

~~UNCLASSIFIED~~

~~CONFIDENTIAL~~
DECLASSIFIED

DATE: 13 JAN 70

18 January 1970

2

MISSION NUMBER: 01-3-006-13 JAN 70

AIRCRAFT DESIGNATION: KING 4

LOCATION: 067/07/72 (XC 760 330)

DISTRESSED AIRCRAFT: BLINDBAT 13-4

SAVES: 1 Combat

Classified by D13A2068
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 2) Dec 76

1. (C) Enroute to SAR scene King 4, Spad 11, and Covey 215 briefed on the area, groundfire, holding positions and previous contact with survivor. Covey 215 had beeper contact but had no DF equipment and was briefed on a position of 140/05/72. Spad 11 and 12 arrived on scene at 2220Z. Blindbat 13-4 came up on beeper at 2230Z. Electronic search was started, but still too dark to establish exact position other than approx Tacan position of 060/07/72. At 2255Z, voice contact was established with the survivor. He reported his legs injured but could move around some. No groundfire heard at anytime, but he heard people most of the night and at one time they passed by at 100 to 150 feet from him. At this time Spad 11 asked for more ordnance (Spads 3 and 4). Blindbat 13-4 helped guide Spads over his position but chute was not sighted until 2315Z when it became light enough to see. Chute was in a tree and survivor in heavy foliage. After positive sighting, Area was surveyed and ordnance was expended next to river and road to the East and South of survivor while Spad 11 briefed the SAR forces for the pick up. At approx 2340 Jolly Green 15 started moving to survivors position while Spads expended Smoke. Due to dense foliage, position was hard to detect. Survivor helped guide Jolly Green 15 toward position. Jungle penetrator was lowered and pick-up was made at 0006Z. SAR forces were RTB at 0015Z. King 3 refueled Jolly Green 15, 25, & 07 enroute to DaNang AB. Mission Complete.

2. (C) Problem Area: During first light effort, pick-up was in progress at time of day when many towers and agencies check their guard transmitters. These transmissions frequently interrupted SAR communications. These affect the King aircraft but probably do not affect the low aircraft as much.

3. (C) SAR FORCES USED:

King 4 King 3 (Tanker) Spads 11, 12, 01, & 02 Jolly Green 15, 25

(C) SAR FORCES AVAILABLE - On-Scene Time

King 4	2220Z
King 3	2240Z
Spad 11 & 12	2220Z
Spad 01 & 02	2310Z & 2330Z

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(C) SAR FORCES AVAILABLE - On-Scene Time (con't)

Jolly Green 15 & 25	2310Z
Jolly Green 07	2330Z
Jolly Green 42	RTB Enroute to SAR - Mechanical Problems
Pepper 40 - 43	2300Z
Smoke 20 - 23	2245Z
Sandy 1 & 2	0005Z
Sandy 3 & 4	Enroute at pick up time
Jolly Green 17 & 03	Enroute at pick up time
Covey 215	On scene FAC prior to 2220Z
Covey 253	relieved 215

4. (U) King 4 Crewmembers:

AMC MAJ RIGGERT	RO MSG MORRIS
AC MAJ FLEMING	FE MSG HENDERSON
CP 1LT SCHLICHTER	FE TSG WALDEN
N CPT CORLEY	LM SSG WAREHAM

Melvin E. Riggert
MELVIN E. RIGGERT, Major, USAF
Airborne Mission Commander

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AD-70-0237

Declassified at 5 year intervals.
Declassify on: OASDs.

