

80ctober 69

NATIVE DESCRIPTION (Description of the act, achievement or service, including specific dates, places and facts. If additional space is required, use plain 8 x 10 1/2 bond paper, the first sheet of which must be signed by the recommending individual in addition to the signature required on this form.)

On 1 October 1969 at 1255, the crew of Jolly Green 79 and Jolly Green 72 were dispatched from a forward operating location in response to a distress call from an aircraft, Boxer 61. Both Jolly Green 79, under the command of Major Crupper, and Jolly Green 72, under the command of Captain Reeder, were airborne at 1407 from Hahn Airfield to the survivors location. Notification prior to take off indicated the Bravo man of Boxer 61, who had been ejected when the aircraft took a direct hit over the target area and was down southeast of Hahn Airfield. Shortly after take off, Jolly Green 72 advised the F4U forces that Mail 07, an OV-10, was also down in the same area following a mid-air collision with an 02; both were Forward Air Control aircraft and both were searching for Boxer 61.

Jolly Green 79 and 72 joined up with Jolly Green 79 and Jolly Green 72, and proceeded to the area, arriving at 1455. Jolly Green 79 and 72 were already in the area; they had no survivors located, and had trolled for ground fire. Jolly Green 79 had taken one hit and put ordnance in the area. The two survivors were believed to be Mail 07 and 02, using the call sign Box 09; at that time, it was not known that three were were on the ground.

After radio contact with Boxer 61 and realizing his critical condition, Major Crupper directed to descend immediately for a pickup attempt. Jolly Green 79 took a look at the area and directed Jolly Green 79 to a ridge line running north and south, where survivors were located. While Captain Reeder remained in a high orbit, Major Crupper made a high speed descent and spotted the smoke from the wreckage of the OV-10 on the western side of the ridge. Initially Jolly Green 79 was unable to locate the survivor and repeatedly asked him for radio directions, but received no response.

61 directed Jolly Green 79 to make a 180° hovering turn and move approximately 100 yards on a 100° heading from the hover position. At this time the survivor popped a flare, which appeared behind Jolly Green 79. Another 180° hovering turn was made and Major Crupper moved directly to the survivor. Jolly Green 79 was in a hover 15 and the survivor was on board at 1518.

The second survivor then popped a smoke flare and was spotted at Jolly Green 79's 6 o'clock position, about 30 yards away. Major Crupper immediately hovered to the 3 o'clock position. The survivor was in good shape and had moved to a large rock. The hoist was established and hoist started down. When the hoist was almost within reach of the survivor, Jolly Green 79 started taking ground fire. Major Crupper immediately moved the hover into the tree tops and the Jolly's were notified. The exact location of the ground fire was not known. The hover was maintained and the survivor was able to see the penetrator, but the hoist had been damaged by the ground fire and Sgt. 1, the Flight Engineer, was unable to raise the penetrator electrically. He manually switched to emergency override and was able to get the survivor on board the aircraft. No further ground fire was taken, primarily because the Jolly's were

NAME, GRADE AND TITLE OF INDIVIDUAL INITIATING RECOMMENDATION
 LT COL. CARROLL, 1st Colonel, USAF
 Commander

27. SIGNATURE

SIGNED

COMMENTS

1. PER

DESCRIPTION (Citation and supporting statements or other official documents)

Citation

(Con't) Item 25, AF Form 642, Recommendation for the Distinguished Flying Cross for Captain Dan L. Reeder, [REDACTED]

laying ordnance, in a "daisy chain" around the hovering helicopter. The second survivor was on board at 1520 and Major Crupper departed the area on a northwest heading.

Just prior to getting the two downed airmen on board, it was determined that three survivors were on the ground. The two survivors picked up by Major Crupper had both been from Mail 07. As Jolly Green 72 climbed to altitude, Sandy 01 had made contact with and was pin pointing the position of Boxer 61B. Because of the hoist malfunction, the third pickup was turned over to Jolly Green 72 and Captain Reeder was directed to descend to 5000 feet by Sandy 01, as he attempted to locate Boxer 61B. Boxer 61B advised that he had utilized all of his smoke signals, and was suspended upside down in a tree with a broken leg and on the verge of passing out. Jolly Green 72 immediately was cleared and Captain Reeder began to descend. Boxer 61B's position was approximately 1.5 miles north of Mail 07's position on the west side of a ridge line running north and south. Over the radio, Boxer 61B kept repeating that he was upside down and about to pass out.

