

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

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, [REDACTED]. 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, [REDACTED], 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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37

DET 1, 40th ARRS CY 4/69

8

Jolly Green 17 (Low)

AC Capt John H. Fette*
CP Capt Lawrence A. Marino*
FE Sgt Robert J.P. Lafranboise*
RS Sgt Leland H. Sorensen

Jolly Green 19 (High)

AC Capt Leonard D. Fialko
CP Capt John J. Livengood +
FE TSgt Leroy M. Wright
RS Sgt Douglas L. Horka
FE TSgt Claude C. Franks

(S) (Gp 3) A first light effort started the day on 12 Nov. Owl 07 had gone down during the night in a heavily defended area in eastern Laos. Two HH-53s from the 40th ARRS at Udorn were launched as the primary recovery aircraft with two of our HH-3Es launched as airborne back-up. An HH-53 made a successful pick up of the first pilot on Owl 07, but was driven off by hostile fire before he could locate the second pilot. Our back-up HH-3E's were then called on the scene and Jolly Green 36 started to go in for the pick up. On the way in Jolly Green 36 started receiving hostile ground fire and suffered hits. The number one engine failed and the utility hydraulic system failed rendering his hoist inoperative. Jolly Green 36 dumped fuel to reduce his weight and departed the area. Prior to this Jolly Green 09 and 37 were launched as airborne back-up. They immediately proceeded to the area and were holding in a secure area near by when Jolly Green 36 aborted his attempt. The Sandys put more ordnance in and Jolly Green 09 went in for the pick up. Although he received hostile ground fire, he was able to effect the rescue of Owl 07 second pilot, 1Lt James G. Hayler, [REDACTED], 497th TFS, and departed the area. One Sandy aircraft crashed, but it was apparent that there was no possibility of a survivor, so all SAR forces were returned to base.

Jolly Green 09 (Low)

AC Lt Col Joe Lyle Jr.
CP Capt John J. Livengood+
FE TSgt Daryl I. Durant
RS MSgt Paul L. Jenkins
RS MSgt Lewis J. Roberts*

Jolly Green 37 (High)

AC Capt Phillip O. Pfanschmidt
CP Capt Marshall B. Nash
FE Sgt Brian W. Murray
RS TSgt Lehman L. Booher

(C) On 22 Nov [REDACTED] control center was advised that Spunk 01 had received serious battle damage and would try to recover at our base. Spunk 01 had a fire on board just as he arrived over our base and both pilots ejected. The aircraft crashed one half mile south of the base and both parachutes were seen over head drifting south westward. Jolly Green 17 and 09 launched immediately. They jettisoned fuel while waiting for the parachutes to descend to the ground. The decision was made between Jolly Green 17 and 09 for Jolly Green 17 to pick up one pilot, Capt Lynn P. Wright, [REDACTED], and for Jolly Green 09 to pick up the other, 1Lt Frederick D. Paige, [REDACTED]. Both were from the 14TFW. They were picked up without further incident.

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Jolly Green 17 (Low)

AC Capt Marshall B. Nash
CP Maj Charles W. Bond*
FE Sgt Joseph Vai*
RS SSgt Roy D. Bloebaum
RS Sgt Charles D. Morrow

Jolly Green 09 (High)

AC Maj Emmet E. Hatch Jr.*
CP Maj Edward B. Robbins
FE SSgt Robert E. Hunt
RS Sgt Richard G. Beasley

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~~CONFIDENTIAL~~

P. 00025

OGTCZYUW RUMHCTA0060 3060000-CCCC--RUCIEUA:

DE RUMHPPE #0007 3051805

ZNY CCCCC ZOK JPCCO

O 011758Z NOV 69

FM OL 1/3ARRGP SON TRA AB RVN

TO RUEFHQA/HQS USAF/AFCP

RUCIEUA/HQS ARRS/AROCF SCOTT AFB ILL

RUSQSNAT/7AF/DO/DP/CP/CBPOPA/TAN SON NHUT AB RVN

INFO RUHHABA/41ARRWG/TROCP/HICKAM AFB HAWAII

RUHEB/CINCPAFXCC/HICKAM AFB HAWAII

RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

RUCIEUA/MAC/MCR/MACCOA/SCOTT AFB ILL

RUMSMVA/MACV/DOSLR/LANGLEY AFB VA

RUEKC/AFOC/FORT RITCHIE MD

RUSQSNAT/7AF/DO/DP/CP/CBPOPA/TAN SON NHUT AB RVN

RUSQSNAT/38ARRS/TAN SON NHUT AB RVN

RUMHPPA/DE7/38ARRS/DANANG AB RVN

RUMHPPA/37ARRS/DANANG AB RVN

RUMLDNA/HMH 361/ MARBLE MOUNTAIN AB RVN

BT

C O N F I D E N T I A L JOPREP JIFFY/OL-1 3ARRGP/RESCUE 081

1. RESCUE OPENING/SUSPENDING REPORT-1 NOV 69

2. 1-3-081-1 NOV 69

3. A. LOCAL TACTICAL B. LOCAL INSTRUMENT FLIGHT C. MARINE GREEN/YN-28/

PAGE 2 RUMHPPE 0007 C O N F I D E N T I A L

CH-53A/LAS VEGAS 7-0 D. USA E. USMC F. NOT AVAILABLE

G. S. POB H. MAE WESTS (6)

4. JOLLY GREEN 42 01/1129Z.

5. S/E

6. JOLLY GREEN 42 ALERTED BY MARBLE MOUNTAIN TOWER AT 1128Z.

PEDRO 93 ALERTED AT 1132Z.

7. JOLLY GREEN 42 PROCEED TO THE SCENE AT 128Z. PEDRO 93

SCRAMBLED AT 1132Z.

8. 16003N 108-20E

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

10. OL-1, 3ARRGP/MAJ O.L. HORSCH, TSgt L. VANCE, T.A.P. NOWECZYNSKI

011. PANAMA GCI, COASTAL SURVEILLANCE COMMAND, DANANG HARBOR SECURITY

1ST MARINE AIR WING.

12. JOLLY GREEN 42/1131Z/16003N 108-20E

13. DET 7 38ARRS/HH-43B/SLING/1145Z

14. 5/1/1/1/4/0

15. SURVIVOR DELIVERED TO NSA HOSPITAL

16. 1/0.7/HH-43B/DET 7, 38ARRSV 1 3/5.6/HH-3E/37(-44

17. 0/0/20 NOT AVAILABLE/9/NOT AVAILABLE/0

18. A. RCC CAPT. J. A. TASSIE, RCCP CAPT D. C. VOIGT, FE SGT R. L.

PAGE JE RUMHPPE 0007 C O N F I D E N T I A L

LUKE, PJ SGT H. C. CHALMERS ALL OF D 7, 38 ARRS

B. 1/

J. T H-3, HMH 361, MARBLE MOUNTAIN AB RVN

1. A. 1 2 RADIUS OF 163N JQPIAWPEOP PERCENT EFFECTE. THE SEARCH

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTION ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON

3/1/85

OPN	CYS
PARS	7
INFO	65
O	8
MCP	1
	10

IMMEDIATE

~~CONFIDENTIAL~~

IMMEDIATE

PT 00025

2/2

WAS CONDUCTED DURING THE HOURS OF DARKNESS WITH THE AID OF
A FLARESHIP.
B. SEE SUBITEM H.
H. 1 NONCOMBAT ARMS SAVE/NO AIR REFUELING/AIRCRAFT DOWNED DUE
TO MECHANICAL FAILURE/1 USMC CREW MEMBER/1 PT OF MOUNTAIN AIRPORT
WHILE FLYING IN THE IMMEDIATE VICINITY OF MARI MOUNTAIN AIRPORT
ON A LOCAL TRAINING FLIGHT. JOLLY GREENE WAS ALERTED TO THE
DIRESS OF LAS EGAS 7-0.CC
A PROCEEDED TO THE SCENE OF THE BURNING WRECKAGE WHICH WAS
OFFSHORE APPROXIMATELY THREE MILES EAST OF MARI MOUNTAIN
AIRPORT. DANANG HARBOR SECURITY AND COSTAL SURVEILLANCE
COMMANWE IMMEDIATELY INFORMED AND SENSURFACE CRAFT TO
THE SCENE. DANANG TOWER HAD ALERTED PEDRO PEDRO 93 WAS
SCRAMBLER BY 01-11 4:15 5-11322. AN AIRBORNE FLARESHIP WAS
DIVERTED TO THE SCENARRIVING WITHIN FIVE MINUTES OF
NOTIFICATION. (3134-) 3815 3831-1: #86 RCRAFT WERE
SENT TO THE SCENE BY THE 1 MARINE AIR WING. PEDRO 93

0-83 4 RUMHPP 0007 C O N F I D E N T I A L
LOCATED A SURVIVOR WHO ASSISTED IMMEDIATELY BY DISCHARGING
FLARES. THE SURVIVOR WAS STAYING AFLOAT WITH THE AID OF
A EAT CUSHION. PEDRO 53 DEPLOYED HIS PARARESCUEMAN INTO
THE WATER TO ASSIST THE INJURED SURVIVOR WHO WAS RECOVERED
AT 152.583 34: # 2- 19:58 735 26 19116 8433, 1ST
MARI AIR WING LICOPTERS AND SURFACE VESSELS AED BY
THE FLARESHIP. NUMEROUS SMALL PIECES OF DEBRIS WERE
SHED BY THE SEARCH AIRCRAFT; SOME OF IT WAS RECOVERED
BY THE SURFACE CRAFT. THE DEBRIS HAD BEEN WIDELY SCATTERED
BY THE FIVE FOOT SEA AND SURFACE WIND. THE SEARCH WAS
SUSPENDED AT THE RECOMMENDATION OF THE JOLLY GREEN ON-SCENE-
COMMANDER AT 1515Z.

#0007

NNNN#

CHAPTER III

OPERATIONS AND TRAINING

Missions/Saves

1. General Comments: Base support activities are now non-existent due to our being directed by 3rd ARRGp not to participate in any mission which does not directly involve rescue functions. Due to an increase in our training requirements, 52.5% of the flying time was spent on training sorties. The number of LBR missions dropped slightly, but was partially offset by an increase in our major search and rescue/aircrew recovery activities as is evidenced by the following mission summaries. We were called upon to participate in several missions of this type, but were usually called upon too late to effect a rescue. Of those missions which were successful, the following three are the most significant.

2. Mission # 1-3-081, 1 November 1969. Pedro 93 was scrambled at 1925L on word that a USMC CH-53 was down seven miles east of DaNang in the South China Sea. Pedro 93 proceeded to the area and began a low level search. The search, being hampered by low clouds and haze, proved fruitless until the only survivor fired a pencil flare and was sighted. The PJ was deployed to assist the survivor, who was severely injured, (compound fracture of right leg and broken pelvis). The survivor and PJ were simultaneously hoisted into the helicopter where the survivor was administered first aid while enroute to NSA hospital where he was admitted.

Det 7, 38ARRSQ, Hist, Oct - Dec 1969

7-7

Pedro 93 then returned to the alert pad and terminated the mission.

One non-combat save was credited. The crew of Pedro 93 was as follows:

Capt James A. Tassie	AC
Capt David A. Voigt	CP
Sgt Randy L. Luke	FE
Sgt Harry C. Chalmers	PJ

3. Mission # 7-38-037, 16 November 1969. At 0501L, Pedro 69 was alerted by the tower that a USMC A-6 was 4 minutes out with an engine shut down and with battle damage. Pedro 69 was airborne within three minutes. Immediately after airborne, a Mayday was heard and tower advised Pedro that the A-6 went down seven miles north of DaNang. Pedro 69 landed at the alert pad and offloaded the firemen. After airborne again, radio contact was established with the A-6 pilot while Pedro was enroute to the scene. A flare pinpointed the pilot's position and proceeding to the survivor, Pedro 69 hoisted him aboard. At this time, a second flare was observed coming from the second survivor, (the bombardier/navigator). He was clinging to his life raft. A time was spent chasing the raft and survivor. Finally he was picked up, but due to him still being in his parachute and harness, he was lowered into the water to release his chute. Having done so, he was again raised to the helicopter.

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Sandy Coordinator

SAR Effort Report (Raven 52A and B) (U)

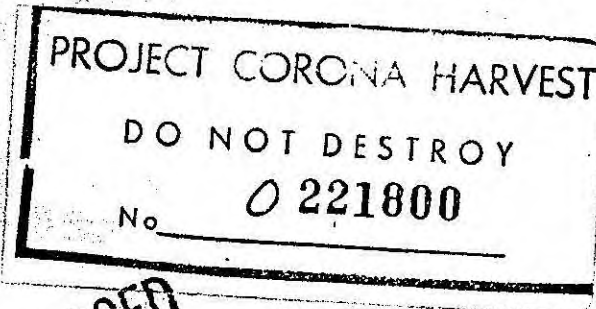
16 NOV 1969

56 SpOpWg (DCO)

1. (S) On 6 November 1969 a successful SAR was conducted for Raven 52A and 52B. Raven 52 was a Royal Laotian Air Force O-1. The aircraft crash landed at UTM coordinates XB2597. The aircraft went down at approximately 0945 hours local on the morning of 6 November.
2. (S) The pilot stated that he was experiencing engine trouble while on a reconnaissance mission and that the engine had failed while he was attempting to return to his base.
3. (S) Sandy 01 and 02 arrived on scene at 1130 hours and with Raven 55 capped the survivors who were in good physical condition. There was no movement observed in the area and several low passes were made with no ground fire observed. Because of no opposition in the area and excellent HLZ next to the survivors it was decided that a landing by Jolly Green 17 and pickup would be attempted as soon as they arrived on scene.
4. (S) Jolly Green 17 and 19 arrived in the general area at 1155 hours escorted by Sandy 03 and 04. Sandy 02 was sent out to bring the helicopters to the survivors.
5. (S) At 1200 hours a Royal Laotian Air Force H-34 helicopter was sighted approaching the area. Sandy 01 and Raven 52 attempted to contact the helicopter unsuccessfully. The H-34 (tail #807) landed next to the survivors and pickup of both survivors was made with no problem.
6. (S) Sandy 01 and 02 escorted the H-34 to Pakse Airport then RTB'd to channel 89. Sandy 03 and 04 escorted the Jolly Greens back to channel 89. Two CBU-19 aircraft were launched but were RTB'd before arriving on scene.
7. (U) The Sandy forces involved were:

Sandy 01	Major Edwin N. Moffatt
02	1/Lt Stanley V. Hair
03	Major Earle W. Deneau
04	1/Lt David J. Kantrud
Dip 40	Major Robert L. Bohan
Dip 41	1/Lt Anthony N. Wylie

Fredrick A. Beebe
FREDRICK A. BEEBE, Lt Colonel, USAF
Sandy Coordinator



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intervals; declassified
after 12 years

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44

pended their remaining ordnance and returned home. Spad 03 became on-scene commander. Spad 09 and Jolly Green 19 then successfully recovered Misty 11B with Sandy 11 and 12 assisting.
84

(U) Full details of this SAR effort can be found in the Rescue Narrative Report, support document 48.

