSAF/AFCP/AFXOPFH
~~INFO RECIEUA/MAC/MCP/MAOGAA/SCOTT AFB ILL~~
RUKLAAA/TAC/DCOS/LR/LANGLEY AFB VA
RUHEB/CINCPACAF/CC/HICKAM AFB HAWAII
RUSVB/7AF/DOTO/DO/DP/DI/BDPMP/CP/TSN AB RVN
RHMSMVA/MACV SAIGON RVN
RHMAFA/3 MAF G-4 DANANG RVN
RUMOSRA/OL/2 3ARRGP UDORN RTAFB THAILAND
RUMLUHA/39ARRS TUY HOA AB RVN
RUSVTF/37ARRS DANANG AB RVN

BT

UNCLAS E F T O /JOPREP JIFFY/OL-1, 3ARRGP

RUSCUE 1-3-032-15 MAR 69.

1. RUSCUE OPENING/CLOSING REPORT- 15 MAR 69

2. 1-3-032-15 MAR 69

3. MEDEVAC ONE CRITICALLY INJURED ARVN SOLDIER. A-H S/E.

PAGE TWO RUSVTFB 0137 UNCLAS E F T O

RM I CORPS DASC USAF ADVISOR TO VNAF/15/0310Z

UM LAUNCHED CROWN 7 AT 0357Z AND LAUNCHED JOLLY GREEN 21 FROM QUANG TRI TO ARRIVE AT DANANG. ALERTED JOLLY GREEN 31 FOR DEPARTURE AS SOON AS POSSIBLE AFTER JOLLY GREEN 21 ARRIVAL AT DANANG. JOLLY GREENS 31 AND 21 LAUNCHED FROM DANANG AT 0530Z.

8. 16-32N 111-36E.

9. A. S/E B. NOT A FACTOR C. S/E

10. OL-1, 3ARRGP/MAJ ROBERT L. KRIDLER, TSGT WILLIAM L. SCHWENCER AND SGT JAY C. CLIFTON.

11. S/E

12. JOLLY GREENS 31 AND 21 AT 15/0735Z/16-32N 111-36E.

13. 37 ARRS/JJ-3E/LANDED AND PICKED UP SURVIVOR/0747Z.

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

15. TAKEN TO DANANG AB FOR PICK UP BY ARVN AMBULANCE.

16. 4/8.8/HH-3E/37 ARRS; 1/4.7/HC-130P/39 ARRS.

17. 0/0/0/0/NOT AVAILABLE/0/NOT AVAILABLE/NOT AVAILABLE.

PAGE THREE RUSVTFB 0137 UNCLAS E F T O

18. A. RCC, LTCOL LAMAR G. TULLOS; RCP, MAJ BRUCE E. PROUSE; FE, TSGT CHARLES D. SEVERNS; R. S, SGT STEPHEN T. WHITE; ALL OF 37 ARRS.
B. NOT AVAILABLE.

19. A THRU D S/E. H. ONENON-COMBAT ARRS SAVE/NO AIR REFUELINGS/ONE ARVNOLDIER. LTCOL JACKSON, USAF ADVISOR TO VNAF, CALLED THIS

FLASH

* UNCLASSIFIED E F T O *

1-3-32

Open Closing

FLASH

15 MAR 69

16 06

/ Non Combat Save

Non Aliveview

FLASH

PT 00703

* UNCLASSIFIED E F T O *

RCC REQUESTING MEDEVAC OF A CRITICALLY INJURED ARVN SOLDIER FROM
PATTLE ISLAND (16-32N 111-36E). THE SOLDIER WAS INJURED BY HE WAS INJURED
SH PNEU THE RIGHT LEG, WHICH HAD BECOME BADLY INFECTED. NO
MEDICAL FACILITIES WERE AVAILABLE ON THIS REMOTE ISLAND, NECESSI
TATING HIS EVACUATION. CROWN 7 AND JOLLY GREENS 31 AND 21
PROCEEDED TO THE SCENE AND LOCATED THE SURVIVOR. JOLLY GREEN 31
LANDED AND PICKED THE SURVIVOR UP FOR EVACUATION TO DANANG AB,
RVN.

BT
#0137

NNNN#

M/K

FLASH

FLASH

* UNCLASSIFIED E F T O *

He did not have the downed helicopter in sight. He relayed approximate position to Pedro 46. We proceeded to the area described, and located the crash. Radio discipline was satisfactory. Pedro 46 landed at the crash scene at 0323Z. The helicopter was located on the 213 degrees radial at 9 nautical miles from Tan Son Nhut. No immediate action was observed, although there had been recent enemy action in the area. Three UH-1 Army gunships arrived shortly after our arrival to provide fire support and secure the area. Two Army helicopters landed to recover the crewmembers. Pedro 46 recovered the three Vietnamese survivors. They were injured and in need of immediate medical assistance. One litter patient had severe trauma to the left eye and wounded right shoulder. He was unconscious and in extreme shock. The second patient had injuries to his right eye. The third patient was injured in the right mid-neck. All injuries appeared to be from shrapnel. Pedro 46 departed the pick-up area at 0331Z. We flew directly to Third Field Hospital where the survivors were transferred to a waiting ambulance. Pedro 46 landed at the Pedro Pad, terminating at 0400Z. Crew Members: RCC - Captain Larry D. Salmans; RCCP - Captain Jimmy D. Griffin; FE - SSgt William R. Gladish; MT - SSgt Claude A. Duke.

3. Rescue/Recovery Mission. 14-38-003-9075. 2 Sorties - 0+55.

Pedro 46 was notified by JSARC Tan Son Nhut, at 0325Z 16 Mar 69, that a civilian ship, Louise Lykes, had two combat injuries on board. Pedro 46 was enroute to the last know location of the ship, when

Paris Control called on guard. They advised us that the area was hot. Viet Cong had been sighted along the banks of the river. We waited until we had Army gunship cover before we went in. The gunships arrived and we went in at 0345Z. We hovered along side the ship while they got the patient ready for evacuation. The Captain of the ship was injured, but elected to remain with his ship until it docked at Saigon. The harbor pilot was hoisted aboard. He had severe injuries to the right eye, it appeared to be missing completely. He also had injuries to his forehead, face inner mouth, upper chest and arms. All injuries appeared to be from shrapnel. The patient was conscious, but in mild shock. Weather was not a factor. Cooperation and coordination of support, was from Moon River Control. RESCORT was provided by two Army UH-1 gunships, SEA WOLF-25, and five US Navy gunboats. RESCAP was provided by a USAF O-1, SNAP-1. Pedro 46 arrived in the pickup area located at 10 degrees 38 north - 106 degrees 49 east at 0345Z. No enemy action was observed during the pickup, although active Viet Cong were observed along the river banks approximately ten minutes prior to pickup. The pickup was made with a Stokes Litter. Pedro 46 departed the pickup area at 0405Z. We proceeded to 3rd Field Hospital where the patient was transferred to a waiting ambulance. Pedro 46 returned to the Pedro Pad at 0425Z. Crew Members: RCC - Major Maxie L. Trainer; RCCP - Captain Jimmy D. Griffin; FE - SSgt Donald J. Nason; MT - SSgt Claude A. Duke.

4. Rescue/Recovery Mission. 14-38-004-9080. 2 Sorties - 0+50. At 1327Z, 21 Mar 69, Det 14, 38ARRS, received a request from JSARC to

FROM: RCC

19 March 1969

SUBJECT: Mission Narrative Report (10-38-024-18Mar69)

TO: 10-38C

38C

3 ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSM 55-2, 3 ARRGp Sup 1, 11 July 1968.
2. At 1640L, Binh Thuy Tower called and notified Pedro Ops of a Army Huey, Call Sign T-Bird 2, down, 5 miles south of Can Tho City. Pedro 39 launched at 1645L for the aircraft crash site. Contact was made with T-Bird 1 after take off. T-Bird 1 was circling the downed aircraft providing cover for the crewmen. Pedro 39 arrived on scene at 1700L making a tactical approach in the area with T-Bird 1 providing cover. Pedro 39 landed and on loaded the crew members. Pedro 39 departed the area at 1705L and landed at Can Tho Army Field at 1710L. The crew members were uninjured and were offloaded at Can Tho. Pedro 39 departed Can Tho at 1720L and terminated At Binh Thuy at 1730L. Negative ground fire encountered. Four combat saves credited. 2 sorties; 0.6 flying hours.
3. Names of survivors were: 336 AVN CO
Capt T. Coles
Capt R. Nash
SP/4 Archer
SP/4 Phillips
4. Crew of Pedro 39:
RCC Capt John L. Debevec
RCCP Capt Jack D. Cusano
PJ A1C Theodore J. Polys
FE Sgt Ernest L. Long

Jack D. Cusano Capt USAF
For: JOHN L. DEBEVEC, Capt, USAF
Rescue Crew Commander

Atch 7

Det 14, 38ARRSq Hist, Jan - Mar 1969

14-9

Paris Control called on guard. They advised us that the area was hot. Viet Cong had been sited along the banks of the river. We waited until we had Army gunship cover before we went in. The gunships arrived and we went in at 0345Z. We hovered along side the ship while they got the patient ready for evacuation. The Captain of the ship was injured, but elected to remain with his ship until it docked at Saigon. The harbor pilot was hoisted aboard. He had severe injuries to the right eye, it appeared to be missing completely. He also had injuries to his forehead, face inner mouth, upper chest and arms. All injuries appeared to be from shrapnel. The patient was conscious, but in mild shock. Weather was not a factor. Cooperation and coordination of support, was from Moon River Control. RESCORT was provided by two Army UH-1 gunships, SEA WOLF-25, and five US Navy gunboats. RESCAP was provided by a USAF O-1, SNAP-1. Pedro 46 arrived in the pickup area located at 10 degrees 38 north - 106 degrees 49 east at 0345Z. No enemy action was observed during the pickup, although active Viet Cong were observed along the river banks approximately ten minutes prior to pickup. The pickup was made with a Stokes Litter. Pedro 46 departed the pickup area at 0405Z. We proceeded to 3rd Field Hospital where the patient was transferred to a waiting ambulance. Pedro 46 returned to the Pedro Pad at 0425Z. Crew Members: RCC - Major Maxie L. Trainer; RCCP - Captain Jimmy D. Griffin; FE - SSgt Donald J. Nason; MT - SSgt Claude A. Duke.

4. Rescue/Recovery Mission. 14-38-004-9080. 2 Sorties - 0+50. At 1327Z, 21 Mar 69, Det 14, 38ARRS, received a request from JSARC to

recover two wounded U.S. soldiers from a River Patrol Boat (PBR) located at 10 degrees 34 minutes north - 106 degrees 44 minutes east. Pedro 46 launched at 1337Z and proceeded direct to the recovery area. The weather was good. Pedro 46 arrived at the pickup area at 1355Z for a rendezvous with SEA WOLF-24 & 25, UH-1 gunships providing cover. Intense hostile activity existed approximately one mile west of the PBR but the immediate area was quiet. Pedro 46 descended and recovered the two casualties from the stationary PBR by hoist, one with Stoke's Litter and one with a Horse Collar. Illumination was provided by Pedro's floodlights. The recovery was completed at 1400Z and Pedro 46 departed for Saigon. The patients were both conscious, but suffering from multiple shrapnel wounds, burns and shock. They were offloaded at Third Field Hospital at 1420Z and Pedro 46 returned to the Pedro Pad terminating at 1425Z. Crew Members: RCC - Major Peter J. Kerrigan; RCCP - Captain Patrick J. McDaniel; FE - Sgt Michael R. Heister; MT - Sgt Carl S. Trantham.

Safety of Operation

Detachment 14 continued to engage in a rigorous and thorough safety program throughout the reporting period. There were no accidents during the period 1 January to 31 March 1969, although we had one incident involving a bird strike.

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

24 MAR 1969

SUBJECT: Mission Narrative 7-38-025-22 Mar 69

TO: 3ARRGP/JSARC *JB*

1. At 0500Z, 22 Mar 69, Det 7, 38ARRS was notified by the 22nd Casualty Staging Flight that a C-130 was inbound to DaNang AB, with a number of medevac patients, including two very serious head wound patients. A doctor on board requested Air Transportation to the NSA Hospital by helicopter due to the critical nature of the two head wound patients. Pedro 69 scrambled at 0545Z and met the C-130 on final. The patient transfer was completed on the DaNang AB North Ramp at 0610Z, and the two patients and a doctor were flown to the NSA Hospital, Marble Mountain AAF, RVN. The patients were released to the hospital corpsmen, and the doctor remained with them. Pedro 69 returned an oxygen breathing kit to the C-130 on the North Ramp, and terminated at 0622Z. The patients were PFC Jack Dulworth, USMC, 2421030, and CPL Noygan Janson, USMC, 2441540. Competent medical authority indicated that medevac was necessary for immediate life-saving care.

2. Crew of Pedro 69 was as follows:

RCC: Major Tom W. Brumfield, Det 7, 38ARRS. *The bricklayer!*

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

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

PJ: Sgt Thomas T. Winters, 37 ARRS.

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

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

Atch 3

UNCLASSIFIED

~~CONFIDENTIAL~~

12/14

FROM: 37(0)

26 March 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-35-24 Mar 69)

Classified by *0132266P*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *11 Dec 75*

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. (C) Jolly Greens 31 (low) and 28 (high) were scrambled at 0605Z, 24 March 69, from DaNang AB in response to Queen directions. Bilk 23, an O-1 aircraft (FAC) of 20 TASS was reported down at 280 radial/50 NM/Channel 77. Both alert aircraft were airborne at 0615Z and proceeded to climb to 3000 MSL over DaNang AB, thence to 7500 MSL enroute to the reported position. Spads 11 and 12, on alert at DaNang, scrambled concurrently with the Jolly Greens and escorted both 31 and 28 to approximately 40 NM on the 275 radial, channel 77, where the rescue aircraft were placed on orbit pending an evaluation of the situation by the Spads. Army helicopters (1-LOH, 2 Hueys & 1-H47) presently in the immediate area of the crash, were drawing no ground fire, and had supposedly located the distressed pilot who had incurred injuries in the crash. Voice contact had been established. Bilk 25 (sister O-1 to downed aircraft) assumed On Scene Commander (OSC) until Spad 11 assumed OSC at 0637Z. Spad 11 cleared the Army aircraft from the area, established VHF SAR forces frequency, and proceeded to reconnoiter. After several passes, observation of the remains of a previous smoke signal, and observation of no ground fire, Spad 11 cleared Jolly Green 31 for an approach at 0650Z. Jolly Green 31 briefed the SAR forces on his tactics and requested screening smoke on the south western ridge line to cover his approach. The survivor's location was opened to be on the west slope of the eastern ridge at approximately 2500 foot MSL level, of a "v" shaped box canyon with the open end facing north. The surrounding ridge line was approximately 3200 MSL necessitating a steep approach from the south to the north. Spads 11 and 12 delivered the smoke precisely where requested and continued to fly a left orbit into the south western ridge, expending ordnance on each pass. Jolly Green 31 descended rapidly to the southern ridges, performed 180 degree tactical turn and approached what was reported to be the survivors location. (At this point and until some 40 minutes later the aerial observers continued to report Bilk 23 location in the immediate vicinity of the crash site). Dense vegetation prevented the Jolly Green 31 crew from establishing visual contact with Bilk 23. Since the aerial observers and Bilk 23 thought the rescue aircraft was in the survivors immediate vicinity, Jolly Green 31 elected to lower the forest penetrator in an attempt to assist Bilk 23 to orient himself. (It should be noted that Bilk 23 was in moderate shock, incoherent at times, and discontinued contact with Jolly Green 31). While lowering the penetrator, Jolly Green 31 received ground fire from his left rear, which resulted in four holes in the aircraft and severing of the penetrator cable. Jolly Green 31 departed the area at 0658Z climbing to the north and northeast for damage assessment which was negligible except for the penetrator

Arch 5

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

UNCLASSIFIED

loss. Spad 11 re-evaluated the situation and cleared Jolly Green 28 for approach at 0704Z after laying ordnance in the position^{of} suspected ground fire, after determining that suppression fire was effective. (Note: Army helicopters continued to operate in the immediate area for support after the suppression fire and received no ground fire).

