

~~CONFIDENTIAL~~

MISSION NARRATIVE REPORT 1

DATE: 1 June 1970

MISSION NUMBER: (1-3-045) 1 June 1970

FLIGHT DESIGNATION: Jolly Green 65 and Jolly Green 27

MISSION OBJECTIVE: Chatter Box 7 (Marine CH-46)

LOCATION: 15° 54'N; 107° 56'E

SAVES: 10 Combat Saves

Classified by AB/3-0001
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

1. (C) Jolly Green 65 (Low) and Jolly Green 27 (High) departed Da Nang AB, RVN (Channel 77) at 0230Z for airborne orbit. TADC notified Queen that Hostage Duke (OV-10) had reported that Chatter Box 7 (CH-46) was downed due to hostile action at coordinates 15° 54'N, 107° 56'E. At 0252Z, we were notified by Queen to divert and hold over An Hoa. TADC scrambled Cattle Call 42 (UH-1E), FAC and Fast Movers to the area. Spad 11 and 12 were diverted to the area and Spad 11 assumed on-scene commander. King 34 also diverted to the area and assumed AMC. Spad 11 briefed the Jollies that Chatter Box 7 had crashed when it landed on a booby-trapped landing zone. Also briefed that there was reported movement approximately 300 yards from the scene. There was one seriously injured and ten other personnel, some of them wounded. Cattle Call 42 (UH-1E) was called in to pick up the seriously injured survivor. The other survivors were approximately 20 meters from the burning aircraft and unable to move due to the heavily mined and booby-trapped area. After the one seriously injured person was picked up by Cattle Call 42, Spad 11 moved Jolly Green 65 & 27 to a location of one mile south of the crash scene. Spad 11 briefed the SAR forces on his plan of action and for Spad 12 to escort Jolly 65 in for the pickup. Spad 11 laid down a smoke screen on the ridge approximately 100 yards from the crash scene, which was between the reported movement and the survivors. Jolly Green 65 came to a hover over the survivors at 0325Z and the last man was picked up at 0400Z. The survivors could not and would not move. The forest penetrator was used to recover all survivors. During the entire hover, the Spads were in a daisy-chain around the Jolly, firing mini-guns, 20mm, rockets and CBU. After the last man was safe on board, the Jolly exited the same route as entry. The weather was no factor. The elevation of the crash scene was 3500 feet. Once the pickup started, the radio discipline was excellent. The only problem encountered during the SAR exercise was when Jolly 65 was called in for the pickup, the tip tanks were jettisoned. However, the right tank failed to jettison. Because of the location of the survivors and terrain features, we were required to hover slightly downwind. With the right tank containing 1500 lbs of fuel, the left tank gone and hovering downwind, it made the hovering a little more difficult than normal. Spad 11 and 12 escorted the Jollies back to Da Nang AB, RVN. Air refueling before or after the rescue was not required.

atd 7

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

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2. 1 Sortie/1.5hrs/HH-53/37MRS; 1 Sortie/1.5hrs/HH-3/37MRS; 1 Sortie/1.5hrs/HC-130/39MRS; 2 Sorties/3.0hrs/A-1E/CL-A1, 56 SCW; 1 Sortie/1.5hrs/UH-1E/HM 161 Sorties/flying time not available for strike aircraft or FAC's.

3. None

4. None

5. Survivors were recovered in good condition. None of the three Pararescuemen on board deployed; they did, however, treat several of the survivors for shrapnel wounds. All survivors were turned over to the Air Force Flight Surgeon at Da Nang AB, RVN.

6. Jolly Green Crews:

Jolly Green 65 (Low)

AC Lt/Col Royal A. Brown, Jr.
CP Capt Aaron T. Stacy
FE Sgt John C. Kriletich
RS TSgt John F. Heitsch
RS SSgt Michael K. Van Brunt
RS MSgt James D. Scott

Jolly Green 27 (High)

AC Capt Miguel Garcia
CP Capt Jimmie Blackwood
FE MSgt Carroll H. Tatley
RS Sgt Larry E. Meyers

Royal A. Brown Jr.
ROYAL A. BROWN, JR., Lt Col, USAF
Aircraft Commander JG (65)