(S) In November, the wing participated in five SAR efforts for the month.

(S) The first SAR effort was on 6 November when a successful rescue was made for Raven 52A and B. Raven 52 was a Royal Laotian Air Force O-1. The aircraft went down at approximately 0945 hours local on the morning of 6 November.
85

(S) The pilot stated that he was experiencing engine trouble while on a reconnaissance mission and that the engine had failed while he was attempting to return to base.
86

(S) Sandy 01 and 02 arrived on scene at 1130 hours and with the help of Raven 55, they spotted the survivors who were in good physical condition. There was no movement observed in the area and several low passes were made with no ground fire observed. Because of no opposition

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in the area and excellent HIZ next to the survivors it was decided that a landing by Jolly Green 17 and pickup would be attempted as soon as they arrived on scene.⁸⁷

(S) Jolly Green 17 and 19 arrived in the general area at 1155 hours escorted by Sandy 03 and 04. At 1200 hours a Royal Laotian Air Force H-34 helicopter was sighted approaching the area. Sandy 01 and Raven 55 were unsuccessful in attempts to contact the helicopter. The H-34 (tail #807) landed next to the survivors and picked them up without difficulty. Sandys 01 and 02 escorted the H-34 to Pakxe Airport then returned to Channel 89.⁸⁸

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 49.

(S) Two successful rescues were made on 12 November. The first was for Zorro 65, an A-1E. The aircraft went down at 0250 hours on the morning of the 12th.⁸⁹

(S) Zorro 65 stated that he could not advance the throttle above approximately 22 inches of manifold pressure without severe backfiring and he was unable to maintain altitude. He elected to leave the aircraft at approximately 7,000 feet MSL. Cause of the extraction was engine failure.

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CATALOGED

Sandy Coordinator

SAR Effort Report (Zorro 65) (U)

PROJECT CORONA HARVEST

DO NOT DESTROY

No. 0221799

56 SpOpWg (DCO)

1. (S) On 12 November 1969 a successful SAR was conducted for Zorro 65, a USAF A-1E. The survivor was located at UTM coordinates UG 679 674. The aircraft went down at 0250 hours on the morning of the 12th.

2. (S) Zorro 65 stated that he could not advance the throttle above approximately 22" of manifold pressure without severe backfiring and he was unable to maintain altitude. He elected to leave the aircraft at approximately 7000 feet MSL. Cause of the extraction was engine failure. Terrain in the area of the extraction ranges from 2500 to 5000 feet.

3. (S) The original Sandy forces were alerted at approximately 0330L and assembled at TUOC for initial briefing at 0400 hrs. Sandys 07 through 10 launched at 0500 hrs and arrived on the scene at 0600 hrs. Sandy 07 took on scene command at that time but was unable to locate the survivors exact position due to low stratus clouds and ground fog. Sandy 07 was able to narrow the survivor's position down to a small area by making passes over the area and directing the survivor to call out his position from the sound of his engine. The survivor reported that he was in good physical condition and he had two flares, two radios (however, the URC-64 was not working), one spare battery for each radio, penguin flares and a mirror. The survivor said that he was located on the southern side of a steep hill. He had moved a short distance from his chute and was in thick jungle. Sandy 07 made several attempts to penetrate the ceiling but was unable to do so. While waiting for the weather to clear, Sandy 07 set up orbits for Sandys 44, 45, 46, and 47 to the south and Sandys 09 and 10, and Jolly Greens 79 (low) and 69 to the east. Sandy 07 directed Raven 47 to put in diversionary strikes to the south. Sandy 08 began putting in strikes to the east. Sandy 07 set up a radio check with the survivor at 15 and 45 minutes past the hour. At one time the survivor reported that he thought he had heard three rifle shots to the south of his position. Sandy 07 made two rocket passes, firing rockets through the clouds west of the survivor. The survivor then reported all was quiet. The weather began clearing at approximately 1020 hrs and Sandy 07 resumed searching the area at low altitude. He asked the survivor to fire a penguin flare but the survivor reported he could not get the penguin to work.

4. (S) At 1010 hrs the second element of Sandy aircraft arrived on scene and took up orbits south of the survivors position at 1030 hrs. Sandy 07 called in Sandy 15 and briefed him on the survivors approximate position.

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after 12 years

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Sandy 07 and 08 then made ordnance passes along the road to the south of the survivor and turned over on scene command to Sandy 15.

5. (S) At 1047 hrs Sandy 15 started a low level search. On several passes the survivor thought he heard Sandy 15 overhead. Sandy 15 asked the survivor to try his signal mirror. At this point Jolly 69 reported that he had seen the signal and described the location to Sandy 15. Sandy 15 then made several passes over the area and again the survivor said he thought the aircraft was overhead. During this time Sandy 15 was experiencing difficulties with his communications and it was decided that Sandy 17 would take over for the pickup attempt. Sandy 15 and 16 began making rocket and CBU passes around the area of the survivor then Sandy 15 handed over on scene command to Sandy 17.

6. (S) Sandy 17 entered the area and made several low passes. No ground fire was observed and it was decided that it would be best to attempt an immediate pickup before enemy forces had a chance to move into the area. Sandy 17 called for Jolly 79 to enter the area from the east and directed Sandy 16 to escort him in. Sandy 17 vectored Jolly 79 to the spot where Jolly 69 had spotted what was believed to be the mirror of the survivor and asked the survivor to pop a flare. No smoke was observed coming from the area and the survivor was not at that location. The survivor said he could hear the helicopter and thought it was still a little east of his position. Jolly 79 continued on a westerly heading along the ridge line in a slow search. About 30 meters from the original point there was a small gully. As Jolly 79 approached the gully, Sandy 17 saw what appeared to be a pen gun flare rise approximately 75 feet out of the gully then arc over and burn out. He asked the survivor if he had fired a flare but received no reply. About 30 seconds later Jolly 79 called out that he was receiving ground fire and was breaking out. As Sandy 17 began an attack on the position, the survivor said he had Sandy in sight and that he was off his left wing. After a second attack on the position, Sandy 17 began a tight orbit to pinpoint the survivors exact position. The area was quiet again and Sandy 17 decided to make another attempt for the pickup. Sandy 17 considered the use of CBU-19/30 in the area but decided not to employ it due to the fact that the wind was blowing from the enemy positions towards the survivor, the survivor was in thick foliage and was having difficulties with his flares so the only way to make pickup was by voice contact, and the ridge lines in the area gave some shielding from the enemy positions. Jolly 79 and Sandy 16 and 18 were again called in. However, Sandy 18 was also experiencing some radio difficulties so Sandy 17 told him to hold high. As Jolly 79 started his approach, Sandy 17 made a CBU-14 run across the enemy positions and directed Sandy 16 to join him in a "daisy chain" around the helicopter, expending ordnance around the area. Sandy 17 vectored the helicopter to within 15 meters of the survivor at which time the survivor began giving final corrections. Jolly Green 79 took over and made pickup and was preparing to egress the area when Sandy 17 picked up ground fire from the south and directed Jolly Green 79 to break north before turning east. Sandy 17 covered Jolly 79's exit and called Sandy 15 and 16 on the enemy positions. Sandy 18 joined with

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Sandy 17 in escorting the helicopters out of the area.

7. (S) Due to the number of problems encountered on this effort there are several recommendations to be made:

a. Because of the problem with the URC-64 radio it is suggested that Wing Life Support make a closer inspection of all radios before issuing them to aircrew members.

b. The survivor encountered two problems while attempting to use his flares:

(1) While attempting to ignite his MK 13 flares, the survivor broke the ring off before the flare was opened causing him to be forced to pry the seals off with a knife.

(2) The survivor attempted to fire a penguin flare but experienced a dud. The remainder of the penguin flares were good. Due to these failures it is recommended that aircrews be given some update training in the use of these devices.

c. Finally, one of the greatest aids in locating the position of the survivor is to have him give directions from engine sound. In many cases these impressions of directions can be greatly distorted by mountainous terrain. It should be reemphasized that if a crewmember is down in close proximity to several hills, echoes from the slopes can be very misleading and a greater effort is required to insure that these echoes do not lead to erroneous identification of position.

8. (U) The Sandy forces involved were:

Sandy 07	Capt Jackson L. Hudson
08	Lt Col Wallace E. Lowman
09	1/Lt James G. George
10	Lt Col Richard E. Michaud
15	Maj Lawrence E. Knox
16	1/Lt Dane A. Morvant
17	1/Lt Stanley V. Hair
18	1/Lt Michael D. Jahann
44	Maj Homer T. Bay
45	1/Lt John S. Howard
46	Capt Richard C. Walter
47	1/Lt Lary R. Dannelly
52	Capt Franklin B. Monroe
53	2/Lt Thomas O. Coleman
54	Maj Albert B. Price
55	Maj Edward G. Solley

FREDRICK A. BEEBE, Lt Colonel, USAF
Sandy Coordinator

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after 12 years

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153

440 (Capt Carty/2687)

15 November 1969

Mission Narrative Report Number 2-3-068-11 Nov 69

3 ARRCp (JSARC)
APO 96307

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRCp Sup 1, dated 11 July 1968.

2. (S) The crews of Jolly Green 79 and Jolly Green 69 were alerted at approximately 0300L, on 12 November 1969, to prepare for a first light effort to rescue Zorro 65 who was down in the Barrel Roll section of Laos. We were given a briefing at 0430L at TWCC. Jolly Green 79 and 69 launched at 0510L and crossed the fence at 0530L. Since firing range number two was close to our planned route, we obtained clearance for the range and fired our guns enroute. At approximately 0615L we entered an orbit near Lima Site 2 as briefed by Sandy 07 who had been designated as on-scene-commander. At 0620L, Sandys 07 established voice contact with the survivor and determined that the survivor was not injured and that he had two flares and one workable radio with a spare battery. The area of the survivor was completely obscured by a surface to 1,000 feet layer of ground fog and stratus cloud. At 0625L, Sandy 07 briefed the survivor that we would pick him up as soon as weather permitted and said to check in on radio again at 0645L. At 0630L, Sandy 07 requested that Sandy 09 move the Jolly Greens to a new orbit area closer to the survivor. The Jolly Greens climbed up from 8500 feet to 10,000 feet to obtain more protection against small arms fire (the local terrain was 3000 feet to 4000 feet) and to conserve fuel. Sandy 07 kept checking in with the survivor approximately every half hour while trying to pin-point the position of the survivor who was determined to be under the fog. Sandy 07 made several attempts to get under the clouds and the Jolly Greens offered to attempt to dissipate the fog with rotor wash if an accurate fix could be obtained on the survivor. Jolly Green 79 advised King 1 that an A/R would be necessary at 0900L if the weather hadn't broken before then. At 0830L, the weather was still bad so Jolly Green 79 and 69 left the orbit and completed an A/R with King. Jolly Green 79 and 69 returned to orbit at 0900L. At 0910L, the survivor reported ground fire near him that was apparently aimed at the Sandys. The radio checks continued but due to the fog it was impossible to pin-point the position of the survivor. At 1045L, the fog had started to break up and the survivor was asked to fire a pin-gun flare; however, his pin-gun didn't work. Sandy 15 was on the scene at this time, orbiting and hoping to see the pin-gun flare. At 1048L, the Sandy flight of 07, 08, 09 and 20 had to RTB because of low fuel. Sandy 07 had done a particularly outstanding job as on-scene-commander and we were sorry to see him leave.

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Sandy 15 took over as on-scene-commander at 1048L with Sandys 16, 17 and 18 on scene. The weather was breaking up and clear over the survivor at approximately 1050L. The survivor was asked to use his mirror as the Sandy aircraft flew by. At 1054, Jolly Green 69 reported mirror flashes coming from the trees near a clearing on a hill where the survivor was thought to be located. The Sandy 15 aircraft was having radio difficulty. At 1105L, King 1 asked the Sandy aircraft to speed up the effort. Raven 45 was on scene and wanted to FAC in some more fast movers and also volunteered to troll at 10 feet for ground fire. Since Sandy 15 had radio difficulty, Sandy 16 was asked to assume command. No more ground fire had been reported and King, Raven 45, and the Sandys thought it was safe to attempt a pickup. Jolly Green 79 left orbit at 1112L to attempt a pickup. Jolly Green descended, crossed the road and made an approach to the area where the survivor was thought to be. The survivor was asked to pop a smoke while the helicopter was on the approach. He popped a smoke but it was not visible to the SAR forces. The survivor reported that he could hear the helicopter and asked for the helicopter to move north. At this time, approximately 1118L, the co-pilot and pilot of Jolly Green 79 observed a machine gun located in their 12 o'clock position level and approximately 50 yards away. The machine gun was firing point blank at the helicopter. Jolly Green 79 made a quick left turn down the hill and exited the area without incurring any apparent damage. At 1120L, Jolly Green 79 resumed an orbit at 7000 feet and gave the Sandys directions to hit the gun. One of the Sandy aircraft apparently scored a direct hit on the gun. At 1128L, no ground fire was reported and Jolly Green 79 decided to attempt a pickup using a different route that was north and should afford better cover in case there were more hostile forces in the area. Jolly Green 79 made a rapid descent and while approximately 1/2 mile from the estimated position of the survivor started receiving ground fire from a machine gun and some small arms. This time the aircraft was in a position to return the fire and the number one and three mini-guns scored. The helicopter continued low and asked the survivor to pop his last smoke. The smoke was not visible to the helicopter crew and the survivor's parachute was never seen. The survivor was asked to listen for the helicopter and to vector the helicopter to his position. The survivor vectored the helicopter by listening to the sound until the helicopter got directly overhead in a low hover. The flight engineer had difficulty in locating the survivor because of the dense jungle growth. At 1137L, the survivor was on board the helicopter. Jolly Green 79 exited the area in a northerly direction using the power advantage of the HH-53C to get up and over the hill and out of the area quickly. Jolly Green 79 returned to Channel 70 with a Sandy escort as far as the fence and landed at 1250L to complete the SAR effort. Post flight damage assessment revealed that Jolly Green 79 had taken four hits of machine gun and small arms caliber. Exact locations and description submitted on battle damage report. Use of gas would not have been beneficial on this mission because of the terrain and the 1/4 to 1/2 mile distances between the gun positions and the survivor.

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3. (U) The survivor rescued by Jolly Green 79 was: Zorro 65
Captain George H. Porter, Pilot, 56th SOWg.