- Jolly Green 28 descended and approached in the same manner as Jolly Green 31 but was informed that the survivor location had been passed. Jolly Green 28 performed a 360 degree turn coming to a hover at the assumed location at 0710Z. This position proved to be erroneous and two more 360 degree patterns were accomplished. Jolly Green 28 could maintain contact with Bilk 23 except when in his immediate area where the aircraft UHF radio reception was blocked due to UHF antenna location. During the third hover search, the number 1 engine fire warning light illuminated and remained on; a check of performance instruments and a visual sighting of the engine indicated no malfunction, therefore Jolly Green 28 elected to continue the hover search. This proved rather difficult as the slope where the survivor was located inclined at approximately 35 degrees, consequently the search had to be conducted from the higher to the lower levels. At approximately 0725Z small arms fire was observed from the left rear. Jolly Green 28 departed the area until Spads 11 and 12 made ordnance deliveries into the suspected area. Driver, (on Army LOH) whom reportedly was cognizant of the exact location of the survivor offered to hover^{over} the area and mark such with a smoke grenade. Since the Spads had sanitized the area Jolly Green 28 elected to circle and approach to the smoke. The LOH placed his smoke immediately north of the crash site and Jolly Green 28 hover searched this area to no avail. Jolly Green 31, whom had been vectoring and providing close in observation, reported that Bilk 23 had placed white panels in his immediate vicinity but was unable to move about due to painful leg injuries. Jolly Greens 31 and 28 decided that a GCA type of approach to the best & most probable location would be the most logical action therefore Jolly Green 28 again departed, circled and commenced a slow, steep, angled approach from just over the south ridge line toward the canyon floor. Through the expertise of Jolly Green 31, Jolly Green 28 was vectored directly over the survivor *but* ~~until~~ approximately 25 feet behind the rescue aircraft. The Flight Engineer maintained the exact location where the panels had been sighted and directed backward flight into position at approximately 0740Z. The Flight Engineer immediately lowered the penetrator which could only be placed approximately 10 feet from the survivor due to the slope and vegetation. The survivor immediately moved to the penetrator with great difficulty and strapped himself on, and gave an up signal. The survivor became entangled in vines, bamboo and tree limbs several times during the hoisting, to the extent that almost 100 linear feet of vegetation was brought up with him. During the hoist operation small arms fire was observed by the RCCP which appeared to be originating at the 9 o'clock position, ahead of the nose but dropping short. The hoist operation was continued and the survivor was brought aboard at 0749Z. Because of the extra weight of the vegetation, plus the ~~dawn~~ wash on this "garbage", it required both the Flight Engineer and the Pararescue Specialist to swing the survivor inside the helicopter. Jolly Green 28 departed down

~~CONFIDENTIAL~~

GROUP 1
Declassify on: 3 years
+ 18 years
+ 18 years

~~CONFIDENTIAL~~

UNCLASSIFIED

e. (U) The Army SAR forces cooperated to the fullest in this endeavor. Although Driver (LOH) mis-located the individual, the sincere attitude and personal disregard for his own safety was commendable. The remaining Army aircraft and the "sister" C-1 cooperated in keeping clear, yet remained available to offer assistance.

f. (U) Jolly Green 31 provided technical, tactical and moral support through-out the effort. His advisories and relays of information proved the difference between consummating the mission with available resources or proceeding into an extended effort. Although struck by small arms fire, he elected to support the effort, providing "high bird" coverage and assistance.

g. (U) Of extreme significance is the fact that the controlling agencies; CROWN, QUEEN, and KING; kept the communications channels open, even though this was an unusual effort involving 38 total minutes of hovering time.

h. (U) Jolly Green 21 (back-up support) performed exactly as a "back-up" aircraft should. He remained "off-the-air" and simply monitored communications channels.

i. (U) SAR coordination was extremely effective. Jolly Green 31 briefed the Spads prior to descent as to his exact intentions and requirements. He followed his briefing explicitly thereby preventing confusion in the later phases of the operation.

j. (U) Internal crew coordination of Jolly Green 28 was commendable. Particular mention should be made of the fact that it required both the Flight Engineer and the Pararescue Specialist to pull the "dangling garbage" into the aircraft during the return trip to the DaNang area. This was done while the "PJ" monitored the survivor. A conservative estimate is that over 70 linear feet of bamboo trailed from the personnel door of the helicopter ~~which is well past the tail rotor.~~ Although the aircraft was slowed to 40 kts (after reaching altitude) it required tremendous effort to retrieve the bamboo vines.

Couldn't cut away?

k. (U) The RCCP maintained constant communication with the supporting forces. He was the key element in the successful accomplishment of this mission in that he served as the relay point between the supporting forces and the rescue aircraft thereby allowing the RCC to direct his full attention to the immediate mission. (This was the RCCP's first rescue in SEA). Without the superior support rendered the mission could have easily developed into a farce.

l. (U) Reaction and services offered by the NSA Hospital at Marble Mountain were outstanding. In less than 2 minutes after landing the survivor was inside the hospital.

m. (C) The VHF antenna on the HH-3E is located on the upper most surface. It must be relocated so that contact with the survivor can be maintained. Relocation or adding additional antennas cannot await Class V modification approval under AFR 57-4. This operational capability is needed now. Submission of a ROC is not considered acceptable to group 4.

XDC
MOC
ORC

~~CONFIDENTIAL~~

Downgraded at 3 year
intervals; declassified
after 10 years

~~CONFIDENTIAL~~

UNCLASSIFIED

the slope to increase airspeed, thence turned easterly in a right climbing turn at the north end of the ridge. Note: Shortly after departure the Flight Engineer reported that vegetation was trailing well beyond the tail rotor and suggested a slow right turn away from the trailing vines. Spads 11 and 12 escorted Jolly Greens 28, 31 and 21 (which had been launched and was in the area and holding as back-up east of the pick-up point) to within 3 miles of DaNang. Jolly Green 28 proceeded to NSA Hospital Heli-pad at Marble Mountain, discharging the survivor at that point at 0820Z and returned to DaNang at 0830Z, 24 Mar 69. Jolly Greens 31 and 21 landed at DaNang at approximately 0820Z.

3. (U) Survivor was, Capt Kerry G. Heryon, 20 TASS (DaNang), on duty at LZ Sally.

4. (U) Crews involved:

JOLLY GREEN 31

RCC	Maj	Charles E. Wicker
RCCP	Capt	Edwin L. Shobert Jr.
FE	SSgt	James E. Smith
PJ	ALC	Sammie Thompson

JOLLY GREEN 28

RCC	LtCol	Henry E. Simpson
RCCP	Capt	Robert E. Nash
PJ	SSgt	Eugene L. Nardi
FE	ALC	James A. Thibodeau

JOLLY GREEN 21

RCC	Capt	Bill M. Campbell
RCCP	Capt	Laurens C. Davis
FE	SSgt	Billy R. Bloomer
PJ	SSgt	James D. Miller

5. Comments:

a. (U) Enroute briefing by Queen was superior even though reported data was not exact.

b. (C) Vectoring by PANAMA was highly effective and accurate to the orbit point (this was necessary due to non-reliability of the TACAN at the altitudes and distances involved; also relates to position reporting of survivor).

c. (U) Enroute radio traffic was held to a minimum which is unusual.

d. (U) Spad 11 and 12 performed in an absolutely superior manner. OSC (Spad 11) placed the Jolly Greens in a safe orbit; contacted the acting OSC; informed Bilk 25 (OSC) that he was inbound, and assumed OSC upon his arrival. He assumed complete charge of the effort, clearing excess aircraft from the area yet placing them on stand-by, and proceeded to prepare the environment for a rescue attempt. During the entire period Jolly Greens 31 and 28 were in extremely vulnerable positions, both Spads provided absolute protection in a highly professional manner.

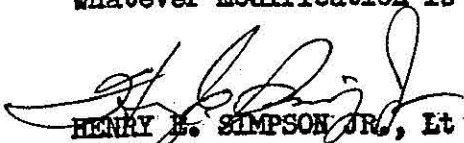
~~CONFIDENTIAL~~

GROUP 4
Downgraded at 5 year
interval, declassified
after 12 years

~~CONFIDENTIAL~~

UNCLASSIFIED

resolve that problem due to the delay involved. The commanding echelons should demand an immediate service test of what can be done, and direct whatever modification is necessary to provide this required capability.


HENRY B. SIMPSON JR., Lt Col, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 2
Excluded at 3 year
in 1975; declassified
in 1978

SUPPORTING DOCUMENT # 28

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

EUGENE L. NARDI

Staff Sergeant Eugene L. Nardi distinguished himself by heroism while participating in aerial flight as a Rescue Specialist on an HH-3E near Danang, Republic of Vietnam on 24 March 1969. On that date, Sergeant Nardi's aircraft penetrated a hostile environment to attempt the rescue of a downed airman, despite groundfire which had driven off the helicopter attempting the rescue initially. While maintaining a hover, his aircraft was subjected to continuous groundfire, however the rescue effort was continued and after a prolonged hover the injured survivor was rescued. The outstanding heroism and selfless devotion to duty displayed by Sergeant Nardi reflect great credit upon himself and the United States Air Force.

B/LK 23

0-1

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

SUBJECT: Mission Narrative/7-38-026-24 Mar 69

25 MAR 1969

TO: 3ARRGp/JSARC *LOJ*

1. At 0610Z, 24 Mar 69, Det 7, 38th ARRS was notified by the 903 AESq that a C-118 was inbound to DaNang AB with two critically injured vietnamese patients. Both were Vietnamese Army personnel and both were suffering from serious head and chest wounds. Pedro 69 launched at 0615Z and met the C-118 on the DaNang AB north ramp. Transfer was completed by litter at 0635Z. The first patient, a VNA female, was going to the 95th Med Evac hospital. This patient was in very critical condition. The PJ worked constantly on the patient, monitoring vital signs and keeping air passages clear. The patient was released to the 95th Med Evac hospital at 0641Z. The second patient, Tran Sang, (Organization is unknown) was to be delivered to the hospital ship Repose. He too developed breathing problems enroute but sustained again by the PJ. The patient was released to the Repose at 0653Z. Pedro 69 returned two passengers to the DaNang area from the hospital ship Repose. Pedro 69 returned to Det 7 and terminated. Competent medical authority indicated that the airlift was necessary to sustain life.

2. The crew of Pedro 69 was as follows:

RCC: Capt Johnny R. Johnson	Det 7, 38th ARRS.
RCCP: Capt Henry E. Hooke	Det 7, 38th ARRS
FE: TSgt William H. Sands	Det 7, 38th ARRS
PJ: A1C Joel E. Talley	37th ARRSq

3. The organizations and serial numbers of both saves are unknown, only that both are Vietnamese Army personnel. The name of the female is unknown. The name of the male is Tran Sang.

4. This report is submitted in accordance with 3ARRGPSUP-1 to ARRSM 55-2.

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

Atan 4

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



REPLY TO
ATTN OF: 38-11C

26 March 1969

SUBJECT: Mission Narrative (11-38-015-25 March 1969)

TO: 3rd ARRGp *llg* THRU: 38th ARRSQ (O) *aw*
APO 96307 APO 96307

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

2. At 1045Z, 25 Mar 69, the 31st TFW Dispensary at Tuy Hoa AB notified Detachment 11 that they had an acute appendicitis case that required immediate evacuation. The patient, A1C Jerry Bristow, could not be transported by ambulance to the 91st Air Evac Hospital located at Phu Hiep AAF. Pedro 24 was scrambled at 1050Z and picked up the patient at 1055Z. The pilot alerted the 91st Air Evac Hospital of the incoming patient. The patient was delivered at 1100Z to the awaiting medics. Pedro 24 returned to Tuy Hoa and terminated the mission which resulted in one non-combat save.

Crewmembers were:

RCC	Capt	Henry P. Fogg
RCCP	Major	Morgan A. Downing
FE	SSgt	Robert J. Christian
RS	Sgt	Michael E. Fish

H. P. Fogg
HENRY P. FOGG, Capt, USAF
Rescue Crew Commander

APPROVED:

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

Atch 10

7 - 38 - 27

DIATE

* UNCLASSIFIED E F T O *

Open/Clos.

no Brie

25 MAR 69 09 03
[Signature]

00602
STEZYUW RUMHCTA0453 0840000-EEEE--RUCIEUA.
DE RUSVAG #0041 0840712
ZNY EEEEE
O 250720Z MAR 69
FM DET 7.38 ARRS DANANG AB RVN
TO RUEFHQA/CASF/AFCP/AFXPFH
RUHEAE/41ARRG/PROCP/HICKAM AFB HAWAII
RUCIEUA/ARRS/ARCP/SCOTT AFB ILL
RUSQSN/3ARRGP/JSARC/TAN SON NHUT AB RVN
INFO RUCWAAA/ALTERNATE CP MAXWELL AFB ALA
RUCIEUA/MAC/MCP/MAOAOA/SCOTT AFB ILL
RUSVB/7AF/DO7/DO7DP/DI7BDPMP CP/TAN SON NHUT AB RVN
RUKLAAA/TAC/DCOS LR/LANGLEY AFB VA
RUWTFJA/USAFMPC/AFPMSC RANDOLPH AFB TEX
RUSVDA/MACV SAIGON RVN
RUEBEAA/ARDC ABDEREEN PROVING GROUND MD
RUEKC/AFECC FT RITCHIE/MD
ZEN/COMDR 366 TFW
ZEN/COMDR 366TFW USAF DISP
BT
UNCLAS E F T O JOPREP JIFFFY RESCUE DET 7, 38 ARRS MAR 69. SUBJECT:
RESCUE INFORMATION REPORT SUBMITTED IAW ARM 55-11.
1. RESCUE OPENING AND CLOSING REPORT 25 MAR 69

PAGE 2 RUSVAG 0041 UNCLAS E F T O
2. 7-38-027-25 MAR 69
3A. M ~~MEDEVAC~~ B. THRU H S/ER. 22ND CASUALTY STAGING FLIGHT ~~25 MAR 69/0100Z~~
5. N/A
6. DET 7, 38 ARRS/25 MAR ~~69/0100Z~~
7. HH-43B/PEDRO 69 ~~0145Z~~
8. ~~06-03N/108-12E~~
9. CAVOK
10. DET 7, 38ARRS/MAJ BRUMFIELD
11. 22CSF
12. UNK/UNK
13. DET 7, 38ARRS/HH-43B
14. 1/1/1/0/0/0
15. RELEASED TO NSA HOSPITAL, MARBLE MOUNTAIN AAF, RVN
16. ~~340-4 DET 7, 38ARRS HH-43B~~
17. 0707070/4/0/0/0 KNOWN
18A/ RCC MAJ TOM W. BRUMFIELD, DET 7, 38 ARRS
RCCP CAPT JOHN E. MURRAY, DET 7, 38ARRS
FE, SSGT KENNETH R. JONES, DET 7, 38 ARRS
PJ, SGT THOMAS T. WINTERS, 37 ARRS

PAGE 3 RUSVAG 0041 UNCLAS E F T O
18B. NEGATIVE SAVE/E4 JOHN SMEERENK, US54984445
19H. ~~ONE US ARMY NEGATIVE SAVE~~. NOTIFIED BY 22CSF OF REQUIREMENT TO
TRANSFER ONE USI CASUALTY TO NSA HOSPITAL. VICTIM SUFFERING FROM
MULTIPLE SHRAPNEL WOUNDS IN HEAD, FACE, NECK AND CHEST, AND BROKEN LEG.
PEDRO 69 MET A C-118 AIREVAC AIRCRAFT AT DANANG AB NORTH RAMP, TRANSFERRED
PATIENT AT ~~0155Z~~ AND AIRLIFTED HIM TO NSA HOSPIOTAL. CASUALTY RELEASED
TO HOSPITAL AT ~~0200Z~~

IMMEDIATE

* UNCLASSIFIED E F T O *

FROM: RCC

26 March 1969

SUBJECT: Mission Narrative Report (10-38-025-25Mar69)

TO: 10-38C

38C

3 ARRGp (JSARG)

IN TURN

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

2. At 1815L, Navy Binh Thuy called Pedro Ops and requested pick up of one wounded Navy personnel at WS 623 798. Pedro 39 launched at 1820L for rescue coordinates. Enroute weather was 3500' broken 5 miles visibility with haze. Pedro 39 arrived at coordinates at 1845L. A tactical approach was made, landing adjacent to a canal. The wounded was on loaded by the PJ and FE. Pedro 39 departed the area at 1850L. Enroute to the 29th Army Field Hospital the PJ with the assistance of the FE, administered life sustaining medical attention. The survivor had multiple shrapnel wounds of the head with a concussion. Pedro 39 arrived at the 29th Army Field Hospital at 1920L, off loading the wounded. Pedro 39 departed the 29th at 1922L, terminating at Binh Thuy at 1925L. Negative ground fire encountered. One combat save credited. 2 sorties, 1.1 flying hours.

3. The name of the survivor was: Green, Glenn D., E-5, 111 Riv Sq.

4. Crew of Pedro 39:

RCC 1st Lt Philip H. Kammann

RCCP Capt Jack D. Gusano

PJ ALC Richard C. Stiefken

FE. MSgt John G. Regan Jr.

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

Atch 8

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

27 MAR 1969

SUBJECT: Mission Narrative 1-3-036-25 Mar 69

TO: 3ARRGP/JSARC *JB*

1. At 0231Z Major Huffman took a telephone call from tower; he was told that Black Ace 01, an Army O-2 with a crew of 2 had crashed in Elephant Valley some 10-12 miles N.W. of DaNang. Tower requested that Pedro scramble and that they would inform Queen and scramble the Spads also. Pedro 69 scrambled immediately after notification and headed toward the position given by Black Ace 02. Contact was established with Queen and with Pedro 93 who was approaching the area and had already sighted the smoke from the crash. Pedro 93 scouted the area then took a high cover position as Pedro 69 moved in for the pick-up. It was impossible to hover directly over the survivors so a hover was established some 30 yards down slope over a very small opening in the jungle canopy. The PJ was lowered to assist the survivors to the penetrator and hover maintained for some 15 minutes while first the Vietnamese observer and then the Army pilot and PJ were recovered by forest penetrator. The two survivors were taken to the Naval Support Activity Hospital at Marble Mountain, and released to hospital attendants. There were no injuries other than very slight bruises. The survivors were: Capt Gene D. Rollins, USA, 05336942, and Lt Va Dinh Minh, ARVN, 204550. Mission was terminated at 0322Z.

2. Crew of Pedro 69 was as follows:

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

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

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

RS: SSgt Lawrence E. Boykin, 366CES (PACAF)

RS: Sgt Roger D. Elam, 366CES (PACAF)

PJ: Sgt Thomas T. Winters, 37th ARRS

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

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

417
Atch 5

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

As soon as Pedro moved back the fire flamed up and the ground crew had much difficulty in finally bringing it under control. During this time Pedro remained in the immediate vicinity to provide quick evacuation in case any of the firemen were injured while fighting the fire. The FSK and fireman were not deployed so a mission number was not assigned.

3. Mission 1-3-036, 25 Mar 69. Detachment 7 was notified by telephone call from tower at 0231Z that an Army observation aircraft with crew of two had been shot down in Elephant Valley approximately 10-12 miles N.W of DaNang. Tower requested that Pedro scramble immediately and they would notify Queen and scramble the "Spads". Pedro 69 got airborne as quickly as possible and contacted Queen and Pedro 93 who was already airborne on a local training flight. Pedro 93 had been monitoring the radio talk and was already in the vicinity of the crash and in radio contact with Black Ace 02, the wingman. Pedro 93 scouted the area and no sign of enemy activity was noted. Pedro 69 moved in immediately after reaching the area and established a hover over the only clearing through which hoist pick-up would be possible. The PJ was lowered to assist the survivors and a hover was maintained for 15 minutes while the pick-ups were made using the forest penetrator. The Vietnamese observer was lifted first, followed by a double lift of the PJ and U.S Army pilot. Only 25 minutes had elapsed from notification to pick-up. The two crewmembers were released to the Naval Support Activity Hospital attendants. The cause of the crash could not be confirmed.

