

Det 9, 38AERSq Hist. Apr - Jun69

9-11

SUPPORTING DOCUMENT 2

EYEWITNESS STATEMENT 9-38-003, 3 June 69

1. On 3 June 1969, Capt Joseph T. Herr, Capt James F. Hinkel, SSgt Howard J. Holloway, and SSgt Charles F. Soderboom, distinguished themselves in action while on a search and rescue mission 10 miles NE of Pleiku City.

2. At approximately 1700 hours on 3 June 1969, I received a call that an O-1 observation aircraft in my command had been shot down while on a VR mission. I flew another O-1 aircraft to the reported area to assist in search and rescue operations. When I arrived over the downed aircraft I was informed by other search and rescue aircraft that they were still receiving ground fire in the area.

3. An HH43F helicopter, piloted by Capt Herr, arrived at the scene, was briefed on the situation, and began a low level search for the aircraft and crew of two. The area of search was on a mountainside and consisted of single to triple jungle canopy, making it almost impossible to see below the trees. Sighting smoke drifting up through the canopy, Capt Herr and Hinkel hovered their aircraft just above the trees, disregarding the reports of enemy gunfire, and used the downwash of the rotor to open holes in the canopy so they could search the ground. SSgt Soderboom, the aircraft engineer, finally sighted the wreckage and Capt Hinkel and Capt Herr took the helicopter even lower to determine the status of the crew, but were unable to do so. Disregarding the fact that enemy forces were known to be in the area, SSgt Holloway, the para-medical, volunteered to be lowered to the aircraft to render medical assistance. Capt Herr and Capt Hinkel hovered overhead while SSgt Holloway inspected the aircraft, determined the pilot was KIA and the observer was not in the aircraft. SSgt Holloway then scouted out in all directions from the downed aircraft, searching for the observer. During this entire operation the entire crew were voluntarily placing themselves in a precarious situation, as the aircraft was burning and could explode at any second. There was also the threat of ground to air enemy fire and SSgt Holloway knew his ground search was in enemy territory. Once SSgt Holloway was back in the aircraft and reported that the observer was not in the downed aircraft, the search was intensified. A few minutes later the observer was picked up, uninjured, about 500 meters downhill from the crash site.

4. The teamwork, professionalism and bravery displayed by this crew were above and beyond the call of duty, and I therefore recommend that they be officially recognized for their actions.

ROBERT H. STAFFORD, MAJ, IN
COMMANDER 219th Avn Co(Util Apln)

Det 9, 38ARRSq Hist, Apr - Jun 69

9-6

On 3 Jun 69 Detachment 9 received word via Guard Channel that an Army OV-1, Headhunter 12, had been shot down 9 NM Northeast of Pleiku City. Pedro 98 flew to the area, which was considered hostile since at least 60 NVA Soldiers were estimated to be in the area. Elliot 20, a USAF Forward Air Controller, cleared Pedro 98 into the site since 98 had a hoist and a PJ. The aircraft hovered over the dense jungle canopy as the PJ was lowered to the ground. The pilot was KIA and the observer was missing. The observer was later picked up by an Army Huey with a rope. No save was recorded. Mission # 9-38-003 3 Jun 69.

On the night of 11 June, Detachment 9 received a call from Peacock (GCI) advising that an Army patrol was cutoff and surrounded by NVA regulars 47 NM Northeast of Pleiku AB. Pedro 98 and Pedro 83 launched and flew to the general area using flares in the area for enroute navigation. Since no ground fire was evident in the immediate area, both aircraft went in and six patrol members were hoisted up from the jungle. The soldiers rescued were Bill Wilkinson, Frank Kohari, James Gibson, Richard Horsch, Arthur Woodley, and Reginald Salinas. Ranks were unknown and all were assigned to "C" Company, 13th Infantry division. Six combat saves were recorded. Mission # 9-38-004 11 Jun 69.

On 13 June Detachment 9 launched Pedro 98 to help the 225th Aviation Company locate a downed OV-1, Blackhawk 19. The downed aircraft was located ten miles Northeast of Dak To near the top of a 5000' peak. All crew members were presumed dead so an Army team of five was hoisted down into the jungle to check the wreckage. There were no survivors and no saves were recorded. Total saves for the quarter were seven.

~~CONFIDENTIAL~~

UNCLASSIFIED
92

FROM: 37(0)

6 June 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-058-5 JUNE 69) (U)

TO: 37C

3rd ARRGp (JSARC)

IN TURN

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

2. (C) On 5 June 1969, Jolly Green 35 was airborne at 0200Z on a fraggged orbit mission. JG 35 arrived on station at the specified time maintaining orbit until 0335Z when JG 35 was alerted of an imminent feet wet condition. We were immediately advised of survivor location by Waterboy and proceeded to site which was approximately 25 miles distant from us. While enroute the Taksan aircraft crash site was observed. At this time, Bear flight, providing top cover, provided very accurate headings to Taksan A who was sighted at UTM XE 665500. On the first pass smoke was deployed but did not ignite, on the second pass the PJ was deployed in the water to assist survivor. Survivor was hoisted aboard at 0350Z. At this time VESPA flight relieved Bear flight, providing accurate headings to the second survivor. Smoke and PJ were deployed for Taksan B who was located at UTM XE 635525. PJ working extremely effectively had survivor ready in a very short time and he was hoisted aboard at 0355Z. No hostile intent observed from approximately six fishing vessels about one mile away. Taksan B was off loaded on the Repose at 0425Z with what appeared to be a severe fracture of the left leg. Taksan A was off loaded at Ch 77 with minor injuries. VESPA flight provided top cover for JG 35 to the repose.

3. (U) Survivors: Findlay, Ralph F., Colonel, Taksan A.
Moy, Don M., Captain, Taksan B. Aircraft RF-4C #388, call sign Taksan.

4. Jolly Green Crew Members:

JOLLY GREEN 35

AC	Capt	Joseph R. Hall Jr.
CP	Maj	Walter E. Barnes III
FE	SSgt	James K. Hall
FE	SSgt	David W. Lilliston
PJ	Sgt	Jon K. Hoberg

Classified by OL 131244
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 75

Joseph R. Hall Jr.
JOSEPH R. HALL JR., Capt, USAF
Aircraft Commander

~~CONFIDENTIAL~~

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

AT-1

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UNCLASSIFIED

450

S.D. 15

99.

39th ARRSq History, Apr - Jun 69

Date: 5 June 1969

Mission Number: 1-3-058-5 Jun 69

Flight Designation: King 4

Distressed Aircraft: Taksan (RF-4C)

Location: (C) 328/50/109

Saves: - 2, Combat

1. (a) At 0333Z, King 4 received a call from JG 35 that an aircraft was down feet wet about 2-3 miles east of Dong Hoi. JG 35 was on Echo Orbit at this time and was proceeding to the SAR area. We fixed the location as 328/50/109. Argyle flight, which was escorting the downed aircraft, reported two good chutes and informed us that the call sign of the downed aircraft was Taksan. The JGs at Channel 103 were put on alert.

2. (U) Argyle flight had to RTB due to low fuel. Vespa flight came in to provide cover for the survivors. At 0345Z, JG 35 arrived on scene. At this time, a PJ was deployed to help the Alpha survivor. The PJ and Alpha survivor were picked up at 0346Z. The Alpha survivor was in good condition.

3. (U) At 0348Z, The JG established radio contact with the Bravo survivor. The Bravo survivor requested a PJ. The PJ was deployed at 0350Z. Both were picked up at 0354Z. The Bravo survivor had a broken leg and was in shock.

4. (U) The JG proceeded to the Hospital Ship on North Station with Vespa flight escorting. The Bravo survivor was off loaded at the ship at 0425Z. The Alpha survivor was taken to Channel 77. The SAR effort was terminated at 0430Z with all forces being returned to their controlling agencies.

CONFIDENTIAL

93

FROM: Aircraft Commander

5 June 1969

SUBJECT: Mission Narrative Report (10-38-038-5Jun69)

TO: 10-38C

38C

3ARRGp (JSARC) *JEN*

IN TURN

1. This report is submitted IAW ARRSM 55-2, 3ARRGp Sup 1, 11 July 1968.
2. At 1535L, Paddy Control called Pedro Operations and notified them of downed aircraft 4 miles north of Binh Thuy. Pedro 91 launched at 1540L for sight. The downed aircraft vectored Pedro 91 into their site at 1550L. Pedro 91 on-loaded two passengers. The crew of the ship remaining to guard the aircraft. Pedro 91 flew the passengers to Navy Binh Thuy arriving at 1605L. All crewmembers and passengers were in good condition. Pedro 91 then flew back to the crash site and flew cover for crewmembers left on the ground. Pedro 91 terminated at Binh Thuy at 1650L. Negative ground fire. Two Non Aircrew Combat Saves. Two sorties with 1.2 hours flying time.
3. The names of the survivors were:

LTCDR W. M. Crowe, Riv Ron 116.5
Capt E. H. Kidd, COMNAVFORV
4. Crewmembers of Pedro 91:

AC Maj Charles E. Trapp, Det 5, 38 ARRS
CP Capt Jack D. Cusano
FE Sgt Kenneth P. Johnson
PJ TSgt Dudley R. Peckinpaugh

Charles E. Trapp
CHARLES E. TRAPP, Major, USAF
Commander Pedro 91

E/
724

ATCn 13

94

FROM: Aircraft Commander

10 June 1969

SUBJECT: Mission Narrative Report (10-38-039-9Jun69)

TO: 10-38C

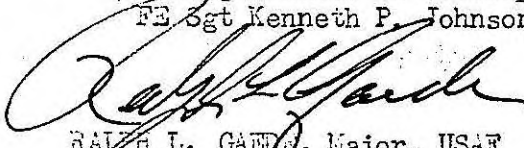
38C

3ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSM 55-2, 3ARRGp Sup 1, 11 July 1968.
2. Det 10 Operations received a call from Special Forces at 1025L. They had one wounded man on a mountain 50NM NW of Binh Thuy who needed a hoist extraction. Pedro 39 was airborne at 1030L climbing to 2500 feet. When a buildup of Cumulus Clouds with showers was encountered, a climb to 4500 feet was needed to find a hole in the clouds. Finally the Pedro crew arrived in the area and circled once until the smoke marker was spotted. A quarter mile away on another part of the mountain, the smoke from artillery and a battle could be seen. After circling once and receiving no ground fire, Pedro 39 made the approach. During the approach, light automatic weapons fire was observed behind and to the right but no hits were taken. As the crew hovered over the trees, the PJ lowered the hoist and after the survivor was strapped in the stokes litter, hoisted him aboard. During this time, the pilot had to maintain a constant steady hover since the troops on the ground didn't unhook the litter from the cable. Power was added and the takeoff was made. On the way back to the 29th Army Field Hospital, the PJ assessed the injuries from multiple shrapnel in both legs and applied the needed First Aid. The trip back was uneventful with landing at the 29th at 1150L and termination at Binh Thuy at 1155L. The crew was credited with one combat save with 1.4 hours flying time.
3. The name of the survivor is unknown.
4. The crew of Pedro 39:

AC Maj Ralph L. Gaede
CP Capt David L. Bachman
PJ TSgt Dudley R. Peckinpaugh
FE Sgt Kenneth P. Johnson



RALPH L. GAED, Major, USAF
Aircraft Commander

ATCH 14

FROM: DET 9, 38ARRSq/AC/CAPT CLARK

15 Jun 69

SUBJECT: Mission Narrative Report 9-38-69-4, 11 Jun 69

TO: 9-38C

3ARRGP (JSARC)

IN TURN

1. Det 9, 38 ARRSq was notified at 11/1345Z and launched at 11/1425Z - No difficulties encountered.

2. Ground fire was observed three different times enroute to target area. Ground location on first observation was 070/10NM, 2nd observation was 070/32NM, 3rd observation was 070/45NM, CH 107, Pleiku. Pedro 83 (high bird) observed the 2nd ground fire and notified Pedro 98 that we were being shot at from our seven o'clock position. Pedro 98 turned off the nav lights and took evasive action to the southeast.

3. Weather at launch time was 4500' overcast, 10 miles visibility, winds 220/10. Enroute weather became approximately 6500' broken, 10 miles visibility. Light rain showers were encountered with multi-layered low scattered clouds. Target area had 6500' scattered to broken, clear below. Patchy fog was encountered in the valleys.

4. Peacock GCI received radio transmission from Hawkeye 28 on 243.0 at approximately 11/1330Z, and called Det 9, 38ARRSq on telephone to relay information. We were informed that Hawkeye 28 was in contact with a beeper at approximately 270/35NM, Pleiku. AC requested additional information as to type aircraft down, number of persons on board, enemy action in the area, condition of personnel on the ground, and other aircraft in the area. Peacock said they would call us back. AC contacted Pleiku tower and requested them to contact "Spooky" aircraft overhead to get any further information and bearing on Hawkeye 28 since both were monitoring the guard transmissions. Peacock called and informed us that the target area was 070/47NM and that the objective was an Army patrol in critical condition. Hawkeye 28 told Peacock that the patrol could not last through out the night. Contact with the patrol was broken due to poor radio contact but Hawkeye 28 was assured that there were three critically wounded on the ground. Hawkeye 28 requested a hoist and jungle penetrator plus UHF homing capability and medical assistance. The general area of the patrol was known, however the exact location could not be determined due to lack of UHF homing equipment on Army aircraft. No other hoist and penetrators were available. Several flare ships and gun ships were in the area and ground fire had not been encountered in the immediate target area. Pedro 98 and 83 launched as low and high bird and Peacock gave vectors to Hawkeye 28. Pedro 98 contacted Hawkeye 28 and set up an intercept using UHF homing. It was possible to see flares in the target area twenty-five miles prior to the objective. The tactics used enroute were Pedro 98 at 5500' MSL and Pedro 83 at 6000' MSL and one-half mile in trail.