4. (U) The rescue crews were:

Jolly Green 79 (Low)

AC: Carty, Donald L., Captain,
CP: Schaneberg, LeRoy C., Captain,
FE: DeMattos, Carlos W., TSgt,
RS: Ohman, Rodney D., MSgt,
RS: McDonald, Gregory J., Sgt,
AP: Banas, Raymond G., ALC,

Jolly Green 69 (High)

AC: Catlin, Frank S., Lt Colonel,
CP: Baskett, Richard M., Captain,
FE: Bringman, Leo R., TSgt,
RS: Willis, Edward M., MSgt,
RS: Crowder, Douglas W., Sgt,

SIGNED

DONALD L. CARTY, Captain, USAF
Aircraft Commander

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45

in the area and excellent HLZ next to the survivors it was decided that a landing by Jolly Green 17 and pickup would be attempted as soon as they arrived on scene.⁸⁷

(S) Jolly Green 17 and 19 arrived in the general area at 1155 hours escorted by Sandy 03 and 04. At 1200 hours a Royal Laotian Air Force H-34 helicopter was sighted approaching the area. Sandy 01 and Raven 55 were unsuccessful in attempts to contact the helicopter. The H-34 (tail #807) landed next to the survivors and picked them up without difficulty. Sandys 01 and 02 escorted the H-34 to Pakxe Airport then returned to Channel 89.⁸⁸

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 49.

(S) Two successful rescues were made on 12 November. The first was for Zorro 65, an A-1E. The aircraft went down at 0250 hours on the morning of the 12th.⁸⁹

(S) Zorro 65 stated that he could not advance the throttle above approximately 22 inches of manifold pressure without severe backfiring and he was unable to maintain altitude. He elected to leave the aircraft at approximately 7,000 feet MSL. Cause of the extraction was engine failure.

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46

Terrain in the area of extraction ranged from 2,500 to
90
5,000 feet.

(S) Due to low stratus clouds and ground fog, Sandy 07 had to narrow the survivor's position down by making low passes over the area and having the survivor call out his position from the sound of the engine.
91

(S) The survivor reported that he was in good physical condition and was located on the south side of a steep hill. He had moved a short distance from his chute and was in thick jungle. At one time the survivor reported that he thought he heard three rifle shots to the south of his position. Sandy 07 made two rocket passes, firing rockets though the clouds west of the survivor. The survivor then
92
reported all quiet.

(S) The weather began clearing at 1020 hours and Sandy 07 resumed searching the area at low altitude. He asked the survivor to fire a penguin flare but the survivor reported he could not get the penguin to work. At 1030 hours
93
Sandy 07 turned over on scene command to Sandy 15.

(S) At 1047 hours Sandy 15 started a low level search. On several passes the survivor thought he heard the A-1 overhead. Sandy asked the survivor to try his signal mirror.

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At this point, Jolly Green 69 reported he saw the signal and described the location to Sandy. During this time Sandy 12 was experiencing difficulties with his communications and it was decided that Sandy 17 would take over for the pickup attempt.⁹⁴

(S) Sandy 17 entered the area and made several low passes. No ground fire was observed and it was decided that it would be best to attempt an immediate pickup before enemy forces had a chance to move into the area. Sandy 17 vectored Jolly Green 79 to the spot where Jolly Green 69 had spotted what was believed to be the mirror of the survivor and asked the survivor to pop a flare.⁹⁵

(S) No smoke was observed coming from the area and the survivor was not at that location. The survivor said he could hear the helicopter and thought it was a little east of his position. Jolly 79 continued on a westerly heading along the ridge line in a slow search. About 30 seconds later Jolly 79 called out that he was receiving ground fire and was breaking out. As Sandy 17 attacked the position, the survivor said he had Sandy in sight and that he was off his left wing.⁹⁶

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48

(S) Sandy 17 vectored the helicopter to within 15 meters of the survivor at which time the survivor gave final corrections. Jolly Green 79 took over and made the pickup.⁹⁷

(U) More specific details of this SAR effort can be found in the Rescue Narrative Report, support document 50.

(S) The second SAR effort on 12 November was for Night Owl 07A and B, an F-4 aircraft which went down after taking a disabling hit. Nail 27 established the survivor's approximate position.⁹⁸

(C) The terrain was flat with karst to the north and east and a river just south of the survivors. The survivors were in a grove of trees approximately 500 meters south of Route 1281 and 1,500 meters west of Route 23. They were about 75 meters apart. The crews were briefed on ZPU positions to the north and northeast, 23mm positions to the northeast and east, and at least one active 37mm position to the southeast. The defenses encountered were exactly as briefed with possibly more hand-held AW and small arms than was anticipated.⁹⁹

(S) Upon arrival, Sandy 01 established voice contact with 07A, asked him an authentication question and received the proper reply. Sandy 01 attempted to have 07A vector him.

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DET 1, 40th ARRS CY 4/69

8

Jolly Green 17 (Low)

AC Capt John H. Fette*
 CP Capt Lawrence A. Marino*
 FE Sgt Robert J.P. Lafranboise*
 RS Sgt Leland H. Sorensen

Jolly Green 19 (High)

AC Capt Leonard D. Fialko
 CP Capt John J. Livengood +
 FE TSgt Leroy M. Wright
 RS Sgt Douglas L. Horka
 FE TSgt Claude C. Franks

(S) (Gp 3) A first light effort started the day on 12 Nov. Owl 07 had gone down during the night in a heavily defended area in eastern Laos. Two HH-53s from the 40th ARRS at Udorn were launched as the primary recovery aircraft with two of our HH-3Es launched as airborne back-up. An HH-53 made a successful pick up of the first pilot on Owl 07, but was driven off by hostile fire before he could locate the second pilot. Our back-up HH-3E's were then called on the scene and Jolly Green 36 started to go in for the pick up. On the way in Jolly Green 36 started receiving hostile ground fire and suffered hits. The number one engine failed and the utility hydraulic system failed rendering his hoist inoperative. Jolly Green 36 dumped fuel to reduce his weight and departed the area. Prior to this Jolly Green 09 and 37 were launched as airborne back-up. They immediately proceeded to the area and were holding in a secure area near by when Jolly Green 36 aborted his attempt. The Sandys put more ordnance in and Jolly Green 09 went in for the pick up. Although he received hostile ground fire, he was able to effect the rescue of Owl 07 second pilot, 1Lt James G. Hayler, [REDACTED], 497th TFS, and departed the area. One Sandy aircraft crashed, but it was apparent that there was no possibility of a survivor, so all SAR forces were returned to base.

Jolly Green 09 (Low)

AC Lt Col Joe Lyle Jr.
 CP Capt John J. Livengood+
 FE TSgt Daryl I. Durant
 RS MSgt Paul L. Jenkins
 RS MSgt Lewis J. Roberts*

Jolly Green 37 (High)

AC Capt Phillip O. Pfanschmidt
 CP Capt Marshall B. Nash
 FE Sgt Brian W. Murray
 RS TSgt Lehman L. Booher

(C) On 22 Nov [REDACTED] control center was advised that Spunk 01 had received serious battle damage and would try to recover at our base. Spunk 01 had a fire on board just as he arrived over our base and both pilots ejected. The aircraft crashed one half mile south of the base and both parachutes were seen over head drifting south westward. Jolly Green 17 and 09 launched immediately. They jettisoned fuel while waiting for the parachutes to descend to the ground. The decision was made between Jolly Green 17 and 09 for Jolly Green 17 to pick up one pilot, Capt Lynn P. Wright, [REDACTED], and for Jolly Green 09 to pick up the other, 1Lt Frederick D. Paige, [REDACTED]. Both were from the 14TFW. They were picked up without further incident.

~~FOR OFFICIAL USE ONLY~~Jolly Green 17 (Low)

AC Capt Marshall B. Nash
 CP Maj Charles W. Bond*
 FE Sgt Joseph Vai*
 RS SSgt Roy D. Bloebaum
 RS Sgt Charles D. Morrow

Jolly Green 09 (High)

AC Maj Emmet E. Hatch Jr.*
 CP Maj Edward B. Robbins
 FE SSgt Robert E. Hunt
 RS Sgt Richard G. Beasley

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40TH ARRSQ HIST, OCT-DEC 1969

45

Crew of 12 Nov mission that picked up F-4 pilot. Kneeling from left A1C David M. Davison, TSgt William E. Lester, and Sgt Grady F. Allen. Standing from Left SSgt Charles J. Howard, Maj Robert L. Smith, SSgt Harold H. Bailey and Capt Robert M. Horne.

From: "Rouhier, Chuck", INTERNET:Chuck.Rouhier@Deskbook.wpafb.af.mil
Date: 5/24/99, 9:57 AM
Re: FW: Request For Assistance

Received this a few minutes ago from the JTF-FA. If anyone can help Bill, please contact him directly.

Chuck
Jolly FE '71-'74

-----Original Message-----

From: Forsyth, William L. GS-12 [mailto:WLFORSYT@hq.pacom.mil]
Sent: Monday, May 24, 1999 1:19 PM
To: Rouhier, Chuck
Subject: Request For Assistance

Chuck

Could you post the following request on the Jolly Green Web Site?

Joint Task Force-Full Accounting needs your assistance to locate witnesses to the loss of SPAD 02, a 6th SOS, Pleiku AB RVN, A-1H, that was shot down while supporting the SAR effort for the crew of OWL 07 at 0910G on 12 November 1969 Southwest of the Mugia Pass in Laos. SPAD 02 was to lay CBU-22 smoke east of Jolly Green 09, while his wingman placed smoke on the west side of the Jolly Green as it went in on a Northerly heading to pick up the crew of OWL 07. SPAD 02 was apparently hit by ground fire, went into a right hand bank, and impacted in a 135 degree bank in a 45 degree dive.

Thus far, we have not been able to locate the crash site of SPAD 02 and the witnesses I have talked to do not have a good recollection of just where the aircraft crashed. I would like to talk to other witnesses to the incident, our records contain statements from MSgt Bobby R. Mink, a flight engineer on King 07, and SSgt George H. Freburger, the King 07 radio operator, neither of whom I have located. The information I need is where SPAD 02 crashed in relation to the river that runs east-west through the area and the road, which is north-south, and what the terrain was like where the aircraft impacted, i.e. open rice paddies, forest, karst, ect. If either of these individuals or anyone else who witnessed the crash of SPAD 02 could contact me, it would be very much appreciated. Mr. Bill Forsyth, Laos and Cambodia POW/MIA analyst, JTF-FA, email wlforsyt@hq.pacom.mil (Change from earlier email address) or telephone 808-477-2101 (DSN 315-477-2101)

----- Internet Header -----
Sender: Chuck.Rouhier@Deskbook.wpafb.af.mil
Received: from rsclmail3.wpafb.af.mil (rsclmail3.wpafb.af.mil [129.48.198.8])
by spamgaad.compuserve.com (8.9.3/8.9.3/SUN-1.0) with ESMTP id NAA06900;
Mon, 24 May 1999 13:57:09 -0400 (EDT)
Received: by rsclmail3.wpafb.af.mil with Internet Mail Service (5.5.2448.0)
id <K60KPVLG>; Mon, 24 May 1999 13:57:14 -0400
Message-ID: <1EC7CEB74D00D111BA7100A0C91E18D301D7A673@rsclmail3.wpafb.af.mil>
From: "Rouhier, Chuck" <Chuck.Rouhier@Deskbook.wpafb.af.mil>
To:
Subject: FW: Request For Assistance
Date: Mon, 24 May 1999 13:57:02 -0400
X-Mailer: Internet Mail Service (5.5.2448.0)

SUPPORTING DOCUMENT # 27

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

LEWIS J. ROBERTS JR.

Master Sergeant Lewis J. Roberts Jr. distinguished himself by heroism while participating in aerial flight as a Pararescue Technician of an HH-3E "Jolly Green Giant" rescue helicopter in Southeast Asia on 12 November 1969. On that date, Sergeant Roberts aided in the rescue of a United States Air Force pilot downed in hostile territory. Three times before, rescue helicopters had attempted to recover the downed airman, but intense and accurately directed ground fire had forced them to withdraw. With complete disregard for his personal safety, undeterred by the gunfire and ordnance exploding around him, Sergeant Roberts persisted courageously and aggressively, and against almost insurmountable odds, rescued the pilot from the midst of the hostile troops which surrounded him. By his unselfish dedication in the face of almost certain danger, Sergeant Roberts has enhanced the image of America's fighting man. The outstanding heroism and selfless devotion to duty displayed by Sergeant Roberts reflect great credit upon himself and the United States Air Force.



TSgtSutton&SAR.jpg

RS TSgt William Sutton, back from a successful night feet wet rescue.

12 NOV 69



Left to Right: FE-Sgt Robert Laframboise, AC-LT(JG) Robert Ritchie, CP-Capt Jimmie Blackwood, RS-TSgt William Sutton, RS-SSgt Luther Davis.



FILE 13 NOV 69

40th ARCS (Major Smith)

13 Nov 1969

Mission Narrative Report (2-2-067, 12 Nov 1969)

40th ARCS
3rd ARCSg (JROC)
IN TURN

1. (U) This report is submitted LAM AFPM 55-2/3rd ARCSg Sup 1, dated 11 Jul 58.

a. Time of notification 2330, 11 Nov 69; b. No difficulty encountered; c. Weather clear, no factor; d. All coordination and support excellent; e. Considerable radio chatter due to simultaneous effort in Barrel Roll; f. Arrival in area, 0545L, area Ma Gia Pass, Laos; g. Small arms, automatic weapons, ZPU and 37.4; GBU-19, and Sandy suppression used. Fairly effective. Jinking was employed by JG 70. At this time only JG 70 was under fire; h. Downed crewman had broken right leg. He was very calm and his directions aided immeasurably in his rescue; i. Hoist pickup. Ground fire hindered recovery; j. Departed pickup area, 0735L; k. Mission terminated at 0810L; l. Number of rescue vehicles damaged unknown at this time; m. N/A; n. N/A; o. Limiting factors, ground fire; p. None. 67

2. Jolly Green 70 and 72, standing alert at Nakhon Phanom RMAF were alerted at 2230 hours local on 11 Nov 1969 that a first light effort was to be executed for Owl 07, an F-4 aircraft working in the Ma Gia Pass area of North Central Laos. A pre-mission briefing was scheduled for 0315 hours on 12 Nov 1969. All forces, Jolly Green 70-53 and 72-25 and Sandy 41 crews, reported to HMP TUOC as scheduled. The best determined position of Owl 07 was given as 083/61/69. This placed him right in the pass area next to the main trail running through the pass. A holding position for the Jolly forces and Sandy 3 & 4 was selected to the north of the survivor's reported position. The forces were launched starting at 0445L to be in position by day break. Jolly Green 70 and 72 launched at 0510L along with Sandys 03 and 04, the escort aircraft. Jolly Green 70 and 72 arrived in the holding area with Sandys 03 and 04 at 0545L. The forces held while Sandys 01 and 02 attempted to locate the survivors. Good voice established with Owl 07A and his position was worked first. He was pinpointed at approximately 0637L by Mail 27. The Sandy forces then proceeded to troll for ground fire and strafe the area. They were receiving small arms and automatic weapons fire, ZPU and some 37.4 fire. The area was worked by Sandys 01 and 02 for approximately 30 minutes. At that time, Sandy 03 and 04 joined 01 and 02 to get the survivor's location pinpointed and prepare to lead Jolly Green 70 into the area. Sandy 03 then returned to the orbit area and advised Jolly Green 70 to get ready. Sandys 40, 41 and 42 loaded with GBU-19 made several low passes to the east and south of the survivor and laid down their ordinance. Jolly Green 70 was

