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35

DET 1, 40th ARRS 4/69 = HH-3's NKP

6

in for a try but the visibility was too poor in the smoke and he aborted the attempt, however he reported that he didn't receive ground fire, which was a good sign. Jolly Green 77 went out and air refueled with King and after more ordnance had been put in and the smoke cleared away from the survivor, was able to go in and finally pickup the survivor. This terminated the longest and most difficult rescue effort yet attempted.

Combat Saves

(C) Maj Ted L. Smith in Jolly Green 19 started off the month with the rescue of Laredo 01. Laredo 01, an F4, was hit by antiaircraft fire and was trying to make it back to Udorn RTAFB Thailand for an emergency landing, but was unable to make it all the way. He did manage to fly the crippled aircraft into friendly Thailand. Major Smith was an instructor pilot on a training flight with two pilots and an engineer on board. He was monitoring his radios and heard of the damaged aircraft heading to Udorn, which was near his position. He vectored toward the course of Laredo 01 and came into the bailout area, as the pilots of Laredo 01 were forced to eject by this time. With the directions heard from King 1, Major Smith was able to locate the survivor, Capt Ronald Gielegem and hoisted him on board. A helicopter from another unit was also in the area and made the pick-up of the other pilot who bailed out of Laredo 01.

Jolly Green 19

IP Major Ted L. Smith
P Capt Joseph R. Brown+
P Capt John J. Livengood+
FE Sgt Ronnie L. Painter

NAIL 78

(S) (GP-3) On 8 Oct, an F4, Boxer 61, was hit over Southern Laos and the rear pilot ejected and was rescued by the 40th ARRS from Udorn. In the process of locating the Boxer 61 survivor, two FAC aircraft, Nail 07 and Nail 78 were involved in a midair collision. Nail 07, an OV-10, bailed out immediately and was rescued by the 40th ARRS from Udorn. Nail 78, an O2, was able to fly to Savannakhet Laos, but due to the severe damage incurred during the midair collision, was unable to control the aircraft during the landing phase and crashed on the airfield there. Jolly Green 37 and 17 launched and proceeded to Savannakhet, Jolly Green 37 was detained by mechanical difficulties, but Jolly Green 17 proceeded on and Jolly Green 37 caught up later. Jolly Green 17 arrived at Savannakhet shortly after the crash and picked-up the two survivors, one of them being a local national observer. The other man was the pilot, 1Lt James C. Searcy, 426-92-6879, from the 23rd TASS.

+ TDY from the 40th ARRS at Udorn.

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DET 1, 40th ARRS CY 4/69

Jolly Green 17 (Low)

AC Capt Marshall B. Nash
CP Capt John J. Livengood+
FE Sgt Brian W. Murray
RS TSgt Lehman L. Booher
RS SSgt Roy D. Bloebaum

Jolly Green 37 (High)

AC Capt Leonard D. Fialko
CP Capt Joseph R. Brown Jr.
FE TSgt Daryl I. Durant
RS Sgt Robert J. Sully
RS Sgt Charles D. Morrow

(S) (Gp 3) An F-100, Misty 11, was shot down in Southern Laos on 24 Oct. HH-3E's were launched out of the 37th ARRS at Da Nang RVN to rescue the two downed pilots. One of the pilots had a broken leg and a pararescue man was lowered to help retrieve him. At this time the 37th ARRS Jolly Green received many hits and had to depart, only to be forced by the damage he had received to crash land about a mile away. His high helicopter was right there to pick up the crew except for the pararescue man they put down with the pilot with the broken leg. He was left on the ground when his helicopter was forced away. The crew was returned to Da Nang and the crashed helicopter was destroyed to prevent it falling into enemy hands. HH-53's from the 40th ARRS at Udorn attempted a rescue, but were damaged and driven off by hostile ground fire. Two more HH-3E's from the 37th ARRS had arrived on the scene and one of them was able to pick up the pararescue man and the pilot with the broken leg, but was driven off by ground fire before he could get to the other pilot. Weather was moving through the area and caused a delay in the proceedings. The 37th HH-3E that was high aircraft attempted a rescue of the second pilot of Misty 11 but was driven off by ground fire. After considerable smoke was put in, Major Smith in Jolly Green 19 was next. Fortunately he did not receive any ground fire, as a considerable amount of hover time was required to locate the second Misty 11 pilot, Capt Jack K. Clapper, 351-30-1226. He was rescued without further incident and the SAR was terminated.