4. Mission 7-38-029, 29 Mar 69. The secondary crew was transporting a local Civic Action Team to a native Leprosarium on the morning of 29 March 69. The unit had been providing such transportation twice each week for the preceding 3 weeks in a continuing Civic Action project of construction

FLASH

* ~~CONFIDENTIAL~~ *

PT 01032

ZCZYUW RUMBCMU5470 0850000-CCCC--RUCIEUA.

DL RUSDT #0496 0851130

ZNY CCCCC

26 MAR 69 12 43

Z O 261021Z MAR 69FM OL-2 3ARRGP UDORN RTAFB THAILAND
TO RUSQSNA/3ARRGP/JSARC/TAN SON NHUT AB RVN
RUEFHQA/CSAF/AFCP/AFXOPPH/WASH D C
RUCIEUA/MAC/MCP/MAOCCA
RUCIEUA/ARSCP SCOTT AFB ILL
RUHHABA/41ARRSWG/PROCP/HICKAM AFB HAWAII
INFO RUSQSNA/7AF/DOO/DO/DP/DI/BDPMP/CP/TAN SON NHUT AB RVN
RUWTFJA/USAF MPC/AFPMSC/RANDOPH AFB TX
RHMSMVA/MACV SAIGON RVN
RUHHBBA/CINCPACAF/CC/
RUKLAAA/TAC/DOOS LR/
RUMLJHA/39ARRS TUY HOA AB RVN
ZEN/TUOC UDORN RTAFB THAILAND
RUMHPPA/OL 1 3ARRGP SON TRA AB RVN
RUCEAAA/HQ USAF ALTERNATE CP MAXWELL AFB ALA
RUEBAAA/ARDC ABERDEEN PROVING GROUND MARYLAND
RUEKG/AFEDC FT RITCHIE MD
RUMBPN/1 SOS NAKHON PHANOM RTAFB THAILAND
RUMBPN/DET 1 40ARRS NAKHON PHANOM RTAFB THAILAND

Classified by 62 3ARRGP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

PAGE 2 RUSDT 0496 ~~CONFIDENTIAL~~
RUMBPN/602SOS NAKHON PHANOM RTAFB THAILAND
ZCZYUW 40ARRS UDORN RTAFB THAILAND
BY

~~CONFIDENTIAL~~ JOPREP JIFFY/OL-2, 3ARRGP RESCUE 023/26/0553Z
MARCH 1969 7AF FOR TACC.

1. RESCUE OPENING/CLOSING REPORT-26 MARCH 1969
2. 2-3-023-26 MARCH 1969
3. HOB0 63.A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/52-134515/
A1H D. USA E. USAF/1 SOS F. 1LT MICHAEL J. FASS G. 1 POB H.
USAF STANDARD. 4. CROWN 2, 260553Z. 5. SE 6. 2/HH3E/DET-1, 40ARRS;
2/HH53C/40ARRS; 4/A1H/602SOS; 1/HC130P/39 ARRS AT 260554Z; 1/HC130P/
39ARRS AT 260655Z. 7. CROWN 2 DIVERTED AT 260553Z; JG36/17 LAUNCHED
AT 260601Z; SANDIES 9, 10 LAUNCHED AT 260614Z; JG74/75 LAUNCHED AT 26/
0635Z; CROWN 3 LAUNCHED AT 260711Z; SANDIES 7, 8 LAUNCHED AT 260716Z.
8. 1739N 105.09E 9. A. NOT A FACTOR B. NOT A FACTOR C. NOT A
FACTOR. 10. OL-2, 3ARRGP, MAJOR PAUL GERBLICK, TSGT JACK D. HARRIS.
11. 7/13AF TACC, 1 SOS. 12. HOB0 62/260609Z/1739Z 105.09E. 13.
DET-1, 40ARRS/HH3E/FOREST PENETRATOR/260725Z. 14. 1/1/1/1/0/0. 15.
TAKEN TO NAKHON PHANOM RTAFB, THAILAND. 16. 2/3.7/DET-1, 40 ARRS/HH3E;
2/1.7/40ARRS/HH53C; 4/4.5/602SOS/A1H; 4/6.7/1 SOS/A1E; 2/2.4/39ARRS/

PAGE 3 RUSDT 0496 ~~CONFIDENTIAL~~
HC130P. 17. A. 0/0/0/0/NOT AVAILABLE/0/0/1B. 0/0/0/0/NOT AVAILABLE/
0/0/1. 18. A. CREW MAKING SAVE: RCC SMITH, ROBERT E. MAJOR; RCCP
WHEAT, SAMUAL P. CAPT; FE JORDAN, WILLIAM J. SSGT; RS ALLEN, GRADY F.
A1C; RS FABER, DOANLD G. A1C. ALL ASSIGNED TO DET-1, 40ARRS. B.
PERSONNEL SAVED: FASS, MICHAEL J., 1LT, 1 SOS, USAF. 19. A. 10NM OF

FLASH

* ~~CONFIDENTIAL~~ *

FLASH

2 3.7
2 2.7
2 2.4
2 2.4
6 7.8

FLASH

* ~~CONFIDENTIAL~~ *

FLASH

PT 01032

1739N 105.09E. B. SURVIVOR LOCATED. H. ARRS CREDITED WITH ONE,
USAF COMBAT AIRCREW MEMBER SAVE. RS WAS NOT DEPLOYED. NO AIRREFUEL-
ING ACCOMPLISHED. CROWN 2 REPORTED THAT HOBO 63 WAS DOWN, BY HOSTILE
FIRE AND WINGMAN HAD GOOD CHUTE AND VOICE CONTACT WITH THE SURVIVOR.
SURVIVOR REPORTED A GUN POSITION NEAR HIM AND FAST MOVERS WERE DIRECT-
ED AGAINST IT. SMALL ARMS FIRE REPORTED IN VICINITY AND SLOW MOVERS
WERE USED TO SUPPRESS. JG17 MADE THE PICKUP AT 260725Z AND REPORTED
NO HITS TAKEN. SURVIVOR TAKEN TO NAKHON PHANOM RTAFB. GP-4

BT
#0496

NNNN#

M/A

FLASH

* ~~CONFIDENTIAL~~ *

FLASH

FROM: RCC

27 March 1969

SUBJECT: Mission Narrative Report (10-38-026-26Mar69)

TO: 10-38C

38C *SP*

3 ARRGp (JSARC) *100*

IN TURN

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

2. At 1706L, Navy TOC requested Pedro's assistance for pickup of one WIA. Pedro 91 launched at 1710 enroute to XR 295 695 for pickup from a LST from the Navy Fleet. Pedro 91 cruised at 500 feet to take advantage of winds for better fuel consumption. Due to emergency of the mission, Pedro had launched with less than full fuel load; approximately 800 pounds of fuel. Pedro established radio contact with Paddy Control for artillery information and with "Hunter Don", the Navy LST. Pedro proceeded to the LST, but arrived over the LST before the WIA had gotten there; therefore, Pedro proceeded farther down the river for a rendezvous with the moving PBR. Radio contact was not established with the PBR, but visual sighting was made. When the two PBR's sighted Pedro, they immediately maneuvered into position for the pickup. During the flight from the LST to the PBR, the PJ and FE accomplished the necessary checklist items and were immediately ready for the rescue mission. Pickup was made at 1730 by use of the stokes litter. The Navy personnel had trouble unsnapping the litter, therefore, Pedro hovered over the PBR for approximately five minutes, steady until pickup was completed. Pedro departed at 1735 enroute to the 29th Field Evac Hospital. Patient had gunshot wounds of the leg and was losing blood, but did not show signs of shock and was in good spirits considering the pain. The Navy personnel had placed a temporary bandage over the wound, but in their haste, did not realize they had not completely covered the wound. Upon seeing this, the FJ removed and replaced a new wrapping over the wound which immediately stopped the bleeding. Pedro arrived at the hospital at 1745 and terminated at Binh Thuy at 1805. One sortie, 0.9 flying hours, one combat save.

3. The name of the survivor is: Fielden, Horace W, EN-2, Riv Div 512.

4. Pedro Crew:

RCC Maj Ralph L. Gaede
RCCP Capt Cecil A. Jessee
FE Sgt Ernest L. Long
PJ Sgt Michael F. Dean

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

3-ARRGP DISTRIBUTION		
CPE	Action	Info
3C		<i>h</i>
3CVC		<i>h</i>
3CEX		
3DAS		
3P		
3MM		
3S		
3JSAP		<i>100</i>
3N		
3F		
3(O)		
3X		
3RC		<i>320</i>

ACH-9

Good thing!

h

FROM: Det 13, 38 ARRSq/RCC/CAPT Richard J. Bouckhout

27 Mar 69

SUBJECT: Mission Narrative 13-38-031, 27 Mar 69

PHU CAT

TO: Commander/Major Migia

Det 13, 38 ARRSq

3rd ARRGp (JSARC)

IN TURN

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

2. At 2240Z, Pedro 22, airborne on a scramble with FSK, was notified by tower of another emergency. This was Yellowbird 40, a B-57 with battle damage. As Pedro 22 orbited over the field, its crew saw the B-57 plunge to earth about 12 miles south. The secondary crew of Pedro 99 was alerted and Pedro 22 dropped off its FSK and headed for the crash area using radar vectors. An F-4, Manual 45, was circling the scene and had two chutes spotted on the ground in mountainous jungle terrain at 1700 feet MSL. The initial position was 185° at 11 miles off channel 87. At the scene, Pedro 22 located both chutes and began making low passes to check for hostile fire and a closer look at pick-up obstacles. One downed pilot was spotted but only the chute of the other could be seen about 1000 yards down the ridge line. Huey gunships from Lane Field had been called for at the outset of the mission and arrived some 20 minutes later. Meanwhile Pedro 99 had arrived as high cover for Pedro 22. An F-100, "Misty", callsign, was flying CAP at 4500 feet. Pedro 22 then went in to pick-up the pilot who had been sighted. The downed pilot had used his radio extremely well and popped smoke for the approach. The pick-up was made over the trees after a hover time of 5 minutes. The P.J. was not used. Pedro 22 then flew high cover as Pedro 99 went in to get the other survivor. The medic was lowered down the hoist to search. The pilot was found hanging from the shrouds, helplessly entangled. During the ensuing 20 minutes the medic cut the pilot free and hoisted him up. The penetrator was then sent down again for the medic. As gunships circled closely, Pedro 99 lifted off and with Pedro 22, returned to Phu Cat. Both survivors, apparently unhurt, were released to the 37th USAF Dispensary at Phu Cat for treatment and observation. ARRS credited with (2) two combat aircrew member saves.

3. Names of the pilots are: Richard W. Burkholder, LtCol and Harold V. Wright, LtCol.

4. A. Crew members of Pedro 22

RCC Capt Richard J. Bouckhout

RCCP Capt Robert S. Morita

RS Sgt Daniel L. Lange

RS A1C Barry D. Herbert

Atch 11



DA NANG (7AF) - FLIGHT ENGINEER DECORATED - The silver Star Medal is presented to Air Force Sergeant Duane I. Beland, 20, Bloomington, Ind., by Lt. Gen. James W. Wilson, vice commander of the Military Airlift Command. Beland, a flight engineer with the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB, was cited for his heroism in rescuing six American helicopter crewmen in the face of heavy enemy fire.

Maj Olsen Scores 25 Saves In HH-3

DA NANG AB, Vietnam - Maj. Don R. Olsen, formerly assigned to Da Nang's 37th ARRSq, has ended his tour with 25 combat saves.

According to rescue officials, the 25 saves recorded by Major Olsen are probably tops for any helicopter pilot in SEA.

Just prior to his departure from Da Nang, he received the Silver Star from Lt. Gen. James W. Wilson, vice commander of Military Airlift Command. The major won the award on his first mission, when he picked up a pilot who had been downed in North Vietnam.

FROM THE COMBAT ZONE

DA NANG JOLLY GREEN SQUADRON PROVIDES FLYING AMBULANCES

DA NANG AB, Vietnam - The versatile HH-3E Jolly Green Giant is used for flying missions that mean life or death to many in Southeast Asia. But another assignment has been handed to rescue helicopter crews - flying patients from local hospitals to the Air Force's major casualty staging areas.

Crews from the 37th ARRSq at Da Nang fly daily to the 95th U. S. Army Field Hospital to pick up wounded soldiers prepared for evacuation to major Far East and U. S. hospitals. The helicopter trip to the 22nd Casualty Staging Flight is the soldier's first step on his way out of Vietnam.

"Each morning people at the 95th call and give us the number of individuals who are ready to make the trip to the local casualty staging flight," related Maj. Russell G. Mills, a veteran rescue pilot. "Using their figures, we schedule the number of missions we have to fly to transport the patients."

"We carry a maximum of 10 patients each mission. In addition to the four-man crew, the medical evacuation choppers carry two medical technicians."

The medics take care of the patients during loading, while flying and during offload. "It is a real help in moving patients to the staging area," declared

Army Sergeant First Class Joseph Satagat assigned to the 67th Medical Group Headquarters. "Before we started using 'Jolly Green Giants' from the 37th, patients had to be transported by bus. It was a slow, drawn-out ride over bumpy roads. This is a much better way."

PHU CAT PEDROS SAVE B-57 CREW

PHU CAT AB, Vietnam - HH-43 Pedro rescue crews from Phu Cat recently rescued two pilots shot down about 12 miles south of the base.

The pilots were flying a B-57 Canberra when it was hit by ground fire. They tried to make an emergency landing at Phu Cat, but when they lowered the gear a fire started and forced them to eject.

A Marine F-4 Phantom pilot flying in the area of the crash spotted the men parachuting to the ground. He stayed to guide the Pedro pilots to the downed crew.

First Pedro on the scene was piloted by Capt. Richard J. Buckhout. Aboard his ship were AIC Barry D. Herber, a pararescuer, and Sgt. Daniel L. Lang, a firefighter. The Marine directed them to one of the downed pilots who had landed in a valley. The rescue crew quickly extracted him.

Piloting the second HH-43 to arrive was Maj. Juan H. Migia, commander of Det. 13, 38th ARRSq. Also on board was SSgt. Delbert B. Dunn, flight engineer. The second extraction was complicated because the pilot had landed near the top of a mountain, and his parachute was tangled in trees.

Sgt. James E. DeGraw, an aeromedical specialist aboard the second Pedro, was lowered to the downed crewman by means of the penetrator. Sergeant DeGraw cut the pilot loose from his chute and both men were pulled into the helicopter.

Twenty minutes after the second Pedro had arrived on the scene, both B-57 crewmen had been removed from hostile territory and returned to Phu Cat.



Two A-1 "Spads" of the 6th Special Operations Squadron escort a 37th ARRSq "Jolly Green Giant" helicopter. More than 1500 men have been saved by these teams.

DET 13 38 ARRS
PHU CAT

27 MAR 69

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528

SUPPORTING DOCUMENT 21

33

Mission Narrative Report (1-3-037-29 Mar 69)

(S) On 29 March 1969, Jolly Green 21 (low) and Jolly Green 22 (high) were on alert status at Da Nang AB. At 0340Z both aircraft were scrambled to pick up one survivor (Detroit Lead), located on the 090 radial for 22 nm from Channel 72. Jolly Green 21 took off at 0345Z, immediately followed by Jolly Green 22. Both aircraft were instructed to rendezvous with the Spads at a point 50 miles on the 250 degree radial from Channel 77. Jolly Green 21 and 22 climbed to an enroute altitude of 8500 feet on top of a broken layer of clouds with tops at approximately 7500 feet. In flight visibility was approximately four to five miles. Jolly Green 21 arrived at the rendezvous point at 0425Z and made radio contact with Spad 01 and Spad 02. Spad 01 advised that they had the survivor pin-pointed at 28½ miles on the 090 degree radial of channel 72. Spad 01 then cleared Jolly Green 21 and 22 to proceed from the rendezvous point to the pick-up area. Spad 02 proceeded out bound to intercept the helicopter and lead them into the area. Spad 01 remained with the survivor to sterilize the area. Visual contact could not be made between Spad 02 and Jolly Green 21 due to cloud coverage and limited visibility in haze. However, contact was made between Spad 01 and Jolly Green 21 approximately three miles to the east of the survivor as Jolly Green 21 was descending. Spad 01 advised Jolly Green 21 that he had radio contact with the survivor and that the survivor was not injured. He also directed Jolly Green 21 to stay to the north of the survivor because there were gun positions to the south. The terrain was extremely mountainous in the pick-up area with peaks ranging from 2000 to 7000 feet to the northeast. The survivor was situated in a ravine that ran generally from northwest to southeast. The ravine was shaped like a "V" with a box canyon at the northwest end forming a juncture of two ridge lines, the east and west boundaries of the ravine. The survivor was approximately 150 yards down into the ravine away from the top of the eastern ridge line. On the opposite side of the same ridge was a large clearing containing numerous houses or huts. Spad 01 reported that he had picked up no ground fire and cleared Jolly Green 21 in to pick up Detroit Lead. At this time Jolly Green 21 had voice contact with the survivor and jettisoned his tip tanks. Jolly Green 22 remained clear and set up an orbit at approximately 5000 feet MSL. Spad 01 preceded Jolly Green 21 into the area and dropped napalm on the western side of the ravine. Then he told Detroit Lead to pop his smoke. The smoke was clearly visible to Jolly Green 21 and visual contact was made with the survivor's parachute and then the survivor. Jolly Green 21 made a right spiraling descent and came to a hover over the survivor at 0500Z. It was found that there was enough power available to hover, but not enough to hoist the survivor. A go-around was initiated and 600 more pounds of fuel were dumped, leaving Jolly Green 21 with 700 pounds of fuel in each internal tank. Jolly Green 21 made

69-37-119

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34

another approach and came to a hover over Detroit Lead. Meanwhile Spad 01 and Spad 02 had set up a "daisy-chain." Jolly Green 21 had to hover down in the ravine on a heading of 130 degrees with a quartering tail wind from the right. This was done in order to put the wall of the box canyon in the rear of the aircraft and allow for an avenue of escape down the ravine. In order to drop the penetrator to the survivor, the aircraft had to be positioned tightly against the slope of the ridge line. This put the slope on the left side of the aircraft which left the RCC with minimal hover references. Also, since the ridge to the left of Jolly Green 21 had a slope of approximately 60 degrees, the main rotor blades were extremely close to the side of the hill. The close proximity of the rotor blades to the hill side and the lack of hover references for the RCC necessitated close coordination between the RCC and the RCCP in order to maintain a stable hover. The pick-up was further complicated by turbulence caused by the wind blowing over the ridge lines and down through the ravine. The survivor came on board Jolly Green 21 after approximately seven minutes of hovering. Jolly Green 21 then began his departure in a south easterly direction, down the ravine escorted by Spad 01 and Spad 02. A left turn was made and Jolly Green departed the area on a north easterly heading accompanied by Jolly Green 22. At this time Jolly Green 21 made voice contact with Crown 6 and requested in-flight refueling. Since Jolly Green 21 had to dump an appreciable amount of fuel due to gross weight considerations for an GCE hover, it was doubtful that the mission could have been completed successfully without in-flight refueling. At 0530Z, Jolly Green rendezvoused with Crown 6 for fueling. Jolly Green 21 requested, and was given, 1000 pounds of fuel. Refueling was accomplished at 8500 feet without incident. Crown 6 was a definite asset to the accomplishment of the mission. The crew should be commended for their display of outstanding professionalism. Jolly Green 21 and 22 landed at Da Nang at 0600Z. The survivor, Detroit Lead, was not injured except for minor abrasions on his neck, sustained during bail out.