Pedro 83 used rotating beacon only and Pedro 98 used all nav lights until the ground fire started. Arrival in the target area was at 11/1455Z whereupon the flight climbed to 7000' and 7500' respectively. The other aircraft in the area were at 6500' and below in a clockwise orbit. Pedro 98 was vectored into the general area by Hawkeye 28 and became mission commander. Pedro 98 requested additional flare ships, "Spooky", and gunships, and descended to 2500' after gunships and O-1 aircraft had made several passes without picking up ground fire. Pedro 98 used the loud hailer requesting a beeper, penflare or light for positive identification. Pedro 98 made repeated passes at varying altitudes from 1000 to 2500 feet before beeper contact was established. Pedro 83 and the PJ onboard Pedro 98 picked up a beeper on Guard, but Pedro 98 was not able to home in on it so 83 gave 98 vectors into the general area of the beeper. Starlight 13 (Huey Gunship) preceded 98 in a descent and after several loud hailer transmissions, a flashlight and a broken URC-10 transmission were received from the ground party. Starlight 13 made positive identification and marked their position by flying directly over them. The location of the survivors was approximately 100 yards uphill and west of a river bed and southeast of a small stream. The hills in the general area were approximately 3000' in elevation. Pedro 98 descended and established an orbit over the objective to ascertain if he was going to receive any ground fire. After two passes with no hostile action, 98 established a hover at approximately 75' above the ground with the wheels just in the top of the trees. At this time, flare ships fired three flares to assist in lighting the area. Pedro 98 wanted to use the landing light to illuminate the objective and position the aircraft, but the landing light burned out. After establishing a hover and receiving no ground fire, the flood lights were used. The flood lights were required as the flares caused erratic shadow movement which made hovering extremely difficult. The penetrator was grounded and two persons immediately climbed on. They were familiar with lowering the seats, but they did not attempt to use the straps to secure themselves. Pedro 98 elected to pull them up without this safety feature due to known extensive enemy action in the area. The PJ covered the rear position and then assisted the FE to hoist the survivors aboard. When the first two survivors were aboard, the penetrator was immediately lowered for two more persons. The second group of two was hoisted aboard without incident. Since Pedro 98 had now picked up four survivors and was becoming power limited, Pedro 83 was called in to pick up the remaining two survivors. Pedro 83 began a descent at this time and Pedro 98 started to move out. About this time the flares began to burn out and the flareship called in "out of flares". The area became very dark, but fortunately another flareship began dropping flares. Pedro 98 climbed out to 3500' as Pedro 83 dropped into position. 83 had some difficulty finding the other two persons because the first four had kept the light with them when they recovered. Starlight 13 vectored Pedro 83 into position and the remaining two persons were recovered. While 98 and 83 were in a hover, Starlight 13 made 360 degree passes around their position and gunships orbited to the west and east of the two ridge lines to provide cover. The time of the recovery operation was twelve minutes, and both aircraft departed at 11/1535Z. Hawkeye 28 (O-1) declared minimum fuel and departed the area immediately.

after Pedro 83 started his departure from a hover. Starlight 13 passed off both aircraft to Starlight 27, due to his 20 minute fuel light coming on, and Pedro 98 and 83 followed 27 to LZ English and discharged the recovered personnel at 11/1600Z. One of the soldiers mentioned that it was his first patrol in SEA and that he had been praying for rescue for six hours. Three patrols had been in the same area all day and had made repeated contact with the enemy. One NVA regiment was estimated to be in the area. This estimate seemed to be true since the gunships picked up ground fire from the west side of the mountain while the rescue was being made on the east side. The other two US patrols reported numerous trails with booby traps along them.

5. Both aircraft were now refueled at LZ English. Immediately after refueling, English began receiving rocket and mortar rounds. Pedro 98 and 83 made an immediate departure for Phu Cat. Enroute, ground fire was again encountered at an altitude of 4000' and 4500'. The position lights were turned out and the altitude increased 1000' but ground fire persisted. Fortunately, a flare lit up the area from which the ground fire was coming and it ceased. Pedro 98 and 83 decided to RON at Phu Cat due to weather enroute to Pleiku.

6. After talking to the six rescued personnel, it became apparent why they were reported wounded. They had been patrolling a trail and had come under fire from the enemy. They reported on their field radio that they had been hit. Shortly thereafter, they came under fire again and reported being hit a second time. Their radio was damaged so no further contact was possible with their control. They then started escape and evasion procedures and after three hours set up a defensive position and their parent unit started the search mission to extract them from the area. The survivors stated that they had heard the loud hailer but were reluctant to use the URC-10 or light, fearing they would give away their position to the enemy.

7. Crew members involved in this mission were:

Pedro 98

AC Clark, W.F., Capt
CP Gordon, R.C., Major
FE Soderboom, C.F., SSgt
PJ Holloway, H.J., SSgt

William F. Clark
WILLIAM F. CLARK, Capt, USAF
Aircraft Commander

Pedro 83

AC Herr, J.T., Capt
CP May, A.A., Capt
FE Barnes, F.M., Sgt
PJ Arvidson, L.E., Sgt



NEWS RELEASE

UNITED STATES AIR FORCE

DIRECTORATE OF INFORMATION, Headquarters Seventh Air Force
TAN SON NHUT AIR BASE Republic Of Vietnam
APO San Francisco 96307

11 JUN 69

FOR IMMEDIATE RELEASE

1585

PLEIKU PEDROS RESCUE STRANDED ARMY PATROL

PLEIKU AB, Republic of Vietnam (7AF) -- Two HH-43 Pedro helicopter crews from Pleiku Air Base, flew through darkness and monsoon weather recently to snatch a U.S. Army patrol from the grasp of an estimated NVA regiment.

The Pedros of Detachment 9, 38th Aerospace Rescue and Recovery Squadron, were scrambled to aid the patrol after they had become cut off and surrounded in hilly terrain 47 miles east of Pleiku.

Also aiding in the successful rescue operation was an AC-47 Moonshine Flareship of the 9th Special Operations Squadron at Pleiku. The Moonshine crew dropped flares throughout the operation.

Piloting the lead helicopter was Captain William F. Clark, 34, Waco, Tex. "We lifted off from Pleiku at about 10:30 p.m., and headed for the search area near An Lha," recalled Clark. "Several times enroute we had to alter course due to hostile ground fire. We could see ground flashes in the search area from about 25 miles out and it was really shaping up into a busy night," he said.

When the Pedros arrived over the search area, U.S. Army UH-1 Huey

- MORE -

1585, page 2 of 3 pages.

helicopter gunships and a U.S. Army O-1 Bird Dog observation aircraft were already attempting to locate the patrol.

The Air Force chopper crews used their radio homing equipment to pinpoint the troops on the ground and then gave instructions to the patrol with the aircraft's loud speakers.

"We told them to give us some identification. They finally came up with their 'beeper' distress signal and a flashlight signal.

The patrol was located on the side of a hill near a river bed in dense triple-canopy jungle. Throughout the rescue operation the sound of gunfire could be heard as the Army gunships engaged enemy forces just over the hill. The wavering light of flares from the orbiting Flareship made hovering difficult. Captain Clark ordered the chopper's flood lights turned on to aid visibility despite the increased danger of exposure to enemy fire.

Captain Clark hovered his helicopter 75 feet above the ground with its wheels in the tree tops, while the flight engineer, Staff Sergeant Charles F. Soderboom, 26, Wichita, Kan., lowered the forest penetrator seat to extract the waiting soldiers.

"Two men immediately climbed aboard the penetrator," said Sergeant Soderboom. "Within minutes we had the other patrol members aboard and Captain Clark lifted off."

The second Pedro, which had been orbiting above the scene, provided guidance and lookout assistance.

- MORE -

Pararescueman on Captain Clark's crew was Staff Sergeant Howard J. Holloway, 30, Portsmouth, N.H.

Other members of Captain May's crew were Airman First Class Leif E. Arvidson, 20, Camarillo, Calif., pararescueman, and Sergeant Floyd M. Barnes, 22, San Bernardino, Calif.

Crewing the Moonshine flareship were: Major Alan W. Arthur, 35, Mountain View, Mo., pilot; First Lieutenant Ralph L. Hansel, 24, Andover, Mass., co-pilot; First Lieutenant Richard T. Dietrich, 24, Mountville, Pa.; navigator; Staff Sergeant Robert D. Cherry, 29, Pensacola, Fla., flight mechanic, and Staff Sergeant Donald R. Wightman, 33, Spanaway, Wash., loadmaster.

After completion of the rescue operation, both Pedros refueled at a landing zone in the vicinity and returned to Phu Cat Air Base. While at the landing zone refueling, the aircraft and crews came under enemy rocket and mortar fire. Enroute to Phu Cat they again encountered enemy ground fire.

Commenting on the mission, Captain Clark said "This was one of the most satisfying nights of my experience in Southeast Asia. Those Army patrol men were in a tight spot and one of them told me he had been praying for rescuers to arrive. It was his first patrol in Vietnam. They had been under heavy fire twice before we got their call. I'm glad we were able to get them out of there."

AND THIS IS THE WAY IT HAPPENED

(USAF PHOTO)

Choppers Rescue Stranded Patrol

PLEIKU — Two HH-43 Pedro helicopter crews from Pleiku AB flew through darkness and monsoon weather recently to snatch a U.S. Army patrol from the grasp of an estimated North Vietnamese Army regiment.

The Pedros of Detachment 9, 38th Aerospace Rescue and Recovery Squadron, were scrambled to aid the patrol after they had become cut off and surrounded in hilly terrain 47 miles east of Pleiku.

Also aiding in the successful rescue operation was an AC-47 Moonshine flareship of the 9th Special Operations Squadron at Pleiku. The Moonshine crew dropped flares throughout the operation.

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The Air Force

used their radio homing equipment to pinpoint the troops on the ground and then gave instructions to the patrol with the aircraft's loud speakers.

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FROM: 37(0)

13 June 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-059-12 JUNE 69)

TO: 37C

3rd ARRGp (JSARC)
IN TURN

1. This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1969.

2. At 2240Z the crews of Jolly Greens 35 and 28 were preparing to launch for strip alert at Quang Tri when Queen advised Operations that Sullivan Lead, an F-4C was down. Position was 190/27/77 and Queen requested that the Quang Tri crews and Spads be launched immediately. Jolly Green 35 was airborne at 2250Z with Jolly Green 28 and Spads 11 & 12 following closely behind. Jolly Greens 35 and 28 proceeded down the coast line and climbed to an altitude of 6000 feet. The Spads proceeded directly to the area. King 03 had voice contact with Sullivan A and B. Also on scene was Rattler Flight of F-100s and a Helix 13 On Scene Commander until Spad 11 arrived at the site. King 03 had advised the two downed pilots to hide until the Jolly Greens were ready for the pick up because ground fire was heard in the area. Both pilots reported they were in good shape. Helix 13 had both pilots pin pointed, Alpha 150 meters east of the parachute visible on the side of a hill, and Bravo approximately 50 meters from the same parachute on a heading of 210°. Jolly Greens 35 and 28 moved inland toward the downed pilots at altitude to get a better look at the area. At 6000' over the area all crewmembers of Jolly Green 35 had the parachute visible on the side of the hill. Spad 11 made repeated passes on the area and did not receive ground fire so it was decided to send Jolly Green 35 in for the pickup. Jolly Green 35 descended down to low level east of the survivors over a fog bank which was covering the area. An approach was made to the survivors but the fog had drifted into there position. The fog was down in the trees and about 200 feet thick. The survivors were located on the side of a hill in fairly rough terrain so the fog hampered the recovery. As Jolly Green 35 was moving toward the survivors, approximately 200 meters away, the fog completely enveloped the helicopter and a climb at almost zero air speed and maximum power was initiated until Jolly Green 35 broke out on top and another approach from a different angle was attempted. Visibility at times was less than 50 feet and the survivors could hear the helicopter but not see it. Sullivan Alpha again gave directions from the noise and we moved in directly over him. A hover was established and he was brought aboard at 2345Z. He directed us to the area of Bravo and Bravo directed us in. It took about 3 minutes of hovering in the fog to locate Bravo even though we were never more than 50 meters from his position. Needless to say he was well hidden and only after we had parted the tall grass and trees directly over him did we have a visual contact. He was on board at 2357Z. Jolly Green 35 returned to DaNang landing at 0025Z. Both pilots appeared in excellent shape.

3. Survivors: Maj William R. Deans, FR66293 and Maj Cornelius A. Thomas, FR28649 from the 390th TFS, DaNang AB.

4. Jolly Green Crew Members:

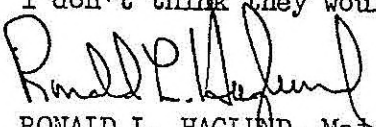
JOLLY GREEN 35

AC	MAJ	Ronald L. Haglund
CP	MAJ	Walter E. Barnes III
FE	SSGT	Vincent P. Freeman
RS	SGT	Michael J. Sherman

JOLLY GREEN 28

AC	MAJ	Leo M. Wright
CP	MAJ	John F. DeGhnee
FE	Sgt	Duane I. Beland
RS	Sgt	Thomas T. Winters

5. Comments: Weather was a big factor in this successful SAR effort. Had the fog not been in the area it would have been very easy to locate and pick up the survivors. This is attested to by the fact that the parachute located within 150 meters of both survivors was visible from 6000 feet altitude through a hole in the fog. At the same time Helix 13 the on scene FAC stated there were no known friendly troops in the area so assuming the ground fire heard was enemy action the fog did provide an excellent cover for Jolly Green 35. Spads 11 & 12 were to continue to circle Jolly Green 35 to suppress any ground fire but due to the fog I don't think they would have been very effective.


RONALD L. HAGLUND, Maj, USAF
Aircraft Commander

Det 10, 38th ARRSq History, Apr - Jun 69

10-12

SUPPORTING DOCUMENT #3

ROUTINE MEDEVAC: 12 Jun 69, 4 sorties, 32 hours

At 2250L Army Special Forces contacted Pedro Operations and requested a medevac of 4 seriously ill Vietnamese Special Forces personnel. They were suffering from malaria and had high fevers. Pedro 39 launched at 2205 followed by Pedro 91 and headed for Chi Lang, an Army outpost adjacent to the Cambodian border 55 miles NW of Binh Thuy. Pedro 39 made the approach while 91 orbited. Both aircraft took on 2 litter patients whom the PJ's said were in poor condition from advanced malaria. They were delivered to the American Army 29th Evac Hospital. Termination was at 12340L.

The names of the medevac patients are unknown.

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

AC Capt Philip H. Kammann
CP Capt David L. Bachman
PJ TSgt Dudley R. Peckinpaugh
FE MSgt John G. Regan Jr

Crewmembers of Pedro 91, an HH-43F Helicopter, Serial Number 62-4560, unit of assignments indicated.