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DATE: 1 JUN 70

6 June 1970

MISSION NUMBER: 1-3-045-1 JUN 70

AIRCRAFT DESIGNATION: KING 34

LOCATION: 240/16/77

DISTRESSED AIRCRAFT: COMPRISE 11

SAVES: 11 Combat

1. (C) King 34 was notified by Queen of an incident 16 miles west of DaNang involving an Army helicopter. King 34 proceeded to the area. Comprise 11 had touched down on a landing zone which had been mined by the enemy. The helicopter was disabled and two personnel were seriously wounded when one or more mines detonated. After exiting the crash the survivors could not move about due to the mines. Initially Hostage Ringneck was On-Scene Commander until Spad 11 arrived on scene. Army helicopter gunships were utilized to suppress ground fire during the recoveries. Comprise 05, an Army helicopter, recovered two personnel, one of whom was seriously wounded. Jolly Green 65 picked up 10 personnel. Survivors on board Jolly Green 65 advised all survivors were recovered. King 34 released fast mover flights to the area FAC, Hostage Ringneck. Jolly Green 65 returned survivors to DaNang. Post mission information received from Queen indicated one survivor later expired and that one killed in action was abandoned in the wreckage.

2. (U) King 34 Crewmembers:

AMC/AC	MAJ BREWER	RO	TSG GILMORE
CP	MAJ WALLER	FE	MSG DUNCAN
N	MAJ HENDRICKS	FE	MSG MARTEL
IN	CPT FRANCIS	LM	TSG CORNELL

Alton P.H. Brewer Jr.
ALTON P.H. BREWER JR., Major, USAF
Airborne Mission Commander/Aircraft Commander

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

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

37 ARRSq History, Apr-Jun 1970

SUPPORTING DOCUMENT #1 (Con't)

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

+ 1 NONE NAME



AF Museum Photo

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AF Museum Photo

1Jun70.jpg

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MISSION NARRATIVE REPORT

DATE: 4 June 1970

MISSION NUMBER: (1-3-046) 4 June 1970

MISSION OBJECTIVE: Phoenix 04 (Army OH-6)

LOCATION: 15°36'N, 108°03'E

SAVES: 2 Combat Saves

Classified by DE 13-2268
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

1. (C) At 2315Z, Queen notified Pot Belly that an Army LOH helicopter, Phoenix 04 (Army OH-6) with three crew members were down in an extremely hostile area with a location of 285/45/74. Jolly Green 66 (Low) and Jolly Green 65 (High) were scrambled and were airborne at 2325Z. King 33 (C-130) advised the Jollies to proceed feet wet to Channel 74. At 2350Z, King 33 advised the Jollies to establish feet wet orbit 20 NM north of Channel 74. Orbit was established and King 33 advised Jollies that survivors and Cobra Gunships (AH-1G) were on guard ~~channel~~ channel, and the strikes by all aircraft were on VHF 121.75. FAC (OV-10) was also in the area. Spad 11 and 12 were scrambled and enroute. Blue Ghost, the Cobra Gunship lead (AH-1G) had located two survivors approximately 27 miles south west of Da Nang AB. The survivors were in a crater, requiring a Jolly Green for extraction. The third crew member was thrown from the aircraft, at tree top altitude without a parachute, when the aircraft went into an uncontrollable spin following ground fire. The condition and location of the third crew member was not known. Blue Ghost, the Cobra Gunship lead, advised that heavy ground fire was coming from the west side of the valley, opposite the survivors, and that he was putting in ordnance. The survivors reported heavy ground fire to the west, and movement 200 meters to the north. Spads 11 and 12 arrived on scene and were briefed on survivors location, ground fire and enemy troop movement. The Spads rolled in on the ground fire for strikes with CBU-25, rockets, mini-guns and 20mm. The Cobras advised that they were low on fuel and would expend the rest of their ordnance before departing. More air strikes were put in and survivors reported that strikes were right on target. Original Cobras departed to refuel and Blue Ghost lead reported inbound with four new Cobras and a Army Slick Gunship (UH-1). At 0010Z Spad 11 requested Jolly Green 66 (Low) and Jolly Green 65 (High) to depart orbit and head for crash site. Spad 12 was detached to escort the Jollies. Blue Ghost lead arrived on scene and was briefed by Spad 11. The Cobras put in another air strike and decided to save the rest of their ordnance until Jolly Green 66 started the run in. At 0025Z, the Jollies established a secondary orbit at 200/30/77. Jolly Green 66,