(U) Survivor: 1st Lt R. D. Stafford, FR3178314, 388 TFW, 34 TFS.

(U) Jolly Green Crewmembers:

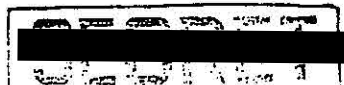
JOLLY GREEN 21

RCC Major Robert E. Booth
RCCP Capt Martin E. Richert
FE Sgt Duane I. Beland
PJ Sgt Stephen T. White

JOLLY GREEN 22

RCC Lt Col Henry E. Simpson Jr.
RCCP Lt Col Homer H. Howell
FE SSgt James K. Hall
PJ SSgt Allen J. Avery

(U) Comments: Spad 01 did a superior job as On Scene Commander. His directions were explicit and there was never any doubt in anyone's mind as to what he wanted them to do. The planning and leadership displayed by Spad 01 contributed effectively to the success of this particular SAR mission.



FLASH

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1-3-037

Open/closing

FLASH

PT 00591

ZOTCZYUW RUMHCTA0717 0880000-CCCC--RUCIEUA.

DE RUSVTFB #0267 0880925

ZNY CCCCC ZOK JPCCO

Z 0 290923Z MAR 69 ZFF6

FM OL 1 3ARRGP SON TRA AB RVN

TO RUCIEUA/ARRS/ARCP/SCOTT AFB ILL

RUHHABA/41ARRWG/PROCP/HICKAM AFB HAWAII

RUSQNSA/3ARRGP/JSARC/TAN SON NHUT AB RVN

RUEFHQA/CSAF/AFCP/AFXOPFH

INFO RUCIEUA/MAC/MCP/MAQCOA/SCOTT AFB ILL

RUKLAAA/TAC/DCOS LR/LANGLEY AFB VA

RUWTFJA/UFMPC/AFPMSC/RANDOLPH AFB TEXAS

RUHEB/CINCPACAF/CC/HICKAM AFB HAWAII

RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

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

RUEBAAA/ARDC/ABERDEEN PROVING GROUND MARYLAND

RHMSMVA/COMUS MACV ATTN JPRC SAIGON RVN

RHMSMVA/MACV SAIGON RVN

RUSDAH/34TH TFS KORAT RTAFB THAI

RUSDAH/388TFW KORAT RTAFB THAI

RUSVTEB/6SOS PLEIKU AB RVN

RUSVAM/37TFW PHU CAT AB RVN

RUMOSRA/OL 2 3ARRGP UDORN RTAFB THAI

PAGE 2 RUSVTFB 0267 ~~CONFIDENTIAL~~

RUMLJHA/39ARRS TUY HOA AB RVN

RUSVTF/37ARRS DANANG AB RVN

BT

~~CONFIDENTIAL~~/JOPREP JIFFY/OL-1, 3ARRGP

RESCUE 037/290923Z MAR 69.

1. RESCUE OPENING/CLOSING REPORT 29 MAR 69.

2. 1-3-037-29 MAR 69.

3. A. TACTICAL. B. CLASSIFIED. D. USA. E. USAF. F. STAFFORD, R.D.

1LT, 34TH TFS, 388 TFW. G. 1POB. H. USAF STANDARD.

4. MOTEL TACC AT 29/0335Z MAR 69.

5. S/E.

6. 2/HH-3E/37ARRS/0340Z; 1/HC-130P/39ARRS/0345Z; 2/A-1H/6SOS/0350Z;

1/F-100/37TFW/0351Z.

7. SCRAMBLED JOLLY GREENS 21 AND WW AT 0340Z; DIVERTED CROWN 4 AT 0345Z; DIVERTED SPADS 01 AND 02 AT 0350Z; DIVERTED MISTY 31 AT 0351Z.

8. 15-39N 107-02E.

9. A. NOT A FACTOR. B. NOT A FACTOR. C. S/E.

10. OL-1, 3ARRGP, MAJ ROBERT L. KRIDLER, TSGT WILLIAM L. SCHWENCER, SGT JERRY N. SIMPSON.

PAGE 3 RUSVTFB 0267 ~~CONFIDENTIAL~~

11. PANAMA (GCI), WATERBOY (GCI), LION (GCI).

12. DETROIT 02 AT 0335Z, 15-39N 107-02E.

13. 37ARRS/HH-3E/FOREST PENETRATOR/0510Z.

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

15. TAKEN TO DANANG AB.

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29 MAR 69 10 40

1-3-037

1 USAF AIRCREW MEMBE
COMBAT SAVE

BY HH-3E

Classified by OL 1 3ARRGP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 15

F-100

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PT 00591

16. 1/2.2/HC-130P/39ARRS; 2/4.2/HH-3E/37ARRS; 2/4.0/A-1H/6SOS; 1/1.3/F-100/37 TFW.
17. 0/0/0/0/NOT AVAILABLE/0/NOT AVAILABLE/NOT AVAILABLE.
18. A. MAJ R.E. BOOTH, RCC; CAPT M.E. RICHERT, RCP; SGT D.I. BELAND, FE; SGT S.T. WHITE, RS; ALL OF 37ARRS. B. STAFFORD, R.D., 1STLT, 34TFW, 388TFW, KORAT AB, THAILAND.
19. A. 15-39N 107-02E, 100 PERCENT EFFECTIVE. B. SURVIVOR LOCATED AND RECOVERED. H. ONE ARRS COMBAT SAVE/ONE AIR REFUELING/OBJECTIVE DOWN DUE TO HOSTILE GROUND FIRE/ONE USAF CREWMEMBER/NO PJ DEPLOYED. DETROIT 01 BAILED OUR 0335Z AND DETROIT 02 REMAINED IN AREA AND ESTABLISHED VOICE CONTACT WITH SURVIVOR. AT 0350Z SPADS ONE AND TWO ESTABLISHED RADIO CONTACT WITH SURVIVOR AND SPAD 01 ASSUMED ON SCENE COMMANDER DUTIES. THE SURVIVOR WAS LOCATED ON THE SIDE OF A HILL IN SCRUB BRUSH TERRAIN, AND WAS LIFTED ABOARD JOLLY GREEN 21 BY THE FOREST PENETRATOR HOIST. SURVIVOR WAS RETURNED TO DANANG AB

FLASH

PAGE 4 RUSVTFB 0267 C O N F I D E N T I A L

AFTER REFUELING WITH CROWN 6 AND ARRIVED DANANG 0600Z.

20. FOR FORMAT TO THIS REPORT, SEE ATTACHMENT 6 TO AFM 55-11.

GP-4

BT

#0267

NNNN#

M

Handwritten signature and initials, including a large 'K' and 'SUC'.

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[REDACTED] 000 0000

Despite faulty radio communications, Lt. Busico made contact with a rescue helicopter by using his day smoke flares and was successfully recovered and flown to the Phan Thiet hospital for treatment of his burns. ^{73/}

24 MAR 64
SAR

In two events, similar in effect but contrasting in details, an RF-4C navigator and an F-105 pilot went through the ejection-downed-recovered experience within a two week period in March-April, 1969. On 20 March, 1st Lt. Ronald D. Stafford, of the 388th TFW, was hit by ground fire on his second attempt at a Bullpup missile launch. Suddenly his aircraft was upside down, and then in a spin. ^{74/}

Lt. Stafford described the situation as follows: ^{75/}

...I continued around one spin in the revolution and made one transmission: "I'm hit; I'm in a spin." I could see the ground coming up at me. I knew I had no control over the aircraft. I proceeded to punch out.

...I ejected with the mask on, the visor down and my head all the way back. There was very little turbulence or windblast. Almost immediately I felt the "butt-snapper" separate, and I was in my chute. All systems worked automatically.

...I could see huts below me and to my left. I counted ten in all. At this time, I think I picked up some automatic weapons fire from the ground. There weren't any tracers but something was whizzing past. I cut the four lines and started experimenting in what direction I could direct the chute.

...I continued working with my parachute risers and slipped toward a ridge above the huts. As I got closer to the trees I put on my mask, lowered my visor, and prepared for a tree landing. I raised my arms and put my face into the crook of my right arm.

[REDACTED]

My knees were bent; my seat pack wasn't deployed. I possibly could have protected myself better from some scratches if I'd deployed my LPUs.

...I hit the tree canopy, which broke my fall somewhat. I continued down and hit the ground fairly hard. I ended up sliding down the hill face forward; when I finally stopped, it was a struggle to sit up because I was on a steep hill. I sat up and found the beeper, turned it off and got out my radio. I checked to see if the beeper was transmitting and didn't get anything. I then started transmitting, "Mayday, Mayday."

...I continued to talk with Detroit 02, Misty 31, and Spad 01. During this time I moved uphill ten to twenty yards and some of my transmissions were being cut off by the hills around me. I took a bearing to the southwest on two AAA pieces and told Misty 31 that they were about two miles from my position.

Lt. Stafford continued to work with the SAR forces until the Jolly Greens arrived to pick him up. After some momentary confusion caused by not knowing which was the High Jolly and which was the Low, he directed them over his position and was spotted. He continued: 76/

...They were right over me and I could see the penetrator coming down. I was thinking about letting the penetrator touch the ground first, but grabbed it after it hit the trees to prevent it from sliding down the steep slope. I got the strap around me, lowered two seats, and gave them the "thumbs up" to start hauling me in. About half way up, the chopper began to move out of the area. I reminded myself to let the PJ pull me in, and not try and help.

Lt. Stafford's final observations on his experience summed up much of what he had done well: 77/

My URT-10 radio was tremendous. When the SAR force got close to me I had great communication...I have no recommendations to make. I think it is the individual's

~~TOP SECRET~~ ~~FOR OFFICIAL USE ONLY~~

choice whether or not to deploy the seat kit when coming in for a tree landing. I happened to hang onto mine. I decided a long time ago that I was not going to deploy the kit because I didn't want to have the life raft catch in the trees and having me hung upside-down in the trees.

A scant two weeks later, the RF-4C backseater began his experience in much the same way (this one over South Vietnam, however) and ended it in a successful recovery. In the interim period, a momentary lapse created a few uncomfortable moments, until he assessed his situation and determined how to get out of it. From that moment on, he did an excellent job in contributing to one of the rare night recoveries in SEA records. The Captain described part of his experiences as follows: ^{78/}

.../After the aircraft commander ordered him to eject/ I ejected when the altimeter read 7,000 feet. I was disoriented due to the heavy weather, but I think the aircraft was right side up. I assumed the aircraft was right side up. I took the bailout position...my helmet was secure and the visor was down...I used the primary system.

I remember my head being thrown back by the wind-blast. The visor shattered and tore away from the helmet. I was still disoriented because I was tumbling forward and in the clouds. I don't recall seat separation. The first thing I remembered to do after ejection was to separate from the seat but it was already gone. That's when I felt the opening shock of the chute. The shock was moderate. I couldn't see the /chute/ canopy because I was in the clouds. I could barely make out the ground until I was about 1,000 feet above it. I deployed the seat kit; almost immediately the oscillation stopped. /Author's note: More frequently, the opposite appeared to be the case; the parachute oscillations increased upon seat kit deployment./

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251

Date: 29 Mar 1969

31 Mar 1969

Mission Number: 11-3-037-29 Mar 69

Flight Designation: Crown 6

Distressed Aircraft: Detroit 01

Location: 090/28.5/72

Saves: 1, combat

1. At approximately 0340Z as Crown 6 was approaching orbit we heard Crown 4 talking to Spad 01 and Detroit 02. Detroit Lead had bailed out and Detroit 02 was in voice contact with him. Jolly Green 21 and 22 were scrambled and proceeded to an orbit point of 090/52/72. Spad 01 and 02 were in the area of the down pilot and Spad 01 was designated OSC. There was another mission on Guard just North of Detroit -1 and Crown 4 had to tell Spad 01 to stay off Guard till the other pickup was made (Lariat 03).
2. Misty 31 and 41 were over Detroit's position and instructed by Crown to work with Spad 01 in the evaluation of the area. Crown 6 relieved Crown 4 and assumed command of SAR. Fast movers were requested in the event they were needed for gun suppression.
3. At 0424Z Spad 01 reported no activity in the area at all. Detroit Lead reported he was in good shape and had not heard any activity around him. Crown advised Spad 01 that it would be desirable to send Spad 02 out to escort the Jolly Greens into the area. Meanwhile Sandy 7, 8, 9 and 10 and Jolly Green 74 and 68 were launched from Channel 89. Gunfighter and Bobbin flights were available if needed. Tanker was coordinated.
4. Jolly Green 21 made the pickup after having some difficulty finding Detroit Lead and dumping fuel in order to hover for the pickup. Pickup accomplished at 0508Z while Spad 01 and 02 dropped ordnance around the survivor. Jolly Green 21 had requested refueling as soon as possible after pickup. Crown 6 was in descent while the pickup was being made and A/R was completed at 0528Z. Provided Jolly Green 21 and 22 with heading to DaNang.
5. Forces Utilized:

Spad 01 and 02	Jolly Green 21 and 22
Misty 31 and 41	Detroit 02
Orange Tanker	Spad 01 and 02 (Only ones to expend ordnance)

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1400 DCS 69-1694

USNNAR Rept 25

FROM: 37(0)

31 March 1969

SUBJECT: MISSION NARRATIVE REPORT (2-3-024-29 Mar 69)

TO 37C

3rd ARRGp (JSARC)
IN TURN

Classified by OL 2 30006P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

13
24
DOWNGRADED TO
CONFIDENTIAL
EX. ORDER 11652

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

2. (S) Jolly Green 31 (low) and 28 (high) were placed on cockpit alert at Quang Tri at 0112Z on 29 March 1969, and subsequently scrambled at 0127Z in response to Queen's directions. Lariat 03, an F-4 aircraft from the 366 TFWg, was erroneously reported down 6 miles west of Khe Sahn. This was later revised to 297/68/103, which was the final pickup point. Jolly Green 31 requested Spad escort to the area, and was directed to proceed to 285/40/103 and orbit that point until Spads 11 and 12 could join up. Jolly Greens 31 and 28 were airborne at 0127Z and climbed to 7500 MSL over Quang Tri before departing for the holding point. Enroute, Crown 4 briefed the Jolly Greens on the mission and advised that Crown 1 would be handling the cover and that Sandy 01 would be On Scene Commander. He reported that Nail 68 FAC was already in the area and that he was talking to Lariat 03A, who reported that he had a broken right arm, a broken right leg, was suspended in his harness and would need assistance to get out of the harness and on the penetrator. While the Jolly Greens proceeded to the holding point to wait for the Spads, Sandy 01 and 02 proceeded to the rescue scene and evaluated the area. Numerous roads and valleys were in the immediate area and known AAA sites were in abundance. Sandy 01 had several slow movers condition the area, while the Jolly Greens and Spads rendezvoused and proceeded to new holding areas, first 288/60/103 then 298/70/103. Sandy 01 took a hit in his centerline tank while conditioning the area and despite fuel siphoning from the tank, remained as the On Scene Commander. The area was considered extremely hostile and Sandy 01 called for CBU 19. Sandy 01 tried to position JG 31 so that he could observe the strikes going in and around the survivor, but the thick haze limited the visibility to 1 - 2 miles and made this impossible. The pressure altitude was estimated at 1500 MSL and the temperature at 30 degrees centigrade. The survivor was located on the side of a karst with high walls on three sides. While Sandy 01 and 02 came out to lead JG 31 to the survivor's position, a HOBO flight laid CBU 19 around the survivor. Sandy 01 continued the vectors for JG 31, giving a very effective "GCA" on the final approach. JG 31 spotted the survivor's parachute about one half mile out and since the survivor did not have smoke, proceeded to hover the parachute at 0355Z. The karst area where the survivor was located was shaped like a bowl and JG 31 dropped down to the trees and was not visible to hostile forces on the other side of the karst walls. JG 31's pararescue man was lowered to the survivor at 0358Z and both the survivor and the pararescue man were retrieved at 0410Z. While on the ground the pararescue man removed the injured survivor's harness, treated his injuries, placed him on the penetrator and accompanied him on the hoist. The survivor

ARODC # 690407

AD-69-0884

GROUP 4

Downgraded at 3 year
Intervals: Declassified
after 12 years

UNCLASSIFIED

heard groundfire while he was on the ground. JG 31 maintained a steady hover over the survivor throughout the rescue, and the Sandys provided a "daisy chain" for suppressive fire. JG 31 departed the area by the same route used for entry. The Sandys continued cover fire as JG 31 departed the area and climbed to 10,000 MSL, where Spad 11 and 12 and JG 28 rendezvoused with JG 31 for the return flight to Channel 103. The Spads escorted the JGs to Channel 103 and then returned to Channel 77. JG 31 and JG 28 took the survivor to the hospital ship, Repose, at 0510Z and then returned to Quang Tri for fuel. During the flight to the Repose, the pararescue specialist splinted the survivor's broken arm and leg and gave him a shot to stop the pain. Crew coordination and radio discipline were excellent. Sandys 02, 03, 04, Spads 11 and 12, and Crown 1 and 4 did an outstanding job. Sandy 01, after receiving a hit, deserves special recognition for his perseverance, and outstanding performance as On Scene Commander. The professional GCA that he provided JG 31 for the approach to the survivor was a major factor in the expeditious recovery of Lariat 03A. The M-24 gas masks caused considerable visual distortion and further reduced the already poor visibility. In addition, the bulk of the gas mask and the iron maiden reduced the pilots freedom of movement.