AC John L. Wells, Maj, 3ARRGp
CP Capt Jack D. Cusano, Det 10, 38th ARRSq
PJ SSgt Michael F. Dean, Det 10, 38th ARRSq
FE Sgt Ernest L. Long, Det 10, 38th ARRSq

FROM: Det 6, 38ARRS

16 June 1969

SUBJECT: Mission Narrative Report (Mission 6-38-006-15 June 69)

TO: Det 6, 38ARRS (C)
38ARRS (38C) *ef*
3ARRGP (3JSARC) *leg*
IN TURN

1. This report is submitted IAW ARRSM 55-2/3ARRGp Sup 1, 11 July 68.
2. Joker notified Det 6 at 0755Z 15 June 69 of a downed Army OH-6 helicopter at 1113N 10657E. The on scene Commander was an Army helicopter, Redhorse 6. Pedro 95 launched at 0802Z followed by Pedro 77 about three minutes later. Pedro 95 and 77 arrived in the area at 0825Z. Redhorse 6 remained high while directing Pedro 95 into the search area. Another Army OH-6 (Ray 13) was hovering over the downed aircraft. Ray 13 reported sighting a survivor and that he was waving. This later proved to be incorrect. Pedro 95 lowered the Pararescueman and stokes litter. The PJ reported the crewman was dead at this time. Pedro 95 elected to retrieve the body as there had been no enemy activity reported nor had we taken any fire in the 15 to 20 minutes that we had been hovering. The PJ reported it would take him a little while to extract the body. Pedro 95 was running short of fuel, so had to pull out. Pedro 77 came in immediately and remained over the crash site until the PJ had secured the body for pickup. Pedro 77 retrieved the body and the PJ and both aircraft returned to Bien Hoa at 0915Z.
3. There were no difficulties encountered during the mission. Weather was VFR, the terrain was double layer jungle canopy with 200 foot trees and dense under growth making ground movement difficult. Cooperation of all parties concerned with rescue effort was excellent, as was radio discipline. Two sorties and 2.4 hours were flown.

4. Crewmembers:

Pedro 95

AC Capt Thomas R. Scharf,
CP Maj Lyle A. Beck,
FE Sgt Dell C. Cady,
PJ ALC Terry M. Wells,

Pedro 77

AC Maj Richard W. Lorey,
CP Capt Paul L. Lantz,
FE Sgt Elbert M. Dewberry,
PJ TSgt David D. Rhody,

Thomas R Scharf
THOMAS R. SCHARF, Capt, USAF
Aircraft Commander

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S.D. 19

106.

39th ARRSq History, Apr - Jun 69

Date: 14 Jun 69

Mission Number: 2-3-037-14 Jun 69

Flight Designation: King 2

Distressed Aircraft: Wolf 05

Location: 115/84/89

Saves: 1, combat

1. At 0757Z on 14 June 69, King 2 received a call from Warpaint 501 that Wolf 05 was going down on the 120 degree radial of Channel 82 with no DME. A location was called about 0759Z as 120/87/89. At this time, King 2 was working with Locust 1/2 on electronic search for Mantis 02 with orbit on 000/15/113. King 2 left the Channel 113 area and proceeded to the scene and Warpaint 501 had sighted the chutes and had voice contact with Wolf 05A and Wolf 05B. He elected to ask them to show their position by smoke or fire, Nail 19 was in the area and stopped this position giveaway of survivors. He asked that he be designated OSC since Warpaint 501 (A self appointed OSC) was not conducting things properly. Nail 19 was assigned as OSC at 0820Z relieving Warpaint 501. Nail 19 advised that he had contact with the survivors and had already asked hobo 24/25 and Pony 10/12 to proceed to the area. This was at approximately 0825Z that Nail 19 said Pony 10/12 and Hobo 24/25 were in the area. The Hobos went trolling and could find no gun positions in the area and then formed a Daisy Chain around the Ponys. At 0830Z, Pony 12 had smoke in sight on Wolf 05B and proceeded to pick up Wolf 05B. Pony 12's penetrator cable stuck at 100 feet down and he had to proceed 3 miles from the area with Wolf 05B clinging to the penetrator. A landing was made and Wolf 05B loaded aboard Pony 12. While Pony 12 was landing to load Wolf 05B, Pony 10 was vectoring in on Wolf 05A and proceeded to hover so as to pick up Wolf 05A. His equipment seemed to work fine and no malfunctions were called by Nail 19. In fact, Nail 19 was giving a narrative of the pick up of Wolf 05A by Pony 10 and said that Wolf 05A was on the penetrator and should be aboard in less than thirty seconds. I asked Nail 19 to see

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460

107.

39th ARRSq History, Apr - Jun 69

that they were extra careful and did not drop anyone. He said he understood but a couple minutes later he called and said Pony 10 dropped Wolf 05A from about 500 feet above the ground just as he was about to board the chopper thru the door. It was approximately 0857Z when Nail 19 called in this unfortunate incident to King 2. Pony 10 called shortly thereafter and said he thought he had a 1 to 1 vibration (Rotor Blades out of track) and may have to set down. JG 37/15 were airborne at 0810Z. Sandy 1/2 were airborne Channel 89 at 0815Z with ETA for area along with JG 37/15 at 0910Z. Sandy 1/2 and JG 37/15 were about 15 miles from the scene when what could have been a completely successful SAR turned sour when Wolf 05A fell off the penetrator of Pony 10. As to why Pony 10 dropped Wolf 05A, King 2 never found out. A search was made of the area where Wolf 05A was dropped. JG 37 and Sandy 1/2 and 6 conducted the search with negative results. Sandy 05 had to RTB due to mechanical malfunctions (Oil Sump Light). Ordnance was expended by Sandy 1/2 and 6 as JG 37 looked over the tree top level. Nail 138 was only in the area as a standby FAC. He was used to handle Banyon Flight on strike south of the SAR scene. Sandy 1 took over OSC at approximately 0905Z and conducted a search for Wolf 05A after the incident.

2. Crewmembers:

- a. AC Major Maddox
- b. CP Major Feiler
- c. NN Captain Stafford
- d. RO TSgt Weimer
- e. FE TSgt Mix
- f. FE TSgt Sweeney
- g. LM SSgt Gately

JOHN W. MADDOX, Major, USAF
AC, King 2

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368

16.

39th ARRSq History, Apr - Jun 69

Firefly 42/43 were vectored to the area while Raven 46 was designated On Scene Commander. The area was trolled by the Fireflys (A-1s) to locate ground fire; fortunately there was none. Sandy 03/04 arrived on scene and Sandy 03 took over as OSC. Firefly 42 managed to establish voice contact with the survivor who stated he was badly hurt. Jolly Green 71 was vectored in and pararescuemen were lowered with a stokes litter. The survivor was administered first aid and then picked up by JG 71.¹⁴

(U) King 7, the alert crew at Tuy Hoa AB, was launched to rendezvous with Jolly Green 28/21 and escort them to a surface vessel with a crewman suffering from an acute appendicitis. The rendezvous with the ship was made and the patient was picked up with a stokes litter and taken to the U.S. Air Force hospital at Cam Ranh Bay. Both Jolly Greens were air refueled by King 7 enroute.¹⁵

King 2 was on precautionary inland orbit when a Mayday call was picked up from a Warpaint 501 who stated that Wolf 05, an F-4, had been shot down and both crewmen had

14. S.D. 17 Narrative, Mission 2-3-038-16 Jun 69, p. 102

15. S.D. 18 Narrative, Mission 1-3-064-23 Jun 69, p. 105

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17.

39th ARRSq History, Apr - Jun 69

successfully ejected. Nail 19 was designated on-scene-commander. Pony Express 10/12 and Hobos 24/25 were in the area and had not received any ground fire. After trolling for ground fire and finding they were free of enemy activity, Hobos 24/25 recommended that a pick up be made without delay. At 0830Z Pony Express 12 reported that he had sighted a survivor and that he was making the pick up. Pony Express 12 experienced hoist difficulties during the pick up and had to carry Wolf 05 Bravo on the penetrator 3 miles to a suitable landing area, where the survivor was put down and brought aboard after a landing was made. At 0830Z Pny Express 10 said Wolf 05 Alpha was in sight and that they were dropping him a penetrator. During the pick up the rotor blades of Pony Express 10 contacted some high tree branches and heavy vibrations resulted. The survivor was nearly up to the cabin when he fell off the penetrator. He fell some 500 feet to the ground. A search for the body was made to no avail. Wolf 05 Alpha was declared dead and SAR efforts were closed.¹⁶

16. S.D. 19 Narrative, Mission 2-3-037-14 Jun 69, P. 106

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

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

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assumed On Scene Command after being briefed by Warpaint. Pony Expresses 10 and 12 of the 20th SOS, Udorn (CH-3E helicopters), heard the Mayday call on guard channel and volunteered assistance through Invert (a radar unit) and Cricket (the ABCCC aircraft). A check was made by these command and control agencies as to the availability of Jolly Green aircraft, but none was in the area at the time. Hearing this, Pony Expresses 10 and 12 advised their Hobo escort (A-1) that they were proceeding to the scene. They checked in first with Nail 19 and then with Sandy 1 when this aircraft arrived and assumed On Scene Command. The position of Wolf 5B was quickly pinpointed and Pony Express (PE) 12 picked him up. The penetrator hoist malfunctioned, whereupon PE 12 airlifted the survivor on the hoist to a flat knoll four km west, where a landing was made and the survivor was brought aboard. He had minor cuts and bruises and a possible back injury.^{7/}

Meanwhile Wolf 5A was pinpointed and contacted by PE 10. Wolf 5A vectored PE 10 to his position by voice and smoke. The survivor appeared to be in good condition and his transmissions were coherent. His position was at the edge of a jungle canopy, which rose steeply into a karst nearby. The pilot of PE 10 noted that the beginning of the vertical karst was so close to the survivor that his only approach was a backward movement of the helicopter into a position directly overhead. PE 10 (with standard three-leaf-seat-jungle penetrator) hovered over Wolf 5A, lowered the penetrator to its full extension, but had to descend farther to get it on the ground. The hoist operator noted that all three seat positions were lowered by the survivor, but the chest restraining strap was not used. During the descent, the

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helicopter rotor blade contacted some jungle vines and received severe blade damage. There was also a smell of smoke as the survivor was being hoisted. The helicopter pilot, concerned for the safety of his aircraft and crew, initiated a 10-kt forward speed course to the next ridgeline, where he planned to land and bring the survivor on board. The survivor was clear of the trees when the forward speed was started. The hoist operator saw Wolf 5A grab the top of the penetrator and wave, whereupon the hoist was raised. The hoist operator was of the opinion the the pilot came through the top of the forest canopy with a branch across his legs. Shortly thereafter, the hoist operator observed the pilot had slipped from the seat and was holding on to the penetrator seat by his hands with arms extended over his head. The survivor was unable to retain his grip and tumbled to the ground from a height of about 500 feet. Subsequent transmissions from Sandy 1 to Wolf 5A were unsuccessful. The SAR effort was terminated approximately 45 minutes after the pilot fell from the penetrator. A visual and electronic search was continued until dark on 14 June, and by 0-2 aircraft the following morning, without results. Heavy foliage in the area precluded any chance of making a successful visual search. Friendly ground forces were alerted to search for the body. The accident, and it was that, could be attributed only to the unfortunate position of the survivor, and because he probably forgot to lock the chest restraining strap.^{8/}

All important missions were not necessarily of a combat nature. Many humanitarian efforts were made. On 3 December 1968, Crown 7 joined with two Jolly Greens to fly 100 miles out to sea, off the coast of Vietnam, to a German tanker where two crewmen were suffering from food poisoning. The dramatic

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11	(S)	Search and rescue effort for Manual 42A was successful.
15	(U)	Munition's loading crews were consolidated under 456th Munitions Maintenance Squadron..
15	(S)	Maj. James B. East Jr., 602nd Special Operations Squadron, declared MIA.
17	(S)	Search and rescue effort for Cobalt 01 Bravo was successful.
22	(U)	The 56th Special Operations Wing assumed main support base supply responsibility for OV-10 aircraft.
June 2	(C)	Thai Guard accidentally killed when a bunker collapsed.
7	(U)	Civic Action Center quick reaction mobile medical team deployed to Ubon, Thailand in response to reported cholera epidemic.
9	(S)	A-1H #52-135356 crashed on takeoff, killing the pilot.
13	(S/NF)	Aircraft of Detachment 1, 56th Special Operations Wing, received hits during hostile action. The RLAF pilot died during attempted crash landing.
13	(U)	Col. Thomas B. Carter assumed command of 56th Combat Support Group.
13	(S)	1st Lt. Neal C. Ward, 602nd Special Operations Squadron, declared MIA.
14	(S)	Search and rescue effort for Wolf 05B was successful and search and rescue effort for Wolf 05A was partially successful.
16	(S)	Search and rescue effort for Kingfish 01 was successful.
20	(U)	The rapid area supply support (RASS) team number 118 was terminated at Nakhon Phanom RTAFB.

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56 Special Operations Wing

18 June 1969

SAR Report, Wolf 05A and B

3rd Aerospace Rescue & Recovery Group

Tan Son Nhut AB, RVN

(S)1. A partially successful rescue was attempted on 14 June 1969 for Wolf 05A and B. The aircraft, an F4, went down at 1455G hours 14 June 1969 at 115°/84NM from channel 89 TACAN. This report covers Wing associated activities during the rescue attempt.

(C)2. The aircraft was hit by ground fire near Delta 11, and both pilots ejected safely.

(S)3. Sandy 01/02/03/04 were scrambled at 1505G. Sandy 01/02 were airborne at 1520G, and Sandy 03/04 at 1525G. Sandy 01/02 arrived on the scene at 1600G, and Sandy 03/04 arrived in orbit with Jolly 37 and 15 at 1600G. Other aircraft participating in the effort were: Nail 19, Hobo 20/21, Pony Express 10/12, Wolf 06, Nail 138, and several jet flights.

(S)4. The survivors location was in heavily forested area, one kilometer south of RTE 23. The ground rose sharply into a high karst area, and was covered by jungle canopy. No ground fire or defenses of any type were noted in the immediate area. Weather was 5000' broken with rain showers in the vicinity, visibility 10 miles.

(S)5. While Sandy 01/02/03/04 were enroute to the scene Nail 19 was on-scene Commander, and directed Pony Express 12 and 10. Pony Express 12 made a successful pickup of Wolf 05B, but the hoist cable jammed necessitating flying the survivor to a level area and landing the helicopter to get him inside.

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(S)6. Pony Express 10 picked up Wolf 05A. A debrief of the pilot and hoist operation of Pony Express 10 revealed that the high karst near the survivor necessitated backing the helicopter into position. The hoist was lowered to Wolf 05A who extended the seats and waved to be hoisted. The hoist operator did so. About this time the aircraft main rotor contacted some vines and a vibration accompanied by smoke ensued. When Wolf 05A had cleared the trees, the hoist operator observed that the chest strap had not been secured. Ten feet below the helicopter door, Wolf 05A apparently lost his grip and was next observed dangling underneath the hoist with only his hands grasping the seat. He then lost his grip and fell between 350-500 feet to the ground. Inspection of the penetrator showed that the chest strap had not been opened or used. Pony Express 10 exited the area under escort of Hobo 20/21. Jolly Green 37 was moved to a holding area 2 miles south of the survivor over a high wooded karst area. Sandy 05 RTB'd with a sump lite and 06 joined Sandy 01/02. Nail 138 arrived and was directed to put in jet strikes along the route structure to the north and east of the survivor as a diversion. Sandy 01/02/06 put in ordnance along the road, one kilometer north of the survivor, laid a smoke screen and called in Jolly Green 37.

