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MISSION NARRATIVE REPORT

DATE: 2 May 70

MISSION NUMBER: 1-3-037

FLIGHT DESIGNATION: Jolly Green 35 and Jolly Green 87

MISSION OBJECTIVE: Search and Rescue Falcon 93

LOCATION: 106°43'E, 17°07'N

SAVES: 2 Combat Saves

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DOWNGRADED TO
CONFIDENTIAL ON 9 APR 13
BY ORDER 1152

Classified by ad / 3A200
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED ALL TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 78

1. (S) Jolly Green 35 was launched from Da Nang AB, RVN (Channel 77) at 0255Z to replace Jolly Green 21 who had transmission problems while on orbit and had landed at Quang Tri, RVN (Channel 103). We proceeded to the India orbit point and were on station at approximately 0330Z. At 0405Z we heard a mayday saying that Falcon 93 had been hit, had bailed out, had two good chutes and that both men were on their radios. The coordinate were given 106°46'E, 17°05'N but this position was later changed to 106°43'E and 17°07'N. We were directed to hold on the 270 radial of channel 103, 0-25 NM with Jolly Green 87. We climbed to 10000 ft and established a holding orbit. The weather was clear and was not a factor. The altitude of the survivor was reported as 1000 ft and the temperature was 28°C. We picked up a Spad escort while in the holding pattern. At 0500Z we were directed to hold over the high karst at 290/34/103. During the entire time in the holding pattern we could hear the Spads trying to pinpoint the survivors and the fastmovers working over the area. We also were aware that the Alfa man believed that the enemy was homing in on him every time he transmitted on his radio. We also knew that there were people on the roads near the SAR Area. Shortly after entering the holding area over the karst we were directed to a low holding point. At 0515Z we were told that we would be going in shortly. After about five minutes in the low holding point we were asked if we could see the smoke from a white phosphorus rocket that had just been fired. We acknowledged that we could see it and we were told that we were to cross directly over the smoke on a heading of 070 and not to go past another smoke that had just dropped, because that marked a road. We acknowledged and began our final descent, during which we dropped our tip tanks. We made our approach to the area and when we crossed over the IP one of the Spads GCA'd us to the survivor. We came to a low hover in the trees but did not have the survivor in sight and could not hear him on guard. The Spad then told the survivor to pop his day smoke. We finally saw the smoke drift out of the trees and came to a hover over it. The Flight Engineer then

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stated that he had the survivor in sight. Because of the trees in the area we could not hover directly over the survivor so the Flight Engineer motioned to the survivor to come over to the penetrator. A few seconds later the "Alfa" man was on the penetrator and was pulled into the aircraft without any difficulty. The Spad then tried to GCA us to the "Bravo" man but was not completely successful. The Spad then had the survivor pop the night end of his flare and we immediately saw the light of the flare at our 8 o'clock position. We then hovered and taxied over to him and the Flight Engineer dropped the penetrator right in his lap. He climbed on and was brought into the helicopter. The two survivors were about fifty yards apart. We spent about ten minutes in the hover and started our climbout at 0530Z. We took no ground fire or hits while in the hover but both survivors stated that they could hear small arms and automatic weapons fire during the pickup. We climbed out on a heading of 210°. At an altitude of about 1000 feet and one half mile from the rescue area the Flight Engineer, PJ, AC and the Spad saw several tracers from a 23MM pass directly under the nose of the helicopter. We continued our climb up to 7000 ft and exited the area. We air refueled with King on the way home to Channel 77. The rest of the flight was uneventful, with landing at Channel 77 at 0630Z.

2. 2 Sorties/5.6hrs/HH-3E/37ARRS; 1 Sortie/5.0hrs/HH-53C/37ARRS; 2 Sorties/5.0hrs/HH-53/40ARRS; 3 Sorties/6.1hrs/HG-130P/39ARRS; 4 Sorties/12.0hrs/A-1E/OLAA 56 SOW; 8 Sorties/23.0hrs/A-1E/56 SOW.

3. None

4. None

5. Not applicable.

6. Jolly Green Crews:

Jolly Green 35

AC Capt. Richard C. Tobin
CP Capt. Dale R. Clark
FE Sgt. Joseph J. Vai
RS SSgt. Jules C. Smith

Richard C. Tobin

RICHARD C. TOBIN, Captain USAF
Aircraft Commander

Classified by *Ad 13244*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 12052
AUTOMATICALLY DOWNGRADED AT 170
YEAR INTERVALS.
DECLASSIFIED ON *31 Dec 86*

**DOWNGRADED TO
CONFIDENTIAL ON 9-10-78**

EX. ORDER 11 52 Jolly Green 87

AC Capt. Donald Thompson
CP Maj. Albert W. Palmer
FE SSgt. Edward J. Koebernik
RS SSgt. Michael K. Van Brunt
RS MSgt. Harold W. Harvey

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DATE: 2 MAY 70

MISSION NUMBER: 1-3-037-2 MAY 70

FLIGHT DESIGNATION: KING 4

(S) LOCATION: 310/34/103

DISTRESSED AIRCRAFT: FALCON 92 (R4)

SAVES: 2 Combat

Classified 4 May 1970
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DOWNGRADED TO
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IAW EX. ORDER 11 52

1. (C) At 0350Z, information was received from Spad 11, who at the time was on India Orbit, that an aircraft was down. No Mayday was received. At 0357Z, Panama called and advised that Falcon 01 was escorting Falcon 02 to Ch 77. Falcon 02 had battle damage. Contact was made at this time with Falcon 02. Queen was contacted at this time and they knew about Falcon 02 and also advised us of the downed Aircraft (Falcon 93). Queen sent an encoded position of Falcon 93 which was later changed by Swanee Lead. We requested that Pedro be alerted for Falcon 02.

2. (C) Contact was established with Swanee Lead on Guard channel. He was over the crash site and designated On-Scene Commander (OSC). Swanee Lead made contact with 93A and 93B and both were in good shape. Environment was hostile, but Swanee Lead acknowledged that no ground fire was observed.

3. (S) At 0406Z, border clearance was requested for SAR forces.

4. (C) At 0408Z, Spad 11 & 12 arrived over the crash site and Spad 11 was designated OSC at this time. Jolly Green 35 & 87 were orbiting over Ch 103. Fast movers were requested at 0412Z. Holding position for fast movers was 300/20/103. Discreet freq was 256.4. Sandy's 03 & 04 and Jolly Green's 83 & 79 were in holding position 105/45/89.

5. (C) Sandy 01 & 02 arrived in area at 0420Z. At 0424Z, Spad 11 advised that he had visual contact with both survivors. Spad 11 determined that a quick pick-up was possible and Sandy 01 & 02 were directed to pick-up Jolly Green 35L and Jolly Green 87H and escort them to approximate crash site.

6. (C) At 0501Z Spad 11 RTB Ch 69 for fuel. Sandy 01 designated OSC. At 0505Z, Sandy 5 put in fast mover strikes. No ground fire noted. At 0521, Sandy 05 put Phase Alpha in effect. At 0523Z, Phase Bravo in effect. At 0531Z, Phase Bravo was completed. Both

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survivors were picked up by Jolly Green 35. The SAR forces egressed south and then east to feet wet. King 6 was orbiting off Ch 103 and was used to refuel Jolly Green 35 & 87. At 0548Z, all SAR forces were released.

7. (U) Sandy's 01 & 02, Spad 03 & 04, Jolly Green 35 & 87 RTB Ch 77. Sandy's 03 & 04, Sandy's 05 & 06, Jolly Green 83 & 79 RTB Ch 89. King 6 assumed normal Gulf Orbit. Spad 01 & 02, Jolly Green 42 & 21 RTB Ch 77.

8. (U) AIR REFUELING: King 6 refueled Jolly Green 35 & 87 after pick up was completed.

9. (C) FORCES UTILIZED:

SAR

Spads 11 & 12
Jolly Green 35 & 87 (India Orbit)
Spads 01, 21, 03, 04, 02
Jolly Green 42 & 21
Sandy 03, 04, 05, 06 (Ch 89)
Jolly Green 83 & 79 (Nov Orbit)
King 6 (Refueler)

STRIKE

*Elect 72
Falcon 91
*Sidewinder 404
*Ray Gun 511
*Litter 09
*Limit 32
*Gunfighter 63

*Not Used

10. (U) King 4 Crewmembers:

AMC/AC LTC DOBSON
CP CPT EISINGER
N MAJ STOFFEL
RO TSG GILMORE
FE MSG HENDERSON
FE MSG MARTEL
FE TSG REED
LM TSG LORENZ
LM TSG SWANEY
LM SSG BARNETT

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SCHEDULE OF EXECUTIVE ORDER 11652
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YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 16



ROBERT T. DOBSON, Lt Col, USAF
Airborne Mission Commander/Aircraft Commander

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FROM: Sandy 01/02/1/1A Bravo/Capt. [unclear] 0910

SUBJECT: SAR Report on Falcon 93 Alpha/Bravo

TO: SARCO/Lt Colonel Lowman/1503G

CATALOGED

6 May 70
WEST

DO NOT
NO. 0239221

1. On 2 May 1970 at approximately 0910 Local, a special mission into North Vietnam had been initiated calling for Sandys 01 through 04 and Jolly Greens 43 and 79 to maintain the SAR November orbit, with Spads 11 and 12 and Jolly Greens 35 and 37 on the India orbit. Sandys 01 and 02 launched at 0850 with Sandys 03 and 04 right behind us. We were on station at 0905. While monitoring the strike frequency we first received word of the downing of Falcon 93, escorting Swanee, at approximately 1040. Sandy 01 and Sandy 02 immediately proceeded toward the crash site having been given the survivors' position as 310 degree radial for 36 NM off Channel 103 by King 04, estimating a TOT of 1100 Local.
2. We were 5 minutes out from the crash site when King 04 appointed Sandy 01 as on scene commander. Spad 11 and 12 arrived on scene a couple minutes ahead of Sandy 01 and 02 and immediately started a search to locate the two survivors, Falcon 93 Alpha and Bravo. On scene command then switched from Sandy 01 to Spad 11. The survivors were located in a moderately vegetated area 10-20 foot high consisting of scrub trees and elephant grass. The area was laced with single lane roads and foot paths with a series of main transportation routes and river just 100 meters to the east and south of the survivors. The weather was clear and visibility unrestricted in the immediate survivors' area with cumulus buildups south along the mountains near the DMZ.
3. After contacting King Sandys 01 and 02 were cleared to Channel 103 to pickup Jolly Greens 35 (H-3) and 37 (H-53). We rendezvoused 15 minutes later at 1125 Local with the Jolly Greens on the 270 degree radial for 15 NM off Channel 103, escorting them to the 270 degree radial for 26 NM before turning them north. While escorting the Jolly Greens north across the DMZ, Spad 11 and 12 went Bingo fuel requiring immediate replacements. At the same time Spad 03 and 04 checked in with King King 04 reporting their position as just west of Channel 10. On scene command was again given back to Sandy 01. Within a couple of minutes I was back in the survivors' area receiving a quick briefing from Spad 11. Spad with help from bucket (F-105) had located a chute belonging to one of the survivors of Falcon 93, but neither Alpha or Bravo's exact location had been found. Before Spad 11 egressed the area, I had them strike a gun position west of the SAR area.
4. Immediately after assuming on scene command, I made a series of low passes while talking to each survivor checking on his condition and E 3 E aids available. I found out that both Alpha and Bravo were in good condition and each had two flares while only Bravo had a signal mirror. No sign of troop movement could be noted on any of the roads or trails. Alpha reported that he had heard a repeated homing beacon increasing in intensity whenever he would transmit on Guard frequency. The homing beacon signal was never coming from the same

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place twice, but no ground movement could be heard. Bravo also reported no ground movement in his area.

5. I then initiated my search for each individual starting with Alpha. He had hidden himself in a thicket area and could not get a visual on my aircraft. He could only relate his position to me each time I passed over, head to the engine noise of my aircraft and to his chute which he said was still in the trees, giving me a vague idea of his general area. At this point I asked Bravo to come up on the radio and Alpha to standby. Before actually trying to pinpoint Bravo, Luckett, who was still overhead, came in and made a pass at what he thought to be Bravo's position. The most I could get out of it was that Bravo was also located near the one visible chute. Bravo reported having an occasional visual on my aircraft, as I flew an orbit around him. I then continued flying an ever decreasing orbit until I had his general area pinpointed. Bravo then brought out his signal mirror and was able to signal me without any problem. After picking up his signal mirror I had him continue to signal for two to three minutes until I had a good fix on his location, so that I would be able to find it again if I had to exit and reenter the area. By this time Sandy 02 was back in the survivors' area overhead, after leaving Spad 03 and 04 with Jolly Greens 35 and 37. Sandy 02 had a visual on the chute and Bravo's general area but never a visual on the signal mirror.

6. Having pinpointed Bravo's position I set out to look for Alpha again. Alpha gave his position as 15 meters southwest of his chute. Not really knowing for certain to whom the one visible chute belonged, I assumed it to be Alpha's due to the general plot I had on him and went from there. This plot put Alpha about 50 meters southwest of Bravo's position. I had figured on a radius of distance between the two survivors of from 50 to 75 meters after determining their general areas.

7. Presently we had three sets of fast movers overhead, Spads 03 and 04, escorting Jolly Greens 35 and 37, and Sandys 05 and 06 10 minutes out. At 1210 the Jolly Greens made a call stating that they would need to be air refueled at 1230 Local. The time required to escort the Jolly Greens to a refueling area, refuel, and escort them back into the SAR area would have been too long to leave the survivors on the ground, so I immediately initiated a rescue attempt.

8. To mark the area for the Spads and Jolly Greens orbiting 5 miles away I had Sandy 02 drop some CBU-22 from 3000' MSL. Since there was no FAC available, I then had Sandy 02 take the fastmovers up the main route to the north to strike. While calling for Spad 03 to come into the area I fired a WP rocket to mark the general survivors area, and from that gave Spad 03 a heading to the chute and survivors' positions. Spad 03 acquired the positions without any problem and immediately exited the area to pick up Jolly Green 35 and escort him into the area. While Spad 04 continued to orbit with Jolly Green 37, Spad 03 brought Jolly Green 35 in high over the main route to the southwest of the area and let down a couple miles west.

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9. After Spad 03 had left the area, I briefed the survivors on the pickup telling them to be ready with the smoke and radios. Bravo acknowledged, but it was not until Jolly Green 35 was in position and ready to begin his run in that Alpha came up on the radio to acknowledge my call. During this period of time I dropped two WP bombs. One 500 meters west of the survivors and another 100 meters east of Bravo. The one to the west went off armed, and the one to the east went off safe. The wind was directly out of the west causing no problem. Just before briefing Jolly Green 35 I called Sandy 02 to join us in the daisy-chain, but I got no response. I found later that Sandy 02 had been striking some trucks himself after FACING in the fast-movers. He had destroyed one truck and damaged another setting off a large POL fire when he sighted an Armored Personnel Carrier loaded with troops heading south on the main route about 250 meters north of the survivors' location. His first pass on the APC stopped it and with his succeeding passes he was able to destroy it killing the troops on board. I continued on with the pickup attempt briefing Jolly Green 35 and Spad 03 on FM and then checking them in on Guard. Using a direct run in heading of 070 degrees after reaching the IC point brought Jolly Green 35 directly into the immediate survivors' area. I had called Alpha to pop his smoke when Jolly Green 35 was 100 meters out, but since Alpha had delayed in popping it, I had the chopper hover southwest of the survivors on his run in till we had a visual on the smoke. After Alpha popped his flare and the smoke appeared, it showed him to be a good 75 meters northeast of the visible chute. I had no problem vectoring Jolly Green 35 into Alpha's immediate area. Once the chopper was almost overhead of Alpha I had him pop the night end of his flare. Jolly Green 35 by this time had a visual on Alpha and was hovering for the pickup. As soon as Jolly Green 35 had Alpha on board, I had him do a 100 degree turn to a heading of 210 degrees for 40-45 meters to Bravo's position having Bravo pop the night end of his flare. Bravo had already ignited the day end of his first flare as he heard Jolly Green 35 pass directly overhead while running in to pick up Alpha. Vectoring in Jolly Green 35 the remaining distance to Bravo's position and the successful pickup of Bravo was accomplished in a minimal amount of time. I did observe some small arms fire while making the pickups from 100 meters south of the survivors at the edge of a tree line near a storage area.

10. Egress from the area was the same as ingress except for crossing the main route to the south. We crossed to the east of the ingress route and did receive heavy and very accurate 23mm fire bursting at our altitude (5500-6000 Ft). After crossing the main route structure we continued south till crossing the DMZ then headed east out over the coast. The Jolly Greens 35 and 87 then refueled once over the water with Sandys 01 and 02 escorting them to Channel 77.

11. I feel that most everyone participating in the SAR did an outstanding job. Time seemed to be the most important factor in this SAR. I honestly believe that had Jolly Greens 35 and 87 had to leave the area and refuel that it might have been too late to rescue the survivors due to the possibility of troop movement into this area. Sandy 02 did such an outstanding job in all areas and should be commended for his work. His role as a FAC and strike aircraft in destroying the APC was indeed instrumental in allowing the SAR forces those extra few minutes to effect an almost unopposed rescue. He also handled all

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Declassified after 12 years.

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the radio of the with King 04 before I became on scene commander after I lost my VHF transmitter on Spad 11 entering the SAR area. Spad 11 along with the help of Buckshot (F-105) had repositioned the survivors' area down and had found one of their chutes. Buckshot stayed overhead the whole SAR effort aiding me innumerable times making a low pass on the survivors' location and aiding in receiving and relaying transmissions from the survivors that I was unable to receive. Spad 02 did an outstanding job in quietly locating the survivors' general area and individually bringing the choppers into the pickup area. Jolly Green 35 was also very effective and did an outstanding and professional job. He had no problems following my directions and kept radio communications at a minimum until he was in each survivors' area. He effected the pickup of each survivor in a minimum of time and egressed the area without any problem. When receiving ground fire crossing the route structure he aided in calling it out whenever observed. Such professional efforts as displayed by Sandy 02, Spad 03 and Jolly Green 35 were paramount in effecting the rescue of Falcon 93 Alpha and Bravo.

12. Areas of concern involved Spad 11 accepting on scene command when he was so near King 04. This resulted in another on scene command change causing a valuable loss of time. Whether he be a Sandy or a Spad, every on scene commander has responsibility to the survivor and must evaluate the situation judiciously. King 04 was making calls on UHF guard frequency when Spad 11 was on scene commander that should have been handled through Spad 12 on VHF. King has no need to use Guard as long as the on scene commander has a wingman with good radios. Sandy 01 and 02 should have been orbiting east of the main route structure in Laos instead of on the November orbit. It would have cut their time to on scene in half. When special missions as these are in operation any change in the Sandy schedule should be arranged prior to take-off or on station times. Refueling times for the Jolly Greens during orbit has to be worked out to increase the effectiveness of their on station time. In summary, I would like to state that even though the above problem areas were encountered, the overall rescue operations was accomplished in a most professional manner.

George C. Harvey
GEORGE C. HARVEY, 1/LT, USAF
Sandy 01

Sandy 01 1/LT Harvey, 1503
" 02 Capt Tarnowski, 1503

Jolly 35 Capt Tobbin
" " Capt Wicks

Spad 11 1/LT Roberts, Channel 77
" 12 1/LT Engelbrechtson "
" 03 1/LT Coleman "
" 04 Major Williams "

Buckshot (F-105) Channel 95
Tachli RTAFB, Thailand

Falcon 93 Alpha Capt Bodenheim
" " Bravo 1/LT Jackson

Jolly 87 Unknown

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the general area and requested that ordnance not be expended unless absolutely necessary. Sandy 01 dropped an unarmed M-47 to mark the pick-up area and decided to bring in the helicopters and their escorts. It was decided that Nail 06 would lead this force into the pick-up area, while Sandy 01 maintained a visual reconnaissance. The combination of mountainous terrain and low cloud cover dictated that only one helicopter make the rescue attempt, escorted by Sandys 01 and 02. The remainder of the SAR force held high over the clouds. Jolly Green 42 made the pick-up run. Alpha had difficulty making visual contact because his radio transmissions were garbled. His one smoke flare was ineffective in the dense foliage. He was eventually located and extracted, as was Bravo.

(S) Egress was effected without incident.

^{15/}
(S) Falcon 93 was shot down on 2 May 1970 while escorting Swanee.

King 04 directed Sandys 01 through 04, and Jolly Greens 83 and 79 to the crash site from the November Orbit. Spads 11 and 12 with Jolly Greens 35 and 87, were called in from the India Orbit. Survivors' position was given as 310 degrees for 36 NM from Channel 103, or approximately eight miles south/southeast of the Bat Lake, in the southern part of North Vietnam.

(S) Initial On-Scene Command was given to Sandy 01, with Spad 11 subsequently assuming command on his earlier arrival. A low altitude search located the survivors in an area of moderate foliage consisting of scrub trees and elephant grass, varying from 10 to 20 feet

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in height. There were numerous single lane roads and footpaths in the area, with a main transportation route and a river located 100 meters to the east and south of the survivors, respectively. The weather was clear and visibility unrestricted in the SAR area, with some cumulous buildups south along the mountains near the DMZ.

(S) Rescue helicopters were brought in to hold in the SAR area, and Sandy 01 assumed command when Spads 11 and 12 were forced by bingo fuel to return to Danang. Spads 03 and 04 were outbound to the SAR area at this time. Only one gun had been struck up to this point and neither survivor reported enemy troop movements, although Alpha reported an attempt to home on his beacon. Both Alpha and Bravo were in good condition. Each had two flares in addition to their radios, but only Bravo had a signal mirror. It was only with difficulty that the survivors' positions were pinpointed. Bravo was visually acquired by Sandy 01 when he flashed his mirror and Alpha could only establish his area with reference to the one visible parachute.

(S) It was decided to attempt a pick-up shortly after noon. This decision was predicated on the lack of enemy resistance and on the fact that Jollys 35 and 97 were short of play time and would require refueling after approximately 20 minutes. Three sets of fast movers were available for gun

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suppression at this time, and Spads 03 and 04 and Sandys 03 and 06 were approaching the immediate area.

(S) In the absence of a FAC, Sandys 01 and 02 marked the pick-up area with WP rockets and CBU 22. Spad 03 was called in and briefed on the positions of Alpha and Bravo. He then exited the area to pick-up Jolly Green 35 and escort him in. Ingress was accomplished at high altitude from the southwest, with a letdown to the west of the SAR area.

(S) Sandy 01 then marked east and west of the survivors with WP, set up a daisy chain and ordered the helicopter in. Alpha was picked up first, from a position 75 meters northeast of the visible chute, after popping his smoke and the night end of his flare. A quick turn of 180 degrees allowed Bravo to be picked up on the same pass. His position was approximately 50 meters southwest of Alpha's. Some light small arms fire was observed during the pick-up.

(S) Some time earlier, Sandy 02 had struck several trucks and an armored personnel carrier (APC), entering the SAR area. One truck was destroyed and another damaged, and the APC was knocked out and the troops aboard killed.

(S) Egress was accomplished to the east of the ingress route, and heavy, accurate 23mm fire was received while crossing the route structure. Jolly Greens 35 and 87 refueled over water and recovered to Channel 77, escorted by Sandys 01 and 02.

(S) ^{16/}On 8 May 1970, a successful rescue was conducted for Nail 28. On the afternoon of 7 May, the OV-10 aircraft had

DATE	CREW	J.G. CALL SIGN	SAVE NUMBER	SURVIVOR NAME RANK SERIAL NUMBER ORGANIZATION	LOCATION	MONTH
						MAY 1970
						UNDER FIRE
2 MAY H3	TOBIN CLARK VAI SMITH, J.	35	556 557	CAPT. BOBIE BODENHEIM LT GARY JACKSON 13 TFS-UDORN	308/35/103	YES
5 MAY 151	THOMPSON LINDGREN KOEBERNIK DUFFY HEITSCH	65	558 559	RICHARD E. MOFFITT MAJ-371347868 FR DONALD A. KELLUM LT/COL- 12 TRS-TSNAUT	285/43/77 RF-4C	NO
25 MAY H3	BOND FETTE BLACKWOOD TATLEY SMITH, J. CLARK TERRELL CLOYES SAMO	23 27	560 561	GARY M. RUBES 1/LT- 433 TFS-UBON JOHN T. SORNBERGER 1/LT- 433 TFS-UBON	120/13/77 120/13/77	NO NO

CHAPTER III

OPERATIONS

<u>MISSIONS</u>	<u>APR</u>	<u>MAY</u>	<u>JUNE</u>	<u>TOTAL</u>
Local Base Rescue Sorties	123	136	109	368
Local Base Rescue Hours	10.2	15.3	13.2	38.7
Aircrew Recovery Sorties	0	1	0	1
Aircrew Recovery Hours	0	.3	0	.3
Personnel Rescued	0	0	1	1
Combat Losses	0	0	0	0
No. Numbered Missions	0	1	2	3

Mission 6-38-003- 3 May 70

At 0225Z, Pedro 97 responded with a ground alert Cat III, when notified that DICE 45, a USAF A-37A, would be landing with two hung MK 82 (500 lb GP) bombs and two unexpended MK 82s. On final approach DICE 45's nose gear would not fully extend. Pedro 97 then commenced airborne alert, Cat II, while 1500 feet of the runway was foamed. 1LT Walter G. Bywater, 90th Attack Squadron, Bien Hoa AB, the pilot of the A-37, landed short of the foam and held the nose off the runway until over the foam. The aircraft stopped straight ahead in the foam with very little damage and no fire. The two firemen and Pararescue Specialist were deployed and assisted the pilot to deplane. Mission terminated at 0300Z.

Det 6, 38ARRSq, hist, Apr - Jun 70

6-11

Crewmembers were: Capt Richard S. Dunlap (AC), Capt Roy M. Litzen (CP), SSgt Joseph M. Duffy (RS), SSgt George W. Tatum (FF), and Sgt John P. Cates (FF).

Mission 6-38-004- 11 Jun 70

At 0422Z, the primary alert crew was changing equipment between the alert aircraft when the crash phone rang. We strapped in and turned on the radios waiting for the scramble horn to sound. It did not ring because the tower crash net advised of a ground emergency and requested only an ambulance respond. Capt Dunlap called Red Control (The Fire Department) to find out why the crash phone had rung. EOD which is on that net was the first to answer that a man had walked into a prop and was cut up. A medevac was suggested and Pedro 95 flew to the taxi way arm/dearm area where the patient was located. The patient, ALC Charles E. Walton, 19 TASS had contacted the prop of an OV-10 during arming. His left arm had the appearance of having been chopped in several spots between his elbow and shoulder. Patient and a doctor were flown to the 93rd Evac Hospital at Long Binh. Mission terminated at 0440Z. Crewmembers were: Capt Richard S. Dunlap (AC), Capt Leo P. May (CP), Capt John H. Baxt (FMO), Sgt Timothy J. Thomen (MT), SSgt Elex R. Scroggins (FF) and Sgt Thomas Mack (FF) left behind at arming pad.

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (s)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Graw, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Mekkors, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Para, Capt Fechsner, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SM-3A crew members, Lt David Georgus, Lt JC Samuel Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Fries, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dowdy, Maj Shows, SSgt Andrews, and A2C Pighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Fries, Capt Fechsner, SSgt Ely, and A2C Kleonovich rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Pighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

~~CONFIDENTIAL~~

DATE: 5 MAY 70

7 May 1970

MISSION NUMBER: 1-3-038-5 MAY 70

AIRCRAFT DESIGNATION: KING 36

LOCATION: 235/18/69

DISTRESSED AIRCRAFT: STROBE 52 (RF-4)

SAVES: 2 Combat

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 76

1. (U) At 0718Z King 36 picked up a beeper signal and about the same time a garbled Mayday call was heard. King 36 got a good bearing and headed in the direction of the signal. Cap 13 and Speedy 15 were already in the area and copied the Mayday as being a Strobe 52, down somewhere in the A Shau Valley. Speedy 15 could stay in the area so he was appointed On-Scene Commander and was asked to make a communications search when and if the beepers stopped.
2. (U) SAR forces were requested at 0725Z after King 36 arrived in the area and made voice contact with Strobe 52-A. He said he was in a tree top 75' from the ground. He was in good condition and said he was going to get to the ground and move up a ridge. He was informed of the presence of bad guys in the area and confirmed everything around his position was quiet. When asked about his Bravo man he stated he had not seen his chute on the way down.
3. (C) Covey 259 came on the scene and stated he was familiar with the terrain and he was also a Prairie Fire FAC. He was appointed On-Scene Commander at 0750Z and Speedy 15 left the area for fuel. The exact position of the survivors had not been pinpointed and King 36 was the only one who could talk to Alfa. Slow movers were requested in case they were needed and Covey ordered four Cobra gunships from Bilk control which King 36 coordinated with Queen.
4. (C) By 0810Z Spads 11 & 12 were on scene and were briefed by Covey 259. 0815Z Spad 11 was appointed On-Scene Commander and began searching the area. King 36 was talking to Strobe 52-A and receiving his beeper. Also we were getting a DF station passage on Alfa at 225/28/69 so we set up an orbit directly over him. None of the other aircraft could copy his transmissions.
5. (C) At 0905Z King 36 moved about 5 miles north of the position and had Alfa change freq to 282.8 to get off primary guard due to increasing traffic on that freq. At 0910Z voice contact was made with Strobe 52-B and it was determined they were both in same area and both in good condition.

~~CONFIDENTIAL~~
GROUP 4
Downgraded at 3 year intervals.
Declassified at or 12 years.
atd4

~~CONFIDENTIAL~~

6. (C) Spad 12 got voice contact with both survivors at 0915Z and pinpointed their position at 235/18/69 and began to VR the area. Spad 12 took the initiative on the SAR effort without comment from Spad 11 who was not in the immediate area so King 36 appointed Spad 12 On-Scene Commander at 0920Z. Spad 12 briefed the SAR forces to include effective use of the Cobra gunships as escorts at 0930Z.

7. (C) Jolly Green 65 & 64 began to move in for the pick up escorted by Spad 03 & 04. The four Spads formed a daisy chain around the Jolly Greens and put down smoke for cover. Bravo popped his smoke at 0945Z and Jolly Green 64 picked him up at 0947Z. Alfa popped his smoke at 0948Z and was picked up at 0950Z.

8. (U) Ground fire was reported coming from the northeast as the forces were egressing out of the area and was immediately suppressed by the Spads. All forces RTB'd at 0955Z.

9. (U) Air Refueling: King 37 was on scene but was not used. King 32 refueled Jolly Green 60 & 57 after the SAR effort.

10. (C) Comments: From 0725Z to 0915Z none of the SAR forces could copy transmissions of voice or beeper signals from the survivors except King 36. I believe this was due to the terrain features and the fact that King remained at a high altitude almost directly over the survivors. I also believe these facts further substantiate the contention that SAR operations can not be controlled from aircraft on a fixed orbit.

11. (C) SAR Forces:

Speedy 15	Dragon Fly 1, 2, 3, & 4 (Cobra gunships)
Covey 259	Jolly Green 24 & 27 (RTB for hydraulic leak)
Spad 11 & 12	Sandy 5 & 6 (Nov Orbit - not used)
Jolly Green 65 & 64	Jolly Green 60 & 57 (Nov Orbit - not used)
Sandy 22 & 23, 42 & 43	King 37 (Not used - held for possible secondary SAR)
	King 32 (Nov force refueler)

12. (U) King 36 Crewmembers

AMC/AC MAJ KIMMEL	RO SSG HOILUMS
CP 1LT HEINING	FE SSG SHCREY
N CPT SELLERS	FE TSG SUMNER
RO SSG FIEBURGER	LM SSG ROSS

Billy B. Kimmel

BILLY B. KIMMEL, Major, USAF
Airborne Mission Commander/Aircraft Commander

~~CONFIDENTIAL~~

GROUP-4

Downgraded at 8 year intervals.
Declassified at 12 years.

~~CONFIDENTIAL~~

MISSION NARRATIVE REPORT

DATE: 5 May 70

MISSION NUMBER: 1-3-038

FLIGHT DESIGNATION: Jolly Green 65 and 64

MISSION OBJECTIVE: Search and Rescue Strobe 52

LOCATION: 16°14'N, 107°29'E

Saves: 2 Combat Saves

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

1. (C) SUMMARY OF SAR ACTIONS: Jolly Green 65 (Low) and 64 (High) were scrambled from Da Nang AB, RVN (Channel 77) at 0725Z by Queen, upon notification that Strobe 52 A and B were ejecting. We were airborne at 0735Z. Since the initial position reported by King placed the survivors West of Channel 77, we made a climbing turn, crossed the field at 2500 ft and proceeded west. Immediate contact was established with King 36 and he gave us a holding position of 270/50/77. A "clear radial" was obtained from Da Nang DASC and we proceeded directly to that position, climbing to 11,500 ft MSL. We reached the holding area at 0810Z and set up a holding pattern slightly to the south of 270/50/77 due to weather. Channel 77 and the first 25 miles of our route was VFR with a high thin cloud layer. As we reached the mountains, clouds had formed to establish a 6 to 7 thousand ft MSL ceiling, with the top of the prevailing cloud deck at 10,000 MSL. The deck was broken to overcast with isolated thunderstorm buildups from the ground to 20,000 ft MSL (EST). While we were enroute, the aircraft wreckage was reported to have been found at 212/35/69 and the search was centered in that area. King 36 was the only aircraft in contact with the survivors. Strobe 52 A reported that he was in good condition, on the side of a mountain near the top and that there was no movement in his area. Strobe 52 B did not establish radio contact. For over an hour an electronic search by King 36 and Jolly Green 65 and 64, and a visual search by numerous Spad and Covey aircraft produced negative results. At approximately 0915Z Spad 12, who had moved his area of search to the north, visually located Strobe 52 A and established radio contact with 52 B. He assumed on scene command, moved the SAR forces to the new area and obtained the assistance of two Army Huey Cobra Gunships who were familiar with the area. The Spad's and Cobra's determined that the area was permissive and proceeded to set up for an immediate pickup. Jolly Green 65 and 64 were told to move to 225/15/69 and Spad 03 and 04 were sent from the survivor's position to that point to escort them. Spad 12 briefed the SAR Forces on his plan of action and at 0940Z the pickup

COPY 1 OF 10 COPIES

atd 1

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GROUP 4
Downgraded at 5 year
intervals, declassified
after 12 years

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attempt was started. All SAR forces were instructed not to fire unless fired upon as there were friendly troops in the area. Jolly Green 64 was left to hold high in a safe area at 225/17/69, about 3 miles south of the survivor's position. Spad 03 vectored Jolly Green 65 into the general area. Spad 12 then led Jolly Green 65 to a point just short of the survivor's position at which time one of the Cobras provided the final vector to Strobe 52 B. As Jolly Green 65 came to a hover over 52 B the Spads laid a smoke screen north and south down the ridge to the west. No ground fire was sighted and Strobe 52 B was picked up by hoist at approximately 0945Z. As the smoke screen had blown eastward and now covered the entire valley, Jolly Green 65 hover taxied up the mountain side to the east in the only clear direction, escorted by the Cobras. As it happened, this was the route directly to Strobe 52 A. On the direction of the Cobras Jolly Green 65 came into a second hover and after a minute of searching and a final vector from the Cobra, 52 A was spotted and retrieved by hoist at 0952Z. Jolly Green 65 immediately egressed the area over the same route as ingress and was joined by Jolly Green 64 and all Spads. The Flight then proceeded due east to feet wet at 8000 MSL and recovered at Channel 77 at 1025Z. No hostile fire was received or sighted by either Jolly Green 65 or 64. Air refueling before or after the rescue was not required.

2. 2 Sorties/5.6hrs/HH-53/37 ARRS; 2 Sorties/3.6hrs/HH-3E/37 ARRS; 2 Sorties/5.6hrs/HC-130P/39ARRS; 2 Sorties/6.5hrs/HH-53/40 ARRS; 4 Sorties/9.5hrs/A-1E/OLAA, 56 SOW; 6 Sorties/19.6hrs/A-1E/56SOW.

3. None

4. None

5. Both survivors were recovered in good condition. Neither of the two pararescue-men on board were deployed, they did however treat Strobe 52 B for a minor cut on his neck. Both survivors were turned over to the Air Force Flight Surgeon at Da Nang and both were subsequently released within an hour.

6. Jolly Green Crews:

Jolly Green 65 (Low)

AC Capt Donald Y. Thompson
CP Capt John O. Lindgren, Jr.
FE SSgt Edward J. Koebernik
RS SSgt Dennis T. Duffy
RS TSgt John F. Heitsch

Jolly Green 64 (High)

AC Capt Jerald A. Brown
CP Capt Aaron T. Stacey
FE SSgt William Johnson
RS MSgt Harold W. Harvey
RS SSgt Michael K. Van Brunt
AP Sgt Micael H. Enos

Donald Y. Thompson

DONALD Y. THOMPSON, Captain, USAF
Aircraft Commander

~~CONFIDENTIAL~~

DATE	CREW	J.G. CALL SIGN	SAVE NUMBER	SURVIVOR NAME RANK SERIAL NUMBER ORGANIZATION	LOCATION	MONTH
						MAY 1970 UNDER FIRE
2 MAY H3	TOBIN CLARK VAI SMITH, J.	35	556 557	CAPT. BOBIE BODENHEIM LT GARY JACKSON 13 TFS-UDORN	308/35/103	YES
5 MAY 13	THOMPSON LINDGREN KOEBERNIK DUFFY HEITSCH	65	558 559	RICHARD E. MOFFITT MAJ- [REDACTED] DONALD A. KELLUM LT/COL- [REDACTED] 12 TRS-TSNAUT	285/43/77 RF-4C	NO
25 MAY H3	BOND FETTE BLACKWOOD TATLEY SMITH, J. CLARK TERRELL CLOYES SAMO	23 27	560 561	GARY M. RUBES 1/LT- 433 TFS-UBON JOHN T. SORNBERGER 1/LT- 433 TFS-UBON	120/13/77 120/13/77	NO NO

NOTE: This is a verbatim transcript of a very poor quality primary source document. The original document is a press release. It and the photograph were provided to me by Ed Koebernik. Ed was a flight engineer at the 37th ARRS and he flew on this mission on 5 May 1970

"BUFF MAKES FIRST SAVE"

DM05-70-6

by Capt. Mike Fresl

DA NANG AB, Republic of Vietnam (7AF) – An HH-53 Rescue Helicopter from the 37th Aerospace Rescue and Recovery Squadron (ARRS), stationed here, has recently chalked up its first rescue.

Prior to the arrival of the "Buffs" (Big Ugly Friendly Fellow) as they are called by Southeast Asia aircrews, all search and rescue (SAR) operations originating from the Republic of South Vietnam had been conducted with the HH-3E helicopter, commonly called the "Jolly Green Giant." The Buffs at Da Nang AB are the first and only HH-53s flying SAR missions from the Republic of South Vietnam.

The "Buffs" have now augmented the "Jolly Green's" at Da Nang AB. The 37th ARRS had up to the Buff save compiled a record of 557 individual saves since becoming operational in 1965.

The credit for the first rescue with the newly arrived "Buff" went to Captain Donald T. Thompson, aircraft commander, and his crew Captain John T. Lindgren, copilot, Staff Sergeant Edward J. Koebernik, flight engineer; Technical Sergeant John F. Heitch and Staff Sergeant Dennis T. Duffy, both rescue specialists.

"Actually, the rescue was a double save," stated Capt. Thompson, "as the downed aircraft was an RF-4 south of here. We picked both crew members out of very thick jungle east of the A Shau valley. They were saves 558 and 559 for the 37th, but the first rescue with our recently arrived "Buffs."

"When we landed back at Da Nang our crew chief Staff Sergeant Billie J. Barnes had his paint brush handy and stenciled the "Buff" with its first save," concluded Capt. Thompson.

"This is the beginning of a new era for the 37th here at Da Nang Air Base," stated Lieutenant Colonel Albert L. Holcomb, 37th ARRS Commander. "That Others May Live," is the motto of the Aerospace Rescue and Recovery Service, and we are happy that the "Buff" has chalked up its first satisfied customers," concluded Lt. Col. Holcomb.



back row, left to right; John Lindrren (coilot), Richard Moffitt (survivor), Don Thompson (pilot) Ed Koebernik (FE)
front row, left to right; Dennis Duffy (PJ), John Heitch (PJ), Billie Barnes (crew chief)

BUFFS CHALK UP NO. 1 AT DA NANG

COMMANDER PREDICTS HH-53s WILL BRING 'NEW ERA FOR 37th'

DA NANG—An Air Force HH-53 Buff rescue helicopter from the 37th Aerospace Rescue and Recovery Squadron here recently chalked up its first rescue.

Prior to the arrival of the Buffs (Big Ugly Friendly Fellows), as they are called by Southeast Asia aircrews, all search and rescue (SAR) operations originating from the Republic of Vietnam had been conducted with the HH-3 helicopter, commonly called the Jolly Green Giant. The Buffs here are the first and only HH-53s flying SAR missions from Vietnam. They will augment the Jolly Green Giants. The 37th ARRS has compiled a record of 559 individual saves since becoming operational in 1965.

(Editor's Note: The HH-53 helicopter has been operating out of the 40th ARRSq, Udorn RTAFB, Thailand, since the fall of 1968.)

FIRST RESCUE CREDIT

Credit for the first rescue with the newly arrived Buff went to Capt. Donald Thompson, aircraft commander, and his crew: Capt. John Lindgren, co-pilot; SSgt. Edward J. Koebernik, flight engineer; and TSgt. John F. Heitsch and SSgt. Dennis T. Duffy, both rescue specialists.

"Actually the rescue was a double save," Captain Thompson said. "The downed aircraft was an RF-4 with two crewmen. We picked both crew members out of very thick jungle east of the A Shau Valley. They were the first saves made by the recently arrived Buffs.

CHALKING IT UP

"When we landed here our crew chief, SSgt. Billie J. Barnes, had his paint brush handy and stenciled the Buff with its first save," Captain Thompson said.

"This is the beginning of a new era for the 37th ARRS," Lt. Col. Albert L. Holcomb, 37th ARRS commander, said. "That Others May Live" is the motto of the Aerospace Rescue and Recovery Service, and we are happy the Buff has chalked up its first satisfied customers."

FROM THE COMBAT ZONE



FIRST FOR 37TH "BUFF"—All smiles after completion of the first search and rescue mission flown in one of the newly arrived HH-53 helicopters is the crew and the two rescued pilots. Standing, left to right, are Capt. John R. Lindgren, co-pilot; Maj. R. E. Moffitt and Lt. Col. Don Kellum, the rescued airmen; and Capt. Donald Y. Thompson, aircraft commander. Kneeling, left to right, are SSgt. Billie J. Barnes, crew chief; John F. Heitsch, rescue specialist; and Edward J. Koebernik, flight engineer. Missing from the photo is Dennis T. Duffy, rescue specialist.

SQUADRON SAVES 45 SERVICEMEN IN ACTIVE TWO MONTHS PERIOD

DA NANG—For the Air Force members of the 37th Aerospace Rescue and Recovery Squadron stationed here March and April will be remembered for

the 45 servicemen saved during the two-month period.

SAR ACTION BEGINS

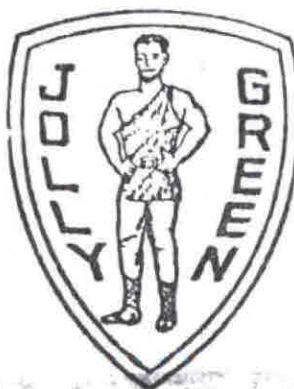
The action began March 9, when a downed F-100 Supersabre pilot was picked up by an HH-3 Jolly Green piloted by Maj. Lewis E. Garrett.

"I remember the day well," explained Lt. Col. Albert L. Holcomb, 37th ARRS commander, "as this particular search and rescue (SAR) operation took place three days after I became commander of the 37th ARRS."

SEVEN MORE MISSIONS

The remainder of March saw seven more SAR missions flown for a total of 15 saves for the month.

The pace continued throughout April with a total of 30 crewmembers being lifted from the jungle.



New 'Buff' Copters Record 1st Rescue

DA NANG — An Air Force HH-53 Buff rescue helicopter from the 37th Aerospace Rescue and Recovery Squadron here recently chalked up its first rescue.

Prior to the arrival of the Buffs (Big Ugly Friendly Fellows), as they are called by Southeast Asia airmen, all search and rescue (SAR) operations originating from the Republic of Vietnam had been conducted with the HH-3 helicopter, commonly called the Jolly Green Giant. The Buffs here are the first and only HH-53s flying SAR missions from Vietnam. They will augment the Jolly Green Giants. The 37th ARRS has compiled a record of 559 individual saves since becoming operational in 1965.

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"Actually the rescue was a double save," Captain Thompson said. "The downed aircraft was an RF-4 with two crewmen. We picked both crew members out of very thick jungle east of the A Shau Valley. They were the first saves made by the recently arrived Buffs.

"When we landed here our crew chief, SSgt. Billie J. Barnes, had his paint brush handy

and stenciled the Buff with its first save," Captain Thompson said.

"This is the beginning of a new era for the 37th ARRS," Lt. Col. Albert L. Holcomb, 37th ARRS commander, said. "The Others May Live' is the motto of the Aerospace Rescue and Recovery Service, and we are happy the Buff has chalked up its first satisfied customers."

HH-53 Plucks Men From Enemy Hands

TAN SON NHUT — The first newly arrived HH-53 "Buff" helicopter from the 37th Aerospace Rescue and Recovery Squadron at Da Nang Airfield recently rescued two RF-4 Phantom crewmembers from enemy territory in Thua Thien Province.

Lt. Col. Donald A. Kellum, navigator, and Maj. Richard E. Moffitt, aircraft commander, from the 12th Tactical Reconnaissance Squadron of the 460th Tactical Reconnaissance Wing here, had to eject from their battle damaged aircraft. They landed in dense, enemy infested jungle.

The crewmen had been flying a tactical reconnaissance mission in the vicinity of the A Shau Valley when they received heavy anti-aircraft ground fire.

"The events which followed our bail out were just tremendous," commented Major Moffitt. "I made contact with some aircraft in the area, and I gave them our approximate positions. I could not contact Colo-

nel Kellum because his radio was out. About one and a half hours later I spotted and made contact with several AH-1 Cobra helicopter gunships and A-1 Skyraiders in the area. I could hear enemy ground fire as the helicopters neared our positions, and I must say it was very close.

"Providing cover for the rescue helicopter, the gunships and the A-1's continued to make passes at the enemy positions until they were silenced. The rescue took place about two hours after we went down, but it seemed much longer."

Colonel Kellum added, "The weather was bad, the terrain was rough, and the cramped conditions for the number of aircraft involved in the rescue worked against us. The heavy anti-aircraft fire didn't help matters either. I will say, and I know Major Moffitt agrees, that those involved in the rescue displayed the highest degree of seamanship possible. Through their efforts, Major Moffitt and I were surely plucked from the hands of the enemy."

~~SECRET~~

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: 400 (Capt Furst/2687)

CONFIDENTIAL 40 May 70

SUBJECT: Mission Narrative Report #2-3-031-7 May 70 (U)

TO: 3 ARRGp (JRCC)
APO 96307

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

(Date) 9 Jul 74

1. (S) JG 60, 56, 54, 52 departed Ch 70 at 0205, 8 May 70, enroute to Ch 89 for the briefing on the SAR mission of Nail 28. Nail 28 was at 1616N 10626E. The crews arrived at Ch 89 at 0305 and departed for the Intel briefing at TUOC. At 0415, JG 60 and 56 departed Ch 89 for the holding area at 123/50-70/89 escorted by Sandy 5 and 6. Nail 13 and 17 and Sandy 3 and 4 went directly to the scene. They contacted Nail 28 and trolled the area for any ground fire. At 0530, Sandy 1 called for the JGs and Sandys to come to the IP for final briefing prior to the pickup attempt. During ingress Sandy 3, 4, 5, 6 put down Willie Pete for holding and the IP for the survivor. Nail 17 called JG 60 and we established visual on him when he turned on his landing light. Nail 17 then led JG 60 and 56 to the top of the mesa where the Sandys had put the Willie Pete. We were to fly from the top of the mesa down the slope toward the second smoke (IP). We were cautioned not to proceed any farther than the IP because the Sandys were sterilizing the area as a precautionary measure. We flew down as briefed and as we approached the IP the number one PJ and the CP spotted the parachute at the 10 o'clock position. Sandy told the survivor to pop his day smoke and it became visible rising up through the trees around the chute. The CP then lost sight of the chute and monitored the instruments and the surrounding area for ground fire. While I hovered the JG over the chute, the FE and AP stood in the door trying to locate the survivor. At one time the chute billowed up sideways and the FE spotted the survivor hanging in his harness. At this time the forest penetrator was about halfway down to the survivor. Because of the position of the survivor the FE had me move the JG to the rear about 10 feet in order to lower the penetrator into a clear area between the trees. Once the penetrator was level with the survivor the FE directed me forward to place the penetrator into the hands of the survivor. The survivor opened the penetrator and placed the strap around himself under his arms, then disconnected his harness and gave a thumbs up to the FE. At this time the FE asked me to hover back 10 feet to clear the survivor of the tree limbs then he brought the survivor up and into the aircraft. During the hover and pickup the CP was informing King 34 of what was happening. PJ #1 and PJ #2 were putting out a slow steady fire with the mini-guns to suppress any possible ground fire. The AP was taking pictures of the survivor being picked up and of the Sandys that were laying down suppressive ground fire around the survivor. No injuries or aircraft damage was encountered.

~~CONFIDENTIAL~~

40-70-0101

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED 31 DEC 78

~~SECRET~~

GROUP 4

Downgraded at 8 year intervals: declassified after 12 years AD-70-1360

~~SECRET~~

(This page unclassified)

2. (U) The survivor was: Capt M. Taylor
23 TASS
Ubon RTAFB, Thailand

~~CONFIDENTIAL~~

3. (U) The Jolly Green rescue crew was:

AC: Capt W. A. Furst
CP: Capt J. T. Jewett
FE: MSgt M. F. Tasker
PJ: MSgt E. M. Willis
PJ: Sgt T. E. Carmichael
AP: Sgt R. G. Banas

William A Furst
WILLIAM A. FURST, Captain, USAF
Aircraft Commander

(This page unclassified)

~~SECRET~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

R/14

DATE: 8 MAY 70

11 May 1970

MISSION NUMBER: 2-3-031-7 MAY 70

AIRCRAFT DESIGNATION: KING 34

LOCATION: 123/126/89

DISTRESSED AIRCRAFT: NAIL 28 (OV-10)

SAVES: 1 Combat

1. (U) This was a first light mission on Nail 28 who had bailed out the evening before. We were airborne at 2015Z and estimated the scene at 2200Z.

2. (U) Contact was made with Nail 51 who was already on scene. The weather was excellent, terrain features 4200' - 4300'. No ground fire was observed in the area. We were notified that the SAR forces were airborne at 2120Z.

3. (U) We arrived on scene at 2200Z and at 2215Z, Nail 51 made contact with the survivor. He was in excellent condition. At this time Sandy 01 and Nail 17 arrived on scene and looked for ground fire. None was observed.

4. (C) All SAR forces and fast movers were at their holding positions, and at 2234Z, I designated Sandy 01 On-Scene Commander. At this time the SAR forces started moving toward the area. Jolly Green 60L and 56H were utilized for the pick up. Sandies 03 & 04 also were in the area. Phase A was started at 2236Z and Phase B started at 2256Z. Jolly Green 60 went in for the pick up and Phase B was completed at 2308Z. SAR forces egressed out to the west with King 37 standing by to refuel. Jolly Green 60 & 56 decided to RTB Ch 89 and no A/R was required. All forces were released at 2315Z.

5. (U) King 37, who was on scene for A/R at 2230Z, refueled the back-up Jolly Green's 54 & 52 in case they were needed.

6. (C) SAR Forces Used:

Jolly Green 60 & 56, 54 & 52
Sandies 1 & 2, 3, 4, 5, 6

Wolf 02
Nail 51, 17, 34

7. (C) Forces on scene, but not used classified by

Streetcar 301 (Flt of 4 A-7's)
Sidewinder 400 (Flt of 4 A-7's)
Raygun 505 (Flt of 2)

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 14 FEB 77

~~CONFIDENTIAL~~

~~GROUP 4~~
Downgraded at 3 year intervals.
Declassified at 12 years.

FROM: 12000/1st Lt Benham/Sandy 01

PROJECT 6 May 1970

CATALOGED

SUBJECT: SAR Report - Mail 17

TO: 13000/SARCO

DO NOT DIS

No.

023916

1. A successful rescue was conducted on May 20 for Mail 28. The aircraft an OV-10, went down approximately 1800, 7 May 70 at 123/126/89. This report covers those activities relating to the Sandys during the rescue effort.

2. A first light effort was pre-briefed at Channel 89 with all Sandys and Jolly Greens present. Mail 28 had taken ground fire and was on fire. He managed to get into some high ground about a mile off the route structure before jumping out. His actual position was about 10 - 15 miles east of that reported at the briefing.

3. The briefing was at 0900 and Sandys 1 & 2 launched at 0410 with 3, 4, 5, & 6 getting airborne shortly thereafter. 1 & 2 went directly to the scene while 3 & 4 escorted Jollys 60 & 56. Sandys 5 & 6 escorted Jollys 51 & 52. Mail 51 and Mail 17 arrived in the SAR area at about 0445 and Sandys 1 & 2 arrived at about 0500.

4. The general area was high ground with peaks up to 1400 feet. Weather was generally good with patchy ground fog in the area. As the SAR continued an overcast deck about 8000 feet moved into the area but was of no factor. There was one rather high ridge line (about 3500 feet) between the survivor and Route 92E. The defenses in the immediate area were expected to be nothing larger than small arms and automatic weapons.

5. Mail 51 and 17 both conducted electronic search before Sandy 01 arrived. The electronic search was continued until Mail 17 finally picked up the Survivor Deeper about 15 miles east of the original briefed position.

6. Mail 17 and 51 directed Sandy 01 into the area. Bad radios were hampering the effort but Sandy 01 finally found the area. There was no problem getting a good position on the survivor as he was still hanging in the harness and his chute was clearly visible in the green foliage. The survivor reported he was firmly caught in the trees as he had tried several times to shake his chute loose. He said his condition was good and he sounded in good spirits. The whole slope was very heavily foliated. The survivor was approximately 300 meters down a 600 meter slope. At the bottom of the slope was a stream and several cleared areas indicating signs of activity. Mail 51 reported he saw Mail 17 take small arms on one pass to the south of the scene. Sandy 01 began to troll around the area with rockets while Sandy 02 and the Nails watched for flashes and the survivor listened for gunfire. After 10 minutes of trolling nothing had been observed.

7. Sandy 01 informed King to have Jollys 60 & 56 and Jolly 60 & 56 to move into the area. Radio problems again hampered the coordination but the Nails took up the slack. Mail 51 went out to pick-up Sandys 03 & 04 and the Jollys. Mail 17 climbed over the area to an altitude where he could get TACAM positions

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GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

for the forces to proceed to. Sandy 03 directed the area. Sandy 01 showed him the survivor position and directed for and 04 to put ordnance down between the bottom of the slope and the survivor while the Jolly made his attempt. Sandy 01 and 02 would stay near the Jolly expanding judiciously and would wait for any call of ground fire. Sandy 03 went back to bring the Jolly to the top of the ridge where he could safely hold and observe while Sandy 04 briefed for the attempt. Sandy 02 put a smoke down on the top of the ridge and the Jolly moved to this position. Sandy 01 put down a M-47 (MP) bomb about 500 meters down the slope. Earlier a temperature and pressure altitude had been obtained. The survivor was about 2900 feet. Sandy 01 directed Jolly 60 to descend down the slope toward the smoke. Passing 3500 feet the Jolly would turn back toward the slope. Jolly 60 acknowledged and started down the slope. Sandy 03 & 04 proceeded to beat up the valley. The Jolly made the turn and Sandy 01 directed the survivor to pop his smoke. Jolly 60 had no trouble picking up the smoke and smoke. He moved into hover and Sandy 01 and 02 began to expand around the hovering chopper. Sandy 03 & 04 had completely smoked off the valley floor and Jolly 60 received no ground fire. Jolly 60 reported he had the survivor aboard. Sandy 01 directed him to climb back up the slope and the Sandys put ordnance around and ahead of the egressing chopper.

8. Radios proved to be our biggest problems in this effort. Several radio calls were missed by several aircraft because of bad radios. Generally, the effort was unopposed, however some ground fire was encountered as Sandy 04 took a small arms hit during the attempt.

9. The permissiveness of the area of course made the quick pick-up possible. Sandy 01 kept the survivor advised of the position of the SAN forces. Also, the conversation was directed to keep the survivor's mind on other things besides his predicament. His spirits remained high during the effort.

James E. Bender

JAMES E. BENDER, 1st Lt, USAF
Sandy 01.

Sandy 01 Lt Bender, 1803
Sandy 02 Lt Miller, 1803
Sandy 03 Maj Hoffman, 22303
Sandy 04 Lt Howard, 22303
Sandy 05 Lt Matthews, 602503
Sandy 06 Maj Evenston, 602503
Mail 17 Capt Wallace 23TAC3
Mail 51 Capt Withers (Ubon)
Mail 28 Capt Taylor (Ubon)
Jolly Green 56
" " 60
" " 54
" " 52



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suppression at this time, and Spads 03 and 04 and Sandys 03 and 06 were approaching the immediate area.

(S) In the absence of a FAC, Sandys 01 and 02 marked the pick-up area with WP rockets and CBU 22. Spad 03 was called in and briefed on the positions of Alpha and Bravo. He then exited the area to pick-up Jolly Green 35 and escort him in. Ingress was accomplished at high altitude from the southwest, with a letdown to the west of the SAR area.

(S) Sandy 01 then marked east and west of the survivors with WP, set up a daisy chain and ordered the helicopter in. Alpha was picked up first, from a position 75 meters northeast of the visible chute, after popping his smoke and the night end of his flare. A quick turn of 180 degrees allowed Bravo to be picked up on the same pass. His position was approximately 50 meters southwest of Alpha's. Some light small arms fire was observed during the pick-up.

(S) Some time earlier, Sandy 02 had struck several trucks and an armored personnel carrier (APC), entering the SAR area. One truck was destroyed and another damaged, and the APC was knocked out and the troops aboard killed.

(S) Egress was accomplished to the east of the ingress route, and heavy, accurate 23mm fire was received while crossing the route structure. Jolly Greens 35 and 87 refueled over water and recovered to Channel 77, escorted by Sandys 01 and 02.

^{16/}
(S) On 8 May 1970, a successful rescue was conducted for Nail 28. On the afternoon of 7 May, the OV-10 aircraft had

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taken ground fire and burst into flames. The pilot extracted on the 123 degree radial for 126 NM off Channel 89. He had managed to get approximately one mile off the route structure and over some high terrain before abandoning his aircraft.

(S) Sandys and Jolly Greens at NKP were briefed for a first light SAR, with launch commencing shortly after 0400L on the 8th. Sandys 01 and 02 launched first and proceeded directly to the rescue site, while Sandys 03 and 04 provided escort for Jolly Greens 50 and 56, and Sandys 05 and 06 accompanied Jolly Greens 54 and 52 to the SAR area. Nails 51 and 17 were dispatched to the area as FAC support aircraft and arrived about fifteen minutes in advance of the first Sandys.

(S) The terrain in the rescue area was mountainous, with peaks up to 4,400 feet. There was a prominent 3,500 foot ridge line between the survivor and route 92E. The weather was generally good, with some patchy ground fog in the vicinity. In the course of the SAR, an 800 foot overcast moved into the area, but was not a factor in the rescue. Enemy defenses in the immediate rescue area were expected to be only small arms and hand-held automatic weapons.

(S) Upon their arrival in the briefed SAR area, Nails 51 and 17 started an electronic search for the survivor. Nail 17 finally received a beeper from the survivor, but from a position about 15 miles to the east of the originally briefed location.

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(S) The Nails then directed Sandy 01 into the survivor's area, although hampered initially by faulty communications equipment. Nail 28 was easily visible. His chute showed distinctly against the green foliage and he reported that he was still in the harness and had been unable to shake his parachute canopy loose. Survivor's condition was good and he seemed in good spirits. He was located some 300 meters downslope on a 600 meter, heavily foliated incline. A stream and several cleared areas at the bottom of the slope indicated possible habitation and indigenous activity.

(S) Nail 51 reported observing Nail 17 take some small arms fire while making a pass to the south of the rescue area. Sandy 01 subsequently trolled the area, firing rockets in a series of low passes while his wingman and the Nails watched for ground fire, and the survivor listened for enemy activity. Ten minutes of such trolling produced a negative reaction. Sandy 01 therefore requested that King send in Sandys 03 and 04, escorting Jolly Greens 60 and 56. Recurrent radio problems were overcome when Nail 51 left the SAR area to escort the helicopters and accompanying Sandys, while Nail 17 circled high over the rescue area giving continuous TACAN positions for the SAR force. Sandy 03 entered the rescue area for coordination purposes and was told to screen the slope south of the survivor during the helicopter run in. The Jolly held at the top of the ridge, which had been

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marked with smoke by Sandy 02. As Sandy 03 sanitized the lower slope, the Jolly moved in. He spotted the survivor's chute without difficulty and pinpointed the downed pilot's position when he popped his smoke flare. Sandys 01 and 02 expended their ordnance around the survivor's immediate area as the helicopter hovered for pick-up. At the same time Sandys 03 and 04 sealed off the valley floor. Egress up the slope was unopposed.

(S) ^{17/} On 19 May 1970, a successful SAR was conducted for Bull-whip 17 Alpha and Bravo, front and back seat occupants of an RF4C. The aircraft was shot down by enemy AA fire in the vicinity of Route 7 while on a strike mission in the Barrel Roll. The crew egressed as far as possible from the route structure before extracting.

(S) The survivors were down in a narrow valley, whose floor was at 2,500 feet elevation, with ridge lines up to 4,500 feet on each side.

(S) Sandys 01, 02, 03 and 04 were scrambled to the area at 1415L. Zorros 44 and 45 had been on a strike mission in the Barrel and were diverted to the SAR scene by A5000. King 32 instructed the Zorros to assume On-Scene Command. Zorro 45 had an inoperative UHF radio, which made it necessary for Zorro 44 to relay many transmissions on FM and VHF.

(S) Alpha's chute was clearly visible. Zorro 44 obtained radio

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10

40th ARRSq Hist, 1 Apr - 30 Jun 1970

The two days of 21 and 22 April proved to be the most productive during the three month period as five combat saves were recorded. The mission began in search of Cowpoke 18 and Hostage Man (the front and back seater of a Marine OV-10). However, before the mission was completed, rescues were recorded on two Sandys (A-1E), one Spad (A-1E), as well as Cowpoke 18.¹³

In unrelated action the 40th chalked up its fifth save of the day and the unit's 100th save overall when Jolly Green 72 rescued the only surviving crewmember of Adlib 12 (AC-130) at 070/23/72.¹⁴ When hoisted aboard, the 100th save was in shock and suffering from burns about the face and hands. He received immediate medical attention from the pararescuemen on the Jolly Green, and was returned to the medical facilities at Danang AB, RVN.¹⁵

The back seater of an F-4 crew became the sixth non-combat save when his aircraft was forced down at 170/59/70 on 25 April.¹⁶ The Jolly Green crew landed in a large rice paddy near the survivor in order that medical attention could be given to the survivor's cuts, burns, and possible broken elbow. The crew and the injured pilot returned to Udorn without further incident.¹⁷

On 8 May a Nail (OV-10) pilot was plucked from the trees at 1616N 10626E. Sandy aircraft sterilized the area as a precautionary measure before the Buff crew moved in and lowered the penetrator to the dangling pilot. The pilot was recovered and found to have no injuries.¹⁸

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

CHAPTER III

OPERATIONSMISSIONS/SAVES

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

<u>TYPE</u>	<u>SORTIES</u>
Rescue/Recovery.....	3
Intercepts.....	33
Support.....	0
Training.....	186
Maintenance.....	9 ¹
False.....	2 ¹

Detachment 8 was credited with 2 non-combat saves. The rescue missions flown are as follows:

Mission 08-38-007 14 May 70: 1 Sorties, .7 hours, Det 8 was notified at 1145Z by JDOC of the nature of the mission and launched at 1200Z. The first destination was Market Time Naval Facility to pick up a man who knew the location of the injured personnel. The injured personnel were a part of a Navy patrol which was located by the assistance of a signal fire. Pedro 51 hovered over the injured personnel, lowered the PJ on the jungle penetrator and when they were secured, hoisted them aboard Pedro 51. The two (2) injured personnel were flown to Market Time Naval Facility for medical treatment and Pedro 51 returned to the Pedro Pad and terminated the mission.²

1. Detachment Monthly Flying Summary, Apr - Jun 1970
 2. IBID, May 70

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (S)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Crew, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Meekers, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Mara, Capt Fechsner, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SN-3A crew members, Lt David Georgus, Lt JC Samuel Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Fiese, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dowdy, Maj Shows, SSgt Andrews, and A2C Pighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Fiese, Capt Fechsner, SSgt Ely, and A2C Klenoudish rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Pighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

FROM: 002303

SUBJECT: SAR Coordinator Report Bullwhip 17 Alpha and Bravo, 19 May 1970

TO: DCO

1. A successful SAR was conducted on 19 May 1970 for Bullwhip 17 Alpha and Bravo. The aircraft, an USAF RF4C from Udorn, went down at 0710Z at 075/42/108, UTM UG 5535.
2. Bullwhip 17 received battle damage from an unknown type of anti-aircraft artillery fire on Route 7 east of Ban Ban and egressed (south from the route structure) until both crewmembers were forced to eject from the aircraft. Tiger, an F-4, PAC was nearby and was able to locate Alpha's parachute which he pointed out to Zorro 44, an A-1 diverted to the scene by King.)
3. Sandy 01, 1st Lieutenant Frank B. Brown; Sandy 02, 1st Lieutenant Daniel M. McAuliffe; Sandy 03, Major G. Martin; and Sandy 04, Lt Colonel Robert S. Johnson were scrambled at 0715Z through self-initiated telephone contact with the 56 SOG command post. Jolly Green Operations had not received notification of the SAR from Jack at this time. Sandys 01 and 02 were airborne at 0728Z, followed closely by Sandys 03 and 04 at 0730Z. Sandys 01 and 02 proceeded directly to the scene arriving at 0815Z. (Simultaneously Sandys 03 and 04 effected a rendezvous with Jolly Greens 03 and 52 at the fence and escorted them to a holding point near the scene.)
4. The survivors were down in a narrow valley whose floor is 2500 feet with ridge lines up to 4500 feet on both sides. There were thunderstorms and rain-showers in the area which hampered rescue forces both enroute and on-scene. Over the survivors' locations there was a broken to overcast cloud cover with bases intermittently covering the ridge line near Bravo's position. A motorable trail ran down the middle of the valley and Alpha had landed approximately 200 meters north of this trail in fairly open terrain. Bravo landed in dense jungle foliage approximately 1000 meters northwest of Alpha near the top of the ridge line. The foliage around Bravo obscured his parachute and made locating his position very difficult. Both survivors were in excellent physical condition and reported that they could detect no hostile activity around them. Neither Zorro 44 nor Sandy 01 could stimulate hostile reactions of any nature during numerous low passes through the area.
5. Zorro 44 Major Hanley and Zorro 45 1st Lieutenant Reeves and 1st Lieutenant Roman were on a strike mission, when they were diverted by ABCCC to the SAR scene. King 32 instructed Zorro 44 - 45 to proceed to the SAR area and assume On-Scene-Command. Zorro 45 did not have a UHF radio, thereby making it necessary for Zorro 44 to relay many transmissions on FM and VHF. The weather was broken to overcast with rain showers and often reducing visibility to 1 NM. Terrain elevation varied from 2500' to 7500' making a VFR descent mandatory. Zorro 44 - 45 for a hole about 20 NM away from the survivors, let down beneath the clouds and returned to the scene. An F-4, Tiger, was in the area, and had located Bullwhip Alpha's chute and the approximate location of Bravo. Zorro 44 assumed On-Scene-Command at 0720Z and instructed Zorro 45 to hold west of the survivors in a clear

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Group 1

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downgrading and
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area and coordinate with King to get the Jolly Greens or Air America choppers. One of the "chute beeper" was still activated rendering Guard frequency useless, so Delta frequency was used for the SAR. Zorro 44 got radio contact with Alpha & Bravo, both were in good condition, and began to pinpoint Bravo's position. Bravo was on a mountain side, but the mountain tops were often obscured with clouds making it difficult to determine his exact location. Zorro 44 finally located Bravo in dense jungle, approximately 1000 meters northwest of Alpha. Zorro 44 - 45 were forced to jettison part of their strike ordnance to conserve fuel and gain maneuverability at low altitudes. Zorro 44 kept Bullwhip Alpha and Bravo advised of his plan and asked to be notified if any movement or ground fire was heard. Zorro 44 made repeated low passes over their position to insure their confidence and safety. At this time Zorro 45 had gone to Kiang Khounville to rendezvous with the choppers, but weather and a 31 MM gun position were presenting problems. Sandy 01 and 02 arrived in the area and after pointing out Alpha's chute and Bravo's position, Zorro 44 relinquished On-Scene-Command to Sandy 01 at 0725Z. Zorro 45 notified Zorro 44 that he had 3 Air America choppers and was proceeding up the valley toward the survivors. King also advised that Sandy 3 & 4 and 2 Jolly Greens were 7 NM South of the scene.

6. Sandys 01 and 02 arrived on the scene at 0815Z and Zorro 44 immediately pointed out Alpha's parachute and Bravo's approximate position. A parachute beeper was rendering Guard channel useless so the survivors were on Delta frequency. This meant that the SAR forces had no UHF interplane frequency with which to communicate. Two Air America aircraft (call signs unknown) attempting to cross Route 7 towards the SAR area were on 123.1 and when they encountered ground fire their radio transmissions blocked VHF communications for a considerable period of time. Sandy 01 assumed on-scene command at 0825 and Zorro 44 departed the scene to rendezvous with his wingman who was escorting three Air America helicopters towards the SAR area. Sandy 01 proceeded to positively fix the location of Bravo and referenced his position with a marking rocket. At this time (0835Z) Sandy 03 advised that the Jolly Greens were now holding approximately 2 miles north of the scene. Sandy 01 instructed Sandy 03 to join on his wing so that he could be shown the desired ingress path for the Jolly Greens and the survivors' exact locations. With King, 4 Sandys, 2 Jollys, Air America helicopters, and 2 Zorros on VHF 123.1, communications became a significant problem. In an attempt to learn further details King came up on Delta, the survivors' frequency, Sandy 01 instructed King to stay off this frequency and that contact would be made in a short time on VHF. While Sandy 01 was pointing out Bravo's position to Sandy 03, Zorro 44 arrived with Hotels 54 and 70, two H-34 Air America helicopters, and Hotel Fox, a UH-1 Air America helicopter. Hotel 54 called for Alpha to pop his smoke and Hotel 54 immediately entered a hover over the survivor. Hotel Fox sighted Sandy 01's marking rocket and as he hovered Bravo was instructed to pop his smoke. Alpha was on board Hotel 54 at 0840Z, however there was some delay in recovering Bravo when Hotel Fox's hoist failed to reel in after the survivor was on the penetrator. Sandys 01, 02, 03, and Zorro 44 flew a protective chain around the scene as the difficulty was sorted out. Finally Bravo was instructed to get off of the penetrator which he did with much reluctance. Hotel 70 entered a hover as Hotel Fox withdrew and Bravo was safely on board at 0855Z. Zorro 44 and 45 was released at this time and Sandys 01 and 02 escorted the three Air America helicopters to Lima 20 Alternate and RFBd to Channel 89.

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7. This was a relatively easy SAR since there was no opposition from hostile forces and numerous rescue forces were able to reach the scene in a relatively short period of time. Several problem areas could have been critical on an opposed SAR launch. First, Jack did not notify Jolly Green operations of the SAR until 5 minutes after the 56 SOG Command Post was advised of the event. This could have meant excessive delay in getting the Sandys airborne had they not learned of the SAR from the SARMO. Secondly, the chute beeper should be discontinued from use in Southeast Asia as it made SAR UHF primary of no use since 2828 had to be monitored constantly. The third recommendation is that Air America helicopters be kept on 123.1 VHF if contact can be maintained with them on FM of UHF. Finally, it is not clear why the rescue had to be delayed while King obtained approval for Sandy 1 to utilize Air America resources.


ALBERT E. MEYERS, Major, USAF
SAR Coordinator

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marked with smoke by Sandy 02. As Sandy 03 sunitized the lower slope, the Jolly moved in. He spotted the survivor's chute without difficulty and pinpointed the downed pilot's position when he popped his smoke flare. Sandys 01 and 02 expended their ordnance around the survivor's immediate area as the helicopter hovered for pick-up. At the same time Sandys 03 and 04 sealed off the valley floor. Egress up the slope was unopposed.

(S) ^{17/} On 19 May 1970, a successful SAR was conducted for Bull-whip 17 Alpha and Bravo, front and back seat occupants of an RF4C. The aircraft was shot down by enemy AA fire in the vicinity of Route 7 while on a strike mission in the Barrel Roll. The crew egressed as far as possible from the route structure before extracting.

(S) The survivors were down in a narrow valley, whose floor was at 2,500 feet elevation, with ridge lines up to 4,500 feet on each side.

(S) Sandys 01, 02, 03 and 04 were scrambled to the area at 1415L. Zorros 44 and 45 had been on a strike mission in the Barrel and were diverted to the SAR scene by AEWCC. King 32 instructed the Zorros to assume On-Scene Command. Zorro 45 had an inoperative UHF radio, which made it necessary for Zorro 44 to relay many transmissions on FM and VHF.

(S) Alpha's chute was clearly visible. Zorro 44 obtained radio

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contact with the survivors and attempted to pinpoint Bravo's position. He finally located Bravo in dense jungle, approximately 1,000 meters northwest of Alpha. Both survivors were in good condition.

(S) Sandys 01 and 02 arrived on-scene at 1515L, and Zorro 44 immediately pointed out Alpha's parachute and Bravo's approximate position.

(S) At this time, Zorro 45 had gone to Xieng Khouangville to rendezvous with three Air America helicopters.

(S) At 1525L, Sandy 01 assumed On-Scene Command. Zorro 45 now had the Air America choppers in tow and was proceeding up the valley towards the survivors. King also advised that Sandys 03 and 04 were seven NM south of the area with two Jolly Greens.

(S) While Sandy 01 was pointing out Bravo's position to Sandy 03, Zorro 44 arrived with Hotels 54 and 70, two H-34 Air America helicopters, and Hotel Fox, a UH-1 Air America helicopter. Hotel 54 called for Alpha to pop his smoke and immediately entered a hover over the survivor. Hotel Fox sighted Sandy 01's marking rocket and as he hovered, Bravo was instructed to pop his smoke. Alpha was on board Hotel 54 at 1540L, but there was some delay in recovering Bravo when Hotel Fox's hoist failed to reel in after the survivor was on the penetrator. Finally Bravo was instructed to get off the penetrator, which he did. Hotel 70 entered a hover as Hotel Fox withdrew and Bravo was safely on board at 1555L.

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VIETNAM WAR AIRCRAFT LOSSES

1296	23 Apr 1970	F-4D	LAOS	Lucki A. E.	Capt	KIA		Gomez R. A.	1Lt	MIA
1297	23 Apr 1970	F-4D	LAOS	NeLaoson M. W.	Capt	Rescued	USAF Helo	Holmquist J. D.	1Lt	Rescued
1298	25 Apr 1970	A-1H	SVN	Detar D. E.	Maj	Rescued	Army			
1299	25 Apr 1970	F-4E	THL	Hackett C. K. Jr	Capt	KIA		Hancock S. R.	1Lt	Rescued
1300	29 Apr 1970	OV-10A	SVN	Brown W. L.	Capt	KIA		Ortiz J. H.	1Lt	KIA
1301	2 May 1970	F-4D	NVN	Bodenheim B. R.	Capt	Rescued	USAF Helo	Jackman G. R.	1Lt	Rescued
1302	2 May 1970	F-4D	CMB	Herring T.	Maj	Rescued	Army	Peters F. C.	Maj	Rescued
1303										
1304										
1305										
1306										
1307										
1308										
1309	11 May 1970	O-2A	SVN	Pyle J. W.	LtCol	KIA				
1310	12 May 1970	F-4D	SVN	Harbsion P. W. Jr	Capt	Rescued	Army Helo	Shelton J. E.	1Lt	Rescued
1311	13 May 1970	F-4D	CMB	Trent A. R.	Capt	KIA		Huberth E. J.	1Lt	MIA
1312	19 May 1970	RF-4C	LAOS	Crawford C. A.	Maj	Rescued	AA Helo	Norton F. P.	Capt	Rescued
1313	22 May 1970	O-2A	SVN	Meacham R. W. Jr	Capt	KIA		u		KIA
1314	25 May 1970	F-4D	Sea	Rubus G. M.	1Lt	Rescued	USAF Helo	Sornberger J. T.	1Lt	Rescued
1315										
1316										
1317										
1318										
1319										
1320										
1321	9 June 1970	O-1F	SVN	Ryder J. L.	1Lt	MIA		Hilbrick	Cpt	KIA
1322	9 June 1970	F-4E	LAOS	Clingaman R. L.	Capt	Rescued	USAF Helo	Ripple C. W.	Capt	Rescued

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OPERATIONS

56th Special Operations Wing

<u>Date</u>	<u>Class</u>	<u>Significant Event</u>
Apr 6-7	(S)	Search and Rescue effort for Laredo 02 Alpha and Bravo was successful.
11	(C)	Security Condition Yellow implemented.
18	(U)	Staff Judge Advocate rotates. New Staff Judge Advocate Major William A. Sansing arrives.
21-22	(S)	Partially Successful Search and Rescue. Hostage Man/Cowpoke 18 front and back seat occupants respectively of a Marine OV-10. Cowpoke 18 recovered, Hostage Man lost.
22	(S)	Successful Search and Rescue for Ad Lib 11.
23	(S)	Successful Search and Rescue for Stormy 03 Alpha and Bravo.
24	(S)	Two Raven FACS Capt James E. Cross and Capt Gomer D. Reese declared KIA.
25	(S)	Technical Sergeant Charles B. Maxwell and Staff Sergeant James B. Costello wounded in action.
MAY 2	(S)	Successful Search and Rescue for Falcon 93.
3	(S)	Successful Search and Rescue for Nail 23.
19	(S)	Successful Search and Rescue for Bullwhip 17 Alpha and Bravo.
20	(S)	Captain Donald J. Morris reported KIA.

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Mission 08-38-008 21 May 70: 1 Sortie, .4 hours, Det 8 was notified by JDOC that a heavy equipment operator was injured when a bulldozer rolled over. Pedro 51 scrambled at 0321Z and proceeded to the area. Pedro 51 landed and the injured man was loaded aboard by litter and taken to the 483rd Hospital. Pedro 51 returned to the Pedro Pad and terminated the mission.³

3. IBID, May 70

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (S)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Grew, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Mekkers, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Hara, Capt Fechner, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SM-3A crew members, Lt David Georgus, Lt JC Samuel Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Fries, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dowdy, Maj Shows, SSgt Andrews, and A2C Fighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Fries, Capt Fechner, SSgt Ely, and A2C Kleonovich rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Fighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (S)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Graw, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Mekkers, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Hara, Capt Fechner, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SM-3A crew members, Lt David Georgus, Lt JC Samuel Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Fries, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dowdy, Maj Shows, SSgt Andrews, and A2C Fighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Fries, Capt Fechner, SSgt Ely, and A2C Klenosich rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Fighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

~~CONFIDENTIAL~~

MISSION NARRATIVE REPORT

DATE: 25 May 1970

MISSION NUMBER: (1-3-042) 25 May 70

FLIGHT DESIGNATION: Jolly Green 23 and Jolly Green 27

MISSION OBJECTIVE: Wolf 51 A and B

LOCATION: 15°56'N 108°24'E

SAVES: 2 Combat Saves Credited

1. (C) Jolly Green 23 (Low) and Jolly Green 27 (High) departed Channel 77 at 0835Z and 0825Z respectively on a local Alert Exercise Mission. At 0850Z we were notified by QUEEN on VHF that Wolf 51 had sustained battle damage and was heading for Channel 77 and attempting to get feet wet. Wolf 51's position was given as 235/35/77. At 0855Z we were notified by QUEEN on VHF that Wolf 51 crew had ejected just after getting feet wet. Position was given as 120/10/77. We immediately headed for that position. Weather at takeoff and pickup area was VFR with a sea state 2 and wind 110/10. Jolly Greens arrived on scene at 0900Z. There was no radio contact with the survivors, both beepers were on. The Jolly Greens circled the survivors as they descended and radio discipline was excellent. Wolf 51 A and B hit the water almost simultaneously about 100 yards apart. Jolly Green 23 immediately went in for a smoke drop pattern and pickup attempt on Wolf A, and Jolly Green 27 was instructed to pick-up Wolf B. Pararescue Specialist were deployed from both Jolly Greens. Both aircraft went in for the pickups at 0915Z and had both A and B on board the respective aircraft, and departed the scene at 0920Z. Both Jolly Greens used the hoist method of water recovery and no difficulties were encountered. Jolly Greens' recovered at Channel 77 at 0925Z. Both survivors were in excellent condition.

2. 2 Sorties/1.7hrs/HH-3E/37 ARRS; 1 Sortie/0.4hrs/H1-130P/39ARRS.

3. N/A

4. N/A

5. N/A

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 76

Copy 1 of 10 Copies

~~GROUP 4~~
Downgraded at 3 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

6. JOLLY GREEN CREWS:

JOLLY GREEN 23

AC Major Charles W. Bond
IP Capt John H. Fette
CP Capt Jimmie Blackwood
FE MSgt Carroll H. Tatley
RS SSgt Jules C. Smith

Charles W. Bond

CHARLES W. BOND, Major, USAF
Aircraft Commander, Jolly Green 23

JOLLY GREEN 27

AC Capt Dale R. Clark
CP Capt Royce W. Terrell
FE Sgt James R. Cloyes
RS Sgt Stephen V. Samo

Dale R. Clark

DALE R. CLARK, Captain, USAF
Aircraft Commander, Jolly Green
27

~~CONFIDENTIAL~~

UNCLASSIFIED

57

DATE: 25 MAY 70

26 May 1970

MISSION NUMBER: 1-3-042-25 MAY 70

AIRCRAFT DESIGNATION: KING 36

LOCATION: 120/9/77

DISTRESSED AIRCRAFT: WOLF 51 (F-4)

SAVES: 2 Combat

1. At approximately 0842Z Wolf 52 reported that Wolf 51 had taken considerable battle damage and was siphoning fuel at an alarming rate, was heading East toward Channel 77.
2. I immediately requested Jolly Greens. Jolly Green 23 & 27 were airborne flying local and diverted on the mission.
3. At 0846Z the aircraft flamed out from loss of fuel with both crew members ejecting successfully immediately thereafter. Aircraft impacted in the water at 0850Z. Jolly Green 23 reported both chutes in sight and was circling ready for the pickup.
4. Jolly Green 23 picked up one survivor at 0908Z with Jolly Green 27 completing pickup of the other survivor at 0911Z.
5. King 36 Crewmembers:

AMC/AC MAJ SCHERER
CP CPT RHAME
N CPT SEEGER
RO TSG GILMORE
FE TSG TEAGUE
FE SSG SHOREY
LM TSG CORNELL

Alcuin M. Scherer
ALCUIN M. SCHERER, Major, USAF
Airborne Mission Commander/Aircraft Commander

Att 2

UNCLASSIFIED

DATE	CREW	J.G. CALL SIGN	SAVE NUMBER	SURVIVOR NAME RANK SERIAL NUMBER ORGANIZATION	LOCATION	MONTH
						MAY 1970 UNDER FIRE
2 MAY H3	TOBIN CLARK VAI SMITH, J.	35	556 557	CAPT. BODIE BADENHEIM LT GARY JACKSON 13 TFS-UDORN	308/35/103	YES
5 MAY 15	THOMPSON LINDGREN KOEBERNIK DUFFY HEITSCH	65	558 559	RICHARD E. HOFFITT MAJ- [REDACTED] DONALD A. KELLUM LT/COL- [REDACTED] 12 TRS-TSNHUT	285/43/77 RF-4C	NO
25 MAY H3	BOND FETTE BLACKWOOD TATLEY SMITH, J. CLARK TERRELL CLOYES SAMO	23 27	560 561	GARY M. RUBES 1/LT- 433 TFS-UBON JOHN T. SORNBERGER 1/LT- 433 TFS-UBON	120/13/77 120/13/77	NO NO

25 MAY 70 SAR

No Training Now, It's Do or 2 Die

DA NANG AB, Vietnam (Special) — What was intended as a training flight for two Air Force HH3 Jolly Green Giant helicopter crews from the 37th Aerospace Rescue and Recovery Sq. here turned into a live rescue mission recently. And the rescue set a record to boot.

"We had just taken off for a three-hour training flight when we were notified by our rescue control center that a battle-damaged F4 Phantom was in trouble just south of us. The crew was heading the crippled jet out over the South China Sea before ejecting," said Maj. Charles W. Bond, aircraft commander of one of the helicopters.

"At the time of the notification we were on the north side of Monkey Mountain, 9 miles northeast of Da Nang AB, so we immediately headed south," Bond said. "As we rounded the south end of Monkey Mountain, we saw two chutes floating down."

While the two F4 crewmembers descended, two rescue helicopters circled them. When the airmen were in the water, para-rescue specialists were lowered to assist them.

"The two crewmen were only 100 yards apart, so both Jolly Green Giants hovered simultaneously above them, and we had them safely aboard in five minutes," said Capt. Dale R. Clark, aircraft commander of the second rescue craft.

This particular mission established a record for the 37th ARRS. It was the shortest time — 1 hour and 20 minutes —

ron helicopter had been airborne before making a rescue.

On board the Jolly Green Giant piloted by Bond were Capt. Jimmie Blackwood, copilot; Capt. John H. Fette, instructor pilot; M. Sgt. Carroll H. Tatley, flight engineer; and S. Sgt. Jules C. Smith, rescue specialist.

Members of Clark's crew were Capt. Royce W. Terrell, copilot; Sgt. James R. Cloyes, flight engineer; and Sgt. Stephen V. Samo, rescue specialist.

Maj. Wally Barnes is pictured here during one of his busy moments as head of the training section.

Notes: Crashed in the jungle while flying in support of a LRRP mission due to suspected enemy ground fire. An Army slick also on the mission landed near the crash and transported the injured to the hospital at Cam Rahn Bay.

Tail No.: 65-07944 Model: UH-1P Date of Loss: 19 Mar 70 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Darlac, SVN Call Sign: Green Hornet

Pilot: Clyde W. Enderle (12W-20)
Co-Pilot: Carlos A. Estrada (12W-21)
Gunner: James W. Greenwood (12W-21)

Notes: Shot down by enemy ground fire southeast of Ban Me Thuot, SVN. Second gunner was thrown clear and survived. Occurred during a training flight consisting of a two ship formation.

Tail No: 66-13280 Model: HH-3E Date of Loss: 15 Apr 70 Unit: 37th ARRS
Country of Loss: Kontum, SVN Call Sign: Jolly Green 27

Pilot: Travis H. Scott, Jr. (11W-9)
Flight Engineer: Gerald L. Hartzel (11W-27)

Notes: Caught fire, FE died of wounds after.

Additional Notes: Location Dak Nay, SVN

Description: MAJ Travis Wofford and CPT 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, 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 CPT Scott, who was killed on impact. The copilot, MAJ Wofford, dragged the other two crewmen from the burning aircraft. With his bare hands he extinguished 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.

The source for this information was ARRS History

Tail No.: Model: HH-3E Date of Loss: 25 May 70 Unit: 37th ARRS,
Country of Loss: SVN Call Sign:

PJ: Luther E. Davis (10W-96)

Notes:

Tail No.: 68-8283 Model: HH-53C Date of Loss: 30 Jun 70 Unit: 40th ARRS
Country of Loss: Laos Call Sign: Jolly Green 54

Pilot: Leroy C. Schaneberg (09W-17)
Co-Pilot: John W. Goeglein (09W-104)
Flight Engineer: Marvin E. Bell (09W-102)
P.J.: Paul L. Jenkins (09W-105)
P.J.: Michael F. Dean (09W-103)

RESCUEMEN GET SAFETY AWARDS

HQ MAC (MNS)—Ten members of the 41st Aerospace Rescue and Recovery Wing (ARRWg) are among 171 MAC aircrew members recently cited for safe flying achievements.

Those winning lapel pins and uniform patches for 2,500 hours of accident-free flying were Maj. Charles R. Pinson, Det. 6, 38th ARRSq, and Capt. Donald L. Berdeaux, Det. 6, 41st ARRWg.

Cited for 5,000 hours of safe flying were Lt. Col. Joe Lyle Jr., Maj. Milford L. Van Hoosen, Maj. Edward B. Robbins, 40th ARRSq; Maj. Edward L. Hlavaty, Maj. Allen W. Ripley III, SSgt. Billy R. Bloomer, 37th ARRSq; Maj. Ralph A. Learch, 38th ARRSq; and Capt. Robert A. Choate, 3rd ARRGp.

Training Mission Becomes Actual Crew Rescue Flight

DA NANG — What was intended as a training flight for two HH-3 Jolly Green Giant helicopter crews from the 37th Aerospace Rescue and Recovery Squadron here turned into a live rescue mission recently.

"We had just taken off for a three-hour training flight when we were notified by our rescue control center that a battle-damaged F-4 Phantom was in trouble south of our position. The crew was heading the crippled jet out over the South China Sea before they ejected," said Maj. Charles W. Bond, aircraft commander of one of the helicopters.

"At the time of the notification we were positioned on the north side of Monkey Mountain, 9 miles northeast of here, so we immediately headed south," commented Major Bond. "As we rounded the south end of Monkey Mountain, we saw two chutes floating down."

While the two F-4 crewmembers descended, both helicopters circled them. When the airmen

were in the water, pararescue specialists were lowered to assist them.

"The two crewmen were only 100 yards apart, so both Jolly Green Giants hovered simultaneously above the crew, and we had them safely aboard in five minutes," stated Capt. Dale R. Clark, aircraft commander of the second rescue craft.

This particular mission established a record for the 37th ARRS as it was the shortest time (1 hour 45 minutes) a squadron helicopter had been airborne before a rescue was made.

On board the Jolly Green Giant piloted by Major Bond were Captains Jimmie Blackwood, copilot, and John H. Fette, instructor pilot; MSgt. Carroll H. Tatley, flight engineer; and SSgt. Jules C. Smith, rescue specialist.

Members of Captain Clark's crew were Capt. Royce W. Terrell, copilot, and Sergeants James R. Cloyes, flight engineer, and Stephen V. Samo, rescue specialist.

7th A.F. NEWS 17 June 1970

MAJ. C.W. BOND

MAKES COMBAT SAVES 560 and 561

25 May 1970

R
14

FROM: Det 11, 38th ARRSQ
APO 96316

26 May 1970

SUBJECT: Mission Narrative Report (11-38-002-26 May 1970)

TO: 3ARRGP (3JSARC)
APO 96307

THRU: 38ARRSQ (38-0)
APO 96307

DATE: 26 May 1970

MISSION NUMBER: 11-38-002-26 May 70

FLIGHT DESIGNATION: Pedro 05

LOCATION: 13° 08' N - 109° 04' E

SAVES: One USAF, Combat, Aircrew Member

1. SUMMARY OF SAR ACTIONS: On 26 May 1970 at 0717Z the primary crash alarm rang and Pedro 05 was scrambled at 0720Z for an F-100 with engine malfunctions. The pilot elected to eject and landed on a mountain valley floor in trees. An Army UH-1, Demon 66, arrived at the scene within minutes after the pilot reached the ground. Aided by downed pilot's wingman who was circling overhead, the "Huey" pilot was able to locate the chute and establish radio contact with the survivor who directed him to a hover over his position. The Army pilot requested the survivor to move to a small clearing several hundred yards away for the pick up as his helicopter was not equipped with a hoist or rope. Such was the situation when Pedro 05 arrived on the scene at 0732Z. Intelligence reports had reported potentially hostile forces in the area but none were observed nor was any ground fire received. The wingman controlling the SAR effort was informed of Pedro 05's capability to accomplish the over-tree pick up and he immediately released the UH-1 helicopter and cleared Pedro 05 in for the pick-up. A hover was established at 100 feet over the survivor's position and the forest penetrator was lowered through the trees. The Helicopter Mechanic sighted the survivor below and observed that he was capable of utilizing the pick up device unaided. A light rain fell during the hover and takeoff. Winds were estimated at 18 knots with mild gusts. The survivor was hoisted aboard without incident and, escorted by the wingman, was evacuated to the 31st Tactical Fighter Wing Dispensary at Tuy Hoa AB. Pedro 05 then departed the dispensary and returned to the home alert pad. The mission was terminated upon landing at 0750Z.

2. Aircraft Sorties and Hours Flown: One (1) sortie and 0.5 hours flying time by Det 11, 38ARRSQ.

3. Number of Ground Vehicles: None

4. Number of Fixed Radios and/or Mobile Radios Participating: Survivor utilized his URC-64 Rescue Radio.

5. Number of Pararescuemen Involved: The Pedro crew included One (1) Pararescueman, but no medical treatment was given as the survivor was uninjured.

and in excellent spirits.

6. Complete List of Crew Members:

AC Merlin, Kenneth F., Capt
CP Hall, John A., 1st Lt
PJ Parks, Derald D., MSgt
HM Yund, Robert A., Sgt


KENNETH F. MERLIN, Captain, USAF
Aircraft Commander

Approved.


DONALD L. EVITT, Major, USAF
Commander

~~CONFIDENTIAL~~

DATE: 28 Sep 70

6 Oct 70

MISSION NUMBER: 1-3-059-28 Sep 70

AIRCRAFT DESIGNATION: KING 24

LOCATION: 180/23/69

DISTRESSED AIRCRAFT: BILK 21

SAVES: 1 Combat

Classified by A 34000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 01/04/16

(U) At approximately 0300Z, we overheard a conversation between Queen and the CH 77 alert Jolly Greens, who were airborne, to the effect that there had been a possible mid-air collision, location unknown. We proceeded from our normal orbit toward CH 77. After contacting Panama (GCL) it was determined that the scene was at 180/23/69 and that the on-scene-commander was Bilk 20 working on UHF 343.9. We contacted Bilk 20 and were informed that Bilk 21 and Bilk 24 had had a mid-air collision. Bilk 21 was on the ground in good condition and Bilk 24 had RTB'd to CH 77. Bilk 21 was proceeding to a LZ for pick-up by an Army helicopter. An Army LOCH kept him in sight. The terrain was thick jungle and travel was difficult. The Army scrambled Hostile 47, a UH-1H, with a lowering device to attempt a pick-up prior to the survivor reaching the LZ. Bully 15 relieved Bilk 20 as OSC at 0315Z. In the meantime, JG 67 and JG 71 had proceeded feet wet toward CH 69 to await the Spads who had been scrambled. The Spads launched straight to the scene to check it out. By the time they returned and escorted the Jolly Greens into the area the Army was already attempting the pick-up. At 0321Z Hostile 47 arrived on-scene and proceeded to lower a McGuire rig through the jungle to the survivor. The pick-up was completed at 0331Z and the survivor was carried on the rope to FSB Pistol where he was landed, boarded the UH-1H, and brought to CH 69, arriving at 0400Z.

Forces Utilized

Bilk 20
Bully 15
Hostage 47

King 24 Crewmembers

AC/AMC	Maj Conway
CP	Cpt Fletcher/Lt Col Brown
NN	Cpt Sullivan/Cpt Lynch
RO	Tsg Coulter
FE	Msg Holman
LM	Ssg Barnett

Ronald K. Stegall
RONALD K. STEGALL, Lt Col, USAF
Operations Officer

TIED INTO END OF ROPE
& PLOWN OFF

SOMETIMES ROPE LADDERS

SURVIVORS NOT TRAINED IN THESE

WAYS TO SURVIVOR.

SHAME TO SURVIVE EJECTION TO DIE ON P.V.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DATE: 27 MAY 70

2 June 1970

MISSION NUMBER: 1-3-043-27 MAY 70

AIRCRAFT DESIGNATION: KING 36

LOCATION: 285/43/69

DISTRESSED AIRCRAFT: PLAYBOY 06-2 (F-4C)

SAVES: 2 Combat (Non-Rescue)

Classified by OLA 3 mld
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Mar 71

1. (C) At approximately 0653Z Hillsborough (ABCCC) called and advised King 36 that Playboy was in trouble and to contact him on their primary UHF radio.
2. (C) A call was made to Playboy and he gave his position as 285/53/69 heading 060°. He also stated he was on fire and had shut down one of the engines, however this did not put out the fire. Playboy 06-1 the lead aircraft reported that the other aircraft was streaming fuel. Almost immediately after this transmission both crew members bailed out at 285/43/69.
3. (C) King 36 requested from Queen that the Jolly Green's be scrambled immediately and was advised that it was impossible due to the thunderstorm, which was producing heavy rains and high winds, over the base at that time.
4. (C) King 36 called for any helicopter in the area to come up on Guard 243. Ghost rider 350 and Batman 12 responded. Both helicopters observed the two crew members coming down in their chutes and one of them was talking to Playboy lead on his survival radio as he came down. The helicopters landed one beside each crew member and placed them on board. Ghost rider 350 then landed beside the other helicopter and transported both crewmen to the 18th Surgical Hospital at Quang Tri. Both crewmembers were recovered at 0710Z. It was reported that one of the crew members had an injured leg and the other was in good shape. The aircraft impacted on the edge of the bomb dump at Quang Tri.

5. (U) Aircraft participating in the Recovery:

King 36 (HC-130P)
Playboy 06 (F-4C)

Ghostrider 350 (UH-1)
Batman 12 (UH-1)

6. (U) King 36 Crewmembers:

AMC/AC LTC PREWETT
CP MAJ RIGGERT
N MAJ BEGLEY

RO SSG SWINSON
FE TSG MATTHEWS

FE MSG BLOMGREN
LM SSG WAREHAM

James V. Prewett
JAMES V. PREWETT, Lt Col, USAF
Airborne Mission Commander/Aircraft Commander

~~CONFIDENTIAL~~

at 114
~~CONFIDENTIAL~~
Downgr. at 3 year intervals.
Declassified after 12 years.

NOT ALL SARS WITH
APRS ARMY
USED SOMETIMES

DPE	CR
APRS	1
ENED	1
ODC	9
MCP	1
CHO	1
	12

3

PUSTOF-

IMMEDIATE

PT 00389

7/2

FLAMED-OUT. THE PILOT EJECTED 65 MILES NORTH EAST OF QUANG TRI, RVN-(FEETWET). HIS WINGMAN STREETCAR 316 OBSERVED A GOOD CHUTE AND PINPOINTED HIS EXACT POSITION. KING 34 (HC-130) WAS IMMEDIATELY DIVERTED FROM A PRECAUTIONARY ORBIT AND JOLLY GREENS 31/24 (HH-3) WERE SCRAMBLED. AN IMMEDIATE ATTEMPT TO CONTACT THE USS CORAL SEA OR ANOTHER NAVY SAR VESSEL COULD NOT BE ESTABLISHED. THE JOLLYS WERE AIRBORNE AT 0138Z AND PROCEEDED TO THE SAR SCENE. IT WAS LEARNED AT THIS TIME THAT BIG MOTHER (SH-3A) WAS ONLY TWO MINUTES FROM THE SCENE. AN UNEVENTFUL PICKUP WAS ACCOMPLISHED BY BIG MOTHER AND THE SURVIVOUR WAS TAKEN TO THE USS CORAL SEA. JOLLY GREEN 31/24 WERE DIVERTED TO A PLANNED PRECAUTIONARY ORBIT POINT AND KING 34 RESUMED HIS ON STATION POSITION. NAVY AND AIR FORCE COORDINATION WAS GREATLY HAMPERED BY A COMMUNICATION OUTAGE. THIS EXPLAINS THE ITEMS IN THIS REPORT THAT ARE NOT AVAILABLE.

GP-4
BT
#0185

NNNN#

IMMEDIATE

IMMEDIATE

PT 00409

* ~~CONFIDENTIAL~~ *

C. PERSONNEL INFO:

- (1) 2 PERSONS INVOLVED - 2 PERSONS RECOVERED
- (2) SAR OBJECTIVE LOCATED BY 101ABNDIV AT 0540Z

COORDINATES 1608N 10745E

- (3) RECOVERED BY DUSTOFF 602, 236TH MED EVAC CO BY LANDING AT CRASH SITE.

- (4) BOTH SURVIVORS TAKEN TO U.S. ARMY 95TH EVACUATION HOSPITAL, DANANG.

D. FLYING ACTIVITY:

- (1) 37ARRS - 2 SORTIES FOR 4.0 HOURS.
- (2) 39ARRS - 1 SORTIES FOR 1.5 HOURS.
- (3) 56SOW OL-AA - 2 SORTIES FOR 3.0 HOURS.

E. NO SAVES

G. SUMMARY OF SAR ACTIONS:

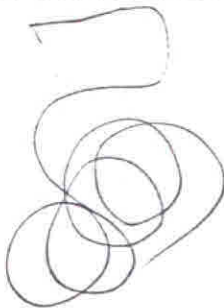
PAGE 4 RUMUJBB0042 ~~CONFIDENTIAL~~

(1) AT 0530Z, OL-1 HEARD A TRANSMISSION ON GUARD THAT JIGGER 04 (UH-1G) RECEIVED GROUND FIRE AND WAS GOING DOWN SOUTH OF HUE/PHU BAI. ARMY HELOS WERE AVAILABLE IN THE IMMEDIATE AREA BUT WERE UNABLE TO MAKE A PICK-UP DUE TO A THUNDERSTORM OVER THE SURVIVORS. JOLLY GREEN 70/71 (HH-53'S) WHO WERE FLYING LOCAL, IMMEDIATELY WERE DIVERTED TO THE SCENE TO HOLD FEETWET. KING 26 ((-130P) WAS DIVERTED TO THE AREA AND SPAD 11/12 (A-1S) WERE LAUNCHED. AS THE FORCES HELD FEETWET AWAITING IMPROVEMENT OF THE WEATHER; A BREAK IN THE CLOUDS ENABLED DUSTOFF 602 (UH-1) TO LAND AND RECOVER THE TWO SURVIVORS. BOTH CREWMEMBERS WERE RELEASED FROM THE HOSPITAL AFTER A MEDICAL CHECK REVEALED NO INJURIES. ARRS DOES NOT CLAIM ANY SAVES SINCE THE RESCUE FORCES WERE UTILIZED ONLY AS A PRECAUTIONARY MEASURE. GP-4.

BT

#0042

NNNN#



9 SEPT 70
DUSTOFF

2 cpy reproduced 9 Sep 70 by P.A.A.S

IMMEDIATE

* ~~CONFIDENTIAL~~ *