Jolly Green 19 (Low)

AC Maj Ted L. Smith
CP Maj Edward B. Robbins
FE SSgt Robert E. Hunt
RS MSgt Paul L. Jenkins
RS Sgt Leland H. Sorensen

Jolly Green 09 (High)

AC Capt Phillip O. Pfanschmidt
CP Capt David M. Barber+
FE TSgt Daryl I. Durant
RS Sgt Charles D. Morrow

(S) (Gp 3) Jolly Green 17 and 19 were flying local training missions on 1 Nov. We are allowed to use our alert aircraft for training on days that we back-up the HH-53s from the 40th ARRS at Udorn. A Mayday call was heard and the position where Firefly 27 had bailed out was given by his wingman, Firefly 26. This was in northern Laos near the Thailand border. Firefly 26 came to meet Jolly Green 17 and lead him to the survivor. The survivor, Maj Peter D. Williams, 873-36-4779, 602nd SOS, was located after a few minutes and hoisted on board Jolly Green 17.

+ TDY from the 40th ARRS at Udorn

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39
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were complex, improved procedures for passing such requests in a more timely manner were needed.

c. The intelligence uncertainties about friendly/ enemy strengths and dispositions further delayed the final decision to expend CBU-19. It was recommended that aircraft equipped with CBU-19 be launched concurrent with the rescue aircraft when an opposed SAR of this magnitude develops. Four, rather than two, CBU-19 aircraft should be generated and launched simultaneously.

d. Withdrawal of reserve rescue helicopters should not be made until the rescue has been completed.

(U) Further details of this SAR effort can be found in the 21st Special Operations Historical report, Appendix V, Tab B; and Rescue Narrative report, which is attached as support document 46.

(S) Two days later, on 8 October, another successful SAR was conducted for Nail 07A and B plus Boxer 61B. Nail 07, an Ov-10, went down at 0653Z and Boxer 61B bailed out at approximately 0645Z.⁷²

(S) Boxer 61B bailed out after his aircraft experienced battle damage. "KING" initially received word of Boxer 61B's bailout and directed Nail 07 to the rescue area to search

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while the Sandys were enroute. Nail 07 located the survivors and was orbiting their position when he collided with Nail 78 who was also looking for the survivors. Boxer 61A flew his damaged aircraft to Da Nang where he abandoned it over the Gulf of Tonkin. Nail 78 subsequently crash-landed at Savannakhet. Nail 36 then arrived on scene and located the downed aircrews and remained on scene until the arrival of the Sandys.⁷³

(S) The Sandy force was alerted for scramble at 0702Z by Jolly Green operations. Sandy 01 through 04 were airborne at 0715Z. They arrived in the rescue area and relieved Nail 36 who had located the survivors. Jolly Green⁷⁴ 79 and 72 were both used for the pickups.

(S) The survivors were located on the side of a ridge line two miles east of Route 09 and three miles south of Delta 11. The surrounding area was heavily forested with occasional clearings. There were no large guns in the immediate area; however, small arms were experienced during the pickup. Weather was 3,000 scattered, visibility unlimited, and not considered a factor in this rescue. Two companies of enemy troops were reported to be moving into the rescue area from Route 90.⁷⁵

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41

(S) Boxer 61B was injured and Sandy 01 elected to try for an immediate pickup as 61B reported he was upside down in a tree and about to pass out. Sandy 01 made several low passes over the area. No ground fire was observed or reported by the survivors. Boxer 61B was told to pop a smoke flare. One was observed and Jolly Green 79 went in for the pickup.⁷⁶

(S) Sandy 01 then requested Nail 07 to pop a smoke flare. One was observed 50 meters behind the hovering helicopter which went in for the second pickup. With the survivors onboard, the force began to RTB when Nail 36 said, "There are three of them!" This was the first indication given to the rescue force of a combat photographer in the rear seat of Nail 07's aircraft. Both survivors were questioned and the Sandys discovered that Nail 07A and B were rescued but the injured Boxer 61B was still hanging upside down in a tree somewhere in the area.⁷⁷

(S) Weak voice contact was made with Boxer 61B. He was out of flares now because he used them earlier when the rescue force was picking up the Nails. His smoke was not observed because he was too far from the immediate area. Boxer 61B was able to tell Sandy 01 when he was over

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42

his position and Sandy 01 vectored in Jolly Green 72. A
PJ was lowered and recovered 61B from the tree where he
78
had passed out.