(S)7. Sandy 01 assumed on scene command from Nail 19 at 1620G and determined that the area was apparently permissive.

(U)8. Jolly Green 37 searched the area where the survivor had fallen, as directed by Wolf 06 and covered by Sandy 01/02/06. After 20-30 minutes of search, the effort was terminated.

(U)9. The survivor could not be located due to the thick jungle canopy and the fact that no contact could be made with him. Sandy 01/02 continued electronic search until 1815 hours with no results. The effort was terminated since no voice, beeper or any evidence of life was received from Wolf 05A subsequent to the fall from the penetrator.

(U)10. Wing forces participating in the effort were:

Sandy 01 - Capt J. L. Hudson
Sandy 02 - Maj J. Monk
Sandy 06 - 1/Lt W. B. Atkinson

Hobo 20 - Lt Col D. E. Downing
Hobo 21 - Maj L. E. Knox

SIGNED

DARYLE E. TRIPP, Lt Col, USAF
Asst Deputy Commander Operations
Sandy Coordinator

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621st Tactical Control Squadron, went to backup diesel power, but intensity of the rainstorm resulted in complete loss of control capability for 23 minutes. On 2 and 5 April, Detachment 5, 621st Tactical Control Squadron experienced difficulties in radar monitor and control of scheduled ARC LIGHT missions. The problem was caused by loss of radar/SIF data with B-52 aircraft when they ceased IFR output enroute to target.

Assistance was requested for possible changes to current procedures.

10

SAR Efforts:

(U) As reported in Chapter I, the search and rescue efforts became a 56th Special Operations Wing effort with the pilots and aircraft of three Special Operations Squadrons capable of taking part. Prior to this period, the 602nd Special Operations Squadron was the primary escort and fire suppression force in SAR efforts from Nakhon Phanom RTAFB. SAR efforts prior to the change are reported in the 602nd Special Operations Squadron section of this chapter. The following were the first two Wing SARs under the new program.

(U) In the discussion of SAR efforts in this chapter, three terms are used. These are successful, partially successful and unsuccessful. For definitions of these terms see Glossary.

(S) A successful rescue of Wolf 05B and a partially successful rescue of Wolf 05A were conducted on 14 June. The aircraft, an F-4, went down at 115 degrees/ 34NM from Channel 87 TACAN, after being hit by ground fire near Delta 11. Both pilots ejected safely.

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(3) After arriving on scene, Sandys 01, 02, 03 and 04 found the survivor's location was in a heavily forested area, one kilometer south of Route 23. The ground rose sharply into a high karst area, and was covered by a jungle canopy. Neither ground fire nor defenses of any type were noted in the immediate area.

(S) While the Sandys were in route to the scene Nail 19 was on-scene commander, and directed Pony Express 12 and 10. Pony Express 12 made a successful pickup of Wolf 05B, but the hoist cable jammed. This necessitated flying the survivor to a level area and landing the helicopter to get him inside.

(S) Pony Express 10 picked up Wolf 05A. After the hoist was lowered to Wolf 05A, who extended the seats and waved to be hoisted, the aircraft main rotor contacted some vines and a vibration accompanied by smoke ensued. When Wolf 05A had cleared the trees, the hoist operator observed that the chest strap had not been secured. Ten feet below the helicopter door, Wolf 05A apparently lost his grip and fell 350-500 feet to the ground. Inspection of the penetrator showed that the chest strap had not been opened or used.

(S) A successful SAR effort was conducted for Kingfish 01, an F-105, on 16 June. The survivor was located in heavy elephant grass in a valley completely surrounded by a high, steep karst. There was a river about 500 meters north and east and a deserted village on the other side of the river.

(S) A Kingfish wingman was first on scene and had observed

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56 Special Operations Wing

SAR Report (Kingfish 01) (U)

3 AARG (3C)

1. (S) Kingfish 01 bailed out at 106/62/channel 113 at 0935G on 16 June 1969. The UTM coordinates were UF 710957.
2. (C) Sandy 01/02/03/04 were scrambled immediately. Sandy 01/02 were airborne at 1000G.
3. (C) The survivor was located in heavy elephant grass in a valley which was completely surrounded by high, steep karst. There was a river about 500 meters north and east and a deserted village on the other side of the river. The weather was broken to overcast, and layered from the surface to 8000' MSL with scattered buildups to about 18,000' MSL. Fortunately there was a break in the overcast about 2 miles in diameter around the survivor.
4. (S) A Kingfish wingman was first on scene and had observed a good chute. However he could not establish radio contact with Kingfish 01. Firefly 42/43 were diverted to the scene to aid in the rescue. Upon arrival Firefly 42 assumed on scene command. He could not establish radio contact with Kingfish 01. Jolly Green 71/76 had scrambled from Lima Site 98 and were enroute to the area. Raven 46 was also working nearby and came to the area to offer assistance. Due to erroneous vectors, Sandy 01/02 were off course and Sandy 03/04 were close to the area when radio contact was established with Kingfish 01. His injuries were two broken legs and a broken arm. He therefore requested an immediate pickup. Sandy 03 was given on scene command about 5 miles from the area. Firefly 42 had made several trolling passes around the survivor with no ground fire observed and Raven 46 advised that this was a permissive area. Based upon that information, Sandy 03 directed Firefly 42/43 to escort Jolly Green 71 into the survivor and make the pickup. Sandy 03/04 arrived at the scene and flew cover for Jolly Green 71 just as he began his hover over the survivor. Firefly 42/43 then departed for NKP. Sandy 01/02 arrived shortly behind Sandy 03/04 and four ship daisy chain was maintained around the helicopter until the egress. Two pararescuemen were lowered to assist the survivor into a Stokes litter which was taken aboard the helicopter at 1100G. Egress was to the northwest up a valley and into the clouds. Sandy 01/02 then escorted Jolly Green 79 back to Lima Site 98, while Sandy 03/04 escorted Jolly Green 71 to the fence. Jolly Green 71 recovered at CH 70 and Sandy 03/04 RTB'd CH 89.

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5. (S) Some confusion occurred during the SAR because of the recent change in call signs from "Crown" to "King". It became necessary to revert to the "Crown" call sign in order to raise some SAR participants.

6. (U) Sandy Force participating in this effort were as follows:

Sandy 01 - Capt Robert W. Keith
Sandy 02 - 1/Lt William B. Atkinson Jr.
Sandy 03 - 1/Lt Jon W. Ewing
Sandy 04 - Major Robert L. Bohan

SIGNED

DARLE E. TRIPP, Lt Colonel, USAF
Ass't Deputy Commander for Operations
Sandy Coordinator

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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- 11 (S) Search and rescue effort for Manual 42A was successful.
- 15 (U) Munition's loading crews were consolidated under 456th Munitions Maintenance Squadron..
- 15 (S) Maj. James B. East Jr., 602nd Special Operations Squadron, declared MIA.
- 17 (S) Search and rescue effort for Cobalt 01 Bravo was successful.
- 22 (U) The 56th Special Operations Wing assumed main support base supply responsibility for OV-10 aircraft.
- June 2 (C) Thai Guard accidentally killed when a bunker collapsed.
- 7 (U) Civic Action Center quick reaction mobile medical team deployed to Ubon, Thailand in response to reported cholera epidemic.
- 9 (S) A-1H #52-135356 crashed on takeoff, killing the pilot.
- 13 (S/NF) Aircraft of Detachment 1, 56th Special Operations Wing, received hits during hostile action. The RLAF pilot died during attempted crash landing.
- 13 (U) Col. Thomas B. Carter assumed command of 56th Combat Support Group.
- 13 (S) 1st Lt. Neal C. Ward, 602nd Special Operations Squadron, declared MIA.
- 14 (S) Search and rescue effort for Wolf 05B was successful and search and rescue effort for Wolf 05A was partially successful.
- 16 (S) Search and rescue effort for Kingfish 01 was successful.
- 20 (U) The rapid area supply support (RASS) team number 118 was terminated at Nakhon Phanom RTAFB.

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(3) After arriving on scene, Sandys 01, 02, 03 and 04 found the survivor's location was in a heavily forested area, one kilometer south of Route 23. The ground rose sharply into a high karst area, and was covered by a jungle canopy. Neither ground fire nor defenses of any type were noted in the immediate area.

(S) While the Sandys were in route to the scene Nail 19 was on-scene commander, and directed Pony Express 12 and 10. Pony Express 12 made a successful pickup of Wolf 05B, but the hoist cable jammed. This necessitated flying the survivor to a level area and landing the helicopter to get him inside.

(S) Pony Express 10 picked up Wolf 05A. After the hoist was lowered to Wolf 05A, who extended the seats and waved to be hoisted, the aircraft main rotor contacted some vines and a vibration accompanied by smoke ensued. When Wolf 05A had cleared the trees, the hoist operator observed that the chest strap had not been secured. Ten feet below the helicopter door, Wolf 05A apparently lost his grip and fell 350-500 feet to the ground. Inspection of the penetrator showed that the chest strap had not been opened or used.

(S) A successful SAR effort was conducted for Kingfish 01, an F-105, on 16 June. The survivor was located in heavy elephant grass in a valley completely surrounded by a high, steep karst. There was a river about 500 meters north and east and a deserted village on the other side of the river.

(S) A Kingfish wingman was first on scene and had observed

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a good chute. However he could not establish radio contact with Kingfish 01. Firefly 42/43 were diverted to the scene to aid the rescue and upon arrival Firefly 42 assumed on-scene command.

(S) Sandy 01/02 were off course and Sandy 03/04 were close to the area when radio contact was established with Kingfish 01. His injuries were two broken legs and a broken arm. He therefore requested immediate pickup. Sandy 03 was given on-scene command about five miles from the area. Firefly 42 made several trolling passes with no ground fire observed. Based upon that information, Sandy 03 directed Firefly 42/43 to escort Jolly Green 71 to the survivor and make the pickup. Two pararescuemen were lowered and assisted the survivor into a Stokes litter which was taken aboard the helicopter. Egress was to the northwest up the valley and into the clouds.

(S) During Wing SAR efforts, it was found that CBU-19¹¹ could be used successfully in the following situations:

(1) CBU-19 could be used on enemy gun or troop concentrations when the enemy was not equipped with masks or other protective equipment. In these areas it was more efficient to disable the enemy temporarily than to employ normal weapons.

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Legacy

THANKS FOR MY EVERYTHING

James L. (Jim) DeVoss, 1/Lt, USAF
(Ret.)



"Party flight suits" were worn to squadron mates' end of tour celebrations. I didn't make mine, but I'm told my mates were able to hold one in my honor--thanks to those who risked their lives and got me out!

For over 32 years I have been telling groups of one or more a story at every opportunity. On December 10, 2001, I had my most recent and greatest opportunity to tell the story. Appropriately, it was modified from the "civilian" version in which I focus more on training before, rather than on my life and accomplishments after, being shot down during the Vietnam War. The audience on that date was the most special group of people I have ever had the privilege to address. The group was comprised of individuals just like you--SOF medical professionals, those who serve that others may live. Like June 16, 1969, I will remember December 10, 2001, for the rest of my life.

THE SHOOTDOWN

From the first time I heard and saw an airplane soar overhead, I had the desire to fly. This desire grew as I grew up, while I attended middle school, high school, and, ultimately, college at the University of Michigan. My bachelor's degree was one of the requirements for entering the Air Force's Officer Training School (OTS). Following OTS, I entered the Undergraduate Pilot Training (UPT) Program.

The training I had was standard to UPT. In extreme summary, we were taught that whenever we got into a cockpit and situated ourselves--setting all the fittings, harness, lapbelt, oxygen connection, anti-G suit connection, etc.--we were never, ever "strapping in" to the aircraft. Rather, we were strapping the aircraft on. When an aircraft is strapped on,

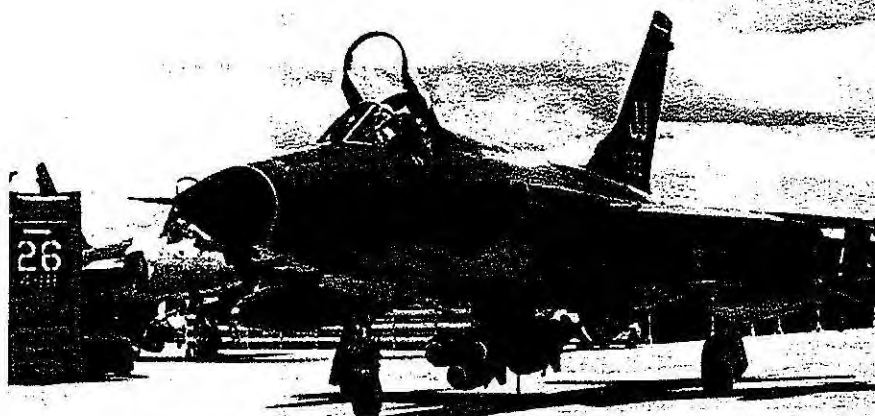
it is part of you, always doing what you want it to (provided, of course, its systems allow). If you are ever strapped into an aircraft, there is always the likelihood that, one day, one time, it could do what it wanted--with you merely as a passenger.

We always realized an aircraft and any of its systems could break--at any time. Thus, a critical and extensive part of our training was recognizing emergencies and, even more importantly, recovering from them. Recovery ranged from (1) fixing the challenge and continuing the mission to (2) continuing the mission, if possible, with something broken to (3) terminating the mission and landing as soon as practical if the challenge precluded continuing a safe, mission-fulfilling flight. Ultimately, "recovery" could entail having to leave the aircraft as soon as we recognized the challenge was so severe as to preclude getting the aircraft on the ground, safely or otherwise. Recovery, in that instance, was utilizing the ejection seat to maximize the probability of escaping with minimal or no injury. After ejection training, we were trained to get on the ground safely and survive no matter where we went down, even if in enemy territory.

Near the end of my UPT program, we were given the opportunity to array the selection of aircraft for which pilots were needed. Naturally, we ordered our preferences from the aircraft we most wanted to fly to the aircraft we least wanted to fly. The F-105 Thunderchief, affectionately known as the "Thud"--and one of only two single-seat fighters available at the time--had always been my goal. It led my list. Fortunately, pilots were needed to fly it.

More fortunately, I had done well enough throughout UPT to get to fly it. That led to 120 more flight hours preparing for combat. Suffice it to say that throughout that training, too, recognizing and recovering from emergency situations was a continual emphasis, especially given our next assignment would be flying combat missions with an operational squadron.

