

~~CONFIDENTIAL~~
MISSION NARRATIVE

CONFIDENTIAL

DATE: 15 April 1970

MISSION NUMBER: 1-3-028

FLIGHT DESIGNATION: Jolly Green 27 And Jolly Green 21

MISSION OBJECTIVE: Rescue of Survivors from Army UH-1 Helicopter

LOCATION: 14°52'N 107°42'E

SAVES: Three Combat Saves

DOWNGRADED TO

CONFIDENTIAL

IAW EX. ORDER 11652

Classified by 13 MRP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Mar 78

1. (S) SUMMARY OF SAR ACTIONS: Jolly Greens 27 and 21 were scrambled at 1330L to proceed to a fix of 340/53/107 for the rescue of four survivors of a Army UH-1 helicopter. Initial takeoff was made to the South and climbout to altitude was made on a heading of 150° to 6000' MSL. Jolly Green 27 obtained artillery clearance from Da Nang DASC, then our heading was changed to 210° to proceed direct to the area. ETA was passed to King 06 of 1425L. Enroute we were monitoring frequency 255.1 for the local area FAC, Tum 25. Prior to our arrival on scene, frequency was changed to 282.9. Initial holding point of 320/14/94 was relayed to Jolly Green 27 and 21. Spad 11 and 12 arrived on scene and changed the holding point to a position NNE of the survivors position. During the interim, Tum 25 was directing fast-mover strikes into the area around the survivors. Spads 03 and 04 were also on scene. Spad 11 encountered UHF radio problems and Spad 03 was directed to take over as On-Scene Commander. Jolly Green 27 and 21 were holding at 7500' MSL in the area specified. An inbound heading from the NNE was decided upon due to the terrain rising faster from that direction to the survivors, thus exposing Jolly Green 27 to a lesser amount of ground fire. The plan was briefed that the Spads would lay a double corridor of smoke to the survivors position. Spad 11 and 12 were to daisy chain to the right of Jolly Green 27 and two Huey Cobras were to daisy chain to the left. Elevation was 2450', temperature 24°C, broken cloud layer from 8000' MSL with thunderstorm activity in the area. Jolly Green 27 proceeded in to attempt the rescue. He received ground fire going in and exited to the South, both because of the ground fire and smoke being too intense to see the survivors. Jolly Green 27 made a climbing left turn, reported that they had received five hits, everything operational and were proceeding back to make a second attempt. The second attempt was commenced on the same heading as the first. Again Jolly Green 27 was repelled by intense ground fire and exited the area to the South. Jolly Green 21 had moved from the NNE holding position to a

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point over the area of the survivors at 5000' MSL to maintain visual contact on Jolly Green 27. After the second attempt Jolly Green 27 reported his aircraft and crew were still capable of making the pickup. The Spads and Cobras were making fire suppression passes while Jolly Green 27 made ready for his third attempt. This time Jolly Green 27 was able to establish a momentary hover near the survivors location before being driven off by intense ground fire. While egressing, Jolly Green 27 reported the loss of his aux-servo system. The crew of Jolly Green 21 saw fluid and flames from the engine area of Jolly Green 27 as he emerged from the smoke toward the South. Jolly Green 27 radioed that they would have to put the helicopter down. The crew of Jolly Green 21 observed wild aircraft gyrations just before Jolly Green 27 crashed, about one-half mile Southwest of the location of the original survivors. The co-pilot of Jolly Green 27 later described the rolls the aircraft was undergoing passed 90° left and right. He also said both he and the pilot were on the controls trying to right the aircraft. The aircraft crashed in a nearly level attitude, right side up, in a flat spin to the right with little forward speed. The aircraft impacted in a gully. The Co-Pilot exited through the broken front windscreen. He then attempted to remove the aircraft commander from his seat. The Co-Pilot observed bleeding from all cavities of the Aircraft Commander's face. Unable to free the Aircraft Commander, the Co-Pilot then saw the Flight Engineer and Pararescuer on fire in the rear of the aircraft. The Co-Pilot then ran to the cargo door where he found the Flight Engineer who had fallen from the aircraft. The Co-Pilot then pulled the Pararescuer from the aircraft. After the Pararescuer hit the ground he started rolling and the Co-Pilot beat the fire out with his hands. The Co-Pilot returned to where the Flight Engineer was lying ablaze and beat the fire out. He started pulling the Flight Engineer from the immediate area when he observed the Pararescuer was on fire again. He ran and put the fire out on the Pararescuer once again. The Pararescuer then went with the Co-Pilot to the Flight Engineer and together they moved him to a position approximately five yards from the aircraft. Approximately two minutes after the crash, Jolly Green 21 was in a hover into the wind over the crash site. The Pararescuer from Jolly Green 21 was deployed and as he passed the burning wreckage he observed the cockpit to be completely engulfed by fire. He then moved the three survivors another five yards from the wreckage. The location of the trees, the flaming wreckage and the survivors required that Jolly Green 21 hover downwind to effect the pickups. The aircraft was lifted out of the depression and turned 180° to downwind and then lowered into position to begin hoist operations. The fire and survivors were now on the right of the aircraft in view of the Flight Engineer. The survivors were located approximately 10 yards from the wreckage which was being totally consumed by flames. At this time, the ammunition aboard the wreckage began cooking off. The first survivor was hoisted aboard. Then the number two engine fire warning light came on. Hover power was still good, the engine instruments were stable except that engine turbine temperature was up to 750° C, hot, but not hot enough to indicate a fire in the engine compartment. Two more survivors came up on one hoist load. The number one engine fire warning light came on at this time. The hoist was lowered to pickup Jolly Green 21's Pararescuer. The aircraft lost power and slowly settled to the ground. Normal

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loss of engine power at high ambient temperature and probable engine damage due to prolonged operation in an extremely hot environment combined to cause aircraft settling as rotor rpm dropped. Technical order temperature/time limits on the engines were exceeded. The Pararescuer on the ground scrambled aside and then leaped aboard as the aircraft settled to the ground. The main rotor blades were just nicking a tree at the ten o'clock position. Tail rotor damage was also being sustained at this time. After about 30 seconds on the ground the rotor rpm suddenly increased enough to allow takeoff. Jolly Green 21 took off with M-60 machine guns firing to keep unfriendly heads down. The fire warning lights went out as forward speed was gained. Jolly Green 21 was over the survivors for approximately 10 minutes total. Throughout the rescue effort an Army Cobra gunship was laying down suppressive fire 360° around the crash site. A heading to Pleiku AB was obtained from the Spads. Enroute, an excessive amount of torque was required to maintain a desired airspeed, substantiating that the aircraft engines had been damaged. After depositing the survivors in the hospital at Pleiku AB, an inspection of the aircraft revealed moderate damage to all five tail rotor blades. Jolly Green 21 landed at Pleiku AB at 1600L, 15 Apr 70. At 1710L, 17 Apr 70, Jolly Green 21 after a double engine change, five new tail rotor blades installed and an FCF flight, departed Pleiku AB enroute to Da Nang AB, landing at 1900L. Jolly Green 22 and 07 were scrambled from Channel 77 at 1510L when word was received of Jolly Green 27's crash. Also Jolly Green 33 and 42 were scrambled from NKP. Upon arrival on scene Jolly Green 22 and 07 were directed to hold over DAK TO. Jolly Green 33 and 42 arrived on scene just before dark, however no further attempts were made on the original SAR objective and all forces were RTB'd at 1910L to Channel 77.