As he approached the ridge, from the west, Captain Reeder was told to go left about 50 yards. He turned northwest and Boxer 61B said, "You're going away from me, turn toward me". Sandy 01 advised him to give the Jolly a direction; and Boxer 61B said to turn right. Captain Reeder turned back towards the ridge and saw an orange chute beneath an over hanging tree about 50 yards away. He hovered to it and turned into the wind.

Sgt Willis, one of the Pararescuemen, knowing the survivor's condition, had volunteered to go down on the hoist and was prepared for immediate lowering. Sgt Lohrenz, the Flight Engineer, skillfully directed Captain Reeder over the survivor and lowered the hoist with Sgt Willis aboard. As the Pararescuemen started down, Sandy 01 advised that Jolly Green 72 was taking ground fire from his one through three o'clock position along the ridge, and proceeded to lay down anti-personnel ordnance about 100 yards to the right of the helicopter. Captain Reeder attempted to turn to bring Jolly Green 72's "3" gun into effective position, but due to the wind, estimated at 20 to 30 kts. the northerly heading, parallel to the ridge, had to be maintained. Sporadic small arms fire could be seen coming from the trees on the ridge line, but due to the Sandy's continuous and effective laying of ordnance, throughout the entire time Jolly Green 72 was in hover, the ground fire was ineffective. As Captain Reeder established a hover, Boxer 61B said, "You're over me", and passed out. Sgt Willis explained later that Boxer 61B was suspended by his left ankle, which was wedged between a limb and the trunk of a tree. He was upside down with his head approximately two feet off the ground completely supported by his trapped left ankle. His right knee also appeared to be broken. Sgt Willis attached a line from his harness to the survivor's chute risers to prevent him from falling and physically broke the trapping limb from the

(Don't) Item 25, AF Form 642, Recommendation for the Distinguished Flying Cross for Captain Dan L. Reader, [REDACTED]

tree. Sgt Willis then carried Boxer 613 back to and held him on the forest penetrator as Sgt Lohrengel raised them both back up to the helicopter.

During the time, in excess of 10 minutes, that Sgt Willis was on the ground, Sgt Lohrengel provided precise directions to Captain Reader, who maintained an almost motionless hover. This allowed the hoist cable to remain extended, ready for immediate pickup.

Captain Thompson, kept the engine torques watched and advised Captain Reader of the engine performance throughout the extended hover. He also kept the SAR forces informed of the mission progress over the radio and scanned the area to the left of the aircraft for gun fire.

Sgt Schicker, the second Pararescueman aboard Jolly Green 72, manned the 73 gun, scanning the area to the rear for ground fire. He left his gun, as Sgt Willis and the survivor reached the door of the aircraft to help Sgt Lohrengel get the survivor on board. Then as Sgt Willis caught his breath, Sgt Schicker immediately went to work treating the semi-conscious survivor. He set the survivor's broken right leg and left ankle. Sgt Schicker also administered an "IV" to prevent shock.

Captain Reader exited the area to the west and climbed to join up with Jolly Green 79, who had maintained a high orbit, providing cover for Jolly Green 72. After join up, the Handy's escorted Jolly Green 79 and Jolly Green 72 back to Hahn Air Base.

Wounds, battle damage and the survivors' conditions were passed to King 02. Jolly Green 79 had a fuel leak in the right auxiliary tank and numerous bullet holes. After Jolly Green 72 retracted the landing gear during climb out, the unsafe warning horn came on and would not reset. ~~An attempt to pull the circuit breaker was made, but the head broke off, so~~ to ease communications strain, the landing gear was lowered. The Pararescueman treating the survivor stated he was going into shock from his extremely painful injuries, so to ease aircraft vibrations and reduce his pain, an attempt to retract the gear was made; but it would not come up. Suspecting battle damage, Captain Reader left the gear down and advised Jolly Green 79 that Jolly Green 72 would need to hover and have tear pins installed before landing. After the tear pins were inserted by the ground crew at Channel 89, Jolly Green 72 landed and the survivor evacuated by ambulance at 1620. [REDACTED] transferred his two survivors to the ambulance at 1620.

Post flight inspection revealed that Jolly Green 79 had taken 11 hits throughout the aft cabin and blades and that Jolly Green 72 had only one hit, a small area round that was struck by a metal ammunition box, placed on the aft ramp.