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intervals; declassified
after 12 years

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escorted by Spad 12, descended to 4000 feet and made a pass over the survivors and was briefed on procedures to be used by Spad 11. The survivors were on the west side of a steep valley running north and south. The valley was a sharp cut made through a ridgeline by the Song Thu Bon River, about 6 miles WNW of the Heip Duc Special Forces Camp. The ridgeline to the west was about 550 feet and rose to over 900 feet to the east. The survivors were about halfway up the western slope and the ground fire was coming from the eastern slope, above the survivors position. This would put the helicopters in a precarious position, exposed to ground fire from above, while in a hover. We were briefed that there were two survivors in good condition. Spad 11 briefed that the run in would be to the north, and exit would be to the south. Smoke would be laid on the eastern slope and the Spads would fly a daisy chain on the way in and the Cobras would cover us in the hover. At 0042Z, a Cobra reported spotting 40 or 50 enemy troops moving towards the survivors about 300 yards north. It was decided to start the attempt immediately before the enemy could get into firing position. Jolly Green 65 remained in the secondary orbit, where he could see the whole action. Spads 11 and 12 laid smoke in and on the eastern slope and turned to rejoin Jolly Green 66 as the run in started. Jolly Green 66 jettisoned the auxiliary fuel tanks and dropped down to tree top level at 150 KTS. As Jolly Green 66 approached the survivors and started slowing down, Spad 11 and 12 continued on by dropping CBU-25 and strafing with 20mm in the area that the ground fire was coming from. Due to the rough terrain and jungle canopy Jolly Green 66 was not able to spot the survivors. Jolly Green 66 then turned around and hovered slowly south until the survivors said we were directly over them. At this time the Flight Engineer spotted the survivors on a steep slope clinging to a tree. The Spads made another run-in, dropping CBU-25 and 20mm, at this time the Cobras moved in over the eastern slope where the ground fire was coming from. The position of the survivors dictated that a very precise hover be held to drop the penetrator right on them, as the survivors were not able to move on the steep slope. Hovering was made difficult by the steep slope and wind updrafts. On one side the tree tops were on the bottom of the aircraft and on the other side the tree tops were a hundred feet below. The penetrator was dropped into the survivors hand on the first attempt and the survivors were aboard the aircraft within three minutes after spotting them. The Spads and Cobras did an amazing job suppressing ground fire, and Jolly Green 66 received no hits during the mission. Weather was no factor and the radio discipline was excellent. In fact, it was one of the better SAR mission that I have been on and all concerned are to be commended. Air refueling was not required before or after pick up.

2. 2 Sorties/3.6hrs/HH-53/37ARRS; 2 Sorties/2.3hrs/HC-130/39ARRS; 2 Sorties/3.2hrs/A-1E/OL-AA. Sorties/flying time not available for numerous Huey Cobra Gunships, OV-10, and UH-1 Gunship.

3. None

4. None

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5. Survivors were recovered in good condition. None of the two Pararescuemen on board deployed; they did treat the survivors for cuts and burns. All survivors were turned over to the Air Force Flight Surgeon at Da Nang AB, RVN.

6. Jolly Green Crews:

Jolly Green 66

AC Lt Col Royal A. Brown Jr.
CP Capt John Lindgren
FE SSgt William Johnson
RS MSgt Harold W. Harvey
RS MSgt James D. Scott

Jolly Green 65

AC Maj Albert W. Palmer
CP Capt Aaron T. Stacy
FE Sgt John C. Kriletich
RS SSgt Curtis W. Phythian
RS SSgt Larry E. Palmer

Royal A. Brown
ROYAL A. BROWN, Lt Col, USAF
Aircraft Commander, JG 66

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DECLASSIFIED ON 31 Dec 76

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SAVE NUMBER 572
LT/COL. BROWN
CAPT. LINDGREN
SSGT. JOHNSON
MSGT. HARVEY
MSGT. SCOTT
4 June 1970