3. (U) The survivor's name was Pependorf, William J., FR3171354, Capt 390th TFSq, DaNang AB, RVN.

4. (U) Jolly Green Crew members:

JOLLY GREEN 31

RCC	Capt	Charles P. Lowry
RCCP	Major	Bruce E. Prouse
FE	SSgt	Billy R. Bloomer
RS	SSgt	John J. Eldridge

Charles P. Lowry
CHARLES P. LOWRY, Capt, USAF
Rescue Crew Commander

JOLLY GREEN 28

RCC	Major	Leo M. Wright
RCCP	Capt	Robert A. Reichert
FE	SSgt	James H. Jenereaux
RS	ALC	Robert H. Fields

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of OSAF MSG 101856 Apr 15

By M. JAMES (Date) 23 Apr 15

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

UNCLASSIFIED

recovery took place at night with Crown 7 providing flares for illumination. One of the JGs hovered over the tanker and a pararescueman went down and brought up the sick men. A doctor was aboard and treated the men while en route to a hospital in Vietnam.^{9/}

On another occasion, in the spring of 1968, a Buff recovered a Thai woman who was in the process of having triplets, and in severe pain. The woman was taken from a small isolated village and delivered to a hospital.^{10/} There were numerous episodes that included dedicated effort by all concerned, and particularly by the pararescuemen. (PJ). On 29 March 1969, after a long approach through intense hostile fire, a pararescueman went down on the penetrator to a survivor who was located on top of a karst that was quite inaccessible from the ground. The survivor was in severe shock and suffering from a broken leg and a broken arm. The PJ assisted the man for a number of minutes, while four Sandys worked the surrounding area over continuously. He was finally able to get the survivor on the hoist and carried him up into the JG. Still under intense fire, the JG egressed safely and took the badly injured man to the hospital ship Repose.^{11/} On another occasion in April 1969, a PJ was on the ground for more than 30 minutes in the midst of an extremely hot area to recover the body of a pilot who had received fatal brain damage during ejection. A complete report could be written about these pararescuemen in SEA.^{12/}

A different kind of rescue took place on 5 October 1968, when Crown 6, on orbit over the Tonkin Gulf, received a call from a Forward Air Controller that an Army Ground Recon Team was under intense enemy fire and desperately

~~SECRET~~

UNCLASSIFIED

249

Date: 29 Mar 1969

31 Mar 1969

Mission Number: 2-3-024-29 Mar 69

Flight Designation: Crown 1

Distressed Aircraft: Lariat 03 (F-4)

Location 100/80/89

Saves: 1, combat

1. Crown 1 was notified of an aircraft emergency by Nail 68 at 0056Z, 29 Mar 1969. An F-4, call sign Lariat 03, went down at 100-80/89. Nail 68 and Stormy 01 remained on scene and had voice contact with Lariat 03 Alpha. No chute or beeper was observed from Lariat 03 Bravo. Nail 68 was designated OSC. Nail 68 had Lariat 03A in sight, at this time Stormy 01 went to tanker. At 0057Z, Crown 1 requested two Jolly Greens and four Sandys to be launched from Channel 89.

2. 0105Z, Sandy 1, 2, 3 and 4 departed Channel 89. Sandy 1 and 2 arrived on scene at 0129Z. Sandy 1 was designated OSC. Sandy 3 and 4 were to rendezvous with Jolly Green 31 and 28 at Channel 85 and escort them to the scene. After reviewing our resources, it became evident that the fastest and safest exploitation of available SAR resources was to have two Spads from Channel 77 escort Jolly Green 31 and 28 to a point about six miles from the scene. Sandy 3 and 4 escorted Jolly Green 09 and 19 to November orbit as backup. Sandy 5 and 6 came to the scene to work for Sandy 1. Fast movers were made available for use as needed. Visibility in the SAR area was extremely limited by haze and smoke. It was decided not to use fast movers because of this limited visibility. Sundial was alerted to make slow movers available. Sandy 1 took a hit from small arms while trolling about 1½ miles from the scene over a road. He was still able to function as OSC. The survivor was located on a karst in an area quite inaccessible from the ground. Jolly Green 31 and 28 and Spad 11 and 12 were brought to a high ridge just north of the survivor and held. Sandy 1, 2, 5 and 6 worked the area over around the survivor. Hobo 41, 42, 43 and 44 were available with CBU-19.

3. At 0340Z Hobo 41 and 42 laid CBU-19. Sandy 1, 2, 5 and 6 flew a daisy chain around Jolly Green 31 moving in for the pickup. Jolly Green 28 and Spad 11 and 12 were held back over the ridge. The PJ went down and worked about ten minutes on the ground. At 0350Z, survivor and PJ were coming up the hoist and the rescue was consummated. The survivor had suffered a broken arm, a broken leg and was in shock. Jolly Green 31 and 28 escorted by Spad 11 and 12 departed the scene using the same routing that was used for ingress. The survivor was taken to the hospital ship Repose.

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

SUBJECT: Mission Narrative/7-38-029-29 MAR 69

29 MAR 1969

TO: 3ARRGP/JSARC *LEG*

1. On 29 Mar 69 Det 7 was scheduled for a local miscellaneous mission. We were providing transportation for a local civic action team going to a native Leprasorium. The location of the Leprasorium is 16° 11 N by 108° 10 E. The team was building houses for the inhabitants. Pedro 93 departed DaNang AB at 0115Z with the first load of passengers, all were locally assigned military personnel. Pedro 93 arrived at the Leprasorium at 0135Z without incident, offloaded the passengers and returned to DaNang for a second trip. Pedro 93 returned to the Leprasorium on the second trip and landed at 0150Z. There are no communications available at this site and nothing appeared amiss to the crew on approach. After landing and off loading of passengers we did notice that no one was in sight with the exception of an officer we had left earlier rapidly approaching the helicopter. He then notified us that they were under small arms fire and had been pinned down. We then on loaded personnel without arms and left armed personnel on the ground. Small arms fire was noted by the Pedro crew while on loading the passengers. The fire was coming from a position approximately 200 meters north of the Leprasorium in the area of a railroad track. Upon departure Pedro 93 drew small arms fire from the same area. Pedro orbited $\frac{1}{2}$ mile south and at 1500 feet and contacted Queen on SAR frequency. Queen was filled in on the existing situation and a gunship was requested for assistance if any were available in the area. A small naval landing craft was also at the Leprasorium bringing in supplies. The other military personnel were planning to leave with the naval landing craft. Pedro 93 then returned to DaNang with five passengers. Pedro 69 was alerted and returned along with 93 to the Leprasorium. An additional nine personnel were evacuated without incident or further small arms fire. Enroute to DaNang Pedro 69 contacted, by loud hailer, a small naval swift boat and he departed north to offer any additional help if possible. Apparently only military personnel were being fired on. Pedro 69 and 93 returned to DaNang and terminated. Inspection of both helicopters revealed no damage of any type. The first five personnel evacuated under small arms fire were claimed as saves. 9/30

2. A. The crew of Pedro 93 was as follows:

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

RCCP: Capt Henry E. Hooke, Det 7, 38th ARRS

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

Atch 7

B. The crew of Pedro 69 was as follows:

RCC: Capt Robert S. Henderson, Det 7, 38th ARRS

RCCP: Maj Roy L. Huffman, Det 7, 38th ARRS

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

PJ: MSgt Glenwood C. Wilkinson, 37th ARRSq

C. Names of personnel evacuated:

Capt Cliff E. Lambert, 20th TASS, DaNang AB

Capt Serg Chernay, 20th TASS, DaNang AB

Capt Joseph G. Conrad, 366 CES, DaNang AB

Sgt Paul W. Niehoff, 366 STS, DaNang AB

Sgt David Baker, (Org. Unk.)

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

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

~~UNCLASSIFIED~~ ~~CONFIDENTIAL~~

FROM: 37(0)

26 March 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-35-24 Mar 69)

Classified by *0132266P*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *11 Dec 75*

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. (C) Jolly Greens 31 (low) and 28 (high) were scrambled at 0605Z, 24 March 69, from DaNang AB in response to Queen directions. Bilk 23, an O-1 aircraft (FAC) of 20 TASS was reported down at 280 radial/50 NM/Channel 77. Both alert aircraft were airborne at 0615Z and proceeded to climb to 3000 MSL over DaNang AB, thence to 7500 MSL enroute to the reported position. Spads 11 and 12, on alert at DaNang, scrambled concurrently with the Jolly Greens and escorted both 31 and 28 to approximately 40 NM on the 275 radial, channel 77, where the rescue aircraft were placed on orbit pending an evaluation of the situation by the Spads. Army helicopters (1-LOH, 2 Hueys & 1-H47) presently in the immediate area of the crash, were drawing no ground fire, and had supposedly located the distressed pilot who had incurred injuries in the crash. Voice contact had been established. Bilk 25 (sister O-1 to downed aircraft) assumed On Scene Commander (OSC) until Spad 11 assumed OSC at 0637Z. Spad 11 cleared the Army aircraft from the area, established WHF SAR forces frequency, and proceeded to reconnoiter. After several passes, observation of the remains of a previous smoke signal, and observation of no ground fire, Spad 11 cleared Jolly Green 31 for an approach at 0650Z. Jolly Green 31 briefed the SAR forces on his tactics and requested screening smoke on the south western ridge line to cover his approach. The survivor's location was opened to be on the west slope of the eastern ridge at approximately 2500 foot MSL level, of a "v" shaped box canyon with the open end facing north. The surrounding ridge line was approximately 3200 MSL necessitating a steep approach from the south to the north. Spads 11 and 12 delivered the smoke precisely where requested and continued to fly a left orbit into the south western ridge, expending ordnance on each pass. Jolly Green 31 descended rapidly to the southern ridges, performed 180 degree tactical turn and approached what was reported to be the survivors location. (At this point and until some 40 minutes later the aerial observers continued to report Bilk 23 location in the immediate vicinity of the crash site). Dense vegetation prevented the Jolly Green 31 crew from establishing visual contact with Bilk 23. Since the aerial observers and Bilk 23 thought the rescue aircraft was in the survivors immediate vicinity, Jolly Green 31 elected to lower the forest penetrator in an attempt to assist Bilk 23 to orient himself. (It should be noted that Bilk 23 was in moderate shock, incoherent at times, and discontinued contact with Jolly Green 31). While lowering the penetrator, Jolly Green 31 received ground fire from his left rear, which resulted in four holes in the aircraft and severing of the penetrator cable. Jolly Green 31 departed the area at 0658Z climbing to the north and northeast for damage assessment which was negligible except for the penetrator

Arch 5

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

~~CONFIDENTIAL~~

UNCLASSIFIED

loss. Spad 11 re-evaluated the situation and cleared Jolly Green 28 for approach at 0704Z after laying ordnance in the position^{of} suspected ground fire, after determining that suppression fire was effective. (Note: Army helicopters continued to operate in the immediate area for support after the suppression fire and received no ground fire). Jolly Green 28 descended and approached in the same manner as Jolly Green 31 but was informed that the survivor location had been passed. Jolly Green 28 performed a 360 degree turn coming to a hover at the assumed location at 0710Z. This position proved to be erroneous and two more 360 degree patterns were accomplished. Jolly Green 28 could maintain contact with Bilk 23 except when in his immediate area where the aircraft UHF radio reception was blocked due to UHF antenna location. During the third hover search, the number 1 engine fire warning light illuminated and remained on; a check of performance instruments and a visual sighting of the engine indicated no malfunction, therefore Jolly Green 28 elected to continue the hover search. This proved rather difficult as the slope where the survivor was located inclined at approximately 35 degrees, consequently the search had to be conducted from the higher to the lower levels. At approximately 0725Z small arms fire was observed from the left rear. Jolly Green 28 departed the area until Spads 11 and 12 made ordnance deliveries into the suspected area. Driver, (on Army LOH) whom reportedly was cognizant of the exact location of the survivor offered to hover^{over} the area and mark such with a smoke grenade. Since the Spads had sanitized the area Jolly Green 28 elected to circle and approach to the smoke. The LOH placed his smoke immediately north of the crash site and Jolly Green 28 hover searched this area to no avail. Jolly Green 31, whom had been vectoring and providing close in observation, reported that Bilk 23 had placed white panels in his immediate vicinity but was unable to move about due to painful leg injuries. Jolly Greens 31 and 28 decided that a GCA type of approach to the best & most probable location would be the most logical action therefore Jolly Green 28 again departed, circled and commenced a slow, steep, angled approach from just over the south ridge line toward the canyon floor. Through the expertise of Jolly Green 31, Jolly Green 28 was vectored directly over the survivor *but* until approximately 25 feet behind the rescue aircraft. The Flight Engineer maintained the exact location where the panels had been sighted and directed backward flight into position at approximately 0740Z. The Flight Engineer immediately lowered the penetrator which could only be placed approximately 10 feet from the survivor due to the slope and vegetation. The survivor immediately moved to the penetrator with great difficulty and strapped himself on, and gave an up signal. The survivor became entangled in vines, bamboo and tree limbs several times during the hoisting, to the extent that almost 100 linear feet of vegetation was brought up with him. During the hoist operation small arms fire was observed by the RCCP which appeared to be originating at the 9 o'clock position, ahead of the nose but dropping short. The hoist operation was continued and the survivor was brought aboard at 0749Z. Because of the extra weight of the vegetation, plus the ~~dawn~~ wash on this "garbage", it required both the Flight Engineer and the Pararescue Specialist to swing the survivor inside the helicopter. Jolly Green 28 departed down

~~CONFIDENTIAL~~

GROUP 1
Declassified at 3 years
on 11/15/10
11 years

~~CONFIDENTIAL~~

UNCLASSIFIED

e. (U) The Army SAR forces cooperated to the fullest in this endeavor. Although Driver (LOH) mis-located the individual, the sincere attitude and personal disregard for his own safety was commendable. The remaining Army aircraft and the "sister" C-1 cooperated in keeping clear, yet remained available to offer assistance.

f. (U) Jolly Green 31 provided technical, tactical and moral support through-out the effort. His advisories and relays of information proved the difference between consummating the mission with available resources or proceeding into an extended effort. Although struck by small arms fire, he elected to support the effort, providing "high bird" coverage and assistance.

g. (U) Of extreme significance is the fact that the controlling agencies; CROWN, QUEEN, and KING; kept the communications channels open, even though this was an unusual effort involving 38 total minutes of hovering time.

h. (U) Jolly Green 21 (back-up support) performed exactly as a "back-up" aircraft should. He remained "off-the-air" and simply monitored communications channels.

i. (U) SAR coordination was extremely effective. Jolly Green 31 briefed the Spads prior to descent as to his exact intentions and requirements. He followed his briefing explicitly thereby preventing confusion in the later phases of the operation.

j. (U) Internal crew coordination of Jolly Green 28 was commendable. Particular mention should be made of the fact that it required both the Flight Engineer and the Pararescue Specialist to pull the "dangling garbage" into the aircraft during the return trip to the DaNang area. This was done while the "PJ" monitored the survivor. A conservative estimate is that over 70 linear feet of bamboo trailed from the personnel door of the helicopter, ~~which is well past the tail rotor.~~ Although the aircraft was slowed to 40 kts (after reaching altitude) it required tremendous effort to retrieve the bamboo vines.

Couldn't cut away?

k. (U) The RCCP maintained constant communication with the supporting forces. He was the key element in the successful accomplishment of this mission in that he served as the relay point between the supporting forces and the rescue aircraft thereby allowing the RCC to direct his full attention to the immediate mission. (This was the RCCP's first rescue in SEA). Without the superior support rendered the mission could have easily developed into a farce.

l. (U) Reaction and services offered by the NSA Hospital at Marble Mountain were outstanding. In less than 2 minutes after landing the survivor was inside the hospital.

m. (C) The VHF antenna on the HH-3E is located on the upper most surface. It must be relocated so that contact with the survivor can be maintained. Relocation or adding additional antennas cannot await Class V modification approval under AFR 57-4. This operational capability is needed now. Submission of a ROC is not considered acceptable to group 4.

XDC
MOC
ORC

~~CONFIDENTIAL~~

Downgraded at 3 year intervals; declassified after 10 years

~~CONFIDENTIAL~~

UNCLASSIFIED

the slope to increase airspeed, thence turned easterly in a right climbing turn at the north end of the ridge. Note: Shortly after departure the Flight Engineer reported that vegetation was trailing well beyond the tail rotor and suggested a slow right turn away from the trailing vines. Spads 11 and 12 escorted Jolly Greens 28, 31 and 21 (which had been launched and was in the area and holding as back-up east of the pick-up point) to within 3 miles of DaNang. Jolly Green 28 proceeded to NSA Hospital Heli-pad at Marble Mountain, discharging the survivor at that point at 0820Z and returned to DaNang at 0830Z, 24 Mar 69. Jolly Greens 31 and 21 landed at DaNang at approximately 0820Z.

3. (U) Survivor was, Capt Kerry G. Heryon, 20 TASS (DaNang), on duty at LZ Sally.

4. (U) Crews involved:

JOLLY GREEN 31

RCC	Maj	Charles E. Wicker
RCCP	Capt	Edwin L. Shobert Jr.
FE	SSgt	James E. Smith
PJ	ALC	Sammie Thompson

JOLLY GREEN 28

RCC	LtCol	Henry E. Simpson
RCCP	Capt	Robert E. Nash
PJ	SSgt	Eugene L. Nardi
FE	ALC	James A. Thibodeau

JOLLY GREEN 21

RCC	Capt	Bill M. Campbell
RCCP	Capt	Laurens C. Davis
FE	SSgt	Billy R. Bloomer
PJ	SSgt	James D. Miller

5. Comments:

a. (U) Enroute briefing by Queen was superior even though reported data was not exact.

b. (C) Vectoring by PANAMA was highly effective and accurate to the orbit point (this was necessary due to non-reliability of the TACAN at the altitudes and distances involved; also relates to position reporting of survivor).

c. (U) Enroute radio traffic was held to a minimum which is unusual.

d. (U) Spad 11 and 12 performed in an absolutely superior manner. OSC (Spad 11) placed the Jolly Greens in a safe orbit; contacted the acting OSC; informed Bilk 25 (OSC) that he was inbound, and assumed OSC upon his arrival. He assumed complete charge of the effort, clearing excess aircraft from the area yet placing them on stand-by, and proceeded to prepare the environment for a rescue attempt. During the entire period Jolly Greens 31 and 28 were in extremely vulnerable positions, both Spads provided absolute protection in a highly professional manner.