(Con't) Item 25, AF Form 642, Recommendation for the Distinguished Flying Cross for Captain Dan L. Reeder,

in the rescue of three downed American airmen, in that they descended into a known hostile area, before it was proved permissive, in order to rescue a downed crewmember who was within minutes of death, I recommend the following awards: To Wgt Edward M. Willis, Pararescue Specialist, The Silver Star; to Captain Dan L. Reeder, Aircraft Commander; Captain Donald Y. Thompson, Co-pilot; SSgt David C. Lohrengel, Flight Engineer; Sgt Brenton D. Schicker, Pararescue Specialist, The Distinguished Flying Cross.

AC: Captain Dan L. Reeder,

CP: Captain Donald Y. Thompson,

FE: Staff Sergeant David C. Lohrengel,

RS: Master Sergeant Edward M. Willis,

RS: Sergeant Brenton D. Schicker,

JULY 72

HH-53

40 ARPS

UDORN

CEASE

WILLIAM E. CAMPBELL, Lt Colonel, USAF
Commander

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 0645⁷²Z.

(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

~~SECRET~~

40

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 arrival⁷³ of the Sandys.

(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 rescue⁷⁵ area from Route 90.

~~SECRET~~

~~SECRET~~

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 ⁷⁶ for the pickup.

(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 ⁷⁷ hanging upside down in a tree somewhere in the area.

(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

~~SECRET~~

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

(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 penetrator which was exactly when Sandy 01 asked 61B to pop a flare.⁷⁹

(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 the personnel onboard.⁸⁰

(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 for Misty 11A and B, and a pararescueman from Jolly Green 28.⁸¹

JOLLY GREEN MISSION

37th PULLS PILOT FROM OCEAN, MARKS 497th SAVE

DA NANG AB, Republic of Vietnam—A pilot from the 558th Tactical Fighter Squadron AB recently became the 497th rescue for the personnel of the 37th Aerospace Rescue and Recovery Squadron.

The rescued pilot, Capt. Neil Jacobs, flew his crippled F-4 Phantom more than 100 miles prior to bailing out about 10 miles east of Da Nang City. The other crewman bailed out over the target area when the aircraft was damaged. He was picked up by another rescue helicopter crew.

Capt. Charles W. Hoilman Jr., HH-3 Jolly Green Giant helicopter pilot, said,

"We received notification that the F-4 was going down and we took off immediately. Within 10 minutes, we were over the area where the pilot went down. Thirteen minutes after he hit the water, we had him in the helicopter.

Lt. Robert T. Ritchie, a Coast Guard exchange pilot with the 37th ARRSq, commented, "The downed flyer spotted us before we saw him in the water. He directed us to his position. When we spotted him, he popped his orange smoke signal kit and we went in for the pick-up. On the first pass we dropped a pararescueman to aid the pilot and get rid of the life raft prior to the actual pick-up."

SSgt. James E. Smith, flight engineer said, "After we dropped the pararescueman, we landed in the water. The seas were running pretty rough with waves 8 to 10 feet high. On the first attempt, the pararescueman and pilot swam to the aircraft, but the current was so swift, they were pulled under the helicopter.

"To avoid injuring the two personnel, Capt. Hoilman hovered the aircraft and lowered the hoist and brought the pilot on board. Then we picked up the pararescueman," he concluded.

This was the first pickup for Captain Hoilman and the second for both Lieutenant Ritchie and Sergeant Smith.

DA NANG AB, Republic of Vietnam (7AF)--A pilot from the 550th Tactical Fighter Squadron AB recently became the 497th rescue for the personnel of the 37th Aerospace Rescue and Recovery Squadron here.

The rescued pilot, U.S. Air Force Captain Neil Jacobs, flew his crippled F-4 Phantom more than 100 miles prior to bailing out about 10 miles east of Da Nang City. The other crewman bailed out over the target area when the aircraft was damaged. He was picked-up by another rescue helicopter crew.

Captain Charles W. Hoilman Jr., Mays Landing, N.J., HH-3 Jolly Green helicopter commander said, "We received notification that the F-4 was going down and we took off immediately. Within 10 minutes, we were over the area where the pilot went down. Thirteen minutes after he hit the water, we had him in the helicopter.

his orange smoke signal kit and we went in for the pick-up. On the first pass we dropped a pararescueman to aid the pilot and get rid of the life raft prior to the actual pick-up."

Staff Sergeant James E. Smith, flight engineer, Olathe, Kan., said, "After we dropped the pararescueman, we landed in the water. The seas were running pretty rough with waves 8 to 10 feet high. On the first attempt, the pararescueman and pilot swam to the aircraft, but the current was so swift, they were pulled under the helicopter.

"To avoid injuring the two personnel, Capt. Hoilman hovered the aircraft and I lowered the hoist and brought the pilot on board. Then we picked up the pararescueman," he concluded.

This was the first pickup for Capt. Hoilman and the second for both Lt. (J.G.) Ritchie and SSgt. Smith.



SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. II No. 12

December 1969

PACAF RP 64-1

Page 3

SEARCHER

December 1969

JOLLY GREEN MISSION

37th PULLS PILOT FROM OCEAN, MARKS 497th SAVE

DA NANG AB, Republic of Vietnam—A pilot from the 558th Tactical Fighter Squadron AB recently became the 497th rescue for the personnel of the 37th Aerospace Rescue and Recovery Squadron here.

The rescued pilot, Capt. Neil Jacobs, flew his crippled F-4 Phantom more than 100 miles prior to bailing out about 10 miles east of Da Nang City. The other crewman bailed out over the target area when the aircraft was damaged. He was picked up by another rescue helicopter crew.

Capt. Charles W. Hoilman Jr., HH-3 Jolly Green Giant helicopter pilot, said,

"We received notification that the F-4 was going down and we took off immediately. Within 10 minutes, we were over the area where the pilot went down. Thirteen minutes after he hit the water, we had him in the helicopter.

Lt. Robert T. Ritchie, a Coast Guard exchange pilot with the 37th ARRSq. commented, "The downed flyer spotted us before we saw him in the water. He directed us to his position. When we spotted him, he popped his orange smoke signal kit and we went in for the pick-up. On the first pass we dropped a pararescueman to aid the pilot and get rid of the life raft prior to the actual pick-up."

SSgt. James E. Smith, flight engineer said, "After we dropped the pararescueman, we landed in the water. The seas were running pretty rough with waves 8 to 10 feet high. On the first attempt, the pararescueman and pilot swam to the aircraft, but the current was so swift, they were pulled under the helicopter.

"To avoid injuring the two personnel, Capt. Hoilman hovered the aircraft and I lowered the hoist and brought the pilot on board. Then we picked up the pararescueman," he concluded.

This was the first pickup for Captain Hoilman and the second for both Lieutenant Ritchie and Sergeant Smith.

8 OCT 69 SAR

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.



FILE = JACOBS 69

October 1969: Tchepone, Laos. When an F-4 is hit by ground fire over this heavily defended outpost, it ejects its canopy and one of its occupants at a speed estimated to be five hundred knots. While control of the craft is maintained by the pilot until he reaches the South China Sea and safely exits, the other crewmember is less fortunate. Unconscious, he drifts for nearly three-quarters of a mile, before plunging through trees over two hundred feet in height. He crashes down through layers of branches ending up upside down, some six feet off the ground. He regains consciousness long enough to send a radio message then drifts back into unconsciousness. Master Sergeant Edward "Red" Willis is a pararescueman at the 40th ARRS, Udon RTAFB, and on a Jolly Green Giant crew launched to attempt a rescue. When the Jolly arrives over the survivor's position it immediately receives enemy ground fire. Willis descends through the hail of lead and rushes to the survivor. He knows he will be overrun in minutes. At first, Willis believes the pilot is dead; it is only when he leaps up and breaks off the limb from which the man is suspended that Willis realizes he is still alive. Throwing the man over his shoulder, he struggles to where the Jolly comes in to a low hover and extracts the two. In mere seconds, the bad guys swarm into the now-vacant opening where Sandys ravage their ranks. For his bravery, Willis is awarded the Silver Star.

(Authors' Note: During the 1984 Pararescue Reunion at Fort Walton Beach, Florida, Willis receives a touching surprise. During the banquet program he is called up to the podium by K.O. Kelly. Two PJs carry in a tree branch with a man dangling from it. It is Willis' survivor from fifteen years earlier. It is a rare moment, especially so during combat, that PJs ever meet the men and women they have rescued. The symbolism of Red meeting his survivor is lost on no one.)