2. 7 Sorties/20.3hrs/HH-3E/37 ARRS; 8 Sorties/28.0hrs/A1E/OLAA 56 SOW; 2 Sorties/10.3hrs/HC-130P/39 ARRS 8 Sorties/30.6hrs/A1E/56 SOW

3. None

4. None

5. MEDICAL TREATMENT OF SURVIVORS

- a. One Pararescuer
- b. Hoist
- c. Three survivors required medical treatment.
- d. Two survivors with 2nd and 3rd degree burns and cuts and abrasions. One survivor with cuts and abrasions.
- e. Survivors treated for shock and one burn patient given an IV.
- f. 71st Medical Evacuation Hospital Pleiku AB, RVN.
- g. One ambulatory, condition good; two litter patients, condition poor.

6. JOLLY GREEN CREWS:

Jolly Green 27

AC Capt. Travis H. Scott Jr.
CP Maj. Travis Wofford
FE TSgt. Gerald L. Hartzel
RS SSgt. Luther E. Davis

Jolly Green 21

AC Maj. Lewis E. Garrett
CP Capt. Jimmie Blackwood
FE SSgt. Thayer D. Pope
RS Sgt. Gary T. Osborne

Lewis E. Garrett
LEWIS E. GARRETT, Major, USAF
Aircraft Commander

DATE: 15 APR 70

MISSION NUMBER: 1-3-028-15 APR 70

AIRCRAFT DESIGNATION: KING 6

LOCATION: 320/14/94

DISTRESSED AIRCRAFT: BIKINI 28 (Army UH-1), JOLLY GREEN 27

(S) SAVES: 3 Combat, 1 KIA (JG 27), Unknown Number MIA (Bikini 18 & ARVN unit)

1. (S) King 6 departed Tuy Hoa at 0930Z and proceeded to orbit. We were informed by King 4 that an Army helicopter had been shot down at 320/14/94 and the Army was working the mission and did not request Air Force assistance. We initially established orbit at 360/18/87 as we had a voice contact on guard who was requesting help. Vectored a FAC - Elliot 13 into the area.

2. (C) At 0527Z Joker advised King 6 that Jolly Green 27 & 21 and Spads 3, 4, 11, & 12 were launched in support of the Army mission and we proceeded to Channel 94, informing Elliot 13 of the frequencies he could contact us on if Rescue assistance was required.

3. (C) At 0545Z established contact with Elliot 16, who was working as Mission Control for cycling fighters into the area and Tum 25 who was On-Scene Commander and who was in the process of putting strikes into the area. The mission initially was very confused as we were informed that Bikini 28 (UH-1) had been shot down, with 4 POB. The Army had lost 2 other helicopters in an attempt to insert a bright light (ARVN ground team) to extract the survivors. Reports varied as to the number of ARVN and Americans in the area and finally determined there were 2 or 3 Americans and an unknown number of ARVN at the crash sight, and the ground fire was being taken from 360° through out the area.

4. (S) King 6 requested the use of 2 more helicopters and one more flight of A-1's, also smoke. At 0610 Spad 03 & 04 arrived in the area and Spad 03 was appointed On-Scene Commander. Jolly Green 27 & 21 and Spad 11 & 12 arrived on scene and Spad 03 decided to make a pickup attempt. At 0650 Jolly Green 27 was led into the area with Spads laying down a smoke screen and Huey gunships providing additional fire suppression. At 0700Z Jolly Green 27 reported receiving ground fire and pulling out, at 0703, Jolly Green 27 reported no damage and was returning to area 0707 Jolly Green 27 reported ground fire, severe damage to hydraulics and smoke in cockpit, copilot was hit and he was pulling out of area, but aircraft was too damaged to sustain further flight and went down at 0710Z. Jolly Green 21 entered area and with cover of Spads and Gunships extracted survivors of Jolly Green 27. Spad 03 & 04

18 April 1970

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EX ORDER 11652

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39-70-011

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escorted Jolly Green 21 to Channel 107, which was closest hospital. Jolly Green 21 reported 3 survivors, copilot suffering from cuts and abrasions, flight engineer and PJ with possible internal injuries and severe burns, pilot KIA and left with aircraft.

5. (C) Spad 11 was appointed OSC and fast moving resources were cycled into area for next two hours using Tum 15, Mike 83 & 87 as FAC's, with Elliot 15 & 16 obtaining recourses. King 6 requested CBU 30 & 52 if available, and additional fast movers with soft ordinance and high drag bombs. During this time period Sandy 1, 2, 3 & 4, Hobo 34 & 35, King 7, and Jolly Green 22 & 07 arrived in area with Jolly Green 47 & 33 inbound.

6. (C) Sandy 1 was appointed On-Scene Commander at 0840 and Spad 11 & 12 RTB. Sandy requested a radio drop be made to survivors of Bikini 28 in an attempt to establish radio contact. After determining that the Army, had no dropable radios, King 7 was directed to drop 2 radios to a waiting helicopter at Channel 94. The drop was successful and the helicopter (Bishop 13) escorted by the A-1's dropped the radio to the survivors position at 0954. King 7 then proceeded to Channel 72 to refuel Jolly Green 47 & 33 so they would have sufficient fuel for a pick up attempt. Jolly Green 22 and 07 were directed to refuel at Channel 94 as a pick up attempt was not contemplated at this time.

7. (C) At 1000Z Spad 01 & 02 arrived and Spad 01 was appointed On-Scene Commander with Sandys RTB'd due to fuel. A further pickup attempt was called off due to deteriorating weather, and impending darkness. All forces were released at 1050Z. King 6 confirmed with the Army that an attempt to extract pilot of Jolly Green 27 and crew of Bikini 28 and ARVN would be attempted at first light. All forces were accounted for at 1200Z and King 6 terminated mission.

8. (U) Air Refueling: King 7 - Jolly Green 47 & 33

9. (C) Resources:

<u>FAC's</u>	<u>SANDY's</u>	<u>JOLLY GREEN's</u>	<u>SPAD's</u>
Tum 15, 25	I thru 6	27 & 21	01 & 02
Elliot 15, 16		22 & 07	03 & 04
Mike 87, 83		42 & 33	11 & 12

HELICOPTERS: Pamper Gunships: 13 & 14, 15 & 16
Gladiator 10, 21, 25
Bishop 13 plus 2

Fast moving resources were handled efficiently by Army in country
FAC's and King did not have job of controlling them.

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10. (U) King 6 Crewmembers:

AC/AMC	CPT ADELMAN
CP	1LT FREILEY
N	CPT FRANCIS
RC	A1C SOUDER
FE	TSG EMBREY
FE	SSG REAVES
LM	SSG CREPEAU

Ronald K. Stegatt

PHILIP J. ADELMAN, Captain, USAF
Aircraft Commander/Airborne Mission Commander

[Signature]
39-70-1043

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PT
 OTTCZYUW RUMLJBA0199 1051150-CCCC--RUCIEUA.