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

7240

01/11/70 11/11/70

of the in by Owl 07 and followed him to the survivor's position. At approximately 0700 minutes from the survivor's position, Jolly Green 70 began landing ground fire from the east. The ground fire continued throughout the approach. Jolly Green 70 located Owl 07A's chute hanging in a tree. Owl 07A was reported to be within 10 meters of his chute. A quick left turn was executed and an approach made to the chute. The survivor was located beneath the tree and a pickup attempt was started. The survivor had a broken right leg and assistance was required. A Pararescue Specialist from Jolly Green 70 was started down on the hoist to assist Owl 07 when heavy automatic weapons fire erupted. ZPU fire was reported and several small arms hits were called out. Jolly Green 70 aborted the rescue attempt at this time and called out the ground fire to Sandy 01. The PJ who had been lowered approximately 10 feet on the hoist was retrieved and Jolly Green 70 exited the area to the north^{WEST}, back to the holding area. A battle damage assessment was made while back at the orbit point. No major damage was reported or noted, so Jolly Green 70 reported ready for a second attempt. Sandy 01 again was trolling the area for ground fire and had called in other Sandy aircraft to strike the observed gun positions. At approximately 0720, Sandy 01 called in additional CBU-19 aircraft who laid their ordinance again to the east and ^{NORTH} of the survivor. This time a little closer. Jolly Green 70 was called in again at 0725 for another attempt. Sandy 03 again led JG into the area around the known gun positions. The survivor's location was quickly spotted and Jolly Green 70 again executed a left 180° approach, coming to a hover over Owl 07A. The RE was again deployed right next to the survivor's location. The RE grabbed the survivor and put him on the hoist and then climbed on for the retrieval. Both the survivor and the PJ were on board JG 70 at 0735L and Jolly Green 70 exited the area. Small arms and automatic weapons fire was again experienced throughout the approach and while in a hover. Jolly Green 70 had received several hits in the right auxiliary and main fuel tanks and was returning to NKP. King 3 established contact with JG 70 and advised he was ready to provide fuel if necessary. However, sufficient fuel remaining in the left main fuel tank for the return trip to NKP. King 3 was released by JG 70 when 70 was clear of the immediate area and at altitude. Jolly Green 70 and 72 landed at NKP at 0810L. The survivor was transferred to an awaiting ambulance and taken to the base hospital. Jolly Green 09 recovered Owl 07B at 0919L.

3. Survivor, Major Carrol Killen, 497 TFW, Ubon AB, Thailand.

4. Crew of Jolly Green 70:

AC Major Robert L. Smith,
 CP Capt Robert M. Horne,
 TE SSgt Harold W. Bailey,
 RS TSgt William E. Loston,
 RS Sgt Grady F. Allen,
 RS ALC David M. Davidson,
 AP SSgt Charles C. Howard.

Crew of Jolly Green 72:

AC Capt Edward D. Nicholas,

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OF Capt Donald T. Thompson,
PL Capt Stephen J. Wilbur,
RG Capt James L. Johnson,
RC AIG Henry L. Calkins,
RD Sgt James E. Nash.

ROBERT L. SMITH, Major, USAF
Aircraft Commander

(S) Sandy 17 vectored the helicopter to within 15 meters of the survivor at which time the survivor gave final corrections. Jolly Green 79 took over and made the pickup.⁹⁷

(U) More specific details of this SAR effort can be found in the Rescue Narrative Report, support document 50.

(S) The second SAR effort on 12 November was for Night Owl 07A and B, an F-4 aircraft which went down after taking a disabling hit. Nail 27 established the survivor's approximate position.⁹⁸

(C) The terrain was flat with karst to the north and east and a river just south of the survivors. The survivors were in a grove of trees approximately 500 meters south of Route 1281 and 1,500 meters west of Route 23. They were about 75 meters apart. The crews were briefed on ZPU positions to the north and northeast, 23mm positions to the northeast and east, and at least one active 37mm position to the southeast. The defenses encountered were exactly as briefed with possibly more hand-held AW and small arms than⁹⁹ was anticipated.

(S) Upon arrival, Sandy 01 established voice contact with 07A, asked him an authentication question and received the proper reply. Sandy 01 attempted to have 07A vector him.

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in by engine sound, however, Nail 27 was able to establish the first approximate location by ADF cuts and by making low passes in the area. Sandy 01 located the area and by repeated low passes and talking to 07A he was able to pinpoint the exact location. Several calls were made to Owl 07B with no reply. Owl 07A advised Sandy 01 that he thought his fellow
100
crewmember was just southeast of his position.

(S) During the location process 07A reported that ZPU fire, small arms and AW were being fired at Sandy 01 from the northeast. This area was struck several times which
101
silenced the weapons.

(S) Sandy 01 then called in to pickup 07A who requested a PJ because he had a broken right leg. The rescue
102
was effected and the Jolly Green was escorted to Channel 89.

(S) As soon as 07A was out, voice contact was almost immediately established with 07B who vectored Sandy 01 to his position. Sandy 05 and 06 led Jolly Green 36 into the area, but as Jolly 36 approached the survivor, he lost an engine due to ground fire and was forced to exit the area. During the interval until another helicopter could get into the area, the Sandys decided to strike the gun positions
103
in the valley to the northeast.

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(S) King 07 provided Cobra and Boxer flights (two F-4s each) to accomplish this. With Nail 27's assistance these two flights struck the target and ignited four secondary explosions and one fire.
104

(S) Jolly Green was then led into the area and effected the pickup.

(U) Further details of this rescue can be found in the Rescue Narrative Report, support document 51.

(S) A successful rescue was conducted for Boxer 24A and B on 16 November. The F-4 went down at 0228Z on 16 November after sustaining battle damage from enemy ground fire.
105

(S) The plane became uncontrollable and the pilots ejected successfully. Nail 46 was controlling the strike of Boxer 24 and after the plane went down he made radio contact with Boxer 24A and pinpointed the survivor's location. Nail 46 relayed the position, the condition of the survivors, and the general situation prior to the launching of the Sandys.
106

(S) The pilots had bailed out southwest of Delta 30 in the high karst approximately four kilometers south of Route 12 and one kilometer west of Route 911. The surrounding

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16 NOV 69

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S.D 51

PROJECT CORONA HARVEST

DO NOT DESTROY

No. 0221964

CATALOGUED

Sandy Coordinator

SAR Effort Report (Night Owl 07A and B) (U)

56 SpOpWg (DCO)

1. (S) A successful rescue was conducted on 12 November 1969 for Night Owl 07A and 07B. The aircraft (F-4) went down at 2135L, UTM coordinates WE 735 338. This report covers those activities relating to the Sandys during the rescue effort.
2. (C) Night Owl 07A and 07B ejected from their aircraft after taking a disabling hit. Nail 27 established the survivors approximate location.
3. (C) At approximately 2200 on 12 November, the Sandy force was alerted for a first light effort. Sandy 01, 02, 03, 04, 05, 06 and Jolly Green 70, 72, 36, and 19 were all airborne between 0457 and 0519L. Sandy 01 and 02 proceeded to the search area with Nail 27. The other Sandys and Jollys went to predetermined holding points. King 07 was contacted prior to arriving in the rescue area and King 07 passed "On-Scene Command" to Sandy 01.
4. (C) The terrain was predominantly flat with karst to the north and east and a river just south of the survivors. The survivors were in a grove of trees approximately 500 meters south of route 1281 and 1500 meters west of route 23. The survivors were approximately 75 meters apart. There were prebriefed ZPU positions to the north and northeast, 23mm positions to the northeast and east, also at least one active 37mm position to the southeast. The defenses encountered were exactly as briefed with possibly more hand-held AW and small arms than was anticipated.
5. (S) Upon arrival, Sandy One established voice contact with 07A and asked him an authentication question and received the proper reply. Sandy 01 attempted to have 07A vector him in by engine sound, however Nail 27 was able to establish the first approximate location by AWE calls and then making low passes in the area. Sandy 01 located the area and by repeated low passes and talking to 07A was able to pinpoint his exact position. Also, several calls were made to Owl 07B with no reply. Owl 07A advised Sandy 01 that he thought 07B was just southeast of his position. Sandy 01 then instructed all aircraft not to strike in that area.
6. (S) During the location process 07A reported that ZPU fire, small arms and AW were being fired at Sandy 01 from the northeast. This area was struck and this particular ZPU was silenced, however subsequent dry passes revealed that small arms and AW were still being received. This

GROUP 4

Downgraded at 3 year intervals; declassified after 12 years

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procedure was repeated several times until dry passes by Sandy 01 elicited no reaction. Then the areas north-northwest, west and east were probed with rockets and strafed in an attempt to troll up any other gun positions. None were noted and 07A reported he had heard no other ground fire. During this portion of the SAR a 37mm had fired two clips of seven rounds each at the Sandys, also approximately three 23mm positions had fired at aircraft that were 4500 to 7500 AGL and east of the survivors position. The 23mm was coming from a valley to the northeast and was not considered a threat to the SAR aircraft because below 4000 feet they would be shielded by Karst formations. The 23mm positions fired numerous rounds anytime an aircraft ventured too far east and above 4000 feet. Sandy 3 and 4 were asked to bring Jolly Green 70 and 72 into the area northwest of the survivors. Jolly Green 70 and 72 and 07A were briefed and Sandy 3 and 4 proceeded to lead JG 70 into the area from the west. Owl 07A reported he had a broken right leg and would require a pararescueman for assistance.

7. (S) Just prior to the JG 70's approach to the survivors, Sandy 40 and 41 (DIP aircraft) were directed to lay CBU-19 along the road to the north and on a line south to northeast of the survivors. JG 70 arrived over the survivor and the Sandys formed a "daisy chain" around the area. JG 70 reported he was receiving ground fire all around and when a ZPU opened up just north he was forced to withdraw after taking numerous hits. The Sandys then proceeded to strike all around the area in an attempt to sterilize the area. Later repeated dry passes and contact with 07A revealed no current enemy fire. Again DIP was employed; this time north and west of the area by Sandy 42 and 43. JG 70 was recommitted and after entering a hover again reported some small arms and AA ground fire. However, apparently the ZPU positions had been silenced. The Sandys were again in a "daisy chain" while the PJ assisted 07A. The PJ and 07A were hoisted up and JG 70 departed the area with the Sandys dispensing CBU-14 along the exit route. JG 70 was all right but had again received numerous hits. After JG 70 was safely out of the area and was being escorted to channel 89 by Sandy 03 and 04, Sandy 01 and 02 returned to the area to search for 07B. Voice contact was established almost immediately and 07B proceeded to vector Sandy 01 to his position. Sandy 01 was able to establish 07B's position approximately 75 meters south of 07A's position. He was in high trees and had very limited visibility up through the trees. Sandy 05 and 06 were asked to bring Jolly Green 35 and 19 to the northwest of the area and hold. The area was again probed with no response by enemy gun positions. Sandy 05 and 06 led JG 35 into the area, but as JG 35 approached the survivor he lost an engine due to ground fire and was forced to exit the area to the south and west escorted by Sandy 05 and 06. Meanwhile, King 07 had assembled Jolly Green 09 and 37, Sandy 11 and 12, 13 and 14 and Spad 01 and 02 to the west of the area. Also Sandy 48, 49, 50, 51 (DIP aircraft) were available. During the interval that occurred while these forces were marshalled, it was decided to strike the gun positions in the valley to the northeast. King 07 provided Cobra and Boxer flights

GROUP 4

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after 12 years

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DCO-69-213

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(2 F-4s each) to accomplish this. With Nail 27's assistance these two flights struck and received BDA of four secondary explosions and one fire. The 23mm gun positions did not come up after this strike. Sandy 01 directed Sandy 48, 49, 50, 51 to lay CBU-30 on all four sides of the survivor and Jolly Green 09 was to be led to the survivor by Sand 13 and 14 immediately after the CBU-30 was dispensed. Three sides of the box were created but one aircraft had a release problem. Sandy 01 had previously marshalled Spad 01 and 02 overhead, also Sandy 11 and 12 were on scene. Sandy 01 directed Spad 01 and 02 to lay CBU-22 to the east of the area (the open end of the box). Spad 01 accomplished this, however Spad 02 impacted the ground southeast of the area due to unknown causes. JG 09 approached 07B and 07B popped a smoke. Sandy 01 and 02, 11 and 12 and 13 and 14 were flying in a "daisy chain" around the area but in spite of this array JG 09 did receive ground fire. JG 09 accomplished the pickup and all aircraft dispensed CBU-14 on their exit heading south and west. JG 09 with Sandy 13 and 14 as escort, proceeded to channel 89. Sandy 01 and 02 also RTB'd while Sandy 11 and 12 stayed on scene to conduct an electronic search for Spad 02 with the help of Nail 52 who had arrived in the area.

8. (S) There were two major problems associated with this SAR: (1) Heavy intense ground fire of all types and (2) the apparent ineffectiveness of CBU-19 and CBU-30. Small arms, AW and ZPU ground fire was observed numerous times coming out of areas saturated with CBU-19 or 30. These personnel apparently were wearing gas masks (unlikely) or the CBU is not strong enough to incapacitate them for the needed pickup time. The Sandy forces were directed to use high number call signs for the CBU-19 aircraft. This resulted in considerable confusion and increased radio chatter.

9. (S) The use of a Nail FAC aircraft is extremely valuable and this procedure should be continued. It is recommended that on future SARs approximately six SAR support aircraft be configured with NAPE and these aircraft be used to subdue ground fire in close proximity to the survivor. It is also recommended that CBU-19/30 aircraft use the appropriate codeword as the call sign.

10. (C) The willingness, aggressiveness and heroism demonstrated by Jolly Green 70, 36 and 09 is worthy of special note. The expertise and many helpful tasks performed by Nail 27 were extremely valuable. The expertise and professional competence of King 07 was a major factor in the successful completion of this SAR.

GROUP 4
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11. (U) The Sandy forces which participated in the effort were:

Sandy 01	Major Walter R. Davis
02	Major Joseph (NMI) Leonhardt
03	Major James P. Pretlow
04	Major Robert L. Hoffman
05	Major Peter D. Williams
06	Lt Anthony H. Wylie
11	Lt Rex V. Huntsman
12	Lt James R. Matthews
13	Capt Charles (NMI) Holder
14	Lt Alan O. Williams

The Sandy forces equipped with DIP were:

Sandy 40	Col Jerald J. Ransom
41	Major Clarence E. Whinery
42	Capt Joseph J. Tarnowski Jr.
43	Capt Thomas M. Power
48	Lt George C. Harvey
49	Major Wademar D. Krueger
50	Capt Ernest F. Anderson
51	Lt Donald N. Travis



FREDRICK A. BEEBE, Lt Colonel, USAF
Sandy Coordinator

37 ARRSq History, Oct-Dec 1969

14

Survivor and the Rescue Specialist were taken to the hospital after Jolly Green 42 returned to DaNang AB. (Supporting Document #2, p 42.)