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SUPPORTING DOCUMENT #3

MISSION NARRATIVE 1-3-6 12 Jan 70

(S) Original notification of a "first light" SAR came at 0400 Local. Four Jolly Green (JG) crews were generated. Bravo Low, JG 15 was primary, Bravo High, JG 25 was secondary. Alpha Low, JG 42 and Alpha High, JG 07 were designated back-up aircraft and were directed to go to the scene. All four aircraft tookoff at 0530 Local and orbited VFR on top, 3 miles east of Channel 77 until Spads 01 and 02 arrived. All six aircraft departed Channel 77 at 0600 Local. JG 42 had to RTB at 0615 Local, due to transmission problems. He was escorted back by Spad 02. Spad 01, JG 15, JG 25, and JG 07 arrived in the target area at 0715 Local. Covey FAC 215, and Spads 11 and 12 were on the scene. Spad 11 was On-Scene-Commander. The JG's were put in a high orbit at 8000 feet east of a point 080 degrees for 6 miles from Channel 72, where the survivor was located. Spad 11 had voice contact with the survivor and was able to spot his chute. The survivor said he had heard voices during the night but reported no ground fire and that he would need the aid of a Rescue Specialist. The survivor was beneath a 70 foot canopy with no distinguishable landmarks near him. The only reference was his chute which was partly hidden and visible only when directly overhead. JG's 15 and 25 were directed into a low orbit while Spads 11, 12, 01, and 02 did a precautionary sterilization of the area. The survivor was directed to GCA the Jolly Green 15 to the best of his ability. Spad 11 also gave directions. On the first pass at tree top level, JG 15 passed to the east of the survivor. The survivor said he could hear but not see JG 15. On the second pass the FE spotted the chute, but not the survivor. The penetrator was lowered next to the chute as the survivor said he was in sight of his chute and could make it to the penetrator. Once JG 15 was in position, radio contact was lost with the survivor. This complicated the situation, as it was almost impossible to see the survivor, due to the canopy and the sun angle. This made it very dark on the ground. Finally it was ascertained that the survivor was safely on the penetrator and he was brought aboard at 0805 Local. JG's 15, 25 and 07 then RTB'd to Channel 77, refueling with King 3 enroute. Spad 01, 02, 11 and 12 provided escort. The survivor was taken to NSA Hospital, as he was badly bruised and cut.

(U) The survivor was Captain Laurence C. Johnson, 21 TAS, Naha (TDY to Ubon)

(U) Crews Involved:

JOLLY GREEN 15

AC	Capt	George M. Hittle
CP	Capt	Charles C. Adams
FE	Sgt	Robert J.P. Laframboise
RS	SSgt	Curt W. Phythian
RS	TSgt	Donald G. Smith

JOLLY GREEN 25

AC	Capt	Eric K. Lindberg
CP	Capt	Leonard A. Seagren
FE	SSgt	Vincent P. Freeman
RS	MSgt	Harold W. Harvey

GROUP 4

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Downgraded at 3 year intervals; declassified after 12 years

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(S) Another unsuccessful rescue effort was conducted on 7 January for Sidewinder 47. The aircraft, an A7, went down from unknown causes. ^{39/}

(S) Another pilot, Streetcar 300 observed the crash and stated the aircraft appeared to explode just prior to impact; however, this could have been rockets exploding. The wreckage appeared to have hit rather flat and was scattered forward up an incline and over the crest of a ridge. No chute was observed, no beeper was heard nor was there any voice contact with anyone on the ground. ^{40/}

(C) A successful rescue was made on 13 January for BLINDBAT 13-4, a crewmember on a C-130 who accidentally fell from the aircraft during a night mission in the southern STEEL TIGER area. ^{41/}

(C) BLINDBAT 13 was performing a normal night FAC mission in the area east of Saravane when a crew member near the scope in the rear parachute door was either sucked out or fell out of the aircraft. Contact was established and a decision was made to coordinate a first light rescue effort. ^{42/}

(C) There were no specific problems encountered and after softening up the immediate area and silencing a small amount of ground fire the forces were readied for pickup. The pickup was completed without complications. ^{43/}

(U) A successful rescue was conducted on 18 January for Misty 30A and B. The aircraft, an F-100F, from Tuy Hoa went down

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who went through the trauma of finding himself suddenly blasted out of a cool, comfortable, familiar cockpit into a violent, alien, painful, and unknown world). On the "uneventful" ones, the SAR Task Force (SARTF) simply moved in and extracted the survivor without the annoyances of hostile fire, adverse weather, or poor communications to plague them. Others were action packed adventures, capable of being made into a moving picture script where the "good guys and the bad guys" took turns at winning and losing, with the "good guys" eventually emerging victorious. It was certainly not all humorous; tragedy overshadowed some of the most successful of recovery efforts.

Shock was almost invariably present, compounding dizziness, panic, and an incredible thirst with an already undesirable situation. The impact of this state of shock was almost incomprehensible to those who had not experienced it. It was more easily visualized when one could put himself into the plight of a C-130 navigator (on Blindbat 13, a flareship) over Laos, who unexpectedly found his parachute deployed through an open door. He rapidly followed it into the slipstream, dropping in a black sky over an undetermined position at an uncertain altitude over unknown terrain. To complicate matters, his parachute was streaming and he could never get it fully open prior to impact with the ground. His back was injured painfully when he hit the ground, and he soon found out that searchers, speaking in an unrecognized language, came within 75 feet of his position. He conquered his shock and assisted a successful recovery the next morning. ^{70/}

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DE RUMJBB #0081 0130530
ZNY CCCCC ZOK JPCCO
O 130515Z JAN 70