ZP CCCCC

O 1140Z APR 70

FM 37ARRSQ DA NANG AB RVN

TO RUEFHQA/CSAF

INFO RUEKAAA/AFE0C FT RITCHIE MD

RUCEAAA/HQ USAF ALT CP MAXWELL AFB ALA

RUCIEUA/MAC/CP

RUCIEUA/ARRS/AROC/SCOTT AFB ILL

RUHHABA/41 ARRWG/OC/HICKAM AFB HAWAII

RUSQSA/3 ARRG TAN SON NHUT AB RVN

RUHHBBA/CINCPACAF/CC

RUSVBAA/7AF/CC/TAN SON NHUT AB RVN

ZEN/366 TACFTRWG/TUOC/DA NANG AB RVN / COURIER

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A. 37ARRSQ (MAC), DA NANG AB RVN

B. N/A

C. RESCUE MSN NR 1-3-028, 15 APR 70

D. N/A

E. ACFT COMBAT LOSS

F. 150704Z APR 70, APPROXIMATELY 15 NM NW OF DAK TO, RVN(75.895455

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OPR	CYS
MEP	1
INFO	CYS
CS	2
ODC	9
STA	1
FOI	1
IG	1
OID	1
RDC	2
ARRS	1
	14

PAGE 2 RUMLJBA0199 CONFIDENTIAL

G. APPROXIMATELY 0704Z 15 APR 70, HH-3E - SER NR 66-13280, 37 ARRSQ, WHILE ENGAGED IN A AIRCREW RECOVERY ATTEMPT, SUSTAINED BATTLE DAMAGE FROM ENEMY GROUND FIRE 15 NM NW OF DAK TO, RVN, RESULTING IN LOSS OF THE AIRCRAFT. WEATHER IN THE AREA AT TIME OF LOSS: 3 THOU FT SCATTERED, 6 PLUS MILES VSBY, WIND 160 DEG 10 KTS, GUSTSS TO 18 KTS. FOUR PERSONNEL WERE ABOARD (ALL AIR CREW MEMBERS): ACFT COMDR - MIA, CO-PILOT - SHRAPNEL WOUNDS IN FACE, CUTS ON LEFT LEG AND FOOT, FLT ENGR - 2ND AND 3RD DEGREE BURNS OVER 35 PCT OF BODY, RESCUE SPECL - 2ND AND 3RD DEGREE BURNS OBER 60 PCT OF BODY. ALL CREW WERE RECOVERED EXCEPT FOR ACFT COMDR, AND ARE RECEIVING MEDICAL ATTENTION AT PLEIKU AB RVN. NO SECURITY TEAM WAS PLACED ON CRASH SITE WOWERER, ARVN FORCES ARE REPORTED TO BE IN THE GENERAL AREA.

GP

BT

#0199

NNNN#

ODC/MDC
 NOS
 ASG
 FOI

DOWNGRADED AT 2 YEAR INTERVALS
 DECLASSIFIED AT 12 YEARS

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 * C O N F I D E N T I A L *

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15 APR 16 03Z

A Tough me

ARIS
INFO

ODC/FOI
by OL/ARF

Classified by 0613 BUCK
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31 Dec 76

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* C O N F I D E N T I A L *

PT 00573

- 213
14. UNKNOWN/UNKNOWN/3/3/UNKNOWN/0
15. SURVIVORS TAKEN TO THE HOSPITAL AT PLEIKU AB RVN.
16. 2/10.3/HC130P/39ARRSQ 6/18.6/HH-3E/37ARRSQ 8/28.0/A1E/ 3 10.3
OL-AA, 56 SOW 8/30.6/A-1E/56 SOW 6 18.6
17. 0/0/0/0/UNK/0/UNK/0
18. A. P- MAJ LEWIS GRRETT, CP/CAPT JIMMY BLACKWOOD, FE- SSGT
THAYER V. POPE, PJ- SGT GARY T. OSBORNE, ALL OF 37 ARRSQ 16 58.4
B. CP- MAJ TRAVIS WOFFORD, FE- TSGT GERRLD L. HARTZELL, PJ-
SSGT LUTHER E. DAVIS, ALL OF 37 ARRSQ
19. A. 1450N- 10742E, 100 PERCENT EFFECTIVE B. S/E C. S/E D. 4 HH-3E,
37 ARRSQ; 4A-1E, OL-AA, 56 SOW; 4 A-1E, 56 SOW; 2HC-130P, 39ARRSQ;
US ARMY HELOS, USAF FACS AND JET FIGHTER ACFT. E. N/A H. 3
ARRS USAF AIR CREW MEMBER, COMBAT SAVES/2 AIR REFUELINGS/BOTH
AIRCRAFT DOWNED BY HOSTILE FIRE/6CREW MEMBERS AND UNDETERMINED
NUMBER OF ARVN/1 PJ DEPLOYMENT (THIS RESCUE MISSION BEGAN AS YESTERDAY
AND EFFORT TO RECOVER TWO AMERICAN AIRCREW MEMBERS FROM A DOWNED

4H-1
PAGE 14 RUMJBB0093 C O N F I D E N T I A L

ARMY/HELICOPTER WITH THE CALL SIGN BIKINI 28. THE INITIAL SAR
FORCE CONSISTED OF SPADS 03, 04, 11, 12, JOLLY GREEN 27, 21, 3 COBRA
GUNSHIPS, A FAC, AND KING 6. AS THIS FORCE ARRIVED SPAD 03 WAS
BRIEFED BY THE ON-SCENE FAC AS TO THE OBJECTIVE AND HOSTILITIES.
AT THIS POINT IT WAS LEARNED THAT THE SURVIVORS WERE IN A BOMB
CRATER ATOP A 2300 FT RIDGE. IN ADDITION TO THE TWO SURVIVORS THERE
WERE AN UNDETERMINED NUMBER OF ARVN ALSO IN THE BOMB CRATER. THE
SURVIVAL RADIO HAD FAILED. AN UNSUCCESSFUL EFFORT WAS MADE TO DROP
THE SURVIVORS A KIT RADIO. ONE OF THE AMERICAN SURVIVORS WAS IN
CRITICAL CONDITION, THE OTHER AMERICAN WAS INJURED; THE EXTENT OF HIS
INJURIES WAS UNKNOWN. THERE WERE UNFRIENDLY FORCES IN THE IMMEDIATE
VICINITY. FAST MOVERS WITH SOFT ORDNANCE AND HIGH DRAG BOMBS WERE
EXPENDED ON THE HOSTILE FORCES UNDER THE DIRECTION OF THE FAC. WHEN
THE FAC AND SPAD 03 DETERMINED SUFFICIENT SUPPRESSION OF THE HOSTILE
FORCES; JOLLY GREEN 27 AND 21 WERE BROUGHT IN FOR THE PICK-UP
ESCORTED BY SPADS 03, 04 AND COBRA GUNSHIPS. JOLLY GREEN 27
ENCOUNTERED GROUND FIRE WHILE PROCEEDING IN FOR THE PICK-UP. AS
JOLLY GREEN 27 APPROACHED THE SCENE OF THE SURVIVORS JOLLY GREEN 27 HE
SUSTAINED HEAVY GROUND FIRE. THE FORCES BEGAN AN IMMEDIATE DEPARTURE
FROM THE AREA. JOLLY GREEN 27 TURNED TOWARD THE SOUTH AND SUBSEQUENTLY

PAGE 5 RUMJBB0093 C O N F I D E N T I A L

CRASHED AND BEGAN BURNING. JOLLY GREEN 21 IMMEDIATELY BEGAN THE
RECOVERY OF JOLLY GREEN 27 CREW. THE JOLLY GREENS WERE SURROUNDED BY
HELICOPTER GUNSHIPS. RECOVERY WAS MADE VIA JUNGLE PENETRATOR AND
THE PJ'S ASSISTANCE. THE PILOT OF JOLLY 27 WAS NOT RECOVERED. THE
CO-PILOT SUSTAINED CUTS AND ABRASIONS; THE FLIGHT ENGINEER AND PJ
FROM JOLLY GREEN 27 SUSTAINED 2ND TO 3RD DEGREE BURNS. AS THE RECOVERY
OF THE THREE AIR CREW MEMBERS FROM JOLLY GREEN 27 WAS BEING
COMPLETED; JOLLY GREEN 21 ENCOUNTERED POWER LOSS ACCOMPANIED BY
BOTH ENGINE FIRE WARNING LIGHTS ILLUMINATING. JOLLY GREEN 21
HIT THE GROUND DAMAGING THE AIRCRAFT BUT IMMEDIATELY RECOVERED AND