24 October-Jolly Green 28 and 04 were scrambled from a forward operating base at Channel 103. The SAR effort was initiated in response to a Mayday call from Misty 11, who declared he had experienced an engine flameout and that the two crew members aboard were bailing out. Jolly Green 28 deployed his Rescue Specialist and was bringing the front seater up the hoist with the Rescue Specialist when heavy ground fire was taken. The hoist was shot off and Jolly Green 28 had to pull off. While departing the area it was determined that battle damage was severe enough, that the aircraft was emergency landed. Jolly Green 04 picked up the crew members from Jolly Green 28. After numerous efforts, Jolly Green 15 picked up the Rescue Specialist and the front seater. Jolly Green 19 picked up the backseater. (Supporting Document #3, p 45.)

15 November-Jolly Greens 31 and 42 were launched on a night rescue mission. The pilot of an aircraft, with the call sign of Charger 413, had bailed out feet wet. Numerous flares were dropped to illuminate the area and then Jolly Green 42 made an approach. He landed on the water near the survivor, but the survivor's raft was being blown away. As the aircraft was being hover taxied, engine problems developed. Jolly Green 42 had to leave the area and after several attempts, Jolly Green 31 picked up the survivor. Jolly Green 31 then flew to Channel 69 and

SUPPORTING DOCUMENT #4

48

MISSION NARRATIVE 1-3-84 15 Nov 69

(U) At 1410Z the Bravo Alert crews were launched, with Jolly Green 42 as low aircraft and Jolly Green 31 as the high aircraft. Takeoff was made at 1425Z by Jolly Green 31 with Jolly Green 42 approximately two minutes behind. A call was made to Queen by JG 42 and the survivor was located on the 342/22/Channel 69. His call sign was Charger 413. Charger 407 the wingman, was on the scene and Spooky 12, a flare ship was dispatched to the area from Channel 103. Radio contact was established on GCI frequency with Spooky 12 by JG 31 at approximately 1435Z and Spooky 12 requested to know if the JGs desired assistance. He was requested to standby until the JGs arrived on the scene and could evaluate the situation. Panama GCI was vectoring the JGs to the location of survivor, and with 22 NM to go, JG 31 departed GCI frequency for 282.8, the reported frequency Charger 413 was using on his survival radio. Radio contact was established at 1455Z by JG 31 with Charger 413. Weather conditions in the area were 2000 broken, visibility was one mile, winds 100 at 15 knots, and the sea state was 6 to 8 feet from the southeast with no moon illumination. JG 31 requested that Charger 413 transmit for a DF steer. Charger 413 transmitted and his bearing was 60 degrees from the heading of JG 31 who was now at the 342/22/Channel 69. JG 31 turned and started tracking inbound to Charger 413 by DF. Charger 413 requested a light from JG 31. The request was complied with and visual contact by Charger 413 was established. His position was fixed to be the 345 degree radial for 25 miles from Channel 69. Charger 413 directed JG 31 over him and a smoke was dropped when the survivor called that the aircraft was directly overhead. At 1503Z the position of Charger 413 was confirmed. JG 42 arrived and took over as On Scene Commander. Charger 413 directed JG 42 over him and another smoke was dropped which failed to ignite. JG 42 made another pattern with the final approach heading of 150 degrees and dropped another smoke over Charger 413 which ignited. JG 42 requested assistance of the flare ship Spooky 12. Spooky 12 finally came up on frequency and stated that he had been released, and was on his fragged mission. To our knowledge Spooky 12 had not been released. The time was now approximately 1520Z. Crossbill 834 another flareship arrived on the scene and JG 42 requested that Crossbill 834 commence his flare drops. JG 42 commenced an approach to the survivor on approximate heading of 150 degrees. The wind was from 100 degrees at 15 knots with the sea waves at 6 to 8 feet. JG 42 made a sea landing and attempted to taxi to Charger 413, but his life raft was blown too far away. JG 42 brought the aircraft into a hover and started moving forward. About the same time JG 42 reported flames from his number one engine and that he was departing and climbing. Immediately JG 31 commenced descent and JG 42 reported he had shut down number one engine and the situation was well in hand and he was proceeding to Channel 69. The

49

time was now 1536Z. JG 31 continued descent and established final approach to the survivor. A water landing was made, an unsuccessful attempt to taxi to Charger 413 was made. The aircraft was raised into a hover, and an air taxi was started toward the survivor. Approximately 25 yards from the survivor the Rescue Specialist was deployed to assist the survivor. The aircraft was landed again and a successful recovery was accomplished. The survivor was brought aboard JG 31 at 1545Z. After takeoff the Rescue Specialist reported the survivor to be in good condition. JG 31 departed the area for Channel 91, and contacted Queen. Queen, after determining the status of the survivor, requested that JG 31 proceed to Channel 69 to pick-up the crew from JG 42. JG 31 landed at Channel 69 at 1610Z. The crew of JG 42 was loaded and takeoff was accomplished. Final landing at Channel 91 was made at 1655Z.

(U) The survivor was Lt(JG) Jess A. Dawkins, VA27, USS Constellation.

(U) Crews involved:

JOLLY GREEN 42

AC	Capt	Charles P. Lowry
CP	Maj	John A. Raper
FE	Sgt	David M. Southward
RS	Sgt	Harry C. Chalmers
RS	Sgt	John H. Bullock Jr.

JOLLY GREEN 31

AC	Lt(JG)	Robert T. Ritchie
CP	Capt	Jimmie Blackwood
FE	Sgt	Robert J.P. Laframboise
RS	TSgt	William C. Sutton
RS	SSgt	Luther E. Davis

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135

DATE: 16 Nov 69

20 November 1969

MISSION NUMBER: 2-3-070-16 Nov 69

FLIGHT DESIGNATION: KING 1

DISTRESSED AIRCRAFT: BULLWHIP 11

LOCATION: Bailout 032/20/70

SAVES: 2 Combat

1. At 0247Z, Bullwhip 11 called Mayday in northern barrel roll. Tiger 02 intercepted and will attempt to escort Bullwhip 11 to Ch 70, Udorn RTAFB. Aircraft badly damaged. No instruments, no hydraulics.
2. Bullwhip 11 0257Z at fence with hole in canopy.
3. 0307Z, Bullwhip 11 left engine blew up both crewmembers bailed out on 032/20/70 among friendlies.
4. Pedros were sent to scene picked up both crewmembers, both physically OK, 0325Z.
5. Crewmembers:

AMC Capt Burgess
AC Capt Harris
CP Capt Ahlstrom
CP 1Lt Ryan
IN Capt Francis
N Capt Burd

FE TSgt Brannan
FE TSgt Salazar
RO SSgt Moe
LM Sgt Nill

Donald L. Burgess

DONALD L. BURGESS, Capt, USAF
Airborne Mission Commander

UNCLASSIFIED

UNCLASSIFIED

DATE: 16 Nov 69

20 November 1969

MISSION NUMBER: 2-3-070-16 Nov 69

AIRCRAFT DESIGNATION: KING 3

DISTRESSED AIRCRAFT: BULLWHIP 11

LOCATION: 130/12/70

SAVES: 2

1. At 0245Z, King 3 was launched by Jack to support a mission King 1 was running (Boxer 24). King 3 was airborne at 0300Z. Before takeoff we were advised that a Bullwhip 11 was returning to Udorn with battle damage.
2. At 0303Z we heard Bullwhip 11 state that he was ejecting. He was escorted by Tiger 02. Tiger 02 reported Bullwhip's position as 130/12/70. He reported two good chutes.
3. King 3 established contact with Pedro 09, who was airborne, and directed him to the scene. At 0306Z, King 3 sighted both survivors in their chutes as they passed through 5000 ft. We gave Pedro 09 a DF steer to the area and directed Tiger 02 to maintain visual contact with one survivor, while we maintained visual contact with the other.
4. We had radio contact with both survivors before they hit the ground. Pedro 09 made the first pick up at 0315Z, the second at 0320Z. Both men were OK and taken to Udorn.
5. King 3 determined the location of the wreckage and then left the area to support King 1's mission.
6. Air refueling was not performed.
7. Crewmembers:

AMC Capt Shine
AC Maj Abbott
CP Maj Mazachek
N Capt Corley

RO Sgt Castle
FE MSgt Carver
FE TSgt Walden
LM SSgt Pearson

Richard W Shine

RICHARD W. SHINE, Captain, USAF
Airborne Mission Commander

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SUPPORTING DOCUMENT #5

50

MISSION NARRATIVE 1-3-85 16 Nov 69

(U) At 0320Z on 16 Nov 69, Jolly Green (JG) 35 (low) and JG 07 (hi) were alerted for Yoyo 41, an RF 4C that had sustained battle damage and was reported to be 235 degrees at 43 miles from Channel 91 and heading for "feet wet". JG 35 and 07 were airborne at 0325Z and Yoyo 41 was reported to be 12 NM SE of Channel 91. Radio contact was established with Yoyo 41 and his playmate, Polkadot 50. Visual contact was made prior to bailout. Yoyo 41A and 41B ejected at 0343Z and were circled by JG 35 and 07 until approximately 200 feet above the water, at which time JG 07 initiated a base leg for a smoke drop. At 0352Z the survivors entered the water at a position of 087 degrees at 09 miles from Channel 91. Jolly Green 35 landed by Yoyo 41B at 0353Z and deployed his RS, but was forced to leave the area because of severe compressor stalls on number one engine. At 0354Z, JG 07, landed by Yoyo 41A, deployed the RS and effected the rescue at 0357Z. JG 07 then landed by Yoyo 41B and the RS from JG 35 and effected their recovery at 0359Z. Both Jolly Greens were returned to Channel 91 by 0405Z.

(U) The survivors were Maj Elery Morphew, Yoyo 41A, 16th TRS and Capt Robert C. Cotton, Yoyo 41B, 16th TRS

(U) Crews involved:

JOLLY GREEN 36 (low)

AC	Maj	John F. Deghnee
CP	Capt	Edwin L. Shobert Jr.
FE	Sgt	Harvey A. Lyons
RS	A1C	Robert H. Fields

JOLLY GREEN 07 (high)

AC	Capt	Robert A. Reichert
CP	Capt	Ronald A. Merino
FE	Sgt	Karl H. Ghunn
RS	Sgt	Edward K. Rendell

37 ARRSq History, Oct-Dec 1969

27

CREW AFTER A WATER RESCUE

On 16 November 1969, this crew rescued two pilots after they bailed out over the water. The mission is summarized on page 15, and Supporting # 5, page 50, contains the complete mission narrative.

From Left to Right: Rescue Specialist Sgt Edward K. Rendle, Aircraft Commander Capt Robert A. Reichert, Co-pilot Capt Ronald A. Merino, Flight Engineer Sgt Karl H. Chunn.



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RENDE 69

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REPLY TO
ATTN OF: 38-7C

17 NOV 1969

SUBJECT: Mission Narrative 7-38-037-16 Nov 69 (U)

TO: J3ARC

1. Detachment 7 alert crew was scrambled at 0501L by tower for a A-6 (Ringneck 377) for one engine out (received hits on takeoff). Initial contact with tower after airborne indicated that crew had ejected seven miles north of DaNang Air Base. Pedro 69 (alert aircraft) returned to alert pad and discharged two flares. Crew consisted of Pilot, Copilot, Flight Engineer, and Paramedic. The beeper was heard almost immediately after airborne and flight continued north to indicated area. Voice communication of downed pilot was heard approximately 5 minutes after airborne. His transmission was loud and clear but he obviously did not hear our transmissions. Kept referring to Pedro as Jolly Green. Voice direction of downed pilot was confusing, however his use of flares and signal lights enabled us to establish position of both survivors with relative ease. Extreme darkness precluded good hover referencing until circling twice in area and establishing reference with lighted ships in harbor near shore. First survivor was not in raft, and picked-up twelve minutes after becoming airborne. Three minutes afterward the second survivor (in raft) was picked-up. Survivors were returned to 22nd Casualty Staging Flight Hospital, in apparently good condition. On approach to hospital pad, an engine fire light was illuminated. A faster than normal approach and landing was accomplished and survivors discharged. It was determined a short in the fire detect system and Pedro 69 was flown back to the alert pad terminating mission at 0539L. Two combat saves.

2. The crew of Pedro 69 was:

Pilot - Hogan, Walter E., Captain,
Copilot - Voigt, David A., Captain.
FE - Ball, Gordon L., TSgt,
RS - Phythian, Curtis W. Jr., SSgt,

3. This report is submitted in accordance with 3ARRGP/SUP 1 to ARRSN 55-2.

Walter E. Hogan
WALTER E. HOGAN, Captain,
Aircraft Commander

Classified by *Det 1 38 ARNS*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 75* *Atch 5*

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Pg 1 of 1 Pg

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after 12 years

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Pedro 93 then returned to the alert pad and terminated the mission. One non-combat save was credited. The crew of Pedro 93 was as follows:

Capt James A. Tassie	AC
Capt David A. Voigt	CP
Sgt Randy L. Luke	FE
Sgt Harry C. Chalmers	PJ

3. Mission # 7-38-037, 16 November 1969. At 0501L, Pedro 69 was alerted by the tower that a USMC A-6 was 4 minutes out with an engine shut down and with battle damage. Pedro 69 was airborne within three minutes. Immediately after airborne, a Mayday was heard and tower advised Pedro that the A-6 went down seven miles north of DaNang. Pedro 69 landed at the alert pad and offloaded the firemen. After airborne again, radio contact was established with the A-6 pilot while Pedro was enroute to the scene. A flare pinpointed the pilot's position and proceeding to the survivor, Pedro 69 hoisted him aboard. At this time, a second flare was observed coming from the second survivor, (the bombardier/navigator). He was clinging to his life raft. A time was spent chasing the raft and survivor. Finally he was picked up, but due to him still being in his parachute and harness, he was lowered into the water to release his chute. Having done so, he was again raised to the helicopter.

Both survivors were delivered to the USAF 22nd Casualty Staging Flight, and the mission was terminated. Two combat saves were credited. The crew of Pedro 69 was as follows:

Capt Walter E. Hogan	AC
Capt David A. Voigt	CP
TSgt Gordon L. Ball	FE
SSgt Curtis W. Phythian Jr.	PJ

4. Mission # 7-38-038, 22 November 1969. At 0954L, Pedro 93 was alerted by the tower of a USAF F-4 with battle damage involving no radio, one engine out, a hole in one wing, and gear trouble. The entire crew scrambled and was airborne within two minutes. While orbiting and awaiting further word, Pedro 93 received word that both crew members were ejecting at a position six miles east of DaNang. Pedro landed at the alert pad and discharged the firemen and then proceeded toward the area. Enroute, Pedro 93 sighted two parachutes descending toward the water. Pedro arrived in the area just as the two survivors splashed down. Within two minutes, the first survivor was on board and in an additional three minutes, the second survivor was also recovered. Pedro discharged both uninjured survivors to the 366th TFW Dispensary and terminated the mission.

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159

470 (Capt Reeder/2687)

19 November 1969

Mission Narrative Report #2-3-069-16 Nov 69

3 ARRGp (JSARC)
APO 96307

1. (U) This report is submitted in accordance with ARRSW 55-2/
3 ARRGp Sup 1, dated 11 July 1968.