(S) The major problem encountered was the misinformation concerning the number of survivors. This situation caused a great deal of confusion about who was popping flares. As a result 61B was left upside down in a tree with two broken legs for 19 minutes longer than necessary. This could have been fatal to 61B as voice contact was the only way he was located and he passed out while the PJ was on the way down for the pickup. Nail 07B did not have a radio and popped a flare as soon as he saw 07A going up the penetra-
79
tor which was exactly when Sandy 01 asked 61B to pop a flare.

(S) It was recommended that the standard operating procedure be reiterated whereby the controlling agency contacts the unit responsible for the flying activities of the downed aircraft to determine the number and call signs of
80
the personnel onboard.

(U) Further details of this SAR effort can be found in the Rescue Narrative Report, support document 47.

(S) On 24 October, a successful rescue was conducted
81
for Misty 11A and B, and a pararescueman from Jolly Green 28.

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37 ARRSg History, Oct-Dec 1969

29

A SATISFIED CUSTOMER

This is Captain Neal A. Jacobs, USAF, after he was rescued on 8 October 1969. This mission is summarized on page 13, and the complete mission narrative is contained in Supporting Document # 2, page 42.

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131

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40TH ARRSQ HIST, OCT-DEC 1969

43

Crew of high bird on 8 Oct mission. Kneeling from left
Sgt Brenton D. Schicker and MSgt Edward M. Willis. Standing from
left SSgt Stephen L. LeBeau, Capt Dan L. Reeder, and Capt Donald
Y. Thompson.

FILE = 8OCT #3

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From: Bubbasgym@aol.com <Bubbasgym@aol.com>
To: rgwillis@backroads.net <rgwillis@backroads.net>
Date: Saturday, January 30, 1999 9:50 PM
Subject: No Subject

At 6:05 AM -0400 10/8/98, Bubbasgym@aol.com wrote:

>October 8, 1969 ---

>

>29 years ago I was shot down in Laos. I ended up floating down unconscious in
>my parachute and catching my ankle in a limb. I hung upside down, passing in
>and out of consciousness for two hours.

>

>Then, Red Willis and the rescue helicopter showed up. Red is a
pararescueman.

>It's a group of all volunteer, all enlisted men whose motto is -- "That
others

>may live." They live it.

>

>Once they found me, Red immediately dropped to the jungle floor -- in the
>midst of constant gunfire. He ran over, freed me from the tree, carried me to
>the pick up line and held me while they raised us to the helicopter. The
whole

>time he shielded my body with his.

>

>And he did all of this on his birthday.

>

>Happy birthday, Red Willis.

>May we all live our lives fully.

>May we all live our lives that others may live.

>

>Spund reveille!

(My daughter wrote this in response to my letter)

Red Willis:

I want to write a thank you - you could never comprehend:

A gratitude expressed from the gut of my soul. .

29 years ago, you saved a man from death - you covered him without even
knowing what was to come for yourself. At the time, you were saving one
man, at the risk of your own life - Something of a man more noble than
anyone I have ever known next to Jesus. . . However, Red, you don't
understand - or at least you cannot see - the hundreds of lives you saved
when saving one; because the one you rescued in a tree has saved others
because of you. . . I want to tell you that I owe you my life, I owe you
my everything and I don't even know you. . . I love the man in the tree
more than myself, and I have been the woman in the tree, and he has
imitated your behavior. . . he has shielded my body from the bullets that

1/30/99

life so often hurls at us relentlessly . . . Captain David Stevenson is my Father, but more importantly, my daddy. . . I love him so much it hurts me inside in the sweetest way I've known, and the limp he has carried which started that fated day, your birthday, Vietnam - is precious, and reminds me of your sacrifice, and the miracle that you don't even know you took part in. . . Thank you. . .

AnneMarie Stevenson - over and out.