Every second of all that recognition and recovery training was put into action on June 16,



F-105 Thunderchief- The Thud. "The biggest, badest, fastest fighter that's ever flown." (Jim's personal opinion)

1969. I was on my 71st mission, flying as Kingfish 1, leader of a flight of four Thuds. We were fragged to work with a Forward Air Controller (FAC) who would locate and have us put our ordnance onto suspected "truck parks" along the Ho Chi Minh Trail in Northern Laos. I had made only one pass on such a park when enemy guns came up. All of the rest of our ordnance was expended on the 37 and 57mm gun sites that had begun shooting at us.

Start While pulling off my last pass and calling for my wingmen to join on my aircraft to head for the post-strike tanker, things began to happen in the cockpit. Namely, my emergency panel lit up like a Christmas tree. I had taken sufficient hits to, among other things, knock out my aircraft's hydraulic systems--all three of them. Instead of the 3,000 PSI hydraulic pressure needed to move the Thud's flight control systems, my aircraft had zero. There were a number of other things going wrong, too, but the loss of hydraulic pressure was the most critical.

As the pressure went to zero, I initiated the slab-lock procedure by flipping a switch that caused a big vice grips-type device to grab and hold fixed the bar connecting the two sides of the elevator (the horizontal sections of the tail). Supposedly, this procedure would allow the aircraft to maintain straight and level flight--allowing me to egress the target/enemy territory--at an "equilibrium" airspeed of approximately 400 knots. Because the aircraft was going faster than 400 when I locked in the slab, it initially started climbing--trading airspeed for altitude while attempting to get to 400. When it reached 400, my Thud did start to level off. Naturally, it didn't get

level at exactly 400, a bit under actually, so it should have started a slight descent to again trade altitude for increasing airspeed.

What happened, however, was the aircraft attempted to maintain the altitude at which it had leveled off. Almost immediately I observed that I lacked the power to maintain altitude and airspeed. Given that my Thud was maintaining altitude, speed immediately bled off. Within seconds I had to be most concerned about the aircraft going

below stall speed and into a spin. To preclude this for as long as possible, I blew off all the external stores to lighten the load and reduce drag. When that happened, instead of slowing down less rapidly, the nose of the aircraft merely fell, and she started towards the ground, rapidly accelerating--with me strapped in.

Initially, my only thought was back to what we had been told in training: "If your butt is more than one-half inch out of the seat when you initiate the ejection system, the force of its explosion will drive the seat into your butt with sufficient force to compress your spine, causing at least paralysis and most probably death!" When the aircraft nosed over, a force of 3 negative Gs hit me. Compare that, if you will, to the first downward motion of a roller coaster. In that situation, riders experience about one-half of a positive G. At 3 negative Gs, I found myself pushed out of the seat, and I knew there were inches between my butt and it. And the aircraft was accelerating like a rocket towards the ground. Bottom line, by the time (1) I had mentally gone over all procedures confirming I had done them all and (2) the aircraft had stabilized into its dive (so that negative G forces were as low as they were going to get and I was as firmly in the seat as I was going to get), the aircraft had accelerated to at least 600 knots. The thoughts in my mind by then were two: (1) ejection at speeds in excess of 500 knots are always lethal and (2) if I don't get out of this alive, my wife is going to kill me!

A standard ejection from a Thud goes as follows: You grab one or both of the ejection handles located to the outside of each knee. Raising them causes the triggers directly under the handles

to spring down. Squeezing one or the other or both of the triggers first causes the canopy to unlock and be blown from the aircraft by the slipstream. Two-tenths of a second later, an explosive charge equivalent to five pounds of TNT goes off, starting the seat up the rails on which it is positioned to give it an upward trajectory. Once the seat has moved 8 inches, a lanyard is pulled that fires a rocket on the back of the seat. That rocket is capable of pushing 400 pounds (the pilot and the seat) 250 feet into the air. That allows clearance over the tail plus allows for a zero airspeed/zero altitude ground ejection should that ever be required. One second after the rocket fires, three things happen simultaneously. First, the lapbelt and shoulder harness are explosively blown apart. Second, take-up reels at the front of the seat and the top of the back of the seat spin in opposite directions causing a strap connecting the two to become taut, thus pitching the pilot out of the seat. Third, a small drogue parachute is blown out of the back of the seat. That drogue chute slows the seat, completing man/seat separation and preventing the seat from tumbling into the pilot. One second after those three things happen, another small drogue chute is blown from the pilot's parachute pack. This catches in the wind and immediately deploys the main parachute. From rocket fire to parachute deployment, the pilot is fully suspended in a canopy within 3.2 seconds.

The ejection system in my crippled Thud worked perfectly; less than one second after I pulled the triggers, the charge under the seat went off. Although I was in the seat as tight as I could be, my spine was still compressed, much like a diver's is if he attempts a dive into too shallow a body of water and his head hits the ground. Not too long ago, 32 years after my butt and the seat had their troublesome experience, I had x-rays done before a medical exam. Before I entered the exam room, the doctor greeted my wife, and his first question was, "How long has it been since your husband has been able to walk? When was his diving accident?" What they told us in class was true!

The real challenge, however, beyond the tenuous connection between the seat and I, was the estimated 600 knots of airspeed to which my Thud had accelerated during the time necessary for me to be able to get down onto the seat as best I could. As the seat and I started out of the cock-

pit, the 600-knot windblast initially hit my head and shattered my visor, blowing pieces of it back into my face, causing a number of cuts. The windblast then hit my oxygen mask. At speeds over 500 knots the deadly concern is the mask being blown off and the windblast entering the nose so rapidly it over-expands the lungs, causing the lungs to rupture and the pilot to bleed to death. In my case, however, my face must have been positioned directly into the wind because the mask was driven straight back. It was driven back hard enough, however, that even the soft, pliable rubber at the top of the mask blackened both of my eyes and, at the bottom, cut into my neck.

As the seat and I continued up, the windblast next hit my shoulders and drove them both backwards, causing them to separate. Then the wind caught my arms. In the Thud's seat, there were small devices designed to catch the pilot's elbows so that the forearms were tucked into the stomach area. My right arm did tuck, but the left was pushed outward and then flailed behind the seat. That flailing against the back of the seat shattered the upper arm bone, shattered the elbow, broke both bones of the forearm, and also several bones in the hand. When the windblast hit my abdominal area, it pushed my torso backwards. With my thighs on the seat, both of my hips were separated. As the seat and I fully exited the cockpit, the windblast finally hit the tops of my boots. The 14 G ejection force caused them both to point straight down and the windblast caused them to tuck under the seat. This caused both of my knees to separate. Surgeons later told me that the right knee was separated to one-eighth of an inch to being "chicken leg torn from chicken thigh"-everything in the knee was completely torn apart with only one nerve, one blood vessel, and the skin around it holding the lower leg on. I am sure this was an exaggeration, but obviously there was considerable damage. As for the left knee, it was in similar shape, but while everything else was ripped apart, the patellar tendon was only torn three-quarters through. Unfortunately, though, I must have done a really lousy PLF (parachute landing fall), as the bones in my lower leg were broken when I hit the ground. Finally, I landed in a patch of bamboo, impaling myself on some of the younger shoots.

So when I hit the ground, my shoulders, hips, and knees were separated; many bones in my body were shattered and broken; and my face and

May PJ's Partner was the 1st to last PJ down the cable went down
10 thick bamboo.

neck were bleeding. I landed over 130 miles behind enemy lines, well north in Laos--south of the "fishes' mouth" and East of the Plaine des Jars. I was actually closer to Hanoi than to friendly territory. We had been told during the intelligence briefing before the flight that we were "doing such a good job of halting the flow of military supplies down the Ho Chi Minh Trail that, if we went down and they couldn't walk us to a POW camp, they would stick a knife in us rather than waste a bullet." In the briefing, that sounded good. On the ground and in my condition, it didn't.

Despite my broken limbs and bloody body, I felt relatively calm (adrenaline is AMAZING!). My three wingmen were overhead and I thought I was doing a pretty good job of keeping conscious. Most importantly, from participating in ResCaps myself, I knew that everything literally came to a halt when a pilot was down, with whatever it took ready, willing, and able to do the necessary to "make the save."

And make the save they did. My three wingmen stayed overhead and other flights of two and four stayed on standby in case they were needed. Indeed, things did come "to a halt" until I had been successfully rescued. Most importantly, an Air Rescue and Recovery Service task force of two Jolly Green Giant helicopters and four A1E Skyraider Sandies came to get me. Upon entering the area, the Sandies first dragged the area, flying low and slow, doing all they could to entice any enemy in the area to shoot so they could wipe them out before the slower, and even more vulnerable, Jollies came in. When the area was deemed reasonably clear, a Jolly came in, hovering while lowering one PJ. While he stayed on the ground determining a second PJ was necessary to pick me off the bamboo and put me in a litter, the Jolly stayed close by, in harm's way, awaiting his evaluation. Once the evaluation was relayed, the crew again put themselves directly over me while the litter and the second PJ were lowered. The two PJs picked me straight up off the bamboo and gently placed me in the litter. The Jolly then returned and pulled us all out of enemy territory. Never once, in 70 previous missions, did I spend so much time directly over enemy territory! Yet, they did it freely, as part of their job, to get me out. They risked everything for me.

I am convinced it was the initial, skillful stabilizing of my limbs accomplished by the PJs

during the 90 minutes it took to get back to Udon that allowed me to recover so successfully. Once at Udon, I was immediately put into an ambulance to head for the hospital. This despite my loudly verbalized desires to stay for the end-of-tour celebration for the PJ--T/Sgt. Lorenzo (don't call me Lorenzo, my name is "Tony") Willis--who had been the first at my side deep within enemy territory.

THE RECOVERY

When I hit the Udon "hospital," I was checked over and declared to be in mild acute distress and in severe need of orthopedic surgery. I was later told that when the base commander learned of this--and the fact that there was no orthopedic surgeon in Thailand at the time--he fragged in the soonest available aircraft capable of transporting me to the USAF Medical Center at Clark AFB in the Philippines. That aircraft was a C-141! I clearly remember being in a litter at the base of the flight deck bulkhead and being able to look towards the tail of the aircraft and see nothing but the nurse who attended me on the flight from Udon to Clark. That huge airplane, just for me.

On June 17, the day after the shootdown, a medical team operated on me to repair my left upper arm and right knee. Twice during that surgery, while my brain was anesthetized, my body quit on them. But they didn't quit on me--they brought me back both times. They also decided that to continue to try and repair the left knee was inappropriate, and waited a week to perform the second surgery. Once again, during that repair, my body quit on them. For the next 2 weeks, it was touch-and-go; most of the medical staff was convinced I wasn't going to make it. Over the following 8 weeks, the doctors eventually agreed I would make it, but, because of the extent of my injuries, I would never walk again. During that 10-week period, I was airlifted from Clark through Japan to Scott AFB and then to the AF Medical Center at Wright-Patterson AFB. There they replaced the original casts put on after surgery and sent me home for a month of R&R. Throughout, my care was constant and professional.

At Wright-Patterson the first week of September, Major LeGalle, the head nurse of the Orthopedic ward, came into my room. The Major was one very unique lady. To this day I feel her twin sister must have been Nurse Kratchet in One

Flew Over the Cuckoo's Nest. She ruled the Orthopedic Ward with an iron fist, but, believe me, it was necessary to keep us broken but not sick guys from terrorizing her staff at every opportunity. Deep down, I knew she was devoted, professional, and extremely caring.

Upon entering my room for the first time, she announced, "Lieutenant, you stink!" "Ma'am, when you spend 10 weeks half plastered, well, half in plaster, that happens!" I replied. She gave directions to have my leg casts removed so I could be given my first real bath in 10 weeks! Unfortunately, only bivalving of the casts occurred that day. More unfortunately, when my legs were picked up out of the bottom halves of the casts, I could see what had happened to them while they were in the casts.

While convalescing at home as well as in the hospital, I had been doing hundreds of leg lifts a day. I thought that when the casts came off, I would hit the ground running, back to join my squadron and complete my tour. When I saw my atrophied legs, I began to wonder if what was being said about my never being able to walk again was true. About 3 am the next morning, during a sleepless night, my concern overcame common sense. The cast pieces had merely been taped together because, again, there had not been time for a bath the previous evening. I undid the tape, removed the cast tops, and swung my legs over the side of the bed. There was zero range of motion in both, and the right was bent backward 5 degrees at the knee. Nonetheless, I grabbed the back of the bedside chair with my good right hand and stood up. At that moment, I had to know if I could stand on my own two feet. When I found I could, I pushed the chair ahead of me and shuffled across the room and back. It was only later that I realized I had done the most stupid thing I could have done--what would have happened had my legs given out, either knee had twisted, or I had fallen over onto my left arm?

But none of that happened. The next morning I did the second most stupid thing: I told my wife what I had done. She immediately told Major LeGalle. Within minutes the major was in my room with a gurney. She picked me up (my weight was 175 when I was shot down; now--well, when next I stood on a scale--I was at 123), put me on it, and then pushed me into a small treatment room. There she gave me a 5-minute lecture on stupidity

and finished with the ultimate threat to a fighter pilot: "Lieutenant, anyone who does something that dumb belongs in Pediatrics!" She left and my wife had to retrieve me from the treatment room.

I finally had a bath and then later that day a corpsman came into the room asking, "Are you Lt Dumbdumb?" He must have been talking with Major LeGalle. He put me in a wheelchair, gave my wife directions, and told her to pack me up. Admittedly, I wondered if we were going to the Pediatric ward. The directions, however, led us off base and I wondered if Major LeGalle had somehow gotten me discharged. Thankfully, the directions then led us back on base and to a Quonset hut. Inside we were told to wait in a curtained area. Soon a gentleman in a white coat came in, and he, also, inquired if I was Lt Dumbdumb. I replied, "I guess so, who are you?" His response was, "I am the brace man. Major LeGalle said that if you were going to do it, we are going to make sure you do it right!"

I was measured for leg braces then and there. The very next morning they were delivered to the hospital and fitted to my atrophied legs. That afternoon I was sent to Physical Therapy. There I was introduced to two corpsmen therapists who said they were going to bend me, and I should tell them when it hurt. I asked if they would know if they were about "to hurt it." When they responded in the affirmative, I kindly asked that they "stop just short of hurting it, and let's not worry about hurting me." My wife used to say I would return from the twice-daily sessions with my whole body looking that pale yellowish-green color you see just before a bruise completely heals. My wife was a saint throughout my recovery; she was by my side in the hospital whenever she could be throughout each and every day. At night she stayed in base housing, alone. I am convinced the support and encouragement she gave me was every bit as important as the professional care bestowed upon me by the medical professionals.