FLASH

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PT 00573

* ~~C O N F I D E N T I A L~~ *

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~~THEREAFTER WAS ESCORTED TO PLEIKU AB BY SPADS 03 AND 04. THE EXTENT OF THE DAMAGE TO JOLLY GREEN 21 IS NOT YET BEEN FULLY DETERMINED. THE EFFORT TO RECOVER THE SURVIVORS IN THE CRATER CONTINUED. SOME OF THE ADDITIONAL FORCE EMPLOYED IN AN EFFORT TO EFFECT A RECOVERY INCLUDED FOUR JOLLY GREEN'S, SIX SPADS, SIX SANDY'S, A KING SERVING AS A TANKER, SEVERAL FAC'S AND AN UNDETERMINED NUMBER OF ARMY GUNSHIPS AND FAST MOVER AIRCRAFT. THE HOSTILITIES AND RESISTANCE CONTINUED UNTIL DARKNESS AT WHICH TIME ALL FORCES WERE RTB'D. A FIRST LIGHT EFFORT IS BEING PLANNED FOR TOMORROW.~~

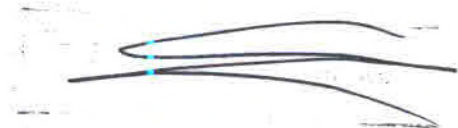
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WAS PLANNED FOR TODAY.



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ZNY CCCCC ZEL RUM LJBB

FFM OL-1 3ARRGP SON TRA AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUCTFLUA/HQ ARRS/AROC/SCOTT AFB ILL

RUHHABA/41ARRWG/PROCP/HICKAM AFB HAWAII

RUSQSNA/3ARRGP/TAN SON NHUT AB RVN

INFO RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

RUCPAAA/MAC/MCP/SCOTT AFB ILL

RUCIEUA/MAOCDA/SCOTT AFB ILL

RUSQSNA/TAF/DO/DP/DI/BDPMP/TACC/CC/TSN AB RVN

RUKLAAA/TAC/DCOSLR/LANGLEY AFB VA

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS

RUHHHQA/CINCPAC/CC H M SMITH HAWAII

RHMSMVA/MACV/SAIGON RVN

RUEOGDA/ARDC/ABERDEEN PROVING GROUND MD

RUEKHZ/AFEOC/FT RICHIE MD

RUHJPM/CTF SEVEN SEVEN PT ZERO

RUMLJHA/39ARRS/TUY HOA AB" ~~Classified by~~ ~~DECLASSIFICATION~~

RUMJBA/38ARRS/DANANG AB ~~REJECT~~ TO GENERAL DECLASSIFICATION ORDER 11652

RUMLJBA/OL-AA 56SOW/DANANG ~~SECRET~~ OF EXECUTIVE ORDER 11651 UNCLASSIFIED AT TWO

RUMOREA/56SOW/NAKON PHANOM (STATIONER) (DOWNGRADED)

YEAR INTERVALS.

PAGE 2 RUM LJBB0102 C O N F ~~DECLASSIFIED ON~~

BT

~~CONFIDENTIAL~~/JOPREP JIFFY/OL-1.3ARRGP/RESCUE 1-3-028

1. RESCUE SUPPLEMENTAL REPORT TO OL-1 MISSION NUMBER 1-3-028

15 APR 70.

19. H. THIS NARRATIVE SUPPLEMENTS THE NARRATIVE OF THE CITED MESSAGE. AS A DIRECT RESULT OF INTENSE GROUND FIRE JOLLY GREEN 27 CRASHED APPROXIMATELY 1/4 MILE SOUTH OF THE DOWNED BIKINI 28 SURVIVORS. JOLLY GREEN 21, FLYING COVER, IMMEDIATELY INITIATED RECOVERY OF JOLLY GREEN 27'S CREW. ALTHOUGH INJURED, THE COPILOT OF JOLLY GREEN 27 EXTINGUISHED THE FLAMES ENVELOPING THE FLIGHT ENGINEER AND PARARESCUE MAN AND EXTRACTED THEM FROM THE BURNING AIRCRAFT. THE PILOT OF JOLLY GREEN 27 WAS UNCONSCIOUS, PINNED IN THE WRECKAGE AND APPEARED TO HAVE SUSTAINED MASS INJURIES. HE WAS NOT RECOVERED. JOLLY GREEN 21 WAS ON SCENE WITHIN SECONDS, DEPLOYING HIS PARARESCUE MAN TO ASSIST IN THE RECOVERY OF JOLLY GREEN 27 BRAVO, CHARLIE AND DELTA. ARMY GUNSHIPS WERE IN HOVER WITH JOLLY GREEN 21 AS THE RESCUE WAS MADE. WHEN THE RESCUE WAS COMPLETED JOLLY GREEN 21 SUSTAINED POWER LOSS ON

PAGE 3 RUMLJBB0102 ~~CONFIDENTIAL~~

BOTH ENGINES ACCOMPANIED BY ILLUMINATION OF BOTH ENGINE FIRE WARNING LITES. ROTOR RPM DROPPED TO 96 PERCENT. JOLLY GREEN 21 SETTLED TO THE GROUND. THE PILOT OF JOLLY GREEN 21 STATED THAT ALMOST IMMEDIATELY UPON CONTACT WITH THE GROUND, 'A COOL BREEZE RESULTED IN BECOMING AIRBORNE AGAIN.' WITH THIS ASSIST THE PILOT 'FLEW THE AIRCRAFT OUT.' 750 DEGREES T-5, OF FIVE

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161113

16 APR 76 10 52

9. H. THIS NARRATIVE SUPPLEMENTS THE NARRATIVE OF THE CITED MESSAGE. AS A DIRECT RESULT OF INTENSE GROUND FIRE JOLLY GREEN 27 CRASHED APPROXIMATELY 1/4 MILE SOUTH OF THE DOWNED BIKINI 28 SURVIVORS. JOLLY GREEN 21, FLYING COVER, IMMEDIATELY INITIATED RECOVERY OF JOLLY GREEN 27'S CREW. ALTHOUGH INJURED, THE COPILOT OF JOLLY GREEN 27 EXTINGUISHED THE FLAMES ENVELOPING THE FLIGHT ENGINEER AND PARARESCUE MAN AND EXTRACTED THEM FROM THE BURNING AIRCRAFT. THE PILOT OF JOLLY GREEN 27 WAS UNCONSCIOUS, PINNED IN THE WRECKAGE AND APPEARED TO HAVE SUSTAINED MASS INJURIES. HE WAS NOT RECOVERED. JOLLY GREEN 21 WAS ON SCENE WITHIN SECONDS, DEPLOYING HIS PARARESCUE MAN TO ASSIST IN THE RECOVERY OF JOLLY GREEN 27 BRAVO, CHARLIE AND DELTA. ARMY GUNSHIPS WERE IN HOVER WITH JOLLY GREEN 21 AS THE RESCUE WAS MADE. WHEN THE RESCUE WAS COMPLETED JOLLY GREEN 21 SUSTAINED POWER LOSS ON

BOTH ENGINES ACCOMPANIED BY ILLUMINATION OF BOTH ENGINE FIRE WARNING LITES. ROTOR RPM DROPPED TO 96 PERCENT. JOLLY GREEN 21 SETTLED TO THE GROUND. THE PILOT OF JOLLY GREEN 21 STATED THAT ALMOST IMMEDIATELY UPON CONTACT WITH THE GROUND, A COOL BREEZE RESULTED IN BECOMING AIRBORNE AGAIN. WITH THIS ASSIST THE PILOT FLEW THE AIRCRAFT OUT. 750 DEGREES T-5, OF FIVE

+ PROCEEDED TO PIE KU.