FM OL 1 3-ARRGP SON TRA AB RVN
TO RUEFHQA/HQ USAF
RUCIEUA/HQ ARRS/ARCP/SCOTT AFB TIL
RUHHABA/41ARRWG PROCP HICKAM AFB HAWAII
RUSQSN/3ARRGP TAN SON NHUT AB RVN
INFO RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA
RUCIEUA/MAC/MCP/MAOCDA/SCOTT AFB TIL
RUSQSN/7AF/DO/DO/DP/DI/BDPMP/TACC/CC TSN AB RVN
RUKLAAA/TAC/DCOSLR/LANGLEY AFB VA
RUWTFJA/USAFMPC/AFPMSC RANDOLPH AFB TEXAS
RUHHABA/CINCPAC/CC HAWAII
RHMSMVA/MACV SAIGON RVN
RUEBAAA/ARDC/ABERDEEN PROVING GROUND MD
RUEKC/AFEOC FT RITCHIE MD
RUMORUA/OL-2 3ARRGP UDORN AB THAILAND
RUMJBA/37ARRS DANANG AB RVN
RUMJBA/OL AA 56SOW DANANG AB RVN
RUMBPN/56SOW NAKHON PHANOM AB THAILAND
RUMORUA/40ARRS UDORN AB THAILAND

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OPR	SYS
ARRS	1
INFO	CYS
0	8
mcp	1
	10

P 2 RUMJBB 0081 C O N F I D E N T I A L
RUMJHA/39ARRS TUY HOA AB RVN
RUMBKA/8TFW UBON AB THAILAND
RUAOFA/21TAS NAHA AB OKINAWA

Classified by D1 3-22-60
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 16

- BT
- C O N F I D E N T I A L / JOPREP JIFFY/OL-1 3ARRGP/RESCUE 006/12
JAN 70 1. RESCUE OPENING/CLOSING REPORT-12 JAN 70.
2. MISSION NUMBER 1-3-006-12 JAN 70.
3. A. TACTICAL B. CLASSIFIED C. ONE CREW MEMBER ONLY D. S/E
E. 8TFW UBON AB THAILAND F. PILOT UNK G. POB UNK H.
STANDARD SURVIVAL EQUIPMENT.
4. JOINT RESCUE COORDINATION CENTER 12/1625Z
5. NO COMMUNICATIONS SEARCH
6. ALERTED SAR FORCES 12/1740Z FOR FIRST LIGHT EFFORT
7. BEGAN ORGANIZING FIRST LIGHT EFFORT UPON INITIAL NOTIFICATION
8. 15-40N 10638E
9. WEATHER A. 2000 BROKEN, 4000 BROKEN, VIS 6 MILES
B. SCATTERED CLOUDS, VIS 6 MILES
10. OL-1 3ARRGP MAJOR R.L. KRIDLER, LT COL D.N. WILLIAMSON
MAJOR L.W. DIXON, TSGT R.L. BUCKNER, A1C J.M. WHITE
11. OL-2 3ARRGP PANAMA CRC

4 12.6
10 24.2

PAGE 3 RUMJBB 0081 C O N F I D E N T I A L
12. SPAD 11 12/2309Z 15-40N 106-38E
13. 37ARRS/HH-3E/JUNGLE PENETRATOR/13/0006Z
14. 1/1/1/1/0/0
15. SURVIVOR TAKEN TO NSA HOSPITAL, DANANG RVN
16. 4/13.2/HH-3E/37ARRS 4/12.6/A-1E/OL-AA-56.50W. 10/24.2/

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A-1E/56SOW. 2/6.0/HC-130P/39ARRS.

17. 0/0/0/0/0/0/0/0/0

18. A. CAPT G.M. HITTLE AC; CAPT C.C. ADAMS, CP; SGT R.J.P. LAFRAMEOISE, FE; TSGT D.G. SMITH, RS; SSGT C.W. PHYTHIAN, R.S. ALL OF 37 ARRS, DANANG AB RVN.

B. SURVIVOR: CAPT LAURENCE C. JOHNSON, 21 TAS NAHA AB OKINAWA.

19 ONE COMBAT ARRS SAVE/TWO AIR REFUELINGS/NO PJ DEPLOYMENT.

H. ONE USAF CREW MEMBER, NAVIGATOR, WAS ACCIDENTALLY BLOWN OUT THE OPEN PARATROOP DOOR OF A C-130, CALL SIGN BLINDBAT

13-4, OVER HOSTILE TERRITORY. IT IS BELIEVED HIS PARACHUTE POPPED, PULLING HIM OUT AND BREAKING HIS RESTRAINT HARNESS.