Save572.jpg

DATE	CREW	J.G. CALL SIGN	SAVE NUMBER	SURVIVOR NAME RANK SERIAL NUMBER ORGANIZATION	LOCATION	JUNE 1970
						UNDER FIRE
1 JUNE	BROWN, R. STACY KRILETICH HEITSCH VAN BRUNT SCOTT	65	562 THRU 571	1/LT-0107034 KOSINSKI, J.L. CPL-2426295 DELAUGHTER, F.D. CPL-2369118 BENTON, J.L. CPL-2439376 PIPICH, F.C. 1 MAW (HTMM 262-) MARBLE MTN 1/LT-0105882 CAMPBELL, R.L. (A CO., 1 RECON BTN) E-4 2438603 PETERSON, C.E. 1/LT-0108691 LARSON, D.K. HM3-13527338 ROYSE, C.W. LCPL-2567733 HENDERSON, A.R. LCPL-2585699 GIBSON, F.D. 1 MARINE DIVISION (B CO., 1 RECON BTN)	242/17.5/77 "CHATTER BOX 7" Ch-46	NO
4 JUNE	BROWN, R. LINDEREN JOHNSON HARVEY SCOTT	66	572 573	1/LT HENRY L. BALLANCE [REDACTED] HHB DIV ARTY (AMERICAN) AVIATION SEC. 1LT. Peter R. PERC [REDACTED] HHB DIV ARTY (AMERICAN) S-2 SECTION CHU LAI 96374	202/27/77 "Phowit 4" LOH	NO
6 JUNE	HOLLMAN MERINO ALCORN MYERS	27	577 577 577 574	CAPT KWIECINSKI WILLIAM [REDACTED] SGT MICHAEL S [REDACTED] 18 SOS, DANANG	Feet wet C-119 Lemon 01 Lemon 07	NO
6 JUNE 53	PALMER STACY WOLFE PALMER PHYTHIAN	64	575 [REDACTED] 576	HAY, R.F., 1/LT. [REDACTED] WILLIAMS, MERCE CAPT. 540-SX-3715	Lemon 02 Lemon 03 "Feet wet" C-119	NO
7 JUNE	GARCIA HLAVATY	27	578	PEPPER, W.T. 1/LT	240/20/77 LOURBUR	NO

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MISSION NARRATIVE REPORT

DATE: 6 Jun 70

MISSION NUMBER: (1-3-047) 6 Jun 70.

FLIGHT DESIGNATION: Jolly Green 27 and Jolly Green 64

MISSION OBJECTIVE: "Lemon" (AC-119)

LOCATION: 4 NM radius 16-07N; 108-21E

SAVES: 4 Combat Saves Credited

Classified by Det / 3A2R6P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 51 Dec 76

1. (C) Queen notified the Alpha Crews at 1410Z at the Jolly Green Hootch (Bldg 559) that they were scrambled to pick up 10 survivors from an AC 119 Stinger aircraft with the call sign "Lemon". Estimated position was 4-10 NM east of Channel 77. Jolly Green 27 and Jolly Green 64 (HH-3E's) were airborne at 1430Z. Initial contact with Queen revealed that Pedro (H-43) was on scene commander and that the main group of survivors were just off the shore by the China Beach R & R center. The Jollies proceeded direct to this area which was already cluttered with at least four Army choppers and Pedro. As we arrived one survivor was walking out of the water onto the beach where he was being rescued by an Army chopper. The search area near the beach was too crowded with helicopters so the Jollies expanded their search to get the survivors further out to sea. Jolly Green 27 began to talk to survivors on guard and began to locate individual survivors. Jolly Green 64 began a creeping line search working from the shore (China Beach) seaward. Vice Squad relayed that Lemon 10 was tangled in his chute and needed immediate aid, but no one could give a position for him. Jolly Green 27 climbed to 2000 feet in an attempt to contact Lemon 10 and locate his position by DF methods but could not establish radio contact with him. However, Jolly Green 27 did contact Lemon 07. Jolly Green 27 blinked his search light until Lemon 07 was able to locate and identify him from the other aircraft in the area. Then the light was placed on steady and Lemon 07 was instructed to give Jolly Green 27 vectors right and left to fly over his position. As Jolly Green 27 passed over the survivor floating with his LPU inflated, fuel transfer was started to bring the main tanks up to 800 lbs each before jettisoning the tips. As soon as the fuel transfer was complete and the tips jettisoned, Jolly Green 27 dropped the PJ into the water next to the survivor. When the PJ determined that the survivor was ready for pickup, Jolly Green 27 landed in the water to expedite since the light was inadequate for a hover and Lemon 10 was still calling for immediate aid. The survivor and PJ were brought aboard the aircraft with no problems at 1510Z and the survivor was in excellent condition. Jolly Green 27 resumed his search for Lemon 10 but again was unable to contact him despite the fact that Vice Squad was monitoring his calls. At about 1500Z Jolly Green 64 spotted what appeared to be a strobe light in the water about 2 miles off shore abeam China Beach. The position was partially illuminated by nearby parachute flares and by a Stinger White light which was in the same area that Lemon 07 was in, at the time