CIVIL ENGINEERING

TO COVER SHEET

1 c/ Reproduced by OCR 27 MAR 12 for MAC information

[illegible]

MESSAGE NOTIFICATION

Individual Contacted: *Phyllis*

Local time and Date: *0500 L*
16 Aug 70

MEDIATE

CONFIDENTIAL

00148

MINUTES DURATION WAS NOTED DURING THE FLY OUT. JOLLY GREEN
21 THEREAFTER PROCEEDED TO PLEIKY AB; ESCORTED BY SPAD 03
AND 04. PRELIMINARY INVESTIGATION OF JG-21 REVEALED DAMAGE
TO ALL TAIL ROTORS BLADES AND THE CHIP DETECTOR SYSTEM ON THE
INTERMEDIATE GEAR BOX. GP-4

2/
12

BT
#0102

NNNN#

IMMEDIATE

CONFIDENTIAL

IMMEDIATE

* ~~CONFIDENTIAL~~ *

161113

PT 00149

OT CZYUW RUMJBA1211 1060950-CCCC--RUCIEUA.

ZI CCCCC

O 160930Z APR 70

FM 37 ARRSQ DA NANG AB RVN

TO RUEFHQA/CSAF

INFO RUEKAAA/AFEOC FT RITCHIE MD

RUCEAAA/HQ USAF ALT CP MAXWELL AFB ALA

RUCIEUA/MAC/CP

RUCIEUA/ARRS/AROC SCOTT AFB ILL

RUHHABA/41 ARRWG/OC/HICKAM AFB HAWAII

RUSGSNA/3ARRGP/3/0/TSN AB RVN

RUHHABA/CINCPACAF/CC

RUSGSNA/7AF/CC/TSN AB RVN

ZEN/366 TAC FTR WG/TUOC/DA NANG AB RVN

BT

~~CONFIDENTIAL~~/JIPREP JIFFY/37(0)/OPREP-3 BEELINE 004

A. 37 ARRSQ (MAC), DA NANG AB RVN

B. N/A

C. RESCUE MSN NR 1-3-028, 15 APR 70

D. 37 ARRS OPREP-3 BEELINE 003, 15/1140Z APR 70.

E. HELICOPTER DAMAGED DURING AIR CREW RECOVERY.

OPR	CYR
MCP	1
INFO	CYE
US	2
ODC	9
STA	1
FOT	1
IG	1
BID	1
PDC	2
ARRS	1

PAGE 2 RUMJBA1211 ~~CONFIDENTIAL~~

150724Z APR 70, APPROXIMATELY 15 NM NW OF DAKTO, RVN

(UTM YB 895455)

G. HH-3E SER NO 67-14708, 37 ARRS, WHILE ENGAGED IN RECOVERING AIRCREW FROM HH-3E 66-13280, EXPERIENCED MOMENTARY POWER LOSS, CAUSING AIRCRAFT TO SETTLE INTO GROUND. DAMAGE WAS SUSTAINED TO ALL FIVE TAIL ROTOR BLADES. IN ADDITION, BOTH ENGINES WERE OVERTEMPED FOR APPROXIMATELY FIVE MINUTES. CREW SUCCEEDING IN GETTING AIRCRAFT AIRBORNE AGAIN AND FLEW TO PLEIKU AB RVN. TO OBTAIN MEDICAL TREATMENT FOR RECOVERED AIRCREW. FULL ASSESSMENT OF DAMAGE UNKNOWN PENDING EVALUATION BY MAINTENANCE PERSONNEL. FOLLOW ON REPORT WILL BE SUBMITTED AS ADDITIONAL INFORMATION BECOMES AVAILABLE.

GP-4

BT

#1211

NNNN#

Classified by *571225d*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

MESSAGE NOTIFICATION FILED ON *31 Dec 70*

Individual Contacted:	<i>Wg. Muller</i>
Local Time and Date:	<i>0500L 16 Apr 70</i>

DECLASSIFIED
DATE *16 Apr 70*

2 cys reproduced 16 Apr 70 by ARDAS
1 cy reproduced 22 May 70 by DODR for MAC INFORMATION

IMMEDIATE

* ~~CONFIDENTIAL~~ *

IMMEDIATE

PT 00151

OTTSZYUW RUMJBA1622 1080435-SS

ZNY SSSSS

O 160430Z APR 70

FM 37 ARRS DANANG AB RVN

TO RUEFHQA/CSAF

INFO RUEKAAA/AFEOC FT RITCHIE MD

RUCNAAA/HQ USAF ALT CP MAXWELL AFB ALA

RUCPAAA/MAC/CP

RUCTEUA/ARRS/AROC SCOTT AFB ILI

RUHHABA/41 ARRWG/OC HICKAM AFB HAWAII

RUSQNA/3 ARRG/3/9 TSN AB RVN

RUHHABA/CINCPACAF/CC

RUSQNA/7AF/CC TSN AB RVN

ZEN/366 TFW/TUOC DANANG AB RVN

BT

SECRET/JOPREP JIFFY/37 (OC)/OPREP-3 BEELINE SUPPLEMENTAL REPORT
REFERENCE 37 ARRS OPREP-3 BEELINE 004, 160954Z APR 70, AND 37 ARRS
OPREP-3 BEELINE 003, 151140Z APR 70.

AT 0705Z, AS J&G. 27 WENT IN TO MAKE HIS THIRD ATTEMPT AT PICKING
UP THE SURVIVORS, HE REPORTED GROUND FIRE AND THAT HIS AUXILIARY
SERVO SYSTEM WAS OUT. J.G. 27 EXITED THE SMOKE GOING SOUTH. HE
WAS OBSERVED TO BE ON FIRE FROM THE APU SECTION AND GYRATING WILDLY.

PAGE 2 RUMJBA1622

SECONDS LATER J.G. 27 CRASHED IN A DEPRESSION CAUSED BY AN OLD
STREAM BED. J.G. 21 WAS IN A HOVER 25 FT. OVER THE CRASH AFTER
APPROXIMATELY TWO MINUTES. THE PJ WAS DEPLOYED AFTER WHICH IT WAS
NECESSARY TO MAKE A 180 DEGREE HOVER TURN TO PUT THE FE IN POSITION
TO SEE AND OPERATE THE HOIST OVER THE SURVIVORS. AS A RESULT J.G.
21 WAS NOW IN A DOWNWIND HOVER. WIND VELOCITY WAS APPROXIMATELY
FIVE KNOTS. THE POSITION OF THE SURVIVORS IN RELATION TO THE FIRE
AND THE CONFINED AREA OF THE CRASH SITE, PRECLUDED ANY OTHER POSITION
FOR THE RESCUE HELICOPTER. AFTER ONE SURVIVOR WAS BROUGHT ABOARD,
THE NUMBER TWO FIRE WARNING LIGHT CAME ON. ENGINE INSTRUMENTS DID
NOT INDICATE A FIRE AND WERE STABLE EXCEPT TURBINE TEMPERATURE WAS
750 DEG C, NOT HOT ENOUGH TO INDICATE AN ENGINE FIRE. HOVER POWER RE-
MAINED BETWEEN 90 AND 95 PERCENT TORQUE. TWO MORE SURVIVORS WERE
BROUGHT ABOARD. THE NUMBER ONE FIRE WARNING LIGHT THEN ILLUMINATED.
BEFORE THE PJ FROM J.G. 21 COULD BE HOISTED ABOARD, THE AIRCRAFT
STARTED TO SETTLE. POWER AT THAT TIME WAS APPROXIMATELY 100 PER
CENT TORQUE AND 97 PERCENT ROTOR SPEED. THE AIRCRAFT SETTLED IN A
LEVEL ATTITUDE AND TOUCHED DOWN. THE PJ SCRAMBLED ABOARD. AFTER
APPROXIMATELY 30 SECONDS, ROTOR SPEED BUILT BACK UP TO 107 PERCENT
AND JOLLY GREEN 21 EXITED AREA. ATTEMPTS WERE MADE TO CUT THE

PAGE 3 RUMJBA1622

FOREST PENETRATOR, WHICH WAS OUT ON ABOUT 25 FEET OF CABLE, FREE
FROM THE AIRCRAFT. THE ATTEMPTS WERE UNSUCCESSFUL.