Although the initial physical therapy was most uncomfortable, things did get better. Once I regained some flexibility, another therapist--whom I called the "nerve lady"--was assigned to me. In addition to being a therapist, she was also Miss Wright-Patterson 1969. She was about five feet four inches tall with long blonde hair and deep blue eyes. She was beautiful. And did she ever stimulate me! Admittedly, however, to this day I wish that

just once she had not used electricity to do it! The results of the continuous medical, therapeutic, and personal attention resulted in my being placed on Temporary Duty Retirement List (TDRL) status, admittedly under a 100% disability rating, just over 6 months after being shot down. Although I had leg braces on both legs and the fingers of my left hand were suspended in a contraption we called a monkey swing, I left the hospital able to get on with the rest of my life.

The care didn't stop, though. Using benefits under the GI Bill, I earned an MBA. Twelve months after first being put on TDRL, I went back to Wright-Patterson for re-evaluation. Physicians, nurses, and specialists continued to look after me to assure there was

no deterioration in my condition. Instead of deterioration, the evaluation confirmed nerve regeneration would allow me to get rid of the short brace on my left leg. Then, at the 24-month evaluation, a physician found that one of the tendons in my right knee had somehow reattached along the

interior side. He felt that if it were again severed and relocated to the lower front of the knee, I could possibly get rid of the right full-length brace. He went on to say that chances were one in a million and even if it did work, I would have to exercise and maintain condition for the rest of my life--but, but, but. It was obvious he wanted to try the surgery, but it was just as obvious he had extreme doubts about whether the tendon could stay attached to what basically amounted to scar tissue.

Regardless, he was telling me about the possibility of not having to strap in to what I had come to call my "leg iron" just to walk around every day. Therefore, I asked him to stop talking about all the "buts" and to please schedule the surgery. It was done, and I have never again worn a leg iron. Indeed, 6 weeks after recovering from this

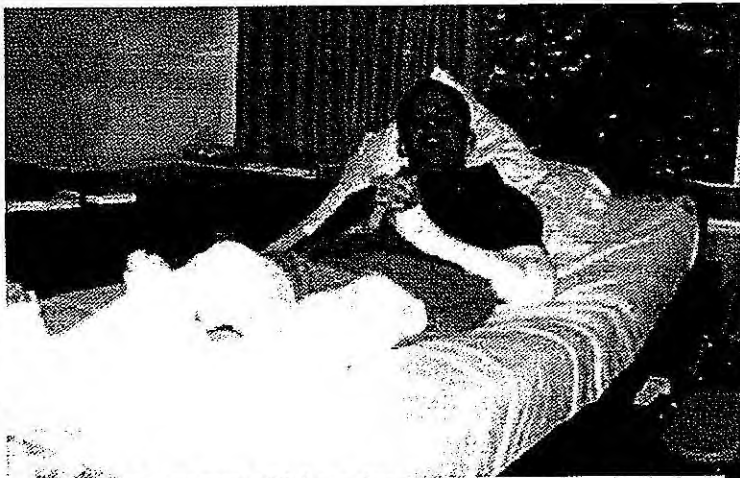
last surgery, I was permanently retired with only a 60% disability.

THE EPILOGUE

Obviously, I was given not just life, but a capability for a wonderful quality of life. That quality has included so many additional blessings. My wife and I have thoroughly enjoyed over 32 more years of marriage. We have been truly blessed by two incredibly special children. Our daughter, Dànielle Nicole, was recently awarded a Ph.D. at Michigan Technological University and is currently a tenure-track Assistant Professor at Michigan State University. Our son, Jason James, having graduated Magna cum Laude (and a Phi Beta Kappa) with a BS in Cellular Molecular Biology from the University of Michigan, is now pursuing a Ph.D. in Immunology at the Stanford University School of Medicine. My wife and I both wonder and dream about the differences they are each making and are going to make in the lives of thousands of people.

As for me, while working towards my MBA, I also had the opportunity to collaborate on the script for and be featured in the Air Force film *Faces of Rescue*. I have been told this award-winning film was not only the documentary of concerted air rescue and recovery efforts in Southeast Asia, it was also used in PJ training for some 20 years. Personally, I still use it when giving my "civilian" talk and loan it to anyone who shows even the slightest interest in viewing it.

Following the awarding of my MBA, I took a position with Amway Corporation and served there for over 28 years. I also used Veterans' Benefits to obtain both Flight Instructor Airplane and Flight Instructor Instrument pilot ratings. I was given back the capability to teach people to do what I loved so very much. And, in



"All the parts were still there; they just needed--and received--the healing touch!"

my "spare" time before job, family, and other obligations precluded being able to take the time, I did just that. Job responsibilities did increase rather quickly as I moved through taking on different roles and performing different tasks with Amway. The culmination of all this work came throughout the 1990s when I worked in an area called New Market Development. While I worked in this exciting new department, I had the huge good fortune to be able to personally start seven new affiliate companies in Hungary, Poland, the Czech Republic, Slovakia, Slovenia, Greece, and Romania. I lived in most of these countries for over one year each and had the privilege of getting to know their people, their cultures, their customs, and their lands.

Since the early development, the companies started have generated well over one billion dollars in sales. Over six hundred million of those dollars have gone right back into the hands of individuals who, mostly, had not dared even dream of starting their own businesses and earning that kind of money just years before, while they lived behind the Iron Curtain. My years with New Market Development also provided the opportunity for me to return to Southeast Asia. Ironically, I stepped off an airplane in Hanoi to start researching company-starting possibilities in Vietnam shortly after celebrating my 50th birthday. Unbelievably, when I checked a cal-

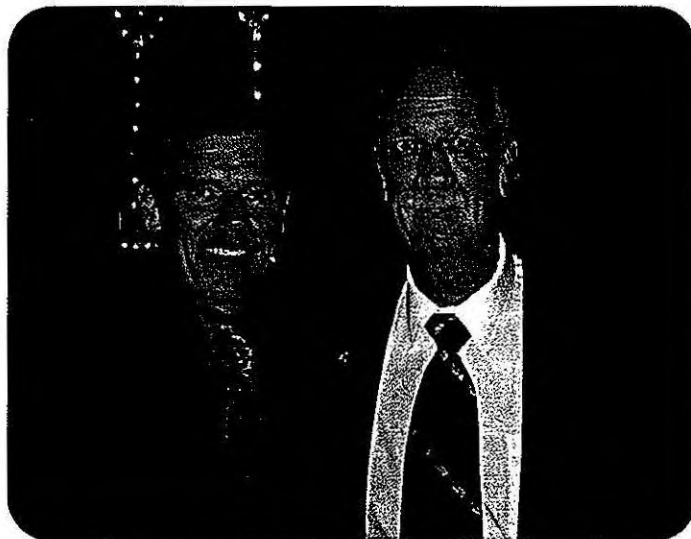
endar while reflecting on being 25 when I was shot down, I confirmed the day I stepped off that plane was the day on which I had lived exactly as long after my shoot-down as before.

To note just one more phenomenal life experience, I noted earlier that I missed the end-of-tour celebration for the PJ who initially dropped from the Jolly to assess my condition on the June day in 1969 when I was shot down. On December 10, 2001, after I told my story before an audience for perhaps the 200th time, Tony Willis came on stage. I had the chance to meet and again thank this phenomenal individual who plucked my butt out of the jungle. In the midst of the hugging that ensued, Tony said to me, "Man, I'm a PJ, I can't cry!" I told him "Tony, I'm a steely eyed fighter pilot; I'll cry for both of us!" Tony later told me he had personally rescued ten downed pilots, and I was the first he had ever met again. What an incredible thrill - and honor - for me.

Truly, it has been an incredible life. I have looked forward to every sunrise and enjoyed every sunset. And, I look forward to many, many more. America, in general, and all of you reading this in particular, thank YOU for my everything!

ACKNOWLEDGMENT

I would like to thank my daughter, Dànienne, for assisting with the editing of this piece and helping to prepare it for submission.



"Isn't it wonderful that I can grow old
thanks to the gentleman next to me!
And to so many others!!"

Jim DeVoss (left) with Lorenzo Willis (right)
Photo courtesy of MSG Samuel R. Rodriguez



In December, the SOF medics met at the Special Operations Medical Association (SOMA) Conference, and again it was an opportunity to meet old friends and colleagues. We gained new insights, saw new technologies and shared experiences. It was a great success and will continue into the future.

One of the highlights of the conference was the address by 1Lt (ret) James DeVoss from Grand Rapids, Michigan entitled "Thanks For My Everything." He is an old friend from my undergraduate college days who went off to "fly jets" when I went off to Medical School. He joined the USAF and ultimately was assigned to Vietnam as an F-105 pilot (an aircraft affectionately called The Thud). In June 1969, while flying over North Vietnam his aircraft was hit by ground fire and disabled. Lt DeVoss had to "punch out" at a speed in excess of 600 mph. His injuries at this speed were multiple and significant as you can imagine. His left arm was severely fractured and dislocated behind his torso such that he wasn't sure he retained it through the ejection sequence. The windblast broke and severely dislocated his knees and lower legs rendering them useless. His parachute carried him into a bamboo patch and his torso and extremities were impaled by it. Once conscious, he found his right hand and arm to be functional and all the training he had was recalled, allowing him to key his survival radio and summon help.

In those days, America dedicated a task-force capability to the recovery of our pilots. The pilots flew close to the "edge of the envelope" knowing that this dedicated force was there to bring them home. On this day, the "King-Bird", the "Sandies", the "FACs" and the "Jolly Green Giants" showed up for him like they had for so many others. The team cleared the area, the helicopter found him and the PJs deployed down the hoist to get him. They recovered him, rendered necessary aid, put him in the recovery basket, hoisted him aboard the helicopter and took him to the care he required. Once back at the base he was handed over to the hospital folks. The rescue folks then went to ready themselves for the next "Save".

After months of medical care, multiple operations, numerous hospitals from Vietnam, through Clark AFB to CONUS and ultimately back home, Lt DeVoss' focus was to try walking again and to learn how to use his injured arm with a goal to return to flying and his USAF career. Within the next 5 years he was successful in getting on his feet and out of the leg braces and back to a reasonably normal life. It became apparent though, that his medical retirement would be permanent and so he went about readjusting to civilian life. He completed his Masters Degree and has enjoyed a very successful career.

In the past 30 years he also was a motivational speaker to literally thousands of folks. He told them his story of flying, his rescue, and all the folks along that chain of events who dedicated themselves to his preservation and life—from the flying instructors, the SERE instructors, the aircraft and crews of his rescue, the PJs who hoisted him out of the jungle, the medical technicians, the doctors, the nurses, the VA folks and all those along the way that brought him back and gave him back his life. On this day at SOMA he was able, for the first time, to address folks that are descendents of the rescue tradition and his thanks were sincere, from the heart and touching. He thanked us for his marriage of over 30 years, for his two children and for all his successes. His oldest child is a Ph.D. Professor at Michigan State University and his youngest is finishing his Ph.D. in Immunology at Stanford University.

His one regret was that he had tried in vain to find any of the crewmembers who engineered that save in 1969. He tried for years without success. So, he relished the idea of thanking us in the audience in their place, for we too were dedicated to the motto "That Others May Live." Little known to him, we had checked with the "PJ Mafia" and asked if we could find anyone from that rescue. They responded with success and we smuggled into the meeting TSgt (ret) Lorenzo Willis from Satellite Beach, Florida. After Mr. DeVoss finished, we

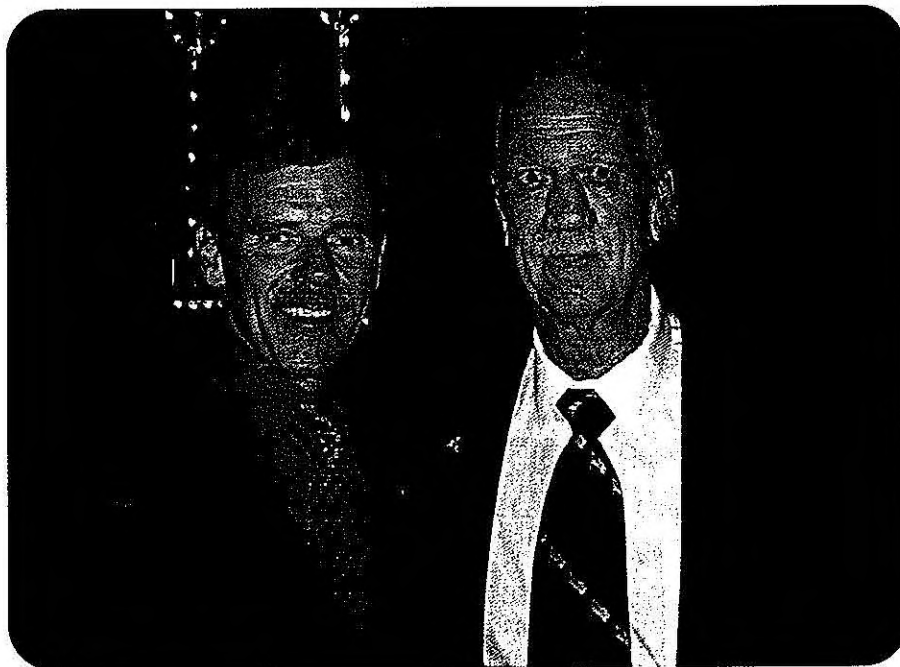
pointed out the real issues of rescues, for the true rewards of a rescue are often lost in the preparation and reconstitution for the next rescue. The ramifications from each rescue are far-reaching and significant. This family and all their accomplishments to date, and in the future with these children, is the legacy of the rescue—it is much more than a “Save”.

We then asked if TSgt Willis was in the room, and he stood to be recognized. When asked if he was the guy who came down the hoist and got this pilot out of the bamboo he replied, “Yes sir, I am”. These two men immediately recognized each other even though they hadn’t looked into each other’s face since June 1969. The reunion was magnificent! TSgt Willis retired in 1973 from the USAF

and had settled here in Florida. He remembered the rescue well as it was one of his last, and he described in detail the state of the injured pilot and his concerns for his rescue.

So, the meeting is over, the emotion of the moment is calmed, and we have all scattered back to our lives and our jobs. However, we are all better for the efforts of our colleagues and predecessors—the pilots and the rescuers. The successes of the DeVoss children that we will benefit from come from the efforts of SOF operators well before us. And just to put “frosting on the cake”, we just got a note from TSgt Willis, THE RESCUER—it says “Thanks for the best day of my life”—go figure! God Bless America!

David L. Hammer



“Isn't it wonderful that I can grow old thanks to the gentleman next to me!
And to so many others!!”

Jim DeVoss with Lorenzo Willis

Photo courtesy of MSG Samuel R. Rodriguez

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15.