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Jolly Green 64 began his approach. Jolly Green 64 entered a hover at about 150' altitude and 100' short of the strobe and could see a man floating in an LPU waving his arms. The aircraft was brought to a point opposite the survivor and a few yards away and descended to 35' to deploy a PJ. The spray made it impractical to remain at this altitude and the hover was increased to 80' and the RAD ALT function of the AFCS engaged. The AFCS held a fairly steady altitude and greatly enhanced the safety of the recovery making it much easier to hold a steady hover. The hoist was lowered and the PJ quickly had the survivor strapped on the penetrator and the penetrator was brought up. The PJ did not come up with the survivor due to the difficulty of getting on with full gear and trying to keep the survivor in position. At about 1513Z the penetrator was lowered again and the PJ recovered without incident. Consideration was given to dropping smokes in the conventional pattern, but once the survivor was sighted conditions were such that it was more practical to remain in position and proceed with the pickup. The very professional work of ALC Wolfe (FE) made this pick up possible. Without the calm and precise directions given by ALC Wolfe, acting as hoist operator, under very difficult conditions it would have been impossible to hold a hover with enough precision to effect a rescue. After the survivor and PJ were on board and the survivor (Lemon 02) was determined to be uninjured, Jolly Green 64 resumed the creeping line search. About this time Jolly Green 27 established contact with Lemon 03. Jolly Green 27 proceeded to work Lemon 03 in the same manner as Lemon 07. Lemon 03 was apparently confusing Jolly Green 64 who was closer to him with Jolly Green 27 whom he was directing. When he indicated that Jolly Green 27 flew directly over him a flare was dropped into the water. Lemon 03 informed Jolly Green 27 that he had a flare ready if we wanted him to pop it. Jolly Green 27 requested his flare and started an approach. However, Jolly Green 64 happened to be closer to the survivor at the time and believed the flare he sighted to be still another survivor due to the confusion in vectoring. The flare was sighted on the edge of the water on the SE side of Monkey Mountain. So Jolly Green 64 made a 50' reconnaissance pass paralleling the shore position and saw a man standing on a rock in his LPU at the edge of the water. Jolly Green 64 came back around and entered a hover abeam the survivor and deployed the other PJ. The PJ swam to the rock upon which the survivor was standing and assisted him on the penetrator and deflated his LPU. Then the PJ boarded the penetrator and they were both brought aboard the aircraft at 1533Z. The survivor was in excellent condition. Jolly Green 27 again climbed to search for Lemon 10 and again failed to contact him. However, Lemon 01 came up voice and said he was northeast of Monkey Mountain drifting rapidly westward. Jolly Green 27 located Lemon 01 with the blinking light procedure and the aid of Lemon 01's strobe light at 045/15/77. When Jolly Green 27 had a visual reference to Lemon 01 floating in his survival raft, he dropped a marking flare. Since it was too dark to attempt a hoist pickup and Jolly Green 27 had used its last flare as a marker, the pickup was delayed until Basketball 37 (C-130) could drop flares in the area. Basketball 37 did an outstanding job in locating Jolly Green 27 amid the confusion of numerous helicopters and confusing radio chatter in the area. As soon as the flares were close enough so that Jolly Green 27 could make the pickup, the PJ was