A FIRST LIGHT SAR EFFORT WAS ORGANIZED. SURVIVOR REPORTED HE HAD AN INJURED BACK, WAS IN DENSE UNDERGROWTH, WAS UNABLE TO MOVE ABOUT, AND HAD HEARD PEOPLE MOVING ABOUT DURING THE NIGHT. ALL SAR FORCES WERE ON SCENE BEFORE SUNUP. SURVIVOR

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WAS LOCATED WITH SOME DIFFICULTY DUE TO HIGH TREES AND UNDERGROWTH. SPADS DROPPED ORDNANCE AND LAYED A SMOKE SCREEN BEFORE JOLLY GREEN 15 WENT IN FOR THE PICKUP. SURVIVOR

WAS ABLE TO GET ON A JUNGLE PENETRATOR WITHOUT ASSISTANCE. NO GROUNDFIRE WAS OBSERVED DURING THE PICKUP. SURVIVOR TAKEN TO NSA HOSPITAL AT DANANG FOR TREATMENT OF MULTIPLE ABRASIONS, CONTUSIONS AND APPARENT STRAINED LIGAMENTS IN LOWER BACK AND ANKLES.

GP-4

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 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 31 Dec 76

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A-1E/56SOW. 2/6.0/HC-130P/39ARRS.

17. 0/0/0/0/0/0/0/0/0

18. A. CAPT G.M. HITTLE AC; CAPT C.C. ADAMS, CP; SGT R.J.P. LAFRAMEOISE, FE; TSGT D.G. SMITH, RS; SSGT C.W. PHYTHIAN, R.S. ALL OF 37 ARRS, DANANG AB RVN.

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PAGE 4 RUMJBB 0081 C O N F I D E N T I A L

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XV

CHRONOLOGY56th Special Operations Wing

<u>Date</u>	<u>Class</u>	<u>Significant Event</u>
Jan 2-3	(S)	Search and Rescue effort for Milestone 507A/B was unsuccessful.
7	(S)	Search and Rescue effort for Sidewinder 47 was unsuccessful.
11	(S)	1st Lt. Richard D. Chorlins, 602nd Special Operations Squadron, declared KIA.
13	(C)	Search and Rescue effort for BLIND BAT 13-4 was successful.
18	(U)	Search and Rescue effort for Misty 30 A/B was successful.
18	(U)	Search and Rescue effort for Coachman 29 was successful.
22	(C)	Search and Rescue effort for Zorro 16 was successful.
23	(U)	Lt. Col. Eugene B. Mechling assumed command of Detachment 1, 56th Special Operations Wing.
27	(S)	Search and Rescue effort for Cookie 02 was successful.
28	(U)	Search and Rescue effort for Seabird 2A/3 was unsuccessful.
28	(U)	Jolly Green 71 shot down by MIG while participating in SAR for Seabird 2A/3.
31	(U)	CH-3, SN67-13296, 21st Special Operations Squadron, logged 150.1 flying hours.
-	(S)	Radar controlled guns became prevalent in Laos.
-	(U)	Presidential Unit Citation presented to 606th Special Operations Squadron.

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NavRescue.jpg

Lt Richard Butchka (USCG) does the honors after
Capt George Hittle



This picture was taken after the rescue of a
navigator. The rescue took place on 13 Jan 70.
The crew from Left to Right: Capt C.C. Adams (CP),
TSgt Don Smith (RS), Sgt Robert Laframboise (FE),
Sgt Curt Phythian (RS), Capt George Hittle (AC).
Lt Col Sidney Sosnow, 37th Commander is at far
right.

13 JAN 70

C-130 NAVIGATOR SMR

A VOTE FOR SURVIVAL TRAINING

NAVIGATOR UTILIZES TRAINING TO SURVIVE IN SOUTHEAST ASIA

NAHA AB, Okinawa.—At the U.S. Air Force Survival School, the instructors say that when you find yourself in a survival situation, never give up. They also tell you to stay in good physical condition, and they teach you a few basic techniques which are essential for survival.

Captain Laurence C. Johnson, a navigator in the 21st Tactical Airlift Squadron here, must have been a very good student, for he survived a dramatic experience which probably would have been fatal for most people.

EVENTFUL NIGHT

On the night of Jan 12, 1970, Captain Johnson and his 374 TAW air crew were performing a routine flare/forward air control mission over rough, jungle terrain in Southeast Asia. The crew had completed its assigned task and was preparing to return to base in its C-130 Hercules aircraft.

In performing their mission, it was necessary to have one of the paratroop doors open so that special equipment used by the navigator could be operated effectively. Johnson had been working with this equipment, and for reasons of safety, had attached a chest-pack type parachute to his parachute harness.