2. (S) The crews of JG 72L and 71R were alerted at 0930L, 16 Nov 69, that Boxer 24 was down at 085/80/89, both pilots up on radio. Alpha reported broken leg, Bravo was in good shape. We were placed on cockpit alert at that time. At 0935, we were given orders to launch, and at 0940 were airborne and enroute. Nail 46 reported sighting of both parachutes and contact with survivors at 0950. Sandys 1 through 4 were airborne about 0955. Nail 46 reported the position of the chutes as 085/58/89. King 1, using STADAB, initially gave us bearings to a holding fix of 090/40/89, then corrected to 085/50/89. King 1 also gave JG 72 and 71 a thorough briefing on the mission. JG 72 and 71 rendezvoused with Sandys 3 and 4 enroute and arrived in the holding area at about 1010. JG 17L and 09R were launched as backup immediately after JG 72 and 71, and arrived in the holding area about 15 minutes behind us. We passed on a bingo fuel report of about 1445 at 1020, computed hover power/weight estimates. We would have to dump our auxiliary tanks empty, and go in for the pickup with just main tanks full. King 1 called King 4 to stand by for the AR. King 3 was also launched from Ch 70 as AR backup. At 1025, Raven 46, also working in the SAR area, reported a 23 MM north of the survivors. Sandys 1 and 2 also found some 23 and 37 MM sites about 1 to 2 km east at the edge of the karst. Ordnance was laid down to soften the triple A sites and about 1030 Allied flight was requested to bring in the CRU-19. At 1039, Sandy 2 was hit by AAA in left wing, declared May Day and jettisoned his Willie Pete on the edge of the karst, southwest of survivors. He was able to maintain control and depart the area for Ch 89. Sandy 4 went down and replaced him at 1044. At 1045, Sandy 1 called us to move our orbit in closer. Our position at that time had been about 10 miles southwest of the survivors. Survivors' coordinates were approximately WT7537, located in a karst approximately 2 miles southwest of Ban Phanop. 70

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We moved about 5 miles closer, and maintained our altitude about 10,000 ft. The CBU-19 was placed on the northeastern edge of the karst. Our gas masks were on and we started in at 1055. We asked for a heading and King 1 gave us 345°. Sandy 1 advised that the correct heading was 060°. As it developed, the heading from King 1 would have taken us directly over the karst range which would probably have been a safer area for descent, but since I felt Sandys would have better working knowledge of the safe and hazardous ingress areas, we followed Sandy 3 down when control was passed from Sandy 1. At about 1056, Yoyo 61 said he had taken hits and was RTB'ing to Ch 89. Sandy 1 had advised previously that site elevation was about 1200 ft, we estimated temperature to be 26°C. We again advised King 1 that we would possibly require A/R at completion of pickup. About half way down, passing through about 6500 ft, we began taking ground fire from small arms, ZPU and automatic weapons, 23 and 37 MM. It was coming from both sides and in front of us. The bursts from 23 and 37 MM were in such close proximity I thought we had been hit twice, because of the concussion. Sandy 3 told us to head into the karst toward the Willie Pete and drop below the karst rim, he then broke up and left to attempt to get around and suppress the ground fire. The #1 Pararescueman said that one bright orange fire ball burst less than 100 ft from our left side. We were returning fire with all three mini-guns which seemed to be effective, at one time with #1 gun holding a high speed burst of about 5 seconds into the mouth of a cave from which we'd observed troops and received ground fire, and from which we received no more. I jinked constantly as we headed for the karst, at one time pulling into a tight autorotative spiral of 360°, to disilluminate and throw off the aim of the ground fire. I dropped the nose, pulled out of the turn at maximum air speed, and raced into the cover of the karst, leaving the ground fire behind. We almost immediately spotted the two parachutes within 50 to 75 ft of each other, high up on the face of the northwest wall of a canyon about 300 yards wide, 1 mile long, boxed on both ends, in the middle of the karst. Staying below the rim of the karst, we made one approach, ran out of power available, went around one time and approached lower and closer the second time. The location of the survivors' perches were such that in both cases they were unable to move around and were in danger of falling or being blown off the face of the karst into the canyon. We were over the Bravo survivor at 1105, and lowered the penetrator.

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Hovering as close to the wall as we were, our rotor wash kept blowing the penetrator away from the survivor, requiring the hoist operator to place it right in the survivor's hands. Bravo man was on the penetrator and coming up at 1107, and on board at 1109. The hoist operator then directed us to move back, down and in closer for the pickup of Alpha. Hovering approximately 150 ft above Alpha, we were over him and had hoist going down at 1111. He was on the penetrator at 1113 and on board at 1115. The PJ's said Alpha appeared to have a broken or twisted knee and Bravo had burns apparently second degree of face and forearm. King 1 gave us an egress heading and we immediately departed, staying low and directly over the center of the karst until Sandy and King 1 said we were in a safe area to climb. As we started out of the canyon, we heard Sandy 3 call May Day. He's taken a hit and had an intermittent chip detector light. He was able to maintain control and recovered at Ch 89. As we were picking up air speed low over the karst and beginning our climb at about 1120, the main gear box chip light came on. I had suspected some unknown battle damage so passed info on to King 1. We pulled and reset circuit breaker, the light went out but would return on about 30 seconds after reset. After about six circuit breaker resets the light remained out. There being no friendly location within 60 miles, we RTB'd to Ch 89, landing at 1140. Post flight inspection revealed negative hits or battle damage.

3. (U) The survivors rescued by JG 72 were:

Boxer 24 Alpha, (F-4 Pilot) Major Larry L. Davis, USAF, 557th TFSq

Boxer 24 Bravo, (F-4 Pilot) Captain Auvern A. Ernst, USAF, 557th TFSq

4. (U) The rescue crews were:

JOLLY GREEN 72 (LOW)

AC: Reader, Dan L., Captain,

CP: Weeks, Martin W. Jr., Captain,

FE: McDonald, Truman W., TSgt,

RS: Moran, Jack D., TSgt,

RS: Harris, Robert L. Ssgt,

AP: Whitted, Jeffery L., A1C

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~~SECRET~~JOLLY GREEN 71 [HIGH]

AC: Sanderson, Gary F., Capt,

CP: Langley, John W., Capt,

FE: Hartman, Jack L., SSgt,

RS: Crowder, Douglas W., Sgt,

RS: Snyder, Donald R., TSgt,

SIGNED

DAN L. REEDER, Capt, USAF
Aircraft Commander



FILE 16NOV69

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40TH ARRSQ HST, OCT-DEC 1969

47

Crew of mission on 16 Nov 1969. Kneeling from left Sgt Robert L. Harris, TSgt Jack D. Moran, and A1C Jeffery L. Whitted. Standing from left Capt Martin W. Weeks Jr., TSgt Truman W. McDonald, and Capt Dan L. Reeder.

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(S) King 07 provided Cobra and Boxer flights (two F-4s each) to accomplish this. With Nail 27's assistance these two flights struck the target and ignited four secondary explosions and one fire.¹⁰⁴

(S) Jolly Green was then led into the area and effected the pickup.

(U) Further details of this rescue can be found in the Rescue Narrative Report, support document 51.

(S) A successful rescue was conducted for Boxer 24A and B on 16 November. The F-4 went down at 0228Z on 16 November after sustaining battle damage from enemy ground fire.¹⁰⁵

(S) The plane became uncontrollable and the pilots ejected successfully. Nail 46 was controlling the strike of Boxer 24 and after the plane went down he made radio contact with Boxer 24A and pinpointed the survivor's location. Nail 46 relayed the position, the condition of the survivors, and the general situation prior to the launching of the Sandys.¹⁰⁶

(S) The pilots had bailed out southwest of Delta 30 in the high karst approximately four kilometers south of Route 12 and one kilometer west of Route 911. The surrounding

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51

karst shielded the survivors from direct ground fire, but they could hear guns continuously firing at overflying aircraft. Enemy defenses consisted of approximately six 23mm and numerous ZPU gun positions. 107

(S) After passes were made to silence guns and small arms fire, Jolly Green 72 was called in. Enroute to the survivors' area he received automatic weapons fire which Sandy 03 struck and attempted to silence. Jolly 72 was then directed to descend in the area of the high karst which removed him from the threat of enemy gunners. He was then directed through a small valley in the karst and to the survivors' position. Jolly 72 effected the pickup of both survivors without mishap. 108

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 52.

(S) The final SAR effort for November was conducted on 22 November for Milestone 513. 109

(S) One of the survivors was located in a field, and the other was south of a road and a river. Large open areas for the Jolly Greens to land were sighted near each survivor. Pickup was effected without any difficulties. 110

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FROM: 602 C

1 Dec 69

SUBJECT: SAR Report (Boxer 24 Alpha and Bravo)

TO: 56th Special Operations Wing

1. (S) A successful rescue was conducted on 16 Nov 69 for Boxer 24 Alpha and Bravo. The aircraft, an F-4, went down at 0228Z on 16 Nov 69 at 082/62 off channel 89, WE 772382. This report covers those activities relating to the Sandys during the rescue effort.
2. (S) While pulling off target south of Delta 30, Boxer 24 sustained battle damage from enemy ground fire. The plane became uncontrollable and the pilots ejected successfully. Nail 46 was controlling the strike of Boxer 24 and after the plane went down he made radio contact with Boxer 24 A and pinpointed both the survivors' location. Nail 46 relayed the position, the condition of the survivors, and the general situation prior to the launching of the Sandys.
3. (S) At 0235Z Sandys 1, 2, 3, and 4 were given the command to assume a cockpit alert posture. Enroute to their aircraft the four Sandys were given the command to launch. Sandys 1 and 2 took off at 0251Z and proceeded directly to the general location of the survivors. Sandys 3 and 4 launched at 0255Z and rendezvoused with Jolly Greens 71 and 72, who launched at 0244Z. Sandys 1 and 2 arrived on scene at approximately 0328Z. Sandys 3 and 4 escorted Jolly Greens 71 and 72 and arrived at the holding point of 090/48 (chan 89) at 0310Z. Allied 44, 45, and Allied 46, and 47 (A-1s) launched with CBU 30 at 0323Z and 0324Z respectively and arrived on scene at 0350Z. No delays were encountered in launching the initial Sandy force.
4. (S) The pilots bailed out southwest of Delta 30 in the high karst approximately 4 Km south of route 12 and 1 Km west of route 911. The surrounding karst shielded the survivors from direct ground fire, but they could hear guns continuously fire at overflying aircraft. Enemy defenses consisted of approximately 6 23mm and numerous ZPU gun positions. Weather over the survivors was 3,500 feet scattered to broken and clear to the east of their position.
5. (U) Nail 46 had been controlling the strike of Boxer 24, and established radio contact with Boxer 24A and pinpointed the location of both the survivors. Nail 46 was holding to the west to avoid giving away the survivors' position and to expedite rendezvous with Sandy 1 and 2. He then led Sandy 1 and 2 to the survivors area and described their exact location to the Sandys.

PROJECT CORONA HARVEST

DO NOT DESTROY

No. 0221965

CATALOGED

~~SECRET~~

6. (S) After the Sandys arrived on the scene, Mail 46 briefed Sandy low lead on active gun locations and marked an active 23mm in the near vicinity of the survivor. Sandy 1 assumed the on-scene command at this time. He proceeded to survey the area for enemy ground fire reactions and expended ordnance in an effort to locate all ground fire that would affect the rescue of the survivors. Sandy 1 requested fast movers to suppress the nearby active 23mm's and A-1s with CPU 30 to lessen the threat of automatic weapons positions to the east of the survivors' location. Mail 46 controlled the fast movers' strikes against the active 23mm positions to the east. Shortly thereafter Sandy 2 sustained battle damage, jettisoned his ordnance, and RT'd. Sandy 4 then assumed the position as lead's wingman. Sandy 3 remained with the Jollys in orbit. Upon the arrival of allied 44 and 45 with CPU 30, Sandy 1 marked the enemy gun positions along the road and directed their attacks. He then made low, trolling passes over the survivors to determine if the Jollys could survive a pick-up at this time. Sandy 1 felt that because of the shielding effect of the surrounding karst the environment was permissive enough to permit a rescue attempt.

7. (S) Jolly Green 72 was called in at this time and was escorted by Sandy 3. Enroute to the survivors' area he received automatic weapons fire which Sandy 3 attested to silence. Jolly 72 was then directed to descend in the area of the high karst which removed him from the threat of the enemy gunners. He was then directed through a small valley in the karst, to the survivors' location. Jolly Green 72 visually acquired the survivors' parachutes and became on-scene commander. Boxer 24B was picked up first. Boxer 24A, with a suspected broken leg, was picked up second at 0415Z. During the pickup allied 46 and 47 expended CPU 30 under the direction of Sandy 1. Jolly Green 72 was shielded from ground fire by the karst surrounding the survivors' location and encountered no problems other than the steep slope of the karst where the survivors were located. Sandy 1 directed Jolly Green 72 to cross west and to remain at low altitude along the small valley in the karst until he was out of range of the gun positions. At this time Sandy 3 sustained battle damage, jettisoned his ordnance, and RT'd, accompanied by Sandy 4. When clear of enemy gun positions Sandy 1 instructed Jolly Green 72 to climb to the west over the karst and RT. Sandy 1 escorted Jolly Green 72. Jolly Green 71 rendezvoused with Sandy 3 and 4.

8. (U) The chief difficulty encountered during the SAR effort was the intense enemy ground fire. Due to the large number of hardened gun sites in the area total suppression of ground fire would have been very difficult and costly. Fortunately the natural shielding effect of the karst could be used to bring in Jolly Green 72 while the Sandys kept the guns occupied. The coordination of all aircraft involved was outstanding. At some time during the ejection/landing sequence Boxer 24A lost his 2 M-13 flares and his left glove. He retained the rest of his survival equipment and had no difficulty in using it. Boxer 24B lost his gun, his knife and sustained damage to the right side of his survival vest. He had a working radio on

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the ground. The pilots felt that the velcro tape fastening on the flare pockets had come open during the ejection sequence, causing the loss of the flares. They feel the pocket should be tacked down or a more positive fastener be used. Boxer 24's holster was not the standard web belt and leather holster, it was a cowboy-style western holster with only one hold down strap.

9. (S) Recommend that, if available, aircraft armed with GAU 19/30 be launched with the initial SAR effort as there was a slight delay in getting this ordinance to the scene. These aircraft have as much fuel as the strike aircraft and can hold away from the rescue scene until needed.

10. (U) Special mention should be made of the response of Mail 46 in this SAR effort. His prompt identification of the survivors' position, his knowledge of the general area and enemy gun positions, and his superb coordination of the fast cover strikes had immense value in the success of the SAR.