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again deployed to prepare the survivor and sink the life raft. Since the light was still marginal for a hover pickup and Jolly Green 27 was approaching minimum fuel, a water landing was again made and the PJ and the survivor were brought on board the aircraft at 1557Z. Jolly Green 27 returned to Channel 77 immediately and landed at 1610Z with the two survivors in good condition. Jolly Green 64 still had 2 hrs fuel on board at this time and remained to assume on scene command and continue the search for Lemon 10. A beeper believed to be his was heard several times but no voice contact could be made. Jolly Green 64 was not able to get a UHF DF bearing on the beeper and believed his UHF DF to be inoperative. Jolly Green 64 requested Queen to attempt to bring an aircraft to the scene with an operational UHF DF. At about 1620 Pedro returned to the scene and attempted to home in on the beeper but the signal was only received very briefly and was very weak and could not be used. Jolly Green 64 requested that Basketball 37 drop flares along the NE shore of Monkey Mountain moving from south to north and Pedro and Jolly Green 64 continued a low level search of the coast and water to seaward trying to spot the survivor. Jolly Green 27 became airborne again at 1700Z after refueling and water-washing the engines in order to continue the search for Lemon 10. Jolly Green 27 and Jolly Green 64 thoroughly searched the area north of Monkey Mountain and south of a line from 020/08/77 to 060/12/77 and the entire shore line of Monkey Mountain. Basketball continued to provide outstandingly accurate flare support for the search. King 37 reported a faint beeper at 030/10/77, but search in that area gave negative results. Jolly Green 64 returned to Channel 77 and landed at 1805Z, with two survivors in good condition. Jolly Green 27 continued the search long enough to coordinate Basketball with Flotilla 14 (Swift Boat) so that they could continue the search as long as the flares lasted. Jolly Green 27 returned to Channel 77 at 1830Z.

2. 3 Sorties/6.5hrs/37ARRS; 2 Sorties/2.9hrs/Det 7, 38ARRS; 1 Sortie/5hrs/39ARRS.
3. 4 Flotilla Boats (PPR) used for Harbor Security Control.
4. Queen, Vice Squad, Coastal Surveillance Center, Harbor Security Center, and several Swift Boats.
5. All 3 pararescuemen were deployed into the water to prepare the survivors for rescue, and the Jolly Green 27 PJ was deployed twice. They all performed in an outstanding and professional manner under the most extreme and taxing conditions, so that the survivors were all in excellent condition when they were brought aboard the respective aircraft.

6. Jolly Green 27

AC Capt Charles W. Hoilman Jr.
CP Capt Ronald A. Merino
FE SSgt John W. Alcorn
PJ Sgt Larry E. Meyers

Charles W. Hoilman Jr.

CHARLES W. HOILMAN, JR., Captain USAF
Aircraft Commander JG 27

Jolly Green 64

AC Maj Albert W. Palmer
CP Capt Aaron T. Stacy
FE ALC Patrick B. Wolfe
PJ SSgt Curtis W. Phythian
PJ SSgt Larry E. Palmer

Albert W. Palmer

ALBERT W. PALMER, Major, USAF
Aircraft Commander JG 64

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37 ARRSq History, Apr-Jun 1970

17

5 May: Jolly Green 65 and 64 were scrambled to the scene of a downed F-4. Some difficulty in pinpointing the two survivor was experienced, however the pickup was made with no trouble. This was the first pickup made by a Buff from the 37 ARRS. Mission number 1-3-038.

25 May: Jolly Green 23 and 27 were on an alert training exercise when two pilots from an F-4 ejected feet wet. J.G. 23 and 27 orbited the survivors as they descended in their chutes. Pickup was made immediately, one each for J.G. 23 and 27. This was the shortest, flying time, pickup made by the 37 ARRS - 1hr 45min total for both aircraft. Mission number 1-3-042.

1 Jun: Jolly Green 65 and 27 were diverted from orbit to the scene of a downed CH-46. The CH-46 crashed from landing in a booby-trapped landing zone. J.G. 65 hovered over each of the ten survivors who could not move due to land mines and booby-traps. The ten survivors were recovered and brought to DaNang. Mission number 1-3-045.

4 Jun: Jolly Green 66 and 65 were scrambled to the scene of a downed OH-6. J.G. 66 made the pickup of two survivors in a very hostile area. SPADS and Cobra's provided excellent suppression of ground fire. No hits were taken by J.G. 66. Mission number 1-3-046.

6 Jun: Jolly Green 27 and 64 were scrambled at approximately 2200 hrs local. An AC-119 had bailed out all ten crewmembers just east and feet wet from Ch77. Much confusion resulted due to darkness, close proximity to DaNang and numerous helicopters. J.G. 27 picked up two survivors while J.G. 64 picked up two survivors. Five

37 ARRSq History, Apr-Jun 1970

18

other survivors were recovered by various means. This was the first night water recovery made by a Buff, HH-53. Mission number 1-3-047.