J&G. 27 EXITED THE AREA WITH M-60 MACHINE GUNS FIRING TO KEEP UN-
FRIENDLY HEADS DOWN. ENROUTE TO PLEIKU AB, EXCESSIVE TORQUE WAS
REQUIRED TO MAINTAIN DESIRED AIRSPEED. AFTER LANDING AND DEPOSIT

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 72

CONFIDENTIAL

1cy Ref. Data by DOCK for MAC INFORMATION 21 Mar 72

IMMEDIATE

PT 00151

02297

SURVIVORS AT THE HOSPITAL, DAMAGE WAS NOTED TO ALL FIVE TAIL ROTOR
BLADES DUE TO BLADES STRIKING TREES WHEN THE AIRCRAFT SETTLED.
PROBABLE ENGINE DAMAGE DUE TO HIGH TEMPERATURE ENCOUNTERED OVER THE
CRASH SITE AND A NORMAL LOSS OF ENGINE POWER UNDER HIGH TEMPERATURE
CONDITIONS COMBINED TO CAUSE THE AIRCRAFT TO SETTLE. THIS CONCLUSION
IS SUBSTANTIATED BY HIGH POWER, LOW AIRSPEED PROBLEM ENROUTE TO
PLEIKU AB. TECHNICAL ORDER TEMPERATURE TIME LIMITATIONS FOR THE
ENGINES WAS EXCEEDED. MAINTENANCE PERSONNEL FROM 37 ARRS INSTALLED
NEW ENGINES AND TAIL ROTORS AT PLEIKU AB. THE AIRCRAFT WAS TEST
FLOWN AND RETURNED TO DANANG AB ON 17 APR 70.

GP-4
BT
#1622

NNNN#

Copy reproduced by ARDDA on 20 Apr 70

IMMEDIATE

1969 (cont)

5 Dec- Southeast Asia. The SAR task force flew 336 sorties in support
7 Dec 69 of this mission. Although the F-4C pilot was not recovered, the
F-4C navigator, First Lieutenant Woodrow J. Bergeron, Jr., was
rescued.

1970

1 Jan 70 The 39th ARR Wing was activated at Richards-Gebaur AFB, Missouri.

15 Apr 70 Major Travis Wofford and Captain Travis W. Scott, Jr., both won
the Air Force Cross during a rescue operation near Dak Nay Puey,
Vietnam. Two H-3s were scrambled from Da Nang AB, Vietnam, to
rescue survivors of a downed UH-1. The first H-3 to go into the
rescue area made three attempts, but enemy ground fire downed
this aircraft, piloted by Captain Scott, who was killed upon
impact. The copilot, Major Wofford, dragged the other two crew-
men from the burning aircraft. With his bare hands he extin-
guished the flames still burning on their bodies. The second
H-3 evacuated the survivors of the first H-3 but was unable to
rescue personnel in the downed UH-1. Major Wofford later
received the Cheney Award for 1970.

22 Apr 70 Brigadier General Frank K. Everest, Jr., assumed command of ARRS.

30 Jun 70 Captain Leroy C. Schaneberg, 40th ARR Squadron, qualified for
the Air Force Cross as a result of operations on 30 June 1970.
Piloting an HH-53, Captain Schaneberg and his crew were attempt-
ing to rescue an OV-10 pilot who went down in Laos. Earlier
attempts by H-3 aircraft from the 37th ARR Squadron had been un-
successful. On Captain Schaneberg's second pass, he reported
heavy ground fire. The aircraft went out of control and crashed
about one-fourth mile from the OV-10 crash site. The OV-10
pilots were later picked up by an H-3, but there were no survi-
vors from the HH-53 crash.

15 Aug- First Transpacific Helicopter Flight. ARRS personnel proved the
24 Aug 70 possibility of ferrying two factory-issued HH-53s from Eglin AFB,
Florida, to Da Nang AB, Vietnam, with the aid of ARRS HC-130 re-
fueling. Intermediate stops were: Minot AFB, North Dakota; Fort
Nelson, British Columbia; Elmendorf AFB, Alaska; Shemya AFB,
Alaska; Misawa AB, Japan; Kadena AB, Okinawa; and Clark AB,
Republic of the Philippines. The mission commander was Major
James L. Butera.

1 Sep 70 ARRS helicopters at Luke AFB, Arizona, and Mountain Home AFB,
Idaho, began participation in the Military Assistance for Safety

37 ARRSq History, Apr-Jun 1970

SUPPORTING DOCUMENT #1 (Con't)

<u>SAVE</u>	<u>SURVIVORS NAME</u>	<u>RANK</u>	<u>DATE</u>	<u>MISSION NUMBER</u>
548	G.L. Hartzel	T/Sgt-AF	15 Apr	1-3-028
549	L.E. Davis	S/Sgt-AF	15 Apr	1-3-028
550	T. Wofford	Maj-AF	15 Apr	1-3-028
551	J.D. Holmquist	1/Lt-AF	23 Apr	1-3-032
552	M.W. Nelson	Capt-AF	23 Apr	1-3-032
553	J. Meyers	Unk	28 Apr	1-3-035
554	W. Clark	1/Lt-USMC	28 Apr	1-3-035
555	J.C. Smith	S/Sgt-AF	28 Apr	1-3-035
556	D.R. Bodenheim	Capt-AF	2 May	1-3-037
557	G.R. Jackman	Capt-AF	2 May	1-3-037
558	D. Kellum	Lt/Col-AF	5 May	1-3-038
559	R.E. Moffitt	Maj-AF	5 May	1-3-038
560	G.M. Rubes	1/Lt-AF	25 May	1-3-042
561	J.T. Sornberger	1/Lt-AF	25 May	1-3-042
562	J.L. Kosinski	1/Lt-USMC	1 Jun	1-3-045
563	F.D. Delaughter	CPL-USMC	1 Jun	1-3-045
564	J.L. Benton	CPL-USMC	1 Jun	1-3-045
565	F.C. Pipich	CPL-USMC	1 Jun	1-3-045
566	R.L. Campbell	1/Lt-USMC	1 Jun	1-3-045
567	C.E. Peterson	E-4-USMC	1 Jun	1-3-045
568	D.K. Larson	1/Lt-USMC	1 Jun	1-3-045
569	C.W. Royse	HM-3-USMC	1 Jun	1-3-045
570	A.R. Hendersen	L/CPL-USMC	1 Jun	1-3-045

TRAVIS
WOFFORD

LUTHER EUGENE DAVIS

SSGT - E5 - Air Force - Regular
23 year old Married, Caucasian, Male
Born on Apr 11, 1947
From OAK RIDGE, TENNESSEE
His tour of duty began on Aug 15, 1969
Casualty was on May 25, 1970
in KONTUM, SOUTH VIETNAM
Hostile, died of wounds
HELICOPTER - NONCREW
AIR LOSS, CRASH ON LAND
Body was recovered
Religion
BAPTIST
Panel 10W - - Line 96



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LUTHER EUGENE DAVIS SSGT

Submitted by

Lance Davis

docdavis66@aol.com

Son

4693B Gipson St.

Ft. Campbell, KY42223USA

Died from wounds received while attempting the rescue of an US Army helicopter in Kontum Province SVN. Awarded medals include Silver Star, Distinguished Flying Cross, Purple Heart. Stationed in DaNang at the time of His Death with the 39th AeroRescue Sqdn. Was on his 3rd tour in Vietnam at the time of his death. Has 2 surviving sons, Larry and Lance.

Thursday, December 24, 1998

These Personal Comment pages can only be accessed by the Search Engine.

Direct links to these pages will not work.

Future enhancements are planned, but I want to see what response these pages get before making changes.

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SEARCHER

NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

Vol. III No. 6

June 1970

PACAF RP 64-1

THIRD GROUP RECORDS 3,000th SAVE

TAN SON NHUT—The 3,000th save in Southeast Asia was recorded recently by the Air Force's 3d Aerospace Rescue and Recovery Group.

Four aircrew members, three of whom were rescuemen shot down while attempting a recovery in the Republic of Vietnam, were picked up within minutes of each other. The fourth man was picked up in Thailand after bailing out of an F-105 Thunderchief.

THIRD RESCUE ATTEMPT

The three rescuemen were on a search and rescue mission in an area of heavy ground fighting. As the rescuers of the 37th Aerospace Rescue and Recovery Squadron from Da Nang AB closed in on a downed Army helicopter for their third rescue attempt, their HH-3 Jolly Green helicopter took intense ground fire and crashed in flames.

One of the survivors of the crash extinguished the flames which had envelop-

ed two other crewmembers. The accompanying Jolly Green, flying in the area as rescue backup helicopter, lowered a pararescueman and hoisted the three survivors to safety.

ARMY TEAM DISPATCHED

Heavily entrenched enemy troops in the area precluded further helicopter rescue attempts, and an Army ground team was dispatched to the area to aid the Army helicopter crew.

The rescue of the F-105 pilot in Thailand was made by an HH-43 Pedro helicopter of the 38th Aerospace Rescue and Recovery Squadron's Detachment 2, Takhli Royal Thai AFB. The pilot bailed out of his aircraft some 16 miles north of Takhli and parachuted to an open field. He was picked up minutes later by Capt. Lorenzo M. Crowell and his crew and taken to the 355th U.S.

Air Force Dispensary at Takhli for treatment.

3,000 SINCE 1965

Successful rescues in the two missions brought the total number of lives saved by units of the 3d ARRG to 3,000 since the 1965 activation of the rescue organization in Southeast Asia. Of the rescues, more than 2,000 have been recorded as combat saves, in which capture or loss of life due to hostile forces was imminent.

Third Group helicopters and HC-130 King mission command aircraft operate from bases in Vietnam and Thailand performing rescue missions in SEA.

Airmen of the 3d ARRGp have been awarded more than 11,000 medals, including the nation's highest — the Medal of Honor — in fulfilling the Aerospace Rescue and Recovery Service motto, "That Others May Live."

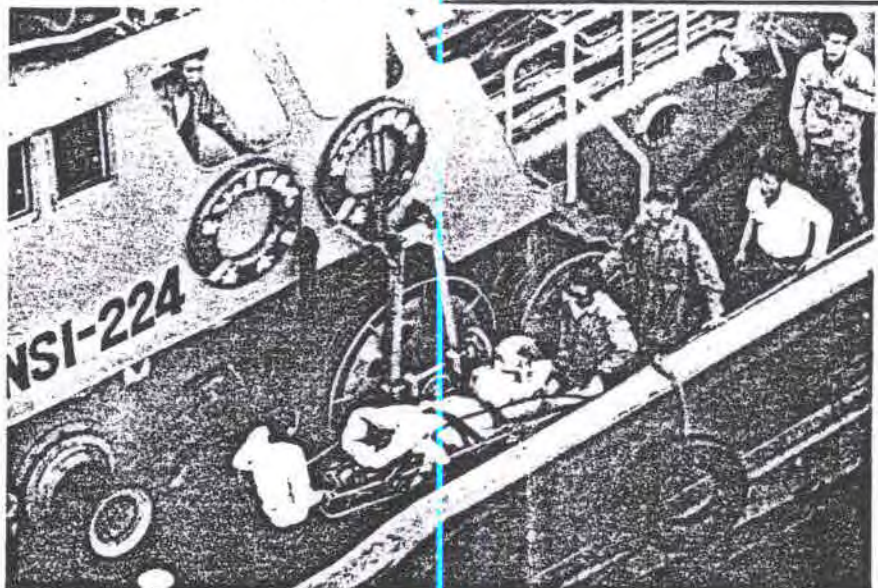
33rd MED-EVACS THREE PERSONS IN BUSY WEEK

Three medical evacuations were recorded recently by the 33rd Aerospace Rescue and Recovery Squadron. Each of the missions was completed in the HH-3E "Jolly Green Giant" helicopter.

The afternoon of April 30, a chopper, commanded by Capt. Joseph R. Hall Jr., left the pad for Zamami-Shima, 12 miles west of Okinawa. A 12-year-old Ryukyuan boy suffering acute appendicitis was picked up and flown back to a civilian ambulance waiting at Naha AB. From the base he was taken to the Red Cross Hospital in Naha City.

Four days later Capt. Rodney G. Parks piloted the HH-3E on a mission to Kume-Jima. A 41-year-old Ryukyuan woman, nine months pregnant and suf-

(Continued On Page 2)



A 17-YEAR-OLD BOY is secured to a Stokes litter in preparation to being lifted aboard a Jolly Green Giant helicopter from the 33rd Aerospace Rescue and Recovery Squadron. The boy, who had injured his left leg, was airlifted to U.S. Army Hospital at Camp Kue for medical treatment.

Robert LaPointe

From: Tom [davista2001@comcast.net]
Sent: Friday, July 26, 2002 7:17 PM
To: Robert LaPointe
Subject: Re: Please send out to all PJ's

Bob: I do appreciate you sending out this message. I'd like to correct/add some info regarding your book and my brother as well when you have some time. I know that he received the Silver Star on the same mission that Hackney got the Air Force Cross. 3 DFC's; 3PH; 15 Air Medals and others. Call sign Jolly Green 27: Capt Travis Scott, TSgt Gerald Hartzel were KIA and then Maj. Travis Wofford was the only survivor. After seeing an article in Airman magazine titled "Mistress of Fate", I did talk briefly in the summer of 1972 to Col. Wofford, but it was way too emotional for me. So, your nick nickname is the Quantri rat?? Interesting, as I spent too much time there myself as a Marine in 67-68. That's another story! Then to lose my oldest brother was devastating to our family. He is sadly missed. I'll be meeting with one of his son's tomorrow in North Carolina who is serving with the Army's Green Berets as a medic. With war looming with Iraq, hope he makes it through everything okay. Thanks again for your help. btw, if you need any help with computers or software, let me know or where to purchase computer stuff. Tom Davis

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

From: "Robert LaPointe" <rlapointe@gci.net>
To: "Cassidy, John" <jcassidy@alaska.net>
Cc: <davista2001@comcast.net>
Sent: Friday, July 26, 2002 10:24 PM
Subject: Please send out to all PJ's