39th ARRSq History, Apr - Jun 69

A total of 8 crewmen were lost in this tragic event.¹¹

On 5 June, under the new call sign of King, the 39th ARRS responded to a Mayday call addressed to Crown. An RF-4C, call sign Taksan, had been hit by ground fire while on a reconnaissance mission over the North and had turned out over the water prior to bailout. Jolly Green 35 was on an established orbit near the scene and while fastmovers flew MIGCAP, Jolly Green 35 picked up both survivors and brought the more seriously injured survivor to a navy hospital ship. The survivors were in the water for approximately 30 minutes prior to their rescue.¹²

(U) The Crown call sign was not quickly replaced by King. Even as the quarter closed distress crew members were calling Crown for emergency assistance.¹³

On 16 June, King 1 was on an inland precautionary orbit when Kingfish Lead, An F-105, ejected over hostile territory. Kingfish 02 advised King 1 that Lead had been hit by ground fire. The SAR forces were launched by King 1 and proceeded to the scene. Kingfish 02 advised King 1 that he had position of survivor pinpointed but that he had to go to tanker.

11. S.D. 14 Narrative, Mission 1-3-054-18 May 69, p. 96

12. S.D. 15 Narrative, Mission 1-3-058-5 Jun 69, p. 99

13. S.D. 16 3 ARRGp Msg, 120900Z Jul 69, p. 101

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368

16.

39th ARRSq History, Apr - Jun 69

Firefly 42/43 were vectored to the area while Raven 46 was designated On Scene Commander. The area was trolled by the Fireflys (A-1s) to locate ground fire; fortunately there was none. Sandy 03/04 arrived on scene and Sandy 03 took over as OSC. Firefly 42 managed to establish voice contact with the survivor who stated he was badly hurt. Jolly Green 71 was vectored in and pararescuemen were lowered with a stokes litter. The survivor was administered first aid and then picked up by JG 71.¹⁴

(U) King 7, the alert crew at Tuy Hoa AB, was launched to rendezvous with Jolly Green 28/21 and escort them to a surface vessel with a crewman suffering from an acute appendicitis. The rendezvous with the ship was made and the patient was picked up with a stokes litter and taken to the U.S. Air Force hospital at Cam Ranh Bay. Both Jolly Greens were air refueled by King 7 enroute.¹⁵

King 2 was on precautionary inland orbit when a Mayday call was picked up from a Warpaint 501 who stated that Wolf 05, an F-4, had been shot down and both crewmen had

14. S.D. 17 Narrative, Mission 2-3-038-16 Jun 69, p. 102

15. S.D. 18 Narrative, Mission 1-3-064-23 Jun 69, p. 105

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455

S.D. 17

102.

39th ARRSq History, Apr - Jun 69

Date: 16 June 1969

Mission Number: 2-3-038-16 Jun 69

Flight Designation: King 1

Distressed Aircraft: Kingfish Lead (F-105)

Location: 106/62/113 (C)

Saves: 1, combat

1. (U) At 0230Z, King 1 received a Mayday call from Kingfish 03 stating that Kingfish Lead was hit by ground fire and the flight of four F-105s was proceeding to Channel 70, Kingfish Lead then reported having control problems and was unable to maintain level flight. He bailed out at 106/62/113. Time of bail out was 0235Z. Kingfish 02 reported good chute and was following it down. Kingfish 03 orbited high and Kingfish 04 departed for tanker. Kingfish 01 landed in a safe wooded bamboo area and Kingfish 02 had the chute pinpointed. Ethan had radar point and good position of the survivor also. JGs 71/76 were immediately launched from LS 98 and Sandys 1/2/3/4 were launched from Channel 89. Ethan vectored Fireflies 42/43 into the area and Cricket provided Raven 46 as FAC.

2. (U) Kingfish 02 reported that the area looked safe with negative activity and that he had negative radio contact with the survivor. Kingfish 02 and 03 cycled to tanker at this time. Fastmovers were requested. Muskrat and Vampire flights were supplied. Tiger 03, fastmover FAC, was also sent to the area.

3. (U) Upon arrival in the area, Fireflies 42/43 trolled for ground fire and received negative results. They searched for the chute but were unable to locate it until Kingfish 02 returned and pinpointed the survivor. Firefly 42 attempted contact with the survivor but received negative response. Sandys 3/4 arrived in the area and Sandy 3 was designated as OSC. The JGs were holding at 106/60/113. The Sandys were advised not to fire weapons unless fired upon first. Sandys 3/4 and Fireflies 42/43 trolled for ground fire and the area seemed deserted.

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456

103.

39th ARRSq History, Apr - Jun 69

Firefly 42 established radio contact with the survivor and learned that the survivor was hurt bad and would require immediate pick up. Sandy 3 pinpointed the survivor and sent the Fireflys to escort the JGs to the area. A PJ was standing by to go down and assist the survivor. When JG 71 arrived in the area, Sandys and Fireflys flew a daisy chain and the PJ was lowered. At this time, Sandys 1/2 arrived in the area and held clear.

4.(U) The PJ needed the Stokes Litter since the man had two broken legs and a broken arm. A second PJ was lowered to assist. One of the PJs advised that it would take about ten minutes to get the survivor set up in the litter. Sandys 1/2 replaced the Fireflys at this time. The survivor was brought up to the JG on the litter at 0403Z and then the PJs were lifted on the penetrator. The SAR forces were released at 0405Z. JG 71 proceeded to Channel 70 with the survivor. Sandys 3/4 escorted JG 71 to Channel 70. JG 76 returned to LS 98 with Sandys 1/2 escorting.

5.(U) Problem area:

a. Kingfish 02 called for Crown on 243.0 and King 1 answered with the correct call sign three times without an answer. King 1 then went to the old Crown 1 call sign and Kingfish 02 then answered. Suggest the new rescue call sign "KING" vice "CROWN" be reiterated to units throughout SEA.

6.(U) King 1 Crewmembers:

- a. AC Captain Howes
- b. CP Captain DiCamillo
- c. CP 1Lt Urbach
- d. NN Captain Mitchell
- e. RO TSgt McCormack
- f. FE MSgt Mathews

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



REPLY TO
ATTN OF: 400 (Major Lehman/2687

17 June 1969

SUBJECT: Mission Narrative Report #2-3-038-16 June 1969

Classified by *2 3A0268*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75*

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

1. (U) This report is submitted in accordance with ARRS 55-2/1
3ARRGPSUP 1, dated 11 July 1969.
2. (C) JG 71 and 79 were standing strip alert at Tango 16 June 69. At 0238Z KING 1 ordered both aircraft to scramble for a downed F-105 call sign KINGFISH 01. Just prior to takeoff JG 71 and 79 were given the location of the survivor to be 108/58/113 (1852N 10357E). JG 71 and 79 launched at 0252Z and climbed to 7000 ft MSL on a direct course to the survivor. In route TACAN lock on was lost and vectors from ETHAN was received to the search location. Weather in route was broken cumulus clouds with tops 6000 ft to 7000 ft. JG 71 and 79 arrived in the search area at 0315Z. The survivor's chute had been spotted in a bamboo field near a river and village between two high mountainous areas. The bamboo was about 15 - 28 ft tall, so a landing was impossible. Tops of highest mountains were approximately 6500 ft and altitude of survivor's position was 1500 ft. Firefly 42 was on the scene and had received no beeper or voice contact. No ground fire had been received. KING 1 was on scene commander. JG 71 and 79 set up an orbit in the area at 7000 ft and above the clouds. Mountains were obscured by the broken clouds but a large hole was over the survivor's position. Bases of the clouds were approximately 4000 ft MSL. Some confusion on radio call signs were experienced due to the recent change of "KING" and "JACK", from "CROWN" and "COMPRESS". Radio discipline was very good and KING 1 coordinated all activities. At 0332Z Sandy 3 and 4 arrived on the scene and Sandy 3 was assigned on scene commander. At 0332Z voice contact was made with the survivor by firefly 42. The survivor reported he was injured seriously and requested immediate pickup. At 0335Z the area was confirmed friendly by Blue Chip. JG 71 started down for the pickup and maneuvered over a Karst area to jettison external fuel tanks. Tanks were jettisoned at 0336Z. Decent was continued and JG 71 arrived in hover near the survivor at 0345Z and lowered A1C Sopata, Pararescueman (PJ).

just as we said!

9124

not normal!

Downgraded at 3 years
after 12 years
after 12 years

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The PJ was put on the ground about 50 feet from the survivor as rotor down wash was blowing the survivor's chute. The survivor's beacon came on at this time. The beacon was a hindrance to communications between the PJ and the aircraft. The PJ and aircraft switched to 282.8 for communications, and no contact was established on 282.2, so guard was again selected. The PJ was instructed to turn off the beacon. The beacon was coming from the parachute pack and due to the survivor's condition, the PJ delayed turning off the beacon until he could do so without further injuring the survivor. At 0350Z the PJ requested a stokes litter which was lowered. The survivor had suspected two broken legs and a broken arm. The first PJ had difficulties in placing the survivor in the litter because of the multiple injuries, so at 0353Z the second PJ (TSgt Willis) was lowered to assist. At 0359Z the aircraft was called back in over the survivor and the survivor was on board at 0402Z. The hoist was lowered and both PJs were recovered on the forest penetrator at 0404Z. Survival radios, URC 64, beacon URT 27 and the seat kit was dropped as the hoist was raised. JG 71 departed the area without incident and RTB to Ch 70 escorted by Sandies 3 and 4 and KING 1 for A/R if required. JG 79 returned to Tango. A/R was not required. JG 71 landed at Ch 70 at 0455Z terminating the mission. There was negative battle damage.

3. (U) The name of the survivor was: JAMES L. DEVCSS,
1/Lt, USAF, 354TFS, APO 96273.

4. (U) The rescue crews were:

Jolly Green 71 (LOW)

AC: Major William B. Lehman,

CP: Capt James P. O'Pry,

FE: TSgt Howard M. Lord,

RS: TSgt Lorenzo E. Willis,

RS: A1C Ronald F. Sopata,

AP: A1C Timothy J. Monk,

ACM (FE): AE2 (NAVY) B. Childer

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Jolly Green 79 (HIGH)

AC: Capt John H. Hartman,

CP: Capt Gerald E. McCullough,

FE: SSgt Aron P. Hodges,

RS: TSgt Donald R. Snyder,

RS: Sgt Michael Fish,

ACM (RS) HM-1, H. G. Mills (NAVY)

William B. Lehman
WILLIAM B. LEHMAN, Major, USAF
Aircraft Commander

~~CONFIDENTIAL~~

98

FROM: Aircraft Commander

18 June 1969

SUBJECT: Mission Narrative Report (10-38-040-17Jun69)

TO: 10-38C
38C
3ARRG (JSARG)
IN TURN

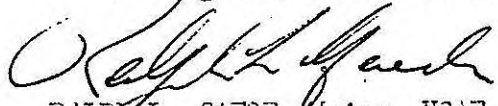
1. This report is submitted IAW ARRSM 55-2, 3ARRGp Sup 1, 11 ^{June} July 1968.

2. At 1925L, Army TOC called Pedro Operations and requested immediate evacuation of two special forces personnel in critical condition located at VS996 464. Pedro 39 launched at 1935L for rescue location. Enroute weather was 4000' overcast with haze layer up to 500 feet. Pedro 39 arrived at rescue at 2030L. Through communications with the ground forces a strobe light was illuminated to aid in visual identification of the rescue site. The personnel were located directly on top of a mountain. Due to ground fire on the south side of the mountain, an approach from the north was made. Pedro 39 landed on a slope in a small clearing at 2035L on loading one patient. After landing, Pedro 39 found out the other rescue was located 10 kilometers north of the mountain. Pedro 39 departed the first position for second rescue location. Due to thick haze layer at ground level, the exact location of personnel was difficult to determine. Added to the haze problem, the location was positioned between two mountains making approaches extremely difficult. After several approaches, contact and landing was finally made at 2050L. No ground fire was observed throughout the extraction. With the two patients on board, Pedro 39 departed the area for the 29th Army Field Hospital. Both patients were in extreme abdominal pain. The PJ, with the assistance of the FE, administered medical attention to the personnel. Pedro 39 arrived at the 29th Army Field Hospital at 2120L offloading the patients. Pedro 39 then terminated at Binh Thuy at 2125L. Three sorties with 1.8 flying hours. Two combat saves credited.

3. The names of the survivors are unknown.

4. The Crew of Pedro 39 was:

AC Major Ralph L. Gaede
CP Capt Jack D. Cusano
PJ SSgt Michael F. Dean
FE Sgt Kenneth P. Johnson


RALPH L. GAEDE, Major, USAF
Commander

Atch 15

FROM: 37(0)

23 June 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-062-21 JUNE 1969)

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1 dated 15 June 1968.

2. At 1545 local Jolly Greens 28 and 21 were scrambled to assist "Bot Cot" 13 which was experiencing multiple problems with his engines, compounded by malfunctioning electrical system. There were reported 21 persons on board "Bot Cot" 13. Upon arrival in the DaNang area "Bot Cot" 13 completed a successful emergency landing. The JG flight was secured at 1605L. Enroute to the landing area, "Bot Cot" 13 was assisted by "King" 6. During this time the "Bot Cot" aircraft was vectored to the DaNang area by King 6. After arriving in the area, above a cloud layer, King 6 assisted the disabled aircraft in visually identifying the harbor and airfield. After the disabled aircraft had identified the harbor the field King 6 advised "Bot Cot" 13 of the best descent pattern and also assisted in coordinating the approach with the tower. It is the opinion of the ACs of both JG aircraft that the pilots and crew of King 6 displayed an outstanding degree of professionalism in assisting "Bot Cot" 13 and were a major factor in the successful completion of the mission.

3. Jolly Green Crew Members:

JOLLY GREEN 28

AC	LT(JG)	ROBERT T. RITCHIE
CP	LT COL	SIDNEY A. SOSNOW
FE	SSGT	JAMES K. HALL
RS	SSGT	JON K. HOBERG
RS	ALC	GEORGE P. HOFFMAN III

JOLLY GREEN 21

AC	MAJ	PAUL B. DAVIS JR.
CP	MAJ	WALTER E. BARNES III
FE	SGT	REGINALD E. BICKAM
RS	SGT	JOHN H. BULLOCK JR.


ROBERT T. RITCHIE, Lt(JG), USCG
Aircraft Commander

ATCh 4

FROM: 37(0)

23 June 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-061) 21 June 1969

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1968.
2. At 1210 local "Jolly Greens" 28 and 21 were scrambled for evacuation of possible survivors from "Lady Ace" 94 which had crashed earlier in the day, 11 miles northwest of channel 77. At 1216 local the JG flight arrived on scene and was advised that no assistance required. At 1225 local the Jolly Green flight secured from the mission.
3. Jolly Green Crew members:

JOLLY GREEN 28

AC	LT(JG)	ROBERT RITCHIE
GP	LT COL	SIDNEY A. SOSNOW
FE	SSGT	JAMES K. HALL
RS	SSGT	JON K. HOBERG
RS	ALC	GEORGE P. HOFFMAN III

JOLLY GREEN 21

AC	MAJ	PAUL B. DAVIS JR
CP	MAJ	WALTER E. BARNES III
FE	SGT	REGINA D E. BICKAM
RS	SGT	JOHN H. BULLOCK JR.