7 Jun: Jolly Green 27 and 64 were diverted from orbit to the scene of a downed F-4. The one survivor was recovered by J.G. 27. Smoke, delivered by SPADS, did an excellent job of concealing J.G. 27 from ground fire. Mission number 1-3-048.

10 Jun: Jolly Green 64 and 66 made a first light departure to the scene of a downed F-4. Weather was very low and entry into the SAR area was made through a small hole in the clouds. No ordinance was expended by the SPADS due to no ground fire and weather. J.G. 64 was shot at on run in but received no hits. Both survivors were picked up by J.G. 64. Mission number 1-3-050.

30 Jun: Jolly Green 21 and 65 were diverted to the scene of a downed OV-10. J.G. 21 took intense ground fire and was forced out of the hover and returned to a forward base for recovery. Jolly Green 64 and 24 were then scrambled to the scene. J.G. 64 had to abort due to mechanical conditions and J.G. 24 proceeded with J.G. 65. In the mean time, J.G. 54 from another base attempted the pickup and was shot down. The FAC reported no possible survivors due to the crash. Jolly Green 65 and 24 were then to make another attempt. J.G. 65 experienced loss of his intercom system and J.G. 24 assumed low position. The one survivor was picked up with the aid of a P.J. by J.G. 24. Ground fire damaged J.G. 24, however, they recovered at a forward base. Mission number 1-3-051.

37th 'Jolly Greens'

Have Busy Quarter

DA NANG—The second quarter of 1970 was a busy one for members of the 37th Aerospace Rescue and Recovery Squadron here. The unit was credited with rescuing 56 servicemen from the jungles and waters of Southeast Asia during the three-month period.

The 56 saves from April 1 to June 30 increases to 581 the 37th ARRS' total since becoming operational in the Republic of Vietnam in 1965.

"Two missions flown during this period are especially noteworthy," commented Lt. Col. Albert L. Holcomb, 37th ARRS commander. "One resulted in the rescue of 14 Marines, and the other involved an overwater night rescue of four crewmen from a downed aircraft," he said.

"The multiple save operation took place when we were notified by our control agency that a Marine helicopter had crashed approximately 10 miles northwest of Da Nang. The copter was attempting to extract a Marine reconnaissance team, and 14 troops were in need of help," said Capt. Charles W. Hoilman Jr., aircraft commander of one of the two HH-3 Jolly Green helicopters involved in the rescue.

"The only complication during the entire mission was the mountainous terrain and the low clouds at the rescue site," continued Captain Hoilman. "However, once the survivors were located, it was just a matter of holding a steady and higher than normal hover while the para-rescueman and the flight engineers hoisted the men aboard

two at a time. I picked up five Marines while the other helicopter lifted out the remaining nine. All the men were in good shape and were returned to their unit," said the captain.

Two months later another first was chalked up by the 37th ARRS when Capt. Aaron T. Stacy, a pilot with the 37th ARRS, helped to pluck two airmen from the waters of the South China Sea during a night rescue. This rescue marked the first time an HH-53 helicopter, commonly called "Big Ugly Friendly Fellow" or "Buff," by Southeast Asia aircrews, was used for an overwater pickup in SEA.

This feat was accomplished by Captain Stacy and the crew of the HH-53 when they rescued two of the four crewmen who were forced to bail out of their disabled aircraft over the South China Sea at night.

Captain Stacy especially commended the professional competence of the flight engineer, A1C Patrick B. Wolfe, who was responsible for giving precise instructions to the aircraft commander to hover the helicopter while the hoist was in operation.

"On a night overwater mission such as this one there are no outside ground references to use when hovering the helicopter. Without Airman Wolfe's minute corrections over the interphone while he was running the hoist, the rescue would have been impossible," concluded Captain Stacy.

The remaining two crewmen were rescued by Captain Hoilman in an HH-3 the same night.

The 37th ARRS maintains an around-the-clock alert posture to carry out its search and rescue mission in Southeast Asia and lives up to its motto "That Others May Live."