PULLED OUT THE DOOR

While working near an open door, his chute popped, and with a sickening feeling, he saw his parachute canopy being pulled out into the aircraft's slipstream. In fractions of a second, he was jerked from the aircraft by the deploying chute, and he suddenly found himself falling through space.

A few seconds after leaving the aircraft, Johnson was able to gather his wits and assess his situation. His first reaction was to look up and check his canopy. As he suspected from the rush of air as he descended, his canopy was a "roman candle"—a streamer; in other words, the chute had failed to open. In his own words, here's what he did next:

"I climbed the left riser until I reached the shroud lines. I grabbed them and jerked vigorously. This resulted in a partial canopy blossom of approximately eight feet in diameter, but the shock of this opening dislodged me from the shroud

lines. This small canopy was not stable, and it kept opening and closing. I realized the canopy size was not sufficient and started back up the riser when I saw the top of the ridge line ground. I abandoned my attempt to increase my canopy and assumed the normal entry position. I modified this by tensing my muscles as much as possible, hoping this would absorb the shock. At the speed I was traveling, I really didn't expect it to make any difference. I can't say honestly that I realized any sequence of events in landing—the next thing I remember, I had no sensation of severity of impact, but I saw a momentary flash."

HITS GROUND AT 55mph

Based on his initial altitude of approximately 10,000 feet and the estimated 8-foot canopy, it was calculated that Johnson impacted the ground at a speed of 55 miles per hour.

According to Captain Johnson, he did not lose consciousness or his alertness from the moment of landing, which was extremely fortunate for his ordeal was not yet over. He was still out in a hostile wilderness, perhaps in the midst of unfriendly troops who might even then be converging on his place of landing.

Luckily, one of his survival radios was working, and he was able to contact his aircraft. His aircraft commander assured him that help was on the way and that he would be picked up after first light.

While talking to his crew, Johnson began to realize that he was experiencing a great deal of pain in his chest area and left leg. His forehead had been cut when he was jerked out of the aircraft and it was bleeding profusely. This not only blurred his vision, but also caused him to fear that he might become unconscious from loss of blood. He tried to stop the bleeding but was unsuccessful.

EVALUATES SITUATION

His next impulse was to evaluate his situation and decide on courses of action. There he was, on a night so dark he couldn't see his hand in front of his face and injured so severely that the slightest movement caused him intense pain. He was unable to walk and barely able to crawl in a jungle probably infested with unfriendly troops whose movements he was already beginning to detect.

Twice during the night, while he waited for daybreak and rescue, he heard search parties, which he assumed were hostile, fanning out through the undergrowth, undoubtedly looking for him. One group of about five persons stopped

within 150 feet of his position and talked in an unfamiliar language before they moved on without discovering him.

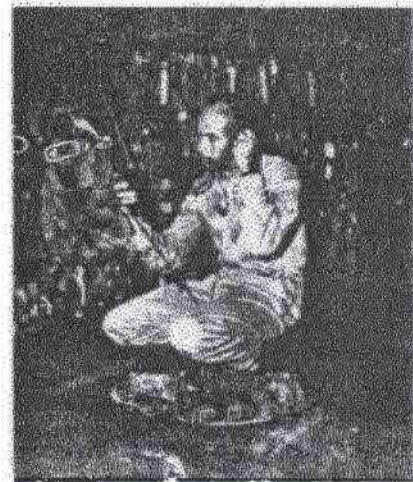
Time passed slowly as he waited for the search and rescue effort to begin. He amused himself by attempting to touch the small eyes of curious animals around him with his radio antennae.

As dawn broke, he heard the approach of an A-1 Skyraider aircraft. As Johnson relates it, "I notified the pilot that I had not had contact with any actively hostile forces nor any indication of ground personnel near my location for two hours." Shortly thereafter, a "Jolly Green Giant" helicopter was in the air over his position dropping a jungle penetrator. The penetrator landed about 150 feet from Johnson's position, but it took him several minutes to reach it because of his physical condition and the dense undergrowth.

RIDE TO SAFETY

Finally, he reached the penetrator. He slipped his head and arms through the safety harness and attempted to climb on the seat. He was unable to get on the seat and so was pulled up through the vines, underbrush and trees by the harness alone into the helicopter. He was taken to Da Nang, and from there, returned to his home at Naha Air Base, Okinawa.

Captain Johnson can thank his lucky stars. But you can be sure his survival wasn't all luck. He gives a lot of credit to his Air Force survival training and to his excellent physical condition (the result of a daily jogging program) for turning a potentially tragic sequence of events into a happy homecoming.



CAPTAIN JOHNSON CHECKS RADIO