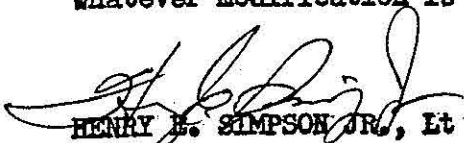
~~CONFIDENTIAL~~

GROUP 4
Downgraded at 5 year
interval, declassified
after 12 years

~~CONFIDENTIAL~~

UNCLASSIFIED

resolve that problem due to the delay involved. The commanding echelons should demand an immediate service test of what can be done, and direct whatever modification is necessary to provide this required capability.


HENRY B. SIMPSON JR., Lt Col, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

GROUP 2
Excluded at 3 year
in 1975; declassified
in 1978

SUPPORTING DOCUMENT # 28

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

EUGENE L. NARDI

Staff Sergeant Eugene L. Nardi distinguished himself by heroism while participating in aerial flight as a Rescue Specialist on an HH-3E near Danang, Republic of Vietnam on 24 March 1969. On that date, Sergeant Nardi's aircraft penetrated a hostile environment to attempt the rescue of a downed airman, despite groundfire which had driven off the helicopter attempting the rescue initially. While maintaining a hover, his aircraft was subjected to continuous groundfire, however the rescue effort was continued and after a prolonged hover the injured survivor was rescued. The outstanding heroism and selfless devotion to duty displayed by Sergeant Nardi reflect great credit upon himself and the United States Air Force.

B/LK 23

0-1

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

SUBJECT: Mission Narrative/7-38-026-24 Mar 69

25 MAR 1969

TO: 3ARRGp/JSARC *LOJ*

1. At 0610Z, 24 Mar 69, Det 7, 38th ARRS was notified by the 903 AESq that a C-118 was inbound to DaNang AB with two critically injured vietnamese patients. Both were Vietnamese Army personnel and both were suffering from serious head and chest wounds. Pedro 69 launched at 0615Z and met the C-118 on the DaNang AB north ramp. Transfer was completed by litter at 0635Z. The first patient, a VNA female, was going to the 95th Med Evac hospital. This patient was in very critical condition. The PJ worked constantly on the patient, monitoring vital signs and keeping air passages clear. The patient was released to the 95th Med Evac hospital at 0641Z. The second patient, Tran Sang, (Organization is unknown) was to be delivered to the hospital ship Repose. He too developed breathing problems enroute but sustained again by the PJ. The patient was released to the Repose at 0653Z. Pedro 69 returned two passengers to the DaNang area from the hospital ship Repose. Pedro 69 returned to Det 7 and terminated. Competent medical authority indicated that the airlift was necessary to sustain life.

2. The crew of Pedro 69 was as follows:

RCC:	Capt Johnny R. Johnson	Det 7, 38th ARRS.
RCCP:	Capt Henry E. Hooke	Det 7, 38th ARRS
FE:	TSgt William H. Sands	Det 7, 38th ARRS
PJ:	A1C Joel E. Talley	37th ARRSq

3. The organizations and serial numbers of both saves are unknown, only that both are Vietnamese Army personnel. The name of the female is unknown. The name of the male is Tran Sang.

4. This report is submitted in accordance with 3ARRGPSUP-1 to ARRSM 55-2.

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

Atan 4

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



REPLY TO
ATTN OF: 38-11C

26 March 1969

SUBJECT: Mission Narrative (11-38-015-25 March 1969)

TO: 3rd ARRGp *llg* THRU: 38th ARRSQ (0) *aw*
APO 96307 APO 96307

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

2. At 1045Z, 25 Mar 69, the 31st TFW Dispensary at Tuy Hoa AB notified Detachment 11 that they had an acute appendicitis case that required immediate evacuation. The patient, A1C Jerry Bristow, could not be transported by ambulance to the 91st Air Evac Hospital located at Phu Hiep AAF. Pedro 24 was scrambled at 1050Z and picked up the patient at 1055Z. The pilot alerted the 91st Air Evac Hospital of the incoming patient. The patient was delivered at 1100Z to the awaiting medics. Pedro 24 returned to Tuy Hoa and terminated the mission which resulted in one non-combat save.

Crewmembers were:

RCC	Capt	Henry P. Fogg
RCCP	Major	Morgan A. Downing
FE	SSgt	Robert J. Christian
RS	Sgt	Michael E. Fish

H. P. Fogg
HENRY P. FOGG, Capt, USAF
Rescue Crew Commander

APPROVED:

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

Atch 10

FROM: RCC

26 March 1969

SUBJECT: Mission Narrative Report (10-38-025-25Mar69)

TO: 10-38C

38C

3 ARRGp (JSARG) *JEH*

IN TURN

1. This report is submitted IAW ARRSN 55-2, 3 ARRGp Sup 1, 11 July 1968.
2. At 1815L, Navy Binh Thuy called Pedro Ops and requested pick up of one wounded Navy personnel at WS 623 798. Pedro 39 launched at 1820L for rescue coordinates. Enroute weather was 3500' broken 5 miles visibility with haze. Pedro 39 arrived at coordinates at 1845L. A tactical approach was made, landing adjacent to a canal. The wounded was on loaded by the PJ and FE. Pedro 39 departed the area at 1850L. Enroute to the 29th Army Field Hospital the PJ with the assistance of the FE, administered life sustaining medical attention. The survivor had multiple shrapnel wounds of the head with a concussion. Pedro 39 arrived at the 29th Army Field Hospital at 1920L, off loading the wounded. Pedro 39 departed the 29th at 1922L, terminating at Binh Thuy at 1925L. Negative ground fire encountered. One combat save credited. 2 sorties, 1.1 flying hours.
3. The name of the survivor was: Green, Glenn D., E-5, 111 Riv Sq.
4. Crew of Pedro 39:

RCC 1st Lt Philip H. Kammann

RCCP Capt Jack D. Gusano

PJ ALC Richard C. Stiefken

FE. MSgt John G. Regan Jr.

Philip H. Kammann

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

Atch 8

R/4
a

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

27 MAR 1969

SUBJECT: Mission Narrative 1-3-036-25 Mar 69

TO: 3ARRGP/JSARC *JB*

1. At 0231Z Major Huffman took a telephone call from tower; he was told that Black Ace 01, an Army O-2 with a crew of 2 had crashed in Elephant Valley some 10-12 miles N.W. of DaNang. Tower requested that Pedro scramble and that they would inform Queen and scramble the Spads also. Pedro 69 scrambled immediately after notification and headed toward the position given by Black Ace 02. Contact was established with Queen and with Pedro 93 who was approaching the area and had already sighted the smoke from the crash. Pedro 93 scouted the area then took a high cover position as Pedro 69 moved in for the pick-up. It was impossible to hover directly over the survivors so a hover was established some 30 yards down slope over a very small opening in the jungle canopy. The PJ was lowered to assist the survivors to the penetrator and hover maintained for some 15 minutes while first the Vietnamese observer and then the Army pilot and PJ were recovered by forest penetrator. The two survivors were taken to the Naval Support Activity Hospital at Marble Mountain, and released to hospital attendants. There were no injuries other than very slight bruises. The survivors were: Capt Gene D. Rollins, USA, 05336942, and Lt Va Dinh Minh, ARVN, 204550. Mission was terminated at 0322Z.

2. Crew of Pedro 69 was as follows:

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

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

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

RS: SSgt Lawrence E. Boykin, 366CES (PACAF)

RS: Sgt Roger D. Elam, 366CES (PACAF)

PJ: Sgt Thomas T. Winters, 37th ARRS

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

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

Atch 5

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

7

As soon as Pedro moved back the fire flamed up and the ground crew had much difficulty in finally bringing it under control. During this time Pedro remained in the immediate vicinity to provide quick evacuation in case any of the firemen were injured while fighting the fire. The FSK and fireman were not deployed so a mission number was not assigned.

3. Mission 1-3-036, 25 Mar 69. Detachment 7 was notified by telephone call from tower at 0231Z that an Army observation aircraft with crew of two had been shot down in Elephant Valley approximately 10-12 miles N.W of DaNang. Tower requested that Pedro scramble immediately and they would notify Queen and scramble the "Spads". Pedro 69 got airborne as quickly as possible and contacted Queen and Pedro 93 who was already airborne on a local training flight. Pedro 93 had been monitoring the radio talk and was already in the vicinity of the crash and in radio contact with Black Ace 02, the wingman. Pedro 93 scouted the area and no sign of enemy activity was noted. Pedro 69 moved in immediately after reaching the area and established a hover over the only clearing through which hoist pick-up would be possible. The PJ was lowered to assist the survivors and a hover was maintained for 15 minutes while the pick-ups were made using the forest penetrator. The Vietnamese observer was lifted first, followed by a double lift of the PJ and U.S Army pilot. Only 25 minutes had elapsed from notification to pick-up. The two crewmembers were released to the Naval Support Activity Hospital attendants. The cause of the crash could not be confirmed.

4. Mission 7-38-029, 29 Mar 69. The secondary crew was transporting a local Civic Action Team to a native Leprosarium on the morning of 29 March 69. The unit had been providing such transportation twice each week for the preceding 3 weeks in a continuing Civic Action project of construction

FLASH

* ~~CONFIDENTIAL~~ *

PT 01032

ZCZUW RUMBCMU5470 0850000-CCCC--RUCIEUA.

DL RUSDT #0496 0851130

ZNY CCCCC

26 MAR 69 12 43

Z O 261021Z MAR 69FM OL-2 3ARRGP UDORN RTAFB THAILAND

TO RUSQNA/3ARRGP/JSARC/TAN SON NHUT AB RVN

RUEFHQA/CSAF/AFCP/AFXOPPH/WASH D C

RUCIEUA/MAC/MCP/MAOCCA

RUCIEUA/ARSCP SCOTT AFB ILL

RUHHABA/41ARRSWG/PROCP/HICKAM AFB HAWAII

INFO RUSQNA/7AF/DOO/DO/DP/DI/BDPMP/CP/TAN SON NHUT AB RVN

RUWTFJA/USAF MPC/AFPMSC/RANDOPH AFB TX

RHMSMVA/MACV SAIGON RVN

RUHHBBA/CINCPACAF/CC/

RUKLAAA/TAC/DOOS LR/

RUMLJHA/39ARRS TUY HOA AB RVN

ZEN/TUOC UDORN RTAFB THAILAND

RUMHPPA/OL 1 3ARRGP SON TRA AB RVN

RUCEAAA/HQ USAF ALTERNATE CP MAXWELL AFB ALA

RUEBAAA/ARDC ABERDEEN PROVING GROUND MARYLAND

RUEKG/AFEDC FT RITCHIE MD

RUMBPN/1 SOS NAKHON PHANOM RTAFB THAILAND

RUMBPN/DET 1 40ARRS NAKHON PHANOM RTAFB THAILAND

Classified by 62 3ARRGP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

PAGE 2 RUSDT 0496 ~~CONFIDENTIAL~~

RUMBPN/602SOS NAKHON PHANOM RTAFB THAILAND

ZCZUW 40ARRS UDORN RTAFB THAILAND

BY

~~CONFIDENTIAL~~ JOPREP JIFFY/OL-2, 3ARRGP RESCUE 023/26/0553Z

MARCH 1969 7AF FOR TACC.

1. RESCUE OPENING/CLOSING REPORT-26 MARCH 1969

2. 2-3-023-26 MARCH 1969

3. HOB0 63.A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/52-134515/

A1H D. USA E. USAF/1 SOS F. 1LT MICHAEL J. FASS G. 1 POB H.

USAF STANDARD. 4. CROWN 2, 260553Z. 5. SE 6. 2/HH3E/DET-1, 40ARRS;

2/HH53C/40ARRS; 4/A1H/602SOS; 1/HC130P/39 ARRS AT 260554Z; 1/HC130P/

39ARRS AT 260655Z. 7. CROWN 2 DIVERTED AT 260553Z; JG36/17 LAUNCHED

AT 260601Z; SANDIES 9, 10 LAUNCHED AT 260614Z; JG74/75 LAUNCHED AT 26/

0635Z; CROWN 3 LAUNCHED AT 260711Z; SANDIES 7, 8 LAUNCHED AT 260716Z.

8. 1739N 105.09E 9. A. NOT A FACTOR B. NOT A FACTOR C. NOT A

FACTOR. 10. OL-2, 3ARRGP, MAJOR PAUL GERBLICK, TSGT JACK D. HARRIS.

11. 7/13AF TACC, 1 SOS. 12. HOB0 62/260609Z/1739Z 105.09E. 13.

DET-1, 40ARRS/HH3E/FOREST PENETRATOR/260725Z. 14. 1/1/1/1/0/0. 15.

TAKEN TO NAKHON PHANOM RTAFB, THAILAND. 16. 2/3.7/DET-1, 40 ARRS/HH3E;

2/1.7/40ARRS/HH53C; 4/4.5/602SOS/A1H; 4/6.7/1 SOS/A1E; 2/2.4/39ARRS/

PAGE 3 RUSDT 0496 ~~CONFIDENTIAL~~

HC130P. 17. A. 0/0/0/0/NOT AVAILABLE/0/0/1B. 0/0/0/0/NOT AVAILABLE/

0/0/1. 18. A. CREW MAKING SAVE: RCC SMITH, ROBERT E. MAJOR; RCCP

WHEAT, SAMUAL P. CAPT; FE JORDAN, WILLIAM J. SSGT; RS ALLEN, GRADY F.

A1C; RS FABER, DOANLD G. A1C. ALL ASSIGNED TO DET-1, 40ARRS. B.

PERSONNEL SAVED: FASS, MICHAEL J., 1LT, 1 SOS, USAF. 19. A. 10NM OF

FLASH

* ~~CONFIDENTIAL~~ *

FLASH

2 3.7
2 2.7
2 2.4
2 2.4
6 7.8

FLASH

* ~~CONFIDENTIAL~~ *

FLASH

PT 01032

1739N 105.09E. B. SURVIVOR LOCATED. H. ARRS CREDITED WITH ONE,
USAF COMBAT AIRCREW MEMBER SAVE. RS WAS NOT DEPLOYED. NO AIRREFUEL-
ING ACCOMPLISHED. CROWN 2 REPORTED THAT HOBO 63 WAS DOWN, BY HOSTILE
FIRE AND WINGMAN HAD GOOD CHUTE AND VOICE CONTACT WITH THE SURVIVOR.
SURVIVOR REPORTED A GUN POSITION NEAR HIM AND FAST MOVERS WERE DIRECT-
ED AGAINST IT. SMALL ARMS FIRE REPORTED IN VICINITY AND SLOW MOVERS
WERE USED TO SUPPRESS. JG17 MADE THE PICKUP AT 260725Z AND REPORTED
NO HITS TAKEN. SURVIVOR TAKEN TO NAKHON PHANOM RTAFB. GP-4

BT
#0496

NNNN#

M/A

FLASH

* ~~CONFIDENTIAL~~ *

FLASH

2/4

FROM: RCC

27 March 1969

SUBJECT: Mission Narrative Report (10-38-026-26Mar69)

TO: 10-38C

38C *SP*

3 ARRGp (JSARC) *JSARC*

IN TURN

1. This report is submitted IAW ARRSN 55-2, 3 ARRGp Sup 1, 11 July 1968.
2. At 1706L, Navy TOC requested Pedro's assistance for pickup of one WIA. Pedro 91 launched at 1710 enroute to XR 295 695 for pickup from a LST from the Navy Fleet. Pedro 91 cruised at 500 feet to take advantage of winds for better fuel consumption. Due to emergency of the mission, Pedro had launched with less than full fuel load; approximately 800 pounds of fuel. Pedro established radio contact with Paddy Control for artillery information and with "Hunter Don", the Navy LST. Pedro proceeded to the LST, but arrived over the LST before the WIA had gotten there; therefore, Pedro proceeded farther down the river for a rendezvous with the moving PBR. Radio contact was not established with the PBR, but visual sighting was made. When the two PBR's sighted Pedro, they immediately maneuvered into position for the pickup. During the flight from the LST to the PBR, the PJ and FE accomplished the necessary checklist items and were immediately ready for the rescue mission. Pickup was made at 1730 by use of the stokes litter. The Navy personnel had trouble unsnapping the litter, therefore, Pedro hovered over the PBR for approximately five minutes, steady until pickup was completed. Pedro departed at 1735 enroute to the 29th Field Evac Hospital. Patient had gunshot wounds of the leg and was losing blood, but did not show signs of shock and was in good spirits considering the pain. The Navy personnel had placed a temporary bandage over the wound, but in their haste, did not realize they had not completely covered the wound. Upon seeing this, the FJ removed and replaced a new wrapping over the wound which immediately stopped the bleeding. Pedro arrived at the hospital at 1745 and terminated at Binh Thuy at 1805. One sortie, 0.9 flying hours, one combat save.

Good thing!