11. (U) The A-1 SAR Forces were:

Sandy 01	Major Richard D. Hovak
Sandy 02	1st Lt George A. Briscoe
Sandy 03	1st Lt James C. George
Sandy 04	1st Lt Noel F. Frisbie
Allied 44	1st Lt Larry R. Donnelly
Allied 45	Major Robert L. Egan
Allied 46	Major Albert E. Pryor
Allied 47	1st Lt Daniel E. McCalliffe

Amey V. Gabel

STEWART V. GABEL, Lt Colonel, USAF
Commander, 602d Sp Op Sq
SAR Coordinator

~~SECRET~~

UNCLASSIFIED

40TH ARRSQ HBT, OCT-DEC 1969

47

Crew of mission on 16 Nov 1969. Kneeling from left Sgt Robert L. Harris, TSgt Jack D. Moran, and A1C Jeffery L. Whitted. Standing from left Capt Martin W. Weeks Jr., TSgt Truman W. McDonald, and Capt Dan L. Reeder.

(S) King 07 provided Cobra and Boxer flights (two F-4s each) to accomplish this. With Nail 27's assistance these two flights struck the target and ignited four secondary
104
explosions and one fire.

(S) Jolly Green was then led into the area and effected the pickup.

(U) Further details of this rescue can be found in the Rescue Narrative Report, support document 51.

(S) A successful rescue was conducted for Boxer 24A and B on 16 November. The F-4 went down at 0228Z on 16 November after sustaining battle damage from enemy ground
105
fire.

(S) The plane became uncontrollable and the pilots ejected successfully. Nail 46 was controlling the strike of Boxer 24 and after the plane went down he made radio contact with Boxer 24A and pinpointed the survivor's location. Nail 46 relayed the position, the condition of the survivors, and the general situation prior to the launch-
106
ing of the Sandys.

(S) The pilots had bailed out southwest of Delta 30 in the high karst approximately four kilometers south of Route 12 and one kilometer west of Route 911. The surrounding

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DECLASSIFIED

51

karst shielded the survivors from direct ground fire, but they could hear guns continuously firing at overflying aircraft. Enemy defenses consisted of approximately six 23mm and numerous ZPU gun positions.¹⁰⁷

(S) After passes were made to silence guns and small arms fire, Jolly Green 72 was called in. Enroute to the survivors' area he received automatic weapons fire which Sandy 03 struck and attempted to silence. Jolly 72 was then directed to descend in the area of the high karst which removed him from the threat of enemy gunners. He was then directed through a small valley in the karst and to the survivors' position. Jolly 72 effected the pickup of both survivors without mishap.¹⁰⁸

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 52.

(S) The final SAR effort for November was conducted on 22 November for Milestone 513.¹⁰⁹

(S) One of the survivors was located in a field, and the other was south of a road and a river. Large open areas for the Jolly Greens to land were sighted near each survivor. Pickup was effected without any difficulties.¹¹⁰

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CHAPTER III

OPERATIONSMISSIONS/SAVES

Detachment 8, 38th Aerospace Rescue and Recovery Squadron flew 262 sorties during the past quarter. The flying summary is as follows:

<u>TYPE</u>	<u>SORTIES</u>
Rescue/Recovery.....	2
Intercepts.....	104
Support.....	7
Training.....	136
Maintenance.....	12
False.....	11

Detachment 8 was credited with 2 combat saves during the quarter.

The Rescue mission flown is as follows:

Mission 8-38-13-17 Nov 69: 2 Sorties - .3 hour, HH-43B, Det 8, 38ARRSq. On the night of 17 November 1969, at 1250Z, Cam Ranh Bay Air Base tower called Det 8, 38th ARRSq and reported that an F-4C aircraft had ditched in Cam Ranh Bay, 4 miles south of the runway. The Det 8's HH-43 Alert Crew fueled Pedro 17 and tookoff at 1255Z. While proceeding south from the air base, Pedro 17 established voice contact with the downed F-4C aircrew, call sign Pussy 02, on guard frequency. Approximately 4 miles south of runway centerline, Pedro 17 established visual contact when the rescuees ignited a survival flare. The Pedro

crew dropped a smoke flare upwind of the scene, executed a short pattern, and established a stable hover over the survivors. The Pedro Pararescue Specialist brought the downed pilots aboard the helicopter separately with the aircraft hoist. The survivors had been in the water approximately 15 minutes. Pedro 17 departed the scene and flew to the 12th USAF Hospital at Cam Ranh Bay Air Base, arriving at 1310Z. The rescuees were discharged and Pedro 17 returned to the Pedro pad, arriving at 1315Z. This constitutes two combat saves.

The crew of Pussy 02 was Major William A. Juhrs, and Major Benton Coglazier, of the 390th TFS, Da Nang Air Base, RVN.

The crew of Pedro 17 was Major Calvin W. Capper, Aircraft Commander; Captain James L. McAfee, Co Pilot; Staff Sergeant Willie A. Burchett, Flight Engineer; and Sergeant Larry C. Meyers, Pararescue Specialist².

2. Mission report in Detachment 8 files

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400 (Lt Col Mateer/2687)

20 November 1969

Mission Narrative #2-3-071-19 Nov 69

3 ARRGp (JSARC)
APO 96307

1. (U) This report is submitted in accordance with ARRSN 55-2/
3 ARRGp Sup 1, dated 11 July 1968.

2. (S) At 0735Z, 19 Nov 69, Jolly Green 76L and 71L departed Channel 89 for November Orbit. At 0755Z, JG 76 monitored a radio conversation between King 6 and King 2 to the effect that Spud 05 reported Spud 06 with two survivors down at approximately 042/350/72. JG 76 and 71 proceeded to the area reporting to King 6 an ETA of 0845Z. On the advice of Mail 20, a FAC more familiar with the area, a less direct ingress route was selected, and the JG ETA was changed to 0900Z. By arrival time one survivor had been located, and the area seemed permissive. The survivor was asked to pop a smoke, and JG 76 was directed toward him by Sandy. However, the smoke did not become visible until after JG 76 had passed over the survivor. A 360° circle to the right then brought JG 76 to a hover over the survivor as his first smoke dissipated. In the absence of smoke, the hoist operator was unable to locate the survivor due to dense jungle foliage. For that reason, and because the torque required to hover was 90%, JG 76 left the area to make another 360° circle to the right to give the survivor time to pop another smoke. He did so and a hover was re-established over the smoke at 0906Z. The survivor was spotted by the photographer; the penetrator was threaded through the trees; the survivor was recovered at 0909Z, and JG 76 withdrew to an immediately adjacent holding area while the search for the second survivor continued. At 0915Z the second survivor popped a smoke from his position on a rock in a river bottom. Sandy directed JG 76 to the smoke; a hover over the survivor was established; the survivor was recovered at 0917Z; and all SAR forces departed the area. JG 76 returned to Channel 89 with both survivors in excellent condition. The mission was textbook routine with two exceptions. The #3 gunner twice reported ground fire, and both airspeed indicators failed on take-off after recovering the second survivor. No other crewmember either heard or observed ground fire and no battle damage was sustained. In the opinion of the Aircraft Commander of JG 76, the mission was unopposed. The airspeed difficulty proved to be a weld on the co-pilot's pitot tube which must have cracked during the hover over the second survivor. That the system failure occurred during a critical phase of the mission was apparently mere coincidence.

3. (U) The survivors rescued by Jolly Green 76 were:

Capt Austin, USA

E-4 Mackintosh, USA

GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

400-69-0023

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DECLASSIFIED 1984

4. (U) The rescue crews were:

Jolly Green 76 (Low)

AC: Lt Colonel Mateer, Alan,
CP: Captain Baskett, Richard M.,
FE: Sergeant Shimm, William C.,
RS: Staff Sergeant Eldridge, John J.,
RS: Sergeant McFarr, Anthony J.,
AP: Airman First Class Banas, Raymond G.,

Jolly Green 71 (High)

AC: Major Berthold, Hubert M.,
CP: Captain Fekke, Peter L.,
IP: Major Lehman, William B.,
FE: Staff Sergeant Lohrengel, David C.,
RS: Staff Sergeant Hunt, James A.,
RS: Sergeant Schicker, Brenton D.,

SIGNED

ALAN MATEER, Lt Colonel, USAF
Aircraft Commander

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PROJECT CORONA HARVEST

FROM: 602nd SOS (C)

SUBJECT: SAR Coordinator's Report (Milestone 513, 22 November 1969)

TO: DCO

DO NOT DESTROY

No. 0221966

CATALOG

1. On 22 November 1969, at approximately 13:35, local, I was notified of a SAR. Upon reporting to TMOG I was informed that it was a Navy Milestone 513 at UTM XC 860990, 118/137/89. I called Maintenance Control (DCMC) at 13:40 and asked them to generate eight Peanut aircraft ASAP, and the A-1 Squadrons were tasked to provide Peanut pilots. Also at 13:40, Blue Chip directed the launch of 4 Sandy aircraft, the Jolly Greens, and 4 Peanut aircraft.

2. King informed Jack that Manual 41 (P-4's) was on scene commander, and that Spads 3/4, and 11/12 were scrambling. We also heard over the radio that one survivor had been spotted standing in a field, waving his arms. Later we heard that a second chute had been spotted. Also, we learned that the survivor and the other chute were south of a road and a river, and that there were large open areas in the immediate vicinity, adequate for the Jolly Greens to land in.

3. Jolly Greens 71/76 launched at 13:59L, and Sandys 5/6 launched at 13:57. Sandy 7 had an inoperative IPI transmitter, so he took the spare, and Sandys 7/8 took off at 14:06.

4. At 14:33, Colonel Morgan (Blue Chip) requested four more (SAR) loads ready. We were already generating an additional four Peanut aircraft, so we asked DCMC to generate four more Sandys. Peanut 48 had a defective inverter circuit breaker so a spare was generated and ready at 14:30. Peanut 48/49 launched at 14:55, and 50/51 at 14:59.

5. As Sandys 5/8 and Jollys 71/76 neared the SAR scene at 14:48, Spads 3/4 escorted Jolly Green 27 in on Milestone 513A, while Spads 11/12 put down smoke to screen the approach. A successful pick up was effected at 14:55, with no ground fire observed. The survivor had two broken ankles.

6. While the pick up was being made the Sandys and Jollys orbited to the south. After the pick up Sandys 5/6 joined Spad 11/12 in an electronic and visual search for 513B, while Sandys 7/8 flew escort for the orbiting Jollys. When Spad 11/12 left the area for bingo fuel, Sandy 5/6 continued the search for the survivor and at 17:00 were joined by Sandy 7/8 as Jolly Green 71/76 had proceeded to the November orbit. The Sandys continued their search, unsuccessfully, until sundown, when the SAR was terminated. No one ever saw 513B, although 513A supposedly was certain that B had in fact ejected.

7. At 16:03 Jack had released all generated aircraft which had not been launched.

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Page 1 of 2 pages

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8. SAR forces launched/generated, sorties cancelled as a result of that generation are as follows:

Sandy

5	Nordhouse
6	Tarnowski
7	Col Tripp
8	Matthews
9	Lowman (T orbit)
10	Bischoff (T orbit)
11	(generated)
12	(generated)
13	(generated)
14	(generated)

Jolly Green

71	Koeler
76	Holson

Reprints

48	Proyas
49	Keeling
50	Walters
51	Cherline
52	(generated)
53	(generated)
54	(generated)
55	(generated)

Cancelled - Z 50/51
 RF 40/41
 RF 52/53
 H 42/43

WILFRED V. GABEL, Lt Colonel, USAF
 Commander

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84

SUPPORTING DOCUMENT # 6

51

MISSION NARRATIVE 1-3-86 22 Nov 69

(S) At 0625Z on 22 Nov 69, Jolly Green (JG) 27 (Low) and JG 15 (High), were scrambled for Milestone 513, an A-6 reported to be down at 275 degrees for 85 miles from Channel 91. Both Jolly Greens were airborne at 0630Z followed closely by Spads 11 and 12 and later joined by Spads 13 and 14. At 0650Z Jolly Greens 31 and 35 were airborne as a back-up. A revised position for the survivor, placed him at 018 degrees for 48 miles from Channel 72. The Jolly Greens were told to establish a high orbit at 025 degrees for 38 miles from Channel 72. At this time, Nail 55 was the On Scene Commander and had visual contact of a parachute with a survivor in it. The altitude of the area was reported to be 1400 feet with an outside temperature of 30 degrees centigrade. The weather was VFR. No ground fire was reported at this time. High orbit was established by the Jolly Greens at 0740Z and a briefing on the area and situation was given by Spad 11, now the On Scene Commander. During this briefing, the Jolly Greens were informed not to go any further north or east than the survivor location because of enemy activity in that area and that the Spads were taking 50 caliber ground fire from that area, also the survivor had reported that enemy troops were closing in on him. At 0745Z, high orbit was departed for a low orbit, where the tips were jettisoned and fuel dumped to 2000 pounds and an approach for the survivor was initiated by Jolly Green 27. While in low orbit, the Spads deployed smoke and ordnance and then escorted Jolly Green 27 to the survivor. At 0750Z a low hover was established over the survivor at 018 degrees for 41 miles from Channel 72 and the Rescue Specialist lowered on the penetrator to assist the survivor. Upon reaching the survivor, the Rescue Specialist was told by the survivor that enemy troops were closing in. At 0752Z Milestone 513A and the Rescue Specialist were hoisted aboard and Jolly Green 27 departed the area. No contact or visual sighting had been established with Milestone 513B, so Jolly Green 27 proceeded to Naval Support Activities Hospital, accompanied by Jolly Green 15 and Spads 13 and 14. Jolly Greens 31 and 35 and Spads 11 and 12 remained in the area, in an attempt to locate Milestone 513B. Milestone 513A was delivered to NSA Hospital at 0905Z and Jolly Greens 27 and 15 terminated at Channel 91 at 0920Z.

(U) The survivor was Commander L.W. Richards, USN, VA196, USS Ranger.