7th A.F. NEWS
29 July 1970
"56 SAVES"

FLEET VET
CAPT. HOTILMAN RECORDS SAVE NUMBERS
574 and 577



SAVES 574 & 577. JPG



PHYTIAN

PALMER
"COUNTRY BODY"

SAVES 574 & 577. SP6

6 JUN 70

~~CONFIDENTIAL~~

MISSION NARRATIVE REPORT

DATE: 7 June 70

MISSION NUMBER: (1-3-048) 7 Jun 70

FLIGHT DESIGNATION: Jolly Green 27 and Jolly Green 64

MISSION OBJECTIVE: Lovebug 208-1 Bravo

LOCATION: 15° 51'N; 107° 53'E.

SAVES: 1 Combat Save

Classified by BB / 30200
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 5/16/76

1. (C) Jolly Green 27 (HH-3E) and Jolly Green 64 (HH-53C) had just refueled with King 34 (HC-130P) after a Frag mission when a May Day was heard at approximately 0530Z concerning a Marine F-4 (Lovebug 208-1). Bravo man was heard of, Alpha was not. He was down at 240°/20 NM/Ch 77. OSC was Lopez 17 (OV-10). Both Jolly Greens departed the refueling area after completion of refueling by King 34. We headed to the area of the survivor and held approximately 1 mile north east of SAR area. Both Jolly Greens arrived 0550Z, and awaited the arrival of the Spads and Area Preparation. At approximately 0600Z Spad 11 (A-1) assumed OSC from Lopez 17. He pin pointed the location of the survivor and started to sanitize the area. Spads and Marine gunships, (UH-1's) were both working together. The location was a ridge away from a suspected 51 Cal Site and a quick pickup was prudent. After concentrated preparation, Spad 11 briefed Jolly Green 27 as to the location, terrain, route-in, route out tactics. Jolly Green 64 held high in the immediate SAR area, and was ready if needed. After being briefed, Jolly Green 27 made a circling 360 at the entrance to the valley, dumped fuel and jettisoned tip tanks prior to initiating run-in for pickup. We started in as 2 Spads laid two strings of smoke on both sides of the survivor just below the ridge lines. At 0606Z Jolly Green 27 started in between the smoke vectored by Scarface (UH-1); prior to reaching the survivor's position a third Spad laid a wall of smoke in front of Jolly Green 27. Jolly Green 27 and the survivor were surrounded by 3 walls of smoke. Jolly Green overshot the survivor by some 30 meters due to not being able to find the survivor's chute, due to dense forest coverage. After it was located, a hover was maintained over the survivor. Erratic wind conditions made the hover some what difficult but not impossible. (Helicopter was hovered in a left gusty crosswind, plus valley downdrafts and to turn the helicopter into the wind would have placed the tail rotor into the trees). After locating the survivor, the penetrator was lowered and while the survivor was hoisted up, Number 2 engine fire warning illuminated. All engine instruments indicated normal and the hover was maintained until survivor was at the door. Pick up was made at 0620Z and Jolly exited the same route as entrance route. During the hover, Spads and Scarface Gunships provided suppressive fire

after 10

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COPY 1 OF 10 COPIES
GROUP 1
Downgraded at 3 year
intervals, declassified
after 12 years

~~CONFIDENTIAL~~

and Spads dropped additional smoke which added immeasurably in concealing the helicopter from the area of a suspected 51 Calibre Site. Height of the pick up was around the 1700 ft level on the side of a ridge 2500' high, the survivor was in single canopy shallow jungle. Jolly exited at approximately 0620Z and although ground fire was reported coming from the western ridge by the Spads, Huey Gunships and the crew of Jolly Green 27, no hits were taken due to the outstanding smoke screen cover. Landing was at 0640Z at Channel 77 without incident and survivor was in good condition. Radio discipline was very good down to the last man, however there was a lot of static on some radios, particularly VHF and the static was reported by all aircraft.

2. 2 Sorties/2.9hrs/HH-3E/37ARRS; 2 Sorties/2.9hrs/HH-53/37ARRS; 2 Sorties/3.6hrs/HC-130/39ARRS; 4 Sorties/5.9hrs/A-1E/OL-AA, 56 SOW; Sorties/flying hours not available for Huey Gunship, Huey Cobras and OV-10 aircraft.

3. None

4. None

5. The survivor of Lovebug 208-1 Bravo (Marine F-4) was recovered in good condition. The PJ was not deployed but treated the Bravo man for small cuts and bruises enroute to home base. The survivