

~~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 (REF 77)

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 74

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

at 1

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

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 AFRS; 2 Sorties/3.6hrs/HH-3E/37 AFRS; 2 Sorties/5.6hrs/HC-130P/39AFRS; 2 Sorties/6.5hrs/HH-53/40 AFRS; 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 pararescuemen 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~~

~~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 yr. is.

atcl 4

~~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 65 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
Covey 259
Spad 11 & 12
Jolly Green 65 & 64
Sandy 22 & 23, 42 & 43

Dragon Fly 1, 2, 3, & 4 (Cobra gunships)
Jolly Green 24 & 27 (RTB for hydraulic leak)
Sandy 5 & 6 (Nov Orbit - not used)
Jolly Green 60 & 57 (Nov Orbit - not used)
King 37 (Not used - held for possible secondary SAR)
King 32 (Nov force refueler)

12. (U) King 36 Crewmembers

AMC/AC MAJ KIMMEL
CP 1LT HEINING
N CPT SELLERS
RO SSG FREBURGER

RO SSG HOLLUMS
FE SSG SHOREY
FE TSG SUMNER
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 after 12 years.

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 1/ 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-267444194FR 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 Fellows) 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.

by Capt. Mike Frael

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 Follows) as they are called by Southeast Asia airmen, 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 "Buffs" 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. Kobernik, flight engineer; Technical Sergeant John F. Hattch and Staff Sergeant Dennis T. Duffy, both rescue specialists.

"Actually the rescue was him a downed save," stated Capt. Thompson, "as the downed aircraft was an RF-4 from 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 'Duff'.

"When we landed back at Da Nang our crew chief Staff Sergeant Billie J. Barnes had his paint brush handy and stenciled the 'Duff' 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 ARMS Commander. 'That Others May Live,' is the motto of the Aerospace Rescue and Recovery Service, and we are happy that the 'Duff' has chalked up its first satisfied customers," concluded Lt. Col. Holcomb.

SMAY 70 = FILE NAME

CAPT JOHN
LINDGREN
CO-PILOT

MAJ RICHARD
MOFFITT
SURVIVOR

CAPT DONALD
THOMPSON
PILOT

SSGT EDWARD
KUEBERNIK FE



SSGT DENNIS OUFFY (RT)

TSgt JOHN HEITCH (PS)

SSGT RILLIE BARNES
CREW CHIEF

1ST 144-53 SAVE AT DANANG 37th APR 70



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. Heitch 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

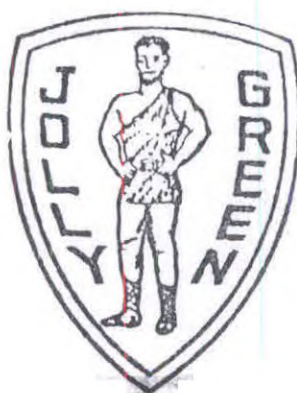
The action began March 9, when a downed F-100 Supersabre pilot was picked up by an HH-3 Jolly Green piloted by Maj. Lewis E. Garrett.

"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 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.

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. Heitch 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.

"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. "Tha 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 NIUT — 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 Sky-raidiers 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 airmanship possible. Through their efforts, Major Moffitt and I were surely plucked from the hands of the enemy."

DATE	CREW	J-G CALLS	SAVE NUMB	RANK SERIAL NUMBER ORGANIZATION	LOCATION	MAY 1970
						UNDER-FIRE
2 MAY H3	TOBIN	35	556	CAPT. BOBIE BADENHEIM	308/35/103	YES
	CLARK		557	LT GARY JACKSON		
	VAI			13 TFS-UDORN		
	SMITH, J.					
5 MAY 53C	THOMPSON	65	558	RICHARD E. MOFFITT	285/43/77	NO
	LINDGREN		559	MAJ- XXXXXXXXXX	RF-4C	
	KOEBERNIK			DONALD A. KELLUM		
	DUFFY			LT/COL- XXXXXXXXXX		
	HEITSCH			12 TRS-TSNHUT		
25 MAY H3	BOND	23	560	GARY M. RUBES	120/13/77	NO
	FETTE			1/LT-		
	BLACKWOOD			433 TFS-UBON		
	TATLEY					
	SMITH, J.					
	CLARK	27	561	JOHN T. SORNBERGER	120/13/77	NO
	TERRELL			1/LT-		
	CLOYES			433 TFS-UBON		
	SAMO					

~~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 2045Z 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 trolled 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 yrs.

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

~~SECRET~~

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

FROM: 13000/1st Lt Bowler/Sandy 01

SUBJECT: SAR Report - Nail 28

TO: 13000/SAMCO

PROJECT 8 May 1970

DO NOT DESTROY

No. 023916

CATALOGED

1. A successful rescue was conducted on May 70 for Nail 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. Nail 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 0300 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. Nail 51 and Nail 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 4400 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. Nail 51 and 17 both conducted electronic search before Sandy 01 arrived. The electronic search was continued until Nail 17 finally picked up the Survivor Dooper about 15 miles east of the original briefed position.

6. Nail 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. Nail 51 reported he saw Nail 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 01 & 04 and Jolly 10 & 56 to move into the area. Radio problems again hampered the coordination but the Nails took up the slack. Nail 51 went out to pick-up Sandys 03 & 04 and the Jollys. Nail 17 climbed over the area to an altitude where he could get TACAN positions.

1505-70-000015

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

for the forces to proceed to. Sandy 03 descended the area. Sandy 01 showed him the gun river position and directed him 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 expending 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 01 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. Sandys 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 chute. He moved into hover and Sandy 01 and 02 began to expand around the hovering chopper. Sandys 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.

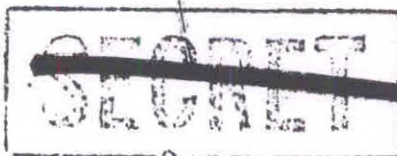
8. Radios proved to be our biggest problems in this effort. Several radio calls were missed by several aircraft because of bad radios. Generally, the effort was unopposed, however some ground fire was encountered as Sandy 04 took a small arms hit during the attempt.

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 SAR 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, 18003
Sandy 02 Lt Miller, 18003
Sandy 03 Maj Hoffman, 22203
Sandy 04 Lt Howard, 22203
Sandy 05 Lt Matthews, 602503
Sandy 06 Maj Evenston, 602503
Mail 17 Capt Wallace 23TAD3
Mail 51 Capt Withers (Ubon)
Mail 28 Capt Taylor (Ubon)
Jolly Green 56
" " 60
" " 54
" " 52



~~SECRET~~

suppression at this time, and Spads 03 and 04 and Sandys 05 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

~~SECRET~~

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 NEP 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.

~~SECRET~~

~~SECRET~~

(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

~~SECRET~~

~~SECRET~~

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 ABCCC. 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

~~SECRET~~

~~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

~~SECRET~~

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

40-70 0101

GROUP 4

Downgraded at 3 year intervals: declassified after 12 years AD-70-1360

~~SECRET~~

(This page unclassified)

CONFIDENTIAL

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

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

AD-70-1360

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. Melkers, 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 Jones, SSgt Riley, and A2C Brotton picked up Navy SH-3A crew members, Lt David Georgus, Lt JC Samuel Payne, Dale B. Kone, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Firse, 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 Firse, Capt Fechsner, 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 Pighini 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

F-4
what kind of A/C?

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/MH-3E/37 ARRS; 1 Sortie/0.4hrs/MC-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

atol 5

Copy 1 of 10 Copies

~~CONFIDENTIAL~~

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

~~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~~

DATE	CREW	J.G. CALL SIGN	SAVE NUMBER	SURVIVOR NAME RANK SERIAL NUMBER ORGANIZATION	LOCATION	MONTH
						MAY 1970
						UNDER FIRE
2 MAY H 3	TOBIN CLARK VAI SMITH, J.	35	556 557	CAPT. BOBIE BADENHEIM 1/ LT GARY JACKSON 13 TFS-UDORN	308/35/103	YES
5 MAY 15'	THOMPSON LINDGREN KOEBERNIK DUFFY HEITSCH	65	558 559	RICHARD E. MOFFITT MAJ- [REDACTED] DONALD A. KELLUM LT/COL-267444194FR 12 TRS-TSNAUT	285/43/77 RF-4C	NO
25 MAY H 3	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 15 minutes — a squad-

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 R. 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. Leach, 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

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