(U) Crews involved:

JOLLY GREEN 27

AC	Capt	Robert A. Reichert
CP	Capt	Jimmie Blackwood
FE	SSgt	David W. Lilliston
RS	SSgt	Curt W. Phythian

JOLLY GREEN 15

AC	Capt	Charles D. Langham
CP	Capt	Travis H. Scott Jr.
FE	Sgt	Harvey A. Lyons
RS	SSgt	Luther E. Davis

GROUP 4

~~SECRET~~

Downgraded at 3 year intervals; declassified after 12 years

DECLASSIFIED ~~CONFIDENTIAL~~

140

DATE: 22 Nov 69

28 November 1969

MISSION NUMBER: 1-3-086-22 Nov 69

AIRCRAFT DESIGNATION: KING 6

DISTRESSED AIRCRAFT: MILESTONE 513

LOCATION: 018/42/72

SAVES: 1 Combat, 1 MIA

Classified by 21 3AKR6P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
Dec 75

1. (C) At 0625Z, Nail 55 called "Mayday" for Milestone 513. Nail 55 reported his location as XC 860998, when he saw Milestone 513 began to disintegrate at approximately 7,000 ft. No chutes were observed.
2. (U) Nail 55 was appointed On-Scene-Commander, JG 15 & 27, Spads 11 & 12 were launched from Ch 91. Spud 5 & 6 were in the area with 2.75 rockets and ready to assist. Weather was generally good with scattered clouds - bases 5500 and tops about 6500. Terrain was 1400 feet and temperature 30°C.
3. (U) Nail 55 advised at 0640Z that he had 1 parachute in sight but could not see a survivor or hear a beeper. The chute was in a small tree 120-125 meters south of a small river. Spad 03 (who arrived with 04 at 0637Z) reported he could see the survivor waving as he passed his position.
4. (C) Queen then launched JG 71 & 76 and 4 Sandies from Ch 89 and King 3 from Ch 70. JG 35-31 and Spads 13 & 14 had previously been launched from Ch 91. Fast movers with a wide variety of payloads had been stacked for possible use.
5. (C) Although the survivor seemed to be having radio problems, he did manage to report at 0740 by radio transmission that he could see and hear some movement on the ground. Light ground fire was reported but seemed to be distant enough to be no factor. Spad 11 & 12 surpressed the area with 20mm and smoke. Jolly Green 27 & 15 then escorted in and picked up the survivor.
6. (C) The survivor was determined to have 2 broken ankles and was in shock. Questioning revealed that he was the Alpha man and that Bravo had proceeded him out of the aircraft by about 2 seconds. He believed the aircraft was on a 180° heading and began a tight right turn prior to bail out. Although he did not see Bravo eject, he felt him go.
7. (C) An intensive search of the area was initiated by Sandies 5, 6, 7, & 8, and Spads 11 & 12 and continued until dark. No chute was sighted for the Bravo man. Hillsboro reported a short beeper but plot seemed to indicate the source was probably a ground team.

140

~~CONFIDENTIAL~~

GROUP 4
Excluded from automatic 3 year interval
Declassified after 12 years.

DECLASSIFIED ~~SECRET~~

165

470 (Capt Nelsen/2687)

24 November 1969

Mission Narrative Report #2-3-072-22 Nov 69

3 ARRGp (JSARC)
APO 96307

1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp Sup 1, dated 11 Jul 68.

2. (S) On 22 Nov 69, JG 76 and JG 71 were on strip alert at Channel 89 when they were alerted for a rescue scramble at 0135. Both JG's were airborne at 0146 and proceeded to the SAR location at 102/72/89 to attempt the rescue of Popular 02. Radio contact was made with both survivors and they were reported to be in good condition at 102/78/89. At 0200, Mail 48 revised the coordinates to 112/90/89 and reported that Alpha's chute was in a tree and Bravo's was in a clearing; they also reported that the call sign be Taproom 02 A/B. At approximately 0230, 02B reported that he was being surrounded, that it appeared he would not be killed and his last words were "I guess I am a prisoner of war". Five minutes later Alpha reported that he was not in a tree; but was hiding 10 meters west of his chute which was in the trees. Their actual position was 103/72/89 and JG 76 moved to within 5 miles of the survivors location to maintain a ready position in case an immediate rescue attempt was required. There were two layers of broken clouds in the immediate area, one at 3000 feet, and the other at about 8000 feet. JG 76 maintained 9500 feet to stay above the cloud decks which gave protection from small arms fire. At 0240, Sandy Lead cleared JG 76 in for the pickup and put down two smoke bombs to guide us into the area. The other Sandy's had layed a smoke screen to the north of the survivor where small arms fire was reported. JG 76 autorotated from 9500 feet to 3000 feet to expedite the rescue and keep from passing over AAA gun sites. Then a rapid descent along the ridge line to the north of the rescue area was made to get some protection from the gun emplacements located all around the area. Sandy guided the Jolly into the area, and asked Taproom 02A to pop his smoke. Because JG 76 made a rapid approach into the area, the smoke from Alpha's flare did not come up from the trees until JG 76 was directly over his position. A sharp left 180° turn was initiated and JG 76 hovered over to the survivor. Just as the hover was initiated, ground fire from automatic weapons was reported from the Jolly's 5 o'clock position and the #3 gunner quickly silenced that position. At 0255 the survivor was on board and JG 76 departed the area quickly. Sandy 4 reported an automatic weapon site firing on JG 76 and he rolled in to silence that position located 1/4 to 1/2 mile east of the pickup position. At 0300, a Spectre aircraft reported that the Jolly's were being fired upon from 37 mm gun positions, and many rapid evasive maneuvers were made until out of the area and away from

76

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400-69-0025 GROUP 4

Downgraded at 3 year
intervals; declassified
after 12 years

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the route structure. At 0315, JG 76 and 71 were ordered to stay in orbit for a possible attempt to rescue Taproom 02B with the aid of CBU-19. Sandy 1 said that he was 99% sure that Taproom 02B was captured and further attempts would result only in the loss of more aircraft. At 0345, an air refueling was completed on JG 76 and JG 71, and confirmation was received to remain in the area with 02 Alpha aboard. Because of the survivor's great concern over his co-pilot, JG 76 requested permission to return to Channel 89 fearing that Alpha might go into shock. At 0407, Jolly Green 76 was cleared to return to Channel 89 and subsequently return to the SAR area. Sandy 1 advised that the winds were picking up and that CBU-19 would be ineffective. At 0420, all forces were RTB'd and JG 76 landed at 0436. JG 71 landed at 0450. The survivor's name was:

Lt Herbert C. Wheeler
VF143
CVA 64
FPO S. F.

3. The rescue crews were:

Jolly Green 76 (Low)

AC: Capt Gary L. Nelsen,
CP: Capt Stephen R. Olsen,
FE: SSgt Donald LaBarre,
RS: ALC Terry E. Caffery,
RS: Sgt Charles L. Colbert,
AP: Sgt Gregory A. Anderson,

Jolly Green 71 (High)

AC: Capt Carroll N. Kessler,
CP: Capt Richard M. Baskett,
FE: Sgt William C. Shinn,
RS: Sgt Anthony J. McFarr.
RS: SSgt John J. Eldridge,

SIGNED

GRAY L. NELSEN, Captain, USAF
Aircraft Commander

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SECRET

CITATION TO ACCOMPANY THE AWARD OF THE AIR MEDAL

(SECOND OAK LEAF CLUSTER)

AIRMAN FIRST CLASS TERRY E. CAFFERY

Distinguished himself by meritorious achievement while participating in aerial flight over Southeast Asia on **22 November 1969**. . On that date, he superbly accomplished a highly intricate mission to support Free World forces that were combatting aggression. His energetic application of his knowledge and skill were significant factors that contributed greatly to furthering United States goals in Southeast Asia. His professional skill and airmanship reflect great credit upon himself and the United States Air Force.

Both survivors were delivered to the USAF 22nd Casualty Staging Flight, and the mission was terminated. Two combat saves were credited. The crew of Pedro 69 was as follows:

Capt Walter E. Hogan	AC
Capt David A. Voigt	CP
TSgt Gordon L. Ball	FE
SSgt Curtis W. Phythian Jr.	PJ

4. Mission # 7-38-038, 22 November 1969. At 0954L, Pedro 93 was alerted by the tower of a USAF F-4 with battle damage involving no radio, one engine out, a hole in one wing, and gear trouble. The entire crew scrambled and was airborne within two minutes. While orbiting and awaiting further word, Pedro 93 received word that both crew members were ejecting at a position six miles east of DaNang. Pedro landed at the alert pad and discharged the firemen and then proceeded toward the area. Enroute, Pedro 93 sighted two parachutes descending toward the water. Pedro arrived in the area just as the two survivors splashed down. Within two minutes, the first survivor was on board and in an additional three minutes, the second survivor was also recovered. Pedro discharged both uninjured survivors to the 366th TFW Dispensary and terminated the mission.

Both survivors were delivered to the USAF 22nd Casualty Staging Flight, and the mission was terminated. Two combat saves were credited. The crew of Pedro 69 was as follows:

Capt	Walter E. Hogan	AC
Capt	David A. Voigt	CP
TSgt	Gordon L. Ball	FE
SSgt	Curtis W. Phythian Jr.	PJ

4. Mission # 7-38-038, 22 November 1969. At 0954L, Pedro 93 was alerted by the tower of a USAF F-4 with battle damage involving no radio, one engine out, a hole in one wing, and gear trouble. The entire crew scrambled and was airborne within two minutes. While orbiting and awaiting further word, Pedro 93 received word that both crew members were ejecting at a position six miles east of DaNang. Pedro landed at the alert pad and discharged the firemen and then proceeded toward the area. Enroute, Pedro 93 sighted two parachutes descending toward the water. Pedro arrived in the area just as the two survivors splashed down. Within two minutes, the first survivor was on board and in an additional three minutes, the second survivor was also recovered. Pedro discharged both uninjured survivors to the 366th TFW Dispensary and terminated the mission.

Two combat saves were credited. The crew of Pedro 93 was as follows:

Major Tom W. Brumfield Jr.	AC
Major Loran M. Nichols	CP
Sgt Randy L. Luke	FE
MSgt Lewis J. Roberts Jr.	PJ

5. Significant Statistics - 4th Quarter 1969

a. Total LBR & ACR Missions	285
b. Total Non-Combat Saves	1
c. Total Combat Saves	4
d. Total Missions	404
e. Total Sorties	432
f. Total Accident Free Hours	205

6. All facts and statistics in this section are taken from official Air Force documents maintained by Detachment 7 in accordance with ARRSM 55-1 and ARRSM 55-2.

DET 1, 40th ARRS CY 4/69

Jolly Green 17 (Low)

AC Capt John H. Fette*
CP Capt Lawrence A. Marino*
FE Sgt Robert J.P. Lafranboise*
RS Sgt Leland H. Sorensen

Jolly Green 19 (High)

AC Capt Leonard D. Fialko
CP Capt John J. Livengood +
FE TSgt Leroy M. Wright
RS Sgt Douglas L. Horka
FE TSgt Claude C. Franks

(S) (Gp 3) A first light effort started the day on 12 Nov. Owl 07 had gone down during the night in a heavily defended area in eastern Laos. Two HH-53s from the 40th ARRS at Udorn were launched as the primary recovery aircraft with two of our HH-3Es launched as airborne back-up. An HH-53 made a successful pick up of the first pilot on Owl 07, but was driven off by hostile fire before he could locate the second pilot. Our back-up HH-3E's were then called on the scene and Jolly Green 36 started to go in for the pick up. On the way in Jolly Green 36 started receiving hostile ground fire and suffered hits. The number one engine failed and the utility hydraulic system failed rendering his hoist inoperative. Jolly Green 36 dumped fuel to reduce his weight and departed the area. Prior to this Jolly Green 09 and 37 were launched as airborne back-up. They immediately proceeded to the area and were holding in a secure area near by when Jolly Green 36 aborted his attempt. The Sandys put more ordnance in and Jolly Green 09 went in for the pick up. Although he received hostile ground fire, he was able to effect the rescue of Owl 07 second pilot, 1Lt James G. Hayler, [REDACTED] 497th TFS, and departed the area. One Sandy aircraft crashed, but it was apparent that there was no possibility of a survivor, so all SAR forces were returned to base.

Jolly Green 09 (Low)

AC Lt Col Joe Lyle Jr.
CP Capt John J. Livengood+
FE TSgt Daryl I. Durant
RS MSgt Paul L. Jenkins
RS MSgt Lewis J. Roberts*

Jolly Green 37 (High)

AC Capt Phillip O. Pfanschmidt
CP Capt Marshall B. Nash
FE Sgt Brian W. Murray
RS TSgt Lehman L. Booher

(C) On 22 Nov our control center was advised that Spunk 01 had received serious battle damage and would try to recover at our base. Spunk 01 had a fire on board just as he arrived over our base and both pilots ejected. The aircraft crashed one half mile south of the base and both parachutes were seen over head drifting south westward. Jolly Green 17 and 09 launched immediately. They jettisoned fuel while waiting for the parachutes to descend to the ground. The decision was made between Jolly Green 17 and 09 for Jolly Green 17 to pick up one pilot, Capt Lynn P. Wright, [REDACTED], and for Jolly Green 09 to pick up the other, 1Lt Frederick D. Paige, [REDACTED]. Both were from the 14TFW. They were picked up without further incident.

Jolly Green 17 (Low)

AC Capt Marshall B. Nash
CP Maj Charles W. Bond*
FE Sgt Joseph Vai*
RS SSgt Roy D. Bloebaum
RS Sgt Charles D. Morrow

Jolly Green 09 (High)

AC Maj Emmet E. Hatch Jr.*
CP Maj Edward B. Robbins
FE SSgt Robert E. Hunt
RS Sgt Richard G. Beasley

3d ARRGp WINS PRESIDENTIAL CITATION



SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

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TAN SON NHUT AB, RVN (7AF)

The 3d Aerospace Rescue and Recovery Group recently was presented the Presidential Unit Citation for extraordinary heroism in military operations against opposing armed forces in Southeast Asia from July 1, 1967, to January 31, 1969.

Presentation of the nation's highest award, second given to the most highly decorated unit of comparable size in Air Force history, was made by Gen. George S. Brown, commander, 7AF, to Col. Malcolm C. Frazee, commander of 3d ARRGp, on Nov. 26.

The award citation, recently signed by President Nixon, cited 3d ARRGp aircrews and support personnel for saving the lives of more than 1,370 persons during this period.

"The majority of these rescues were performed over heavily defended hostile territory, often at sites where aggressors had established ambushes for the unit's lightly armored, vulnerable helicopter," the citation read.

The 3d ARRGp and its four squadrons operate five different types of special rescue helicopters and the HC-130P Hercules fixed-wing aircraft out of 22 separate operating locations in the combat zone and Thailand. The helicopters are the famed Sikorsky HH-3 "Jolly Green Giant," the nimble little Kaman HH-43 "Pedro" (responsible for more saves than any other Air Force helicopter in Southeast Asia), and the strongly armed and armored HH-53 "BUFF" (Big Ugly Friendly Fellow). Modified versions of the Pedro and BUFF constitute the other two types of helicopters.

(Continued on page 3)

3d ARRGp EARNS COVETED CITATION FOR SECOND TIME

(Continued from page 1)

The Lockheed HC-130 "King" aircraft carries highly sophisticated electronic surveillance and homing gear to find, identify and direct rescue of downed airmen in the most difficult of environmental conditions. It also has aerial refueling capabilities for the Jolly Green and Buff helicopters.

To date, more than 2,800 people have been saved from almost certain death since 3rd ARRGp was activated in Southeast Asia in 1964. Most of these saves were made under extremely hostile conditions, many before the bombing was halted in the north. Mission summaries of 3rd ARRGp read like best-selling war fiction.

On reading some of these summaries, former Air Force Secretary Harold Brown said: "When the history of the war in Vietnam is finally written, the story of Air Rescue may well become one of the most outstanding human dramas in the entire history of the Air Force."

Fulfilling the motto of the Aerospace Rescue and Recovery Service, "That Others May Live," has not come without loss, however, more than 100 members of 3rd ARRGp have been killed, more than 25 wounded, and 20 listed missing in action.

Aircrews of fighter and bomber aircraft which provide indispensable fire support for rescue efforts in hostile areas have taken similar losses in providing outstanding assistance to the vulnerable helicopters.