3. The name of the survivor is: Fielden, Horace W, EM-2, Riv Div 512.
4. Pedro Crew:

RCC Maj Ralph L. Gaede
RCCP Capt Cecil A. Jessee
FE Sgt Ernest L. Long
PJ Sgt Michael F. Dean

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

3-ARRGP DISTRIBUTION		
CPE	Action	Info
3C		<i>h</i>
3CVC		<i>h</i>
3CEX		
3DAS		
3P		
3MM		
3VS		
3JSAR		<i>JSAR</i>
3N		
3F		
3(O)		
3X		
3RC		<i>3RC</i>

ACH-9

FROM: Det 13, 38 ARRSq/RCC/CAPT Richard J. Bouckhout

27 Mar 69

SUBJECT: Mission Narrative 13-38-031, 27 Mar 69

PHU CAT

TO: Commander/Major Migia

Det 13, 38 ARRSq

3rd ARRGp (JSARC)

IN TURN

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

2. At 2240Z, Pedro 22, airborne on a scramble with FSK, was notified by tower of another emergency. This was Yellowbird 40, a B-57 with battle damage. As Pedro 22 orbited over the field, its crew saw the B-57 plunge to earth about 12 miles south. The secondary crew of Pedro 99 was alerted and Pedro 22 dropped off its FSK and headed for the crash area using radar vectors. An F-4, Manual 45, was circling the scene and had two chutes spotted on the ground in mountainous jungle terrain at 1700 feet MSL. The initial position was 185° at 11 miles off channel 87. At the scene, Pedro 22 located both chutes and began making low passes to check for hostile fire and a closer look at pick-up obstacles. One downed pilot was spotted but only the chute of the other could be seen about 1000 yards down the ridge line. Huey gunships from Lane Field had been called for at the outset of the mission and arrived some 20 minutes later. Meanwhile Pedro 99 had arrived as high cover for Pedro 22. An F-100, "Misty", callsign, was flying CAP at 4500 feet. Pedro 22 then went in to pick-up the pilot who had been sighted. The downed pilot had used his radio extremely well and popped smoke for the approach. The pick-up was made over the trees after a hover time of 5 minutes. The P.J. was not used. Pedro 22 then flew high cover as Pedro 99 went in to get the other survivor. The medic was lowered down the hoist to search. The pilot was found hanging from the shrouds, helplessly entangled. During the ensuing 20 minutes the medic cut the pilot free and hoisted him up. The penetrator was then sent down again for the medic. As gunships circled closely, Pedro 99 lifted off and with Pedro 22, returned to Phu Cat. Both survivors, apparently unhurt, were released to the 37th USAF Dispensary at Phu Cat for treatment and observation. ARRS credited with (2) two combat aircrew member saves.

3. Names of the pilots are: Richard W. Burkholder, LtCol and Harold V. Wright, LtCol.

4. A. Crew members of Pedro 22

RCC Capt Richard J. Bouckhout
RCCP Capt Robert S. Morita
RS Sgt Daniel L. Lange
RS A1C Barry D. Herbert

4/7
Atch 11



DA NANG (7AF) - FLIGHT ENGINEER DECORATED - The silver Star Medal is presented to Air Force Sergeant Duane I. Beland, 20, Bloomington, Ind., by Lt. Gen. James W. Wilson, vice commander of the Military Airlift Command. Beland, a flight engineer with the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB, was cited for his heroism in rescuing six American helicopter crewmen in the face of heavy enemy fire.

Maj Olsen Scores 25 Saves In HH-3

DA NANG AB, Vietnam - Maj. Don R. Olsen, formerly assigned to Da Nang's 37th ARRSq, has ended his tour with 25 combat saves.

According to rescue officials, the 25 saves recorded by Major Olsen are probably tops for any helicopter pilot in SEA.

Just prior to his departure from Da Nang, he received the Silver Star from Lt. Gen. James W. Wilson, vice commander of Military Airlift Command. The major won the award on his first mission, when he picked up a pilot who had been downed in North Vietnam.



Two A-1 "Spads" of the 6th Special Operations Squadron escort a 37th ARRSq "Jolly Green Giant" helicopter. More than 1500 men have been saved by these teams.

FROM THE COMBAT ZONE

DA NANG JOLLY GREEN SQUADRON PROVIDES FLYING AMBULANCES

DA NANG AB, Vietnam - The versatile HH-3E Jolly Green Giant is used for flying missions that mean life or death to many in Southeast Asia. But another assignment has been handed to rescue helicopter crews - flying patients from local hospitals to the Air Force's major casualty staging areas.

Crews from the 37th ARRSq at Da Nang fly daily to the 95th U. S. Army Field Hospital to pick up wounded soldiers prepared for evacuation to major Far East and U. S. hospitals. The helicopter trip to the 22nd Casualty Staging Flight is the soldier's first step on his way out of Vietnam.

"Each morning people at the 95th call and give us the number of individuals who are ready to make the trip to the local casualty staging flight," related Maj. Russell G. Mills, a veteran rescue pilot. "Using their figures, we schedule the number of missions we have to fly to transport the patients."

"We carry a maximum of 10 patients each mission. In addition to the four-man crew, the medical evacuation choppers carry two medical technicians."

The medics take care of the patients during loading, while flying and during offload. "It is a real help in moving patients to the staging area," declared

Army Sergeant First Class Joseph Satagat assigned to the 67th Medical Group Headquarters. "Before we started using 'Jolly Green Giants' from the 37th, patients had to be transported by bus. It was a slow, drawn-out ride over bumpy roads. This is a much better way."

PHU CAT PEDROS SAVE B-57 CREW

PHU CAT AB, Vietnam - HH-43 Pedro rescue crews from Phu Cat recently rescued two pilots shot down about 12 miles south of the base.

The pilots were flying a B-57 Canberra when it was hit by ground fire. They tried to make an emergency landing at Phu Cat, but when they lowered the gear a fire started and forced them to eject.

A Marine F-4 Phantom pilot flying in the area of the crash spotted the men parachuting to the ground. He stayed to guide the Pedro pilots to the downed crew.

First Pedro on the scene was piloted by Capt. Richard J. Buckhout. Aboard his ship were A1C Barry D. Herber, a pararescuer, and Sgt. Daniel L. Lang, a firefighter. The Marine directed them to one of the downed pilots who had landed in a valley. The rescue crew quickly extracted him.

Piloting the second HH-43 to arrive was Maj. Juan H. Migia, commander of Det. 13, 38th ARRSq. Also on board was SSgt. Delbert B. Dunn, flight engineer. The second extraction was complicated because the pilot had landed near the top of a mountain, and his parachute was tangled in trees.

Sgt. James E. DeGraw, an aeromedical specialist aboard the second Pedro, was lowered to the downed crewman by means of the penetrator. Sergeant DeGraw cut the pilot loose from his chute and both men were pulled into the helicopter.

Twenty minutes after the second Pedro had arrived on the scene, both B-57 crewmen had been removed from hostile territory and returned to Phu Cat.

DET 13 38 ARRS
PHU CAT
27 MAR 69

UNCLASSIFIED

~~SECRET~~

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SUPPORTING DOCUMENT 21

33

Mission Narrative Report (1-3-037-29 Mar 69)

(S) On 29 March 1969, Jolly Green 21 (low) and Jolly Green 22 (high) were on alert status at Da Nang AB. At 0340Z both aircraft were scrambled to pick up one survivor (Detroit Lead), located on the 090 radial for 22 nm from Channel 72. Jolly Green 21 took off at 0345Z, immediately followed by Jolly Green 22. Both aircraft were instructed to rendezvous with the Spads at a point 50 miles on the 250 degree radial from Channel 77. Jolly Green 21 and 22 climbed to an enroute altitude of 8500 feet on top of a broken layer of clouds with tops at approximately 7500 feet. In flight visibility was approximately four to five miles. Jolly Green 21 arrived at the rendezvous point at 0425Z and made radio contact with Spad 01 and Spad 02. Spad 01 advised that they had the survivor pin-pointed at 28½ miles on the 090 degree radial of channel 72. Spad 01 then cleared Jolly Green 21 and 22 to proceed from the rendezvous point to the pick-up area. Spad 02 proceeded out bound to intercept the helicopter and lead them into the area. Spad 01 remained with the survivor to sterilize the area. Visual contact could not be made between Spad 02 and Jolly Green 21 due to cloud coverage and limited visibility in haze. However, contact was made between Spad 01 and Jolly Green 21 approximately three miles to the east of the survivor as Jolly Green 21 was descending. Spad 01 advised Jolly Green 21 that he had radio contact with the survivor and that the survivor was not injured. He also directed Jolly Green 21 to stay to the north of the survivor because there were gun positions to the south. The terrain was extremely mountainous in the pick-up area with peaks ranging from 2000 to 7000 feet to the northeast. The survivor was situated in a ravine that ran generally from northwest to southeast. The ravine was shaped like a "V" with a box canyon at the northwest end forming a juncture of two ridge lines, the east and west boundaries of the ravine. The survivor was approximately 150 yards down into the ravine away from the top of the eastern ridge line. On the opposite side of the same ridge was a large clearing containing numerous houses or huts. Spad 01 reported that he had picked up no ground fire and cleared Jolly Green 21 in to pick up Detroit Lead. At this time Jolly Green 21 had voice contact with the survivor and jettisoned his tip tanks. Jolly Green 22 remained clear and set up an orbit at approximately 5000 feet MSL. Spad 01 preceded Jolly Green 21 into the area and dropped napalm on the western side of the ravine. Then he told Detroit Lead to pop his smoke. The smoke was clearly visible to Jolly Green 21 and visual contact was made with the survivor's parachute and then the survivor. Jolly Green 21 made a right spiraling descent and came to a hover over the survivor at 0500Z. It was found that there was enough power available to hover, but not enough to hoist the survivor. A go-around was initiated and 600 more pounds of fuel were dumped, leaving Jolly Green 21 with 700 pounds of fuel in each internal tank. Jolly Green 21 made

69-37-119

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~~SECRET~~

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another approach and came to a hover over Detroit Lead. Meanwhile Spad 01 and Spad 02 had set up a "daisy-chain." Jolly Green 21 had to hover down in the ravine on a heading of 130 degrees with a quartering tail wind from the right. This was done in order to put the wall of the box canyon in the rear of the aircraft and allow for an avenue of escape down the ravine. In order to drop the penetrator to the survivor, the aircraft had to be positioned tightly against the slope of the ridge line. This put the slope on the left side of the aircraft which left the RCC with minimal hover references. Also, since the ridge to the left of Jolly Green 21 had a slope of approximately 60 degrees, the main rotor blades were extremely close to the side of the hill. The close proximity of the rotor blades to the hill side and the lack of hover references for the RCC necessitated close coordination between the RCC and the RCCP in order to maintain a stable hover. The pick-up was further complicated by turbulence caused by the wind blowing over the ridge lines and down through the ravine. The survivor came on board Jolly Green 21 after approximately seven minutes of hovering. Jolly Green 21 then began his departure in a south easterly direction, down the ravine escorted by Spad 01 and Spad 02. A left turn was made and Jolly Green departed the area on a north easterly heading accompanied by Jolly Green 22. At this time Jolly Green 21 made voice contact with Crown 6 and requested in-flight refueling. Since Jolly Green 21 had to dump an appreciable amount of fuel due to gross weight considerations for an GCE hover, it was doubtful that the mission could have been completed successfully without in-flight refueling. At 0530Z, Jolly Green rendezvoused with Crown 6 for fueling. Jolly Green 21 requested, and was given, 1000 pounds of fuel. Refueling was accomplished at 8500 feet without incident. Crown 6 was a definite asset to the accomplishment of the mission. The crew should be commended for their display of outstanding professionalism. Jolly Green 21 and 22 landed at Da Nang at 0600Z. The survivor, Detroit Lead, was not injured except for minor abrasions on his neck, sustained during bail out.

(U) Survivor: 1st Lt R. D. Stafford, FR3178314, 388 TFW, 34 TFS.

(U) Jolly Green Crewmembers:

JOLLY GREEN 21

RCC Major Robert E. Booth
RCCP Capt Martin E. Richert
FE Sgt Duane I. Beland
PJ Sgt Stephen T. White

JOLLY GREEN 22

RCC Lt Col Henry E. Simpson Jr.
RCCP Lt Col Homer H. Howell
FE SSgt James K. Hall
PJ SSgt Allen J. Avery

(U) Comments: Spad 01 did a superior job as On Scene Commander. His directions were explicit and there was never any doubt in anyone's mind as to what he wanted them to do. The planning and leadership displayed by Spad 01 contributed effectively to the success of this particular SAR mission.

~~SECRET~~

FLASH

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1-3-037

Open/closing

FLASH

29 MAR 69 10 40

PT 00591

ZOTCZYUW RUMHCTA0717 0880000-CCCC--RUCIEUA.

DE RUSVTFB #0267 0880925

ZNY CCCCC ZOK JPCCO

Z O 290923Z MAR 69 ZFF6

FM OL 1 3ARRGP SON TRA AB RVN

TO RUCIEUA/ARRS/ARCP/SCOTT AFB ILL

RUHHABA/41ARRWG/PROCP/HICKAM AFB HAWAII

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

RUEFHQA/CSAF/AFCP/AFXOPFH

INFO RUCIEUA/MAC/MCP/MAQCOA/SCOTT AFB ILL

RUKLAAA/TAC/DCOS LR/LANGLEY AFB VA

RUWTFJA/UFMPC/AFPMSC/RANDOLPH AFB TEXAS

RUHEB/CINCPACAF/CC/HICKAM AFB HAWAII

RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

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

RUEBAAA/ARDC/ABERDEEN PROVING GROUND MARYLAND

RHMSMVA/COMUS MACV ATTN JPRC SAIGON RVN

RHMSMVA/MACV SAIGON RVN

RUSDAH/34TH TFS KORAT RTAFB THAI

RUSDAH/388TFW KORAT RTAFB THAI

RUSVTEB/6SOS PLEIKU AB RVN

RUSVAM/37TFW PHU CAT AB RVN

RUMOSRA/OL 2 3ARRGP UDORN RTAFB THAI

PAGE 2 RUSVTFB 0267 ~~CONFIDENTIAL~~

RUMLJHA/39ARRS TUY HOA AB RVN

RUSVTF/37ARRS DANANG AB RVN

BT

~~CONFIDENTIAL~~/JOPREP JIFFY/OL-1, 3ARRGP

RESCUE 037/290923Z MAR 69.

1. RESCUE OPENING/CLOSING REPORT 29 MAR 69.

2. 1-3-037-29 MAR 69.

3. A. TACTICAL. B. CLASSIFIED. D. USA. E. USAF. F. STAFFORD, R.D.

1LT, 34TH TFS, 388 TFW. G. 1POB. H. USAF STANDARD.

4. MOTEL TACC AT 29/0335Z MAR 69.

5. S/E.

6. 2/HH-3E/37ARRS/0340Z; 1/HC-130P/39ARRS/0345Z; 2/A-1H/6SOS/0350Z;

1/F-100/37TFW/0351Z.

7. SCRAMBLED JOLLY GREENS 21 AND WW AT 0340Z; DIVERTED CROWN 4 AT

0345Z; DIVERTED SPADS 01 AND 02 AT 0350Z; DIVERTED MISTY 31 AT

0351Z.

8. 15-39N 107-02E.

9. A. NOT A FACTOR. B. NOT A FACTOR. C. S/E.

10. OL-1, 3ARRGP, MAJ ROBERT L. KRIDLER, TSGT WILLIAM L. SCHWENCER,

SGT JERRY N. SIMPSON.

PAGE 3 RUSVTFB 0267 ~~CONFIDENTIAL~~

11. PANAMA (GCI), WATERBOY (GCI), LION (GCI).

12. DETROIT 02 AT 0335Z, 15-39N 107-02E.

13. 37ARRS/HH-3E/FOREST PENETRATOR/0510Z.

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

15. TAKEN TO DANANG AB.

F-100

FLASH

CONFIDENTIAL

1-3-037
1 USAF AIRCREW MEMBE
COMBAT SAVE

BY HH-3E

Classified by OL 1 3ARRGP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 15

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FLASH

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~~CONFIDENTIAL~~

PT 00591

16. 1/2.2/HC-130P/39ARRS; 2/4.2/HH-3E/37ARRS; 2/4.0/A-1H/6SOS; 1/1.3/
F-100/37 TFW.

17. 0/0/0/0/NOT AVAILABLE/0/NOT AVAILABLE/NOT AVAILABLE.

18. A. MAJ R.E. BOOTH, RCC; CAPT M.E. RICHERT, RCP; SGT D.I. BELAND,
FE; SGT S.T. WHITE, RS; ALL OF 37ARRS. B. STAFFORD, R.D., 1STLT,
34TFW, 388TFW, KORAT AB, THAILAND.

19. A. 15-39N 107-02E, 100 PERCENT EFFECTIVE. B. SURVIVOR LOCATED
AND RECOVERED. H. ONE ARRS COMBAT SAVE/ONE AIR REFUELING/OBJECTIVE
DOWN DUE TO HOSTILE GROUND FIRE/ONE USAF CREWMEMBER/NO PJ DEPLOYED.
DETROIT 01 BAILED OUR 0335Z AND DETROIT 02 REMAINED IN AREA AND
ESTABLISHED VOICE CONTACT WITH SURVIVOR. AT 0350Z SPADS ONE AND
TWO ESTABLISHED RADIO CONTACT WITH SURVIVOR AND SPAD 01 ASSUMED ON
SCENE COMMANDER DUTIES. THE SURVIVOR WAS LOCATED ON THE SIDE OF A
HILL IN SCRUB BRUSH TERRAIN, AND WAS LIFTED ABOARD JOLLY GREEN 21
BY THE FOREST PENETRATOR HOIST. SURVIVOR WAS RETURNED TO DANANG AB

FLASH

PAGE 4 RUSVTFB 0267 C O N F I D E N T I A L

AFTER REFUELING WITH CROWN 6 AND ARRIVED DANANG 0600Z.

20. FOR FORMAT TO THIS REPORT, SEE ATTACHMENT 6 TO AFM 55-11.

GP-4

BT

#0267

NNNN#

MM

Handwritten signatures and markings:
A large stylized signature, possibly "M/K", with a vertical line through it.
A signature "SUC" to the right.
A date stamp "SEP 19 40" below the "SUC" signature.

FLASH

~~CONFIDENTIAL~~

FLASH

[REDACTED]

Despite faulty radio communications, Lt. Busico made contact with a rescue helicopter by using his day smoke flares and was successfully recovered and flown to the Phan Thiet hospital for treatment of his burns. ^{73/}

24 MAR 69
SAR

In two events, similar in effect but contrasting in details, an RF-4C navigator and an F-105 pilot went through the ejection-downed-recovered experience within a two week period in March-April, 1969. On 20 March, 1st Lt. Ronald D. Stafford, of the 388th TFW, was hit by ground fire on his second attempt at a Bullpup missile launch. Suddenly his aircraft was upside down, and then in a spin. ^{74/}

Lt. Stafford described the situation as follows: ^{75/}

...I continued around one spin in the revolution and made one transmission: "I'm hit; I'm in a spin." I could see the ground coming up at me. I knew I had no control over the aircraft. I proceeded to punch out.

...I ejected with the mask on, the visor down and my head all the way back. There was very little turbulence or windblast. Almost immediately I felt the "butt-snapper" separate, and I was in my chute. All systems worked automatically.

...I could see huts below me and to my left. I counted ten in all. At this time, I think I picked up some automatic weapons fire from the ground. There weren't any tracers but something was whizzing past. I cut the four lines and started experimenting in what direction I could direct the chute.

...I continued working with my parachute risers and slipped toward a ridge above the huts. As I got closer to the trees I put on my mask, lowered my visor, and prepared for a tree landing. I raised my arms and put my face into the crook of my right arm.

~~TOP SECRET~~
~~USE ONLY~~

My knees were bent; my seat pack wasn't deployed. I possibly could have protected myself better from some scratches if I'd deployed my LPU's.

...I hit the tree canopy, which broke my fall somewhat. I continued down and hit the ground fairly hard. I ended up sliding down the hill face forward; when I finally stopped, it was a struggle to sit up because I was on a steep hill. I sat up and found the beeper, turned it off and got out my radio. I checked to see if the beeper was transmitting and didn't get anything. I then started transmitting, "Mayday, Mayday."

...I continued to talk with Detroit 02, Misty 31, and Spad 01. During this time I moved uphill ten to twenty yards and some of my transmissions were being cut off by the hills around me. I took a bearing to the southwest on two AAA pieces and told Misty 31 that they were about two miles from my position.

Lt. Stafford continued to work with the SAR forces until the Jolly Greens arrived to pick him up. After some momentary confusion caused by not knowing which was the High Jolly and which was the Low, he directed them over his position and was spotted. He continued: ^{76/}

...They were right over me and I could see the penetrator coming down. I was thinking about letting the penetrator touch the ground first, but grabbed it after it hit the trees to prevent it from sliding down the steep slope. I got the strap around me, lowered two seats, and gave them the "thumbs up" to start hauling me in. About half way up, the chopper began to move out of the area. I reminded myself to let the PJ pull me in, and not try and help.

Lt. Stafford's final observations on his experience summed up much of what he had done well: ^{77/}

My URT-10 radio was tremendous. When the SAR force got close to me I had great communication...I have no recommendations to make. I think it is the individual's

~~FOR OFFICIAL
USE ONLY~~

choice whether or not to deploy the seat kit when coming in for a tree landing. I happened to hang onto mine. I decided a long time ago that I was not going to deploy the kit because I didn't want to have the life raft catch in the trees and having me hung upside-down in the trees.

A scant two weeks later, the RF-4C backseater began his experience in much the same way (this one over South Vietnam, however) and ended it in a successful recovery. In the interim period, a momentary lapse created a few uncomfortable moments, until he assessed his situation and determined how to get out of it. From that moment on, he did an excellent job in contributing to one of the rare night recoveries in SEA records. The Captain described part of his experiences as follows: ^{78/}

.../After the aircraft commander ordered him to eject/ I ejected when the altimeter read 7,000 feet. I was disoriented due to the heavy weather, but I think the aircraft was right side up. I assumed the aircraft was right side up. I took the bailout position...my helmet was secure and the visor was down...I used the primary system.

I remember my head being thrown back by the wind-blast. The visor shattered and tore away from the helmet. I was still disoriented because I was tumbling forward and in the clouds. I don't recall seat separation. The first thing I remembered to do after ejection was to separate from the seat but it was already gone. That's when I felt the opening shock of the chute. The shock was moderate. I couldn't see the /chute/ canopy because I was in the clouds. I could barely make out the ground until I was about 1,000 feet above it. I deployed the seat kit; almost immediately the oscillation stopped. /Author's note: More frequently, the opposite appeared to be the case; the parachute oscillations increased upon seat kit deployment./

UNCLASSIFIED

251

Date: 29 Mar 1969

31 Mar 1969

Mission Number: 11-3-037-29 Mar 69

Flight Designation: Crown 6

Distressed Aircraft: Detroit 01

Location: 090/28.5/72

Saves: 1, combat

1. At approximately 0340Z as Crown 6 was approaching orbit we heard Crown 4 talking to Spad 01 and Detroit 02. Detroit Lead had bailed out and Detroit 02 was in voice contact with him. Jolly Green 21 and 22 were scrambled and proceeded to an orbit point of 090/52/72. Spad 01 and 02 were in the area of the down pilot and Spad 01 was designated OSC. There was another mission on Guard just North of Detroit -1 and Crown 4 had to tell Spad 01 to stay off Guard till the other pickup was made (Larriot 03).
2. Misty 31 and 41 were over Detroit's position and instructed by Crown to work with Spad 01 in the evaluation of the area. Crown 6 relieved Crown 4 and assumed command of SAR. Fast movers were requested in the event they were needed for gun suppression.
3. At 0424Z Spad 01 reported no activity in the area at all. Detroit Lead reported he was in good shape and had not heard any activity around him. Crown advised Spad 01 that it would be desirable to send Spad 02 out to escort the Jolly Greens into the area. Meanwhile Sandy 7, 8, 9 and 10 and Jolly Green 74 and 68 were launched from Channel 89. Gunfighter and Bobbin flights were available if needed. Tanker was coordinated.
4. Jolly Green 21 made the pickup after having some difficulty finding Detroit Lead and dumping fuel in order to hover for the pickup. Pickup accomplished at 0508Z while Spad 01 and 02 dropped ordnance around the survivor. Jolly Green 21 had requested refueling as soon as possible after pickup. Crown 6 was in descent while the pickup was being made and A/R was completed at 0528Z. Provided Jolly Green 21 and 22 with heading to DaNang.
5. Forces Utilized:

Spad 01 and 02	Jolly Green 21 and 22
Misty 31 and 41	Detroit 02
Orange Tanker	Spad 01 and 02 (Only ones to expend ordnance)

UNCLASSIFIED

1400 DCS 69-1694

11 SNVAP Rept 25

FROM: 37(0)

31 March 1969

SUBJECT: MISSION NARRATIVE REPORT (2-3-024-29 Mar 69)

TO 37C

3rd ARRGp (JSARC)
IN TURN

Classified by OL 2 30006P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

13
24
DOWNGRADED TO

1. (U) This report is submitted IAW ARRSB 55-3/3 ARRGp Sup 1, dated 1 Apr 69
15 June 1968. 31 Dec 69 IAW EX. ORDER 11652

2. (S) Jolly Green 31 (low) and 28 (high) were placed on cockpit alert at Quang Tri at 0112Z on 29 March 1969, and subsequently scrambled at 0127Z in response to Queen's directions. Lariat 03, an F-4 aircraft from the 366 TFWg, was erroneously reported down 6 miles west of Khe Sahn. This was later revised to 297/68/103, which was the final pickup point. Jolly Green 31 requested Spad escort to the area, and was directed to proceed to 285/40/103 and orbit that point until Spads 11 and 12 could join up. Jolly Greens 31 and 28 were airborne at 0127Z and climbed to 7500 MSL over Quang Tri before departing for the holding point. Enroute, Crown 4 briefed the Jolly Greens on the mission and advised that Crown 1 would be handling the cover and that Sandy 01 would be On Scene Commander. He reported that Nail 68 FAC was already in the area and that he was talking to Lariat 03A, who reported that he had a broken right arm, a broken right leg, was suspended in his harness and would need assistance to get out of the harness and on the penetrator. While the Jolly Greens proceeded to the holding point to wait for the Spads, Sandy 01 and 02 proceeded to the rescue scene and evaluated the area. Numerous roads and valleys were in the immediate area and known AAA sites were in abundance. Sandy 01 had several slow movers condition the area, while the Jolly Greens and Spads rendezvoused and proceeded to new holding areas, first 288/60/103 then 298/70/103. Sandy 01 took a hit in his centerline tank while conditioning the area and despite fuel siphoning from the tank, remained as the On Scene Commander. The area was considered extremely hostile and Sandy 01 called for CBU 19. Sandy 01 tried to position JG 31 so that he could observe the strikes going in and around the survivor, but the thick haze limited the visibility to 1 - 2 miles and made this impossible. The pressure altitude was estimated at 1500 MSL and the temperature at 30 degrees centigrade. The survivor was located on the side of a karst with high walls on three sides. While Sandy 01 and 02 came out to lead JG 31 to the survivor's position, a HOBO flight laid CBU 19 around the survivor. Sandy 01 continued the vectors for JG 31, giving a very effective "GCA" on the final approach. JG 31 spotted the survivor's parachute about one half mile out and since the survivor did not have smoke, proceeded to hover the parachute at 0355Z. The karst area where the survivor was located was shaped like a bowl and JG 31 dropped down to the trees and was not visible to hostile forces on the other side of the karst walls. JG 31's pararescue man was lowered to the survivor at 0358Z and both the survivor and the pararescue man were retrieved at 0410Z. While on the ground the pararescue man removed the injured survivor's harness, treated his injuries, placed him on the penetrator and accompanied him on the hoist. The survivor

ARODC # 690407

AD-69-0884

GROUP 4

Downgraded at 3 year
Intervals: Declassified
after 12 years

UNCLASSIFIED

heard groundfire while he was on the ground. JG 31 maintained a steady hover over the survivor throughout the rescue, and the Sandys provided a "daisy chain" for suppressive fire. JG 31 departed the area by the same route used for entry. The Sandys continued cover fire as JG 31 departed the area and climbed to 10,000 MSL, where Spad 11 and 12 and JG 28 rendezvoused with JG 31 for the return flight to Channel 103. The Spads escorted the JGs to Channel 103 and then returned to Channel 77. JG 31 and JG 28 took the survivor to the hospital ship, Repose, at 0510Z and then returned to Quang Tri for fuel. During the flight to the Repose, the pararescue specialist splinted the survivor's broken arm and leg and gave him a shot to stop the pain. Crew coordination and radio discipline were excellent. Sandys 02, 03, 04, Spads 11 and 12, and Crown 1 and 4 did an outstanding job. Sandy 01, after receiving a hit, deserves special recognition for his perseverance, and outstanding performance as On Scene Commander. The professional GCA that he provided JG 31 for the approach to the survivor was a major factor in the expeditious recovery of Lariat 03A. The M-24 gas masks caused considerable visual distortion and further reduced the already poor visibility. In addition, the bulk of the gas mask and the iron maiden reduced the pilots freedom of movement.

3. (U) The survivor's name was Pependorf, William J.,
390th TFSq, DaNang AB, RVN.

Capt

4. (U) Jolly Green Crew members:

JOLLY GREEN 31

RCC	Capt	Charles P. Lowry
RCCP	Major	Bruce E. Prouse
FE	SSgt	Billy R. Bloomer
RS	SSgt	John J. Eldridge

JOLLY GREEN 28

RCC	Major	Leo M. Wright
RCCP	Capt	Robert A. Reichert
FE	SSgt	James H. Jenereaux
RS	ALC	Robert H. Fields

Charles P. Lowry
CHARLES P. LOWRY, Capt, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of USAF MSG/D/856 Apr 15

By M. JAMES (Date) 23 Apr 15

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

SECRET

UNCLASSIFIED

recovery took place at night with Crown 7 providing flares for illumination. One of the JGs hovered over the tanker and a pararescueman went down and brought up the sick men. A doctor was aboard and treated the men while en route to a hospital in Vietnam.^{9/}

On another occasion, in the spring of 1968, a Buff recovered a Thai woman who was in the process of having triplets, and in severe pain. The woman was taken from a small isolated village and delivered to a hospital.^{10/} There were numerous episodes that included dedicated effort by all concerned, and particularly by the pararescuemen. (PJ). On 29 March 1969, after a long approach through intense hostile fire, a pararescueman went down on the penetrator to a survivor who was located on top of a karst that was quite inaccessible from the ground. The survivor was in severe shock and suffering from a broken leg and a broken arm. The PJ assisted the man for a number of minutes, while four Sandys worked the surrounding area over continuously. He was finally able to get the survivor on the hoist and carried him up into the JG. Still under intense fire, the JG egressed safely and took the badly injured man to the hospital ship Repose.^{11/} On another occasion in April 1969, a PJ was on the ground for more than 30 minutes in the midst of an extremely hot area to recover the body of a pilot who had received fatal brain damage during ejection. A complete report could be written about these pararescuemen in SEA.^{12/}

A different kind of rescue took place on 5 October 1968, when Crown 6, on orbit over the Tonkin Gulf, received a call from a Forward Air Controller that an Army Ground Recon Team was under intense enemy fire and desperately

SECRET

UNCLASSIFIED

249

~~SECRET~~

Date: 29 Mar 1969

31 Mar 1969

Mission Number: 2-3-024-29 Mar 69

Flight Designation: Crown 1

Distressed Aircraft: Lariat 03 (F-4)

Location 100/80/89

Saves: 1, combat

1. Crown 1 was notified of an aircraft emergency by Nail 68 at 0056Z, 29 Mar 1969. An F-4, call sign Lariat 03, went down at 100-80/89. Nail 68 and Stormy 01 remained on scene and had voice contact with Lariat 03 Alpha. No chute or beeper was observed from Lariat 03 Bravo. Nail 68 was designated OSC. Nail 68 had Lariat 03A in sight, at this time Stormy 01 went to tanker. At 0057Z, Crown 1 requested two Jolly Greens and four Sandys to be launched from Channel 89.

2. 0105Z, Sandy 1, 2, 3 and 4 departed Channel 89. Sandy 1 and 2 arrived on scene at 0129Z. Sandy 1 was designated OSC. Sandy 3 and 4 were to rendezvous with Jolly Green 31 and 28 at Channel 85 and escort them to the scene. After reviewing our resources, it became evident that the fastest and safest exploitation of available SAR resources was to have two Spads from Channel 77 escort Jolly Green 31 and 28 to a point about six miles from the scene. Sandy 3 and 4 escorted Jolly Green 09 and 19 to November orbit as backup. Sandy 5 and 6 came to the scene to work for Sandy 1. Fast movers were made available for use as needed. Visibility in the SAR area was extremely limited by haze and smoke. It was decided not to use fast movers because of this limited visibility. Sundial was alerted to make slow movers available. Sandy 1 took a hit from small arms while trolling about $1\frac{1}{2}$ miles from the scene over a road. He was still able to function as OSC. The survivor was located on a karst in an area quite inaccessible from the ground. Jolly Green 31 and 28 and Spad 11 and 12 were brought to a high ridge just north of the survivor and held. Sandy 1, 2, 5 and 6 worked the area over around the survivor. Hobo 41, 42, 43 and 44 were available with CBU-19.

3. At 0340Z Hobo 41 and 42 laid CBU-19. Sandy 1, 2, 5 and 6 flew a daisy chain around Jolly Green 31 moving in for the pickup. Jolly Green 28 and Spad 11 and 12 were held back over the ridge. The PJ went down and worked about ten minutes on the ground. At 0350Z, survivor and PJ were coming up the hoist and the rescue was consummated. The survivor had suffered a broken arm, a broken leg and was in shock. Jolly Green 31 and 28 escorted by Spad 11 and 12 departed the scene using the same routing that was used for ingress. The survivor was taken to the hospital ship Repose.

~~SECRET~~

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

SUBJECT: Mission Narrative/7-38-029-29 MAR 69

29 MAR 1969

TO: 3ARRGP/JSARC *LE*

1. On 29 Mar 69 Det 7 was scheduled for a local miscellaneous mission. We were providing transportation for a local civic action team going to a native Leprasorium. The location of the Leprasorium is 16° 11 N by 108° 10 E. The team was building houses for the inhabitants. Pedro 93 departed DaNang AB at 0115Z with the first load of passengers, all were locally assigned military personnel. Pedro 93 arrived at the Leprasorium at 0135Z without incident, offloaded the passengers and returned to DaNang for a second trip. Pedro 93 returned to the Leprasorium on the second trip and landed at 0150Z. There are no communications available at this site and nothing appeared amiss to the crew on approach. After landing and off loading of passengers we did notice that no one was in sight with the exception of an officer we had left earlier rapidly approaching the helicopter. He then notified us that they were under small arms fire and had been pinned down. We then on loaded personnel without arms and left armed personnel on the ground. Small arms fire was noted by the Pedro crew while on loading the passengers. The fire was coming from a position approximately 200 meters north of the Leprasorium in the area of a railroad track. Upon departure Pedro 93 drew small arms fire from the same area. Pedro orbited $\frac{1}{2}$ mile south and at 1500 feet and contacted Queen on SAR frequency. Queen was filled in on the existing situation and a gunship was requested for assistance if any were available in the area. A small naval landing craft was also at the Leprasorium bringing in supplies. The other military personnel were planning to leave with the naval landing craft. Pedro 93 then returned to DaNang with five passengers. Pedro 69 was alerted and returned along with 93 to the Leprasorium. An additional nine personnel were evacuated without incident or further small arms fire. Enroute to DaNang Pedro 69 contacted, by loud hailer, a small naval swift boat and he departed north to offer any additional help if possible. Apparently only military personnel were being fired on. Pedro 69 and 93 returned to DaNang and terminated. Inspection of both helicopters revealed no damage of any type. The first five personnel evacuated under small arms fire were claimed as saves.

2. A. The crew of Pedro 93 was as follows:

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

RCCP: Capt Henry E. Hooke, Det 7, 38th ARRS

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

Atch 7

B. The crew of Pedro 69 was as follows:

RCC: Capt Robert S. Henderson, Det 7, 38th ARRS

RCCP: Maj Roy L. Huffman, Det 7, 38th ARRS

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

PJ: MSgt Glenwood C. Wilkinson, 37th ARRSq

C. Names of personnel evacuated:

Capt Cliff E. Lambert, 20th TASS, DaNang AB

Capt Serg Chernay, 20th TASS, DaNang AB

Capt Joseph G. Conrad, 366 CES, DaNang AB

Sgt Paul W. Niehoff, 366 STS, DaNang AB

Sgt David Baker, (Org. Unk.)

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

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