ROBERT RITCHIE, Lt(JG), USCG
Aircraft Commander

ATCh 3

FROM: 37(0)

24 June 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-063-22 June 1969)

TO: 37C

3rd ARRGp (JSARG)

IN TURN

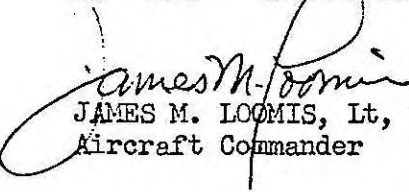
1. This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1968.

2. At 0448Z 22 June 69 Queen notified Potbelly of a possible emergency med-evac mission. The mission was for pick up of a seaman from the USS Durango Victory. The seaman was suffering from self inflicted multiple chest wounds. At 0510Z crews of JG 03 and JG 33 were alerted and with Flt Surgeon, Capt Bistricky on board departed Ch 77 at 0630Z. With King 7 acting as escort, the formation reached the Durango Victory at 0915Z, with an air refueling accomplished enroute. The CGC Sebago was along side the Durango Victory and had put a doctor and a hospital corpsman on board, the Durango Victory who were treating the patient. TSgt Gaydos lowered the Flight Surgeon and Rescue Specialist to the ship with the Navy Rescue Seat. While Dr. Bistricky attended the patient, Rescue Specialist Fields maintained radio contact with JG 03 for situation reports. At 1000Z JG 03 was advised that the doctor was ready to have the patient picked up. Lt Loomis hovered over the fantail of the ship and the Rescue Specialist was hoisted aboard to assist the Flight Engineer in bringing the patient aboard. The patient was in a stokes litter and offered considerable resistance to the FE and PJs effort to bring him aboard. After this was accomplished the Flight Surgeon was hoisted aboard. The doctor stated that the patient was in good shape physically but in poor shape mentally. An air refueling was necessary after completion of the hoist. This was accomplished uneventfully as was the ensuing flight by all three aircraft to Cam Ranh Bay. JGs 03 and 33 landed at Ch 71 at 1115Z. Dr Bistricky escorted the patient to the hospital. He stated that the patients condition had worsened during the flight to Cam Ranh Bay and that he had started to turn a bluish color due to lack of oxygen and that surgery would probably be necessary. After refueling at Ch 71 an uneventful flight to DaNang for JGs 03 and 33 commenced at 1150Z terminating at 1415Z.

3. Jolly Green Crew Members:

JOLLY GREEN 03

AC	LT	JAMES M. LOOMIS
CP	CAPT	CHARLES D. LANGHAM
FE	TSGT	FRANK GAYDOS JR.
RS	ALC	ROBERT H. FIELDS


JAMES M. LOOMIS, Lt, USCG
Aircraft Commander

Atch 5

FROM: 37(0)

26 June 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-064-24 June 1969)

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSM 55-2/3 ARRGp Sup 1 dated 15 June 1968.

2. On 24 June at 2200Z 37th ARRS was directed to launch two helicopters to rendezvous with King 7 to effect the medical evacuation of SFM 2 Roger A. Hornbecker, who was suffering from an apparent appendicitis attack, from the U.S.S. Kennebec located 380 miles southeast of DaNang at position 11/17, 112/25E. Jolly Greens 28 and 21 launched at 2230 and rendezvoused with King 7 at 2400Z, 50 miles east of Channel 81. An air refueling was accomplished at 0100Z by both helicopters. King 7 proceeded to the U.S.S. Kennebec. Jolly Green 28 arrived on scene at 0155Z. The pilot advised the ship to take up a heading of 200 which made a relative wind of 25 - 30 knots across the starboard bow enabling a large reduction in power necessary to hover. Flight Engineer MSgt Ambrose lowered the rescue specialist Sgt Sherman to the bow of the ship. Sgt Sherman prepared the patient for hoisting in a stokes litter. Sgt Sherman was hoisted first to assist the F.E. in bringing the litter aboard. The litter was hoisted at 0210Z. King 7 vectored the helicopters on course to Cam Ranh Bay. Sgt Sherman attempted to continue the IV injections started aboard the ship, however the turbulent air encountered prevented this. Another air refueling was accomplished enroute and Jolly Green 28 delivered the patient to the hospital pad at Cam Ranh Bay, while JG 21 proceeded to Tuy Hoa. After a one hour refueling delay, JG 28 departed Cam Ranh Bay at 0500Z and returned to DaNang at 0730Z. I attribute the efficiency with which the 850 mile mission was completed to excellent crew coordination and the maximum assistance provided by King 7. It is gratifying to know that the Air Force will go to such lengths for humanitarian reasons, however the need for sending two amphibious helicopters is, in my mind, redundant, and at best, of dubious value.

3. Jolly Green Crew Members:

JOLLY GREEN 28

AC	LT	JAMES M. LOOMIS
CP	CAPT	JOHN K. CODER
FE	MSGT	ARTHUR L. AMBROSE
RS	SGT	MICHAEL J. SHERMAN

James M. Loomis
JAMES M. LOOMIS, Lt, USCG
Aircraft Commander

101

FROM: 37(0)

27 June 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-065-25 June 1969)

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1968.

2. At 1100Z, 25 June 1969, Jolly Greens 35 and 15 had launched from Quang Tri and were returning to DaNang. At 1105 both aircraft changed from tower frequency to "Waterboy", the local GCI site, and became aware that an emergency was in progress. A ground team had reported an airborne explosion and two parachutes. Queen and King 6 were informed and both Jolly Greens were vectored to the area by Waterboy. The search area was flat, open terrain, and is considered relatively safe during daylight hours. After searching for several minutes a transmission on guard was received. The speaker identified himself as Ringneck 008 Alpha and gave his position as northwest of Dong Ha. He stated that he had an aircraft in sight and was popping a smoke. Jolly Green 35 turned toward the area and observed his smoke approximately five miles ahead. The survivor soon had JG 35 in sight and began giving vectors. At 1125, JG 35 landed near the survivor and deployed the Rescue Specialist who checked the man for injuries. As JG 35 was landing Ringneck 008 Bravo apparently saw the approach and popped a smoke. He was located approximately a quarter mile away. At no time were we in radio contact with Bravo. As we were loading Alpha an Army Med Evac Huey, Dustoff 706, saw Bravo's smoke, landed and recovered him. Bravo was delivered to a Marine medical facility at Quang Tri, suffering from a broken collar bone. Alpha had sustained only minor injuries and was returned to DaNang.

3. The survivors were:

Alpha, 1/Lt Andrew Vadyak, 0101549, USMC
Bravo, 1/Lt Steven Talbot, unknown, USMC

4. Jolly Green Crew Members:

JOLLY GREEN 35 (low)

AC	Maj	Paul B. Davis Jr.
CP	Maj	John H. Winter
FE	SSgt	James K. Hall
RS	Sgt	Jon K. Hoberg

JOLLY GREEN 15 (high)

AC	Lt Col	John J. Devlin Jr.
CP	Maj	Richard K. Madison
FE	Sgt	Karl H. Chunn
RS	Sgt	Edward K. Rendle

Paul B. Davis Jr.
PAUL B. DAVIS JR., Maj, USAF
Aircraft Commander

ATCh 7

103

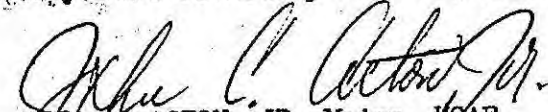
FROM: Det 1, 38 ARRS (AC/Captain Ellis)

SUBJECT: Mission Narrative Report (1-38-017-27 Jun 69)

TO: 3ARRGp (3X)

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

At 2035Z 27 Jun 69 Pedro 92 scrambled in response to an inflight emergency, Blade 4, an F-100D with negative engine oil pressure. Before he could land the pilot elected to eject. At first report the bailout was overland so Pedro 92 returned to the pad, deposited the FSK and firemen, and started off toward the bailout position. As they approached the coast six miles SE of Phan Rang, Pedro learned that Blade 4 had bailed out over water and was two to three miles offshore on the 141 radial from Channel 75. Blade 3, his wingman, had him pinpointed and with the help of instructions from Blade 4 in the water, Pedro 92 maneuvered into position for a hoist pickup. But due to unknown causes, the helicopter crashed into the ocean. Meanwhile, Pedro 04 had been alerted and was enroute when Pedro 92 crashed. When Pedro 04 arrived on scene, it was still dark, although visibility was good, winds were light and the water was calm. Numerous lighted fishing boats were in the area, but most were at least a mile away. Radio contact was established between Pedro 04 and the survivors, and he directed Pedro 04 into position for a hoist pickup, but Phan Rang Tower advised that JSARC said not to attempt a recovery until illumination was available, so Pedro 04 returned to Phan Rang for fuel, then returned to the scene within 15 minutes. A C-119 (Shadow 61) gunship arrived on scene and he dropped flares to provide illumination, and Blade 3, the wingman of the downed pilot, stayed on scene as a cap bird. Normal hoist pickup was made at 2140Z. Meanwhile at 2130Z, Pedro 51 was scrambled from Cam Ranh Bay and while he was enroute Pedro 04 spotted the four Pedro 92 crewmembers about 300 yards north of where the Blade 4 pilot was recovered. Pedro 04 hoisted two of the Pedro 92 crewman aboard, and started to head for shore to drop them off, when Pedro 51 arrived on scene at 2155Z. They picked up the Pedro 92 AC, and at that same moment a U.S. Navy swift boat arrived on scene and she picked up the last Pedro 92 crewman. Hostilities could not be determined in the vicinity, but arms and hostile personnel are continually being smuggled into the Phan Rang area on lighted and unlighted "fishing" boats, and the fishermen in the area are known to have "flexible" sympathies. Pedro 04 returned to Phan Rang at 2201Z, Pedro 51 at 2209Z, then they met the swift boat at the beach and returned with the last Pedro 92 crewmember at 2250Z. Pedro 04 flew two sorties for 55 minutes, Pedro 51 flew four sorties and 1430. All hoist pickups were made using the horsecollar and a Mark V smoke bomb was used for hover reference. It had been dropped by Pedro 92 before they crashed, and it burned throughout the entire operation. All downed crewmembers responded and cooperated commendably. They were obviously well trained in rescue procedures.


JOHN C. ACTON, JR., Major, USAF
Commander

AC JAMES ELLIS CAPT
CP JOHN POORMAN CAPT
FE ALLEN SPALTZ TSgt
PJ LAWRENCE WELLINGTON TSgt

Atch 10

UNCLASSIFIED

3ARRGP Hist., Apr-Jun 1969

19

Combat and Non-Combat Saves

(U) The units under 3ARRGP were responsible for 190 combat saves and 66 non-combat saves for a total of 256 saves for the quarter.⁶ The total number of saves since 1 December 1964 is 2680; 1840 combat and 840 non-combat.

3ARRGP Flying Hours

(U) 3ARRGP units flew a total of 11,141.8 hours during the quarter.⁷

III-53 Capability Demonstrated

(S)(GP-4) On 27 June 1969, the 40ARRSq was called upon to participate in a troop exfiltration from L-103 (Huong Soui) which was under hostile fire. At the end of the day, 111 combat troops were extracted with only three aircraft.⁸

Loss of an III-43B

(U) On 27 June 1969, Pedro 92, an III-43B, SN 59-1590B, assigned to Det 1, 30ARRSq, Phan Rang AB, RVN crashed into the Gulf of Tonkin while attempting a pickup of an F-100 pilot. None of the four aircrew members suffered serious injury. The Pedro crewmembers were: Major Jimmy D. Cannon, USAF, Captain William D. McColl, USAF, FV3118050; A1C Donald R. Pomerleau, USAF, and

6. Appendix 2 lists the number of combat and non-combat saves for each month of the quarter.

7. Appendix 3 gives the flying hours by airframe for each month of the reporting period.

8. See Mission Narrative Report #2-3-040-27 June 1969 in the 40th ARRSq History, April-June 1969 for details.

DOWNGRADED AT 5 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

~~SECRET~~

APXDC 70-0212 Atch 3

DO NOT DESTROY

PROJECT CORONA HARVEST

No

0010784

CATALOGED

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277

38th ARRSq Hist, Apr - Jun 1969

7

CHAPTER III

OPERATIONS

Missions/Saves

HH-43 crews of the 38th ARRSq continued to add to the impressive saves record of the Aerospace Rescue & Recovery Service in SEA. On 17 May 1969, two Pedro (HH-43 call-sign) crews from Detachment 10, Binh Thuy, participated in a rescue mission resulting in three combat saves. One of these rescues represented the 2,500th save made by the ARRS in Southeast Asia. During the quarter 47 combat and 58 non-combat saves were credited to the Pedros, for a total of 105. This brings the 1969 aggregate to 147 combat and 113 non-combat saves, for a total of 260 saves for the year.

Combat Losses

On 28 June 1969, HH-43B, 59-1590, at Phan Rang Air Base, RVN, crashed while attempting a night rescue of a downed F-100 pilot in the South China Sea. The aircraft was declared a combat loss by 7AF. All crewmembers escaped with only minor injuries.

Safety of Operations

The 38th ARRSq was accident free for the quarter.

1. See 3rd ARRSq Saves Log.
2. See supporting document I, 7AF Message.

CONFIDENTIAL

104

FROM: Aircraft Commander

29 June 1969

SUBJECT: Mission Narrative Report (10-38-041-29June69)

TO: 10-38C

38C

3ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRS 55-2, 3ARRGp Sup 1, 11 July 1968.
2. At 0920L, Navy Binh Thuy TOC called for medevac of a wounded sailor located on an LST at coordinates XR060960. Pedro 39 was airborne at 0925L and arrived in the pickup area at 0945L. Since no medical treatment was administered to the wounded prior to our arrival, the PJ was lowered by hoist onto the deck of the moving LST to give the needed medical treatment. A stokes litter was used to make the hoist pickup of the wounded sailor at 0955L. At 1000L the PJ was then recovered from the LST. Pedro 39 departed the actual pickup area XR160840 at 1005L arriving at the 29th Army Field Evac Hospital at 1025L. After unloading the patient at the hospital, Pedro 39 departed at 1030L terminating at Binh Thuy at 1035L. One sortie flown with 1.2 hours flying time. No ground fire observed one non-aircrew combat save credited.

3. The name of the survivor: William T. Leatherwood, E-7, Mouth County LST

4. Crewmembers of Pedro 39

AC Capt Phillip H. Kammann

CP Capt John L. Debevec

PJ SSgt Michael F. Dean

FE Sgt Kenneth P. Johnson

Philip H. Kammann

Philip H. Kammann, Capt, USAF
Aircraft Commander

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