> This request was left on my website. Please distribute to the PJ AIG
> THANKS
>
> Name: Tom Davis
> E-Mail: davista2001@comcast.net
> Location: Tennessee
> Comments: I am looking for anyone who my have served with my brother, SSgt
> Luther (Gene) E. Davis, who was shot down on April 15, 1970 and died from
> his wounds on May 25, 1970.
>
>
>

Robert LaPointe

From: John Cassidy [jcassidy@alaska.net]
Sent: Friday, July 26, 2002 6:33 PM
To: WE Anderson; Wayne Fisk; Udo Fischer; Tom Connell; Tom Beranek; Tom Bedard; TJ Bruce; Terry & Ruby Caffery; Steve Ash; Scott Gearen; Scott Denton; Ryan & Sue Beckmann; Rod Alne; Robert LaPointe; Robert Fisher; Richard Burton; Rex Freriks; Ray A Cooper; Randy Galloway; Paul Miller; Paul Miller; Pat Lite; Pat & Bill Davidson; Norm Kohlstrand; Nathanael Morrison; Miller, George R; Mike Harlow; Mike & Carole Curtis; Michael McDonald; Michael E Haas; Matt Brown; Mark F. Mahoney; Mark & Judy Crawford; Lou & Linda Craig; LD Jeffries; Larry Huyett; Larry Bigelow; Larry Austin; Kevin Jones; Kerry & KO Kelley; Kenneth. Knutson; John Lange; John L Beaty; John D Branch; John Chase; John Blumentritt; John & Glenna Eldridge; Joel Lukens; Joel D Cryer; Joe Fernandez; Jeff Holcomb; James. Alderisio; James Q Derrick; James Cusic; James Carden; Jack Chandler; Hugh LaCasse; Herb Key; Harry Birtel; Greg Lowdermilk; George Gonzalez; Gene Armstrong; Gary Harold; Frederick Manning; Frank Dawdy; Ernie Evans; Eric Gregory; Ed Fryer; Douglas Kestranek; Doug McGill; Donald M Goodin; Don Goodlet; Don Beasley; Dennis Kraft; Dee W Nelson; David J Dibble; David C Dahl; Dave McCallan; Dave Cruz; Dave Berrio; Daryl Harrison; Danny Dalmo; Dana Beach; Dan Hodler; Dan Dailey; Dan Brotton; Dale J. Miller; Clarence R Boles; Chuck McGrath; Chuck Hassler; Charlie Jenkins; Charles Hoell; Bruce M Daly; Bruce Hickson; Brad Marx; Bob Loud; Bob Holler; Bob Castellani; Bill Eby; Bill Bobbick; Andrew Hail; Aaron Farrior; Anthony Keller
Subject: FW: Please send out to all PJ's

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

From: Robert LaPointe [mailto:rlapointe@gci.net]
Sent: Friday, July 26, 2002 6:25 PM
To: Cassidy, John
Cc: davista2001@comcast.net
Subject: Please send out to all PJ's

This request was left on my website. Please distribute to the PJ AIG
THANKS

Name: Tom Davis
E-Mail: davista2001@comcast.net
Location: Tennessee
Comments: I am looking for anyone who my have served with my brother, SSgt Luther (Gene) E. Davis, who was shot down on April 15, 1970 and died from his wounds on May 25, 1970.

From: Rouhier Chuck Contr ASC/SYM, INTERNET:Chuck.Rouhier@wpafb.af.mil
Date: 7/30/99, 2:57 AM
Re: FW: Jolly 27 (Tail No 66-13280)

These folks are looking for the crews of Jolly Green 27 and 29 (read below). If anyone knows where Travis Wofford or any of the crew from Jolly Green 29 is, please pass this on to them.

Jim Lake can be reached at:
Website: 170thAHC.org
Phone: (253) 272-2794.
Email: jelake@wa.net

Note: Please don't pass on the Jolly Green crews contact info to Jim Lake. Let our folks decide if they wish to contact Jim. Thanks.

Also, the Comm Grp here is taking down the entire base network at 1100 EST today. Some big security thing. We're suppose to be back up between 1400-1500. Don't hold your breath. Don't be surprised if you can't get mail to me till some time next week.

Have a great weekend!

Chuck
Jolly FE '71-'74

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

From: James Lake [mailto:jelake@wa.net]
Sent: Wednesday, July 28, 1999 8:30 PM
To: rouhierc@deskbook.osd.mil
Subject: Jolly 27 (Tail No 66-13280)

Howdy,

I am a former member of the 170th AHC (Bikini's) in SEA in 1970. I, and several other of my comrads, are conducting research into the event of April 15, 1970 during the battle of Dak Seang. On that day the 170th lost nine aircraft and many people killed wounded and captured. The 37th ARRS was also involved in that battle when 66-13280 piloted by CPT Scott and MAJ Wofford were shot down. I was present and witnessed this happen. I and all my comrads are deeply grateful for the sacrifices made in our behalf. We have tried to contact MAJ Wofford, but have had no luck.. We are hoping to include his perspective in our story of the events of that day. Also, we are trying to find out the identity of the crew of Jolly 29, the wingman. They too, should be included. Any help that you and your organization can provide will be appreciated.

Jim Lake Bikini24

----- Internet Header -----
Sender: Chuck.Rouhier@wpafb.af.mil
Received: from fszhtv11.wpafb.af.mil (FSZHTV11.wpafb.af.mil [129.48.198.31])
by hpamgaad.compuserve.com (8.8.8/8.8.8/HP-1.7) with ESMTP id GAA05702;
Fri, 30 Jul 1999 06:57:26 -0400 (EDT)
Received: by FSZHTV11.wpafb.af.mil with Internet Mail Service (5.5.2448.0)

From: Michael McKendry <mwm@cwix.com>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Sunday, August 01, 1999 1:53 PM
Subject: Lake's search for Travis Wofford

Hi Bob,

As a result of Jim Lake's request to find Travis Wofford (Jolly 27, lost - 15 Apr 70) I contacted Travis, and gave him Jim lake's phone, and email addresses. I also alerted him to existence of the Jolly Green web site, of which he was unaware.

He has no email ability at this time, however, he asked that I forward the address and phone number that appear below to Chuck Rouhier.

I think Chuck Rouhoer will hear from him, he has the Jolly web site info, and Chuck R's email address.

It did not occur to me at the time, but I realize now that Travis Wofford's experiences and recollection may be important to your book effort. Perhaps you'd wish to write him. Go easy. He got a letter about two years after he went down from one of the other crewmember's families implying that he (Maj. Wofford) was the reason Jolly 27 went down.

Travis Wofford
3016 Zenker Valley SW
Centralia, WA 98531

(360) 736-2190

You have ny extreme admiration for the task (The Book) you have undertaken, as well as for your Pararescue career.

Regards,
Mike McKendry

From: James Lake <jelake@wa.net>
To: rlapointe@gci.net <rlapointe@gci.net>
Date: Sunday, August 01, 1999 8:55 PM
Subject: Dak Seang 1970

Robert,

I am a former member of the 170th AHC, the Bikini's, in Vietnam in 1969 and 70. Myself and many of our comrades are in the midst of a book writing effort about the Bikinis and the Battle of Dak Seang in April of 1970. One of the 37th ARRS birds is a big part of that story, Jolly 27 crewed by Travis Scott, Travis Wofford, Gerald Hartzel and LE Davis. They were shot down attempting to rescue one of our birds. We really want to contact these guys so that we can get thier input on the events of April 15th 1970 in a hill just north of Dak Seang camp.

I was there, and I witnessed them get shot down. I know that it has been a long time, but the healing has got to start sometime. I hope you can help us. I know that if there is anything we can do to help you, you need just ask.

Jim Lake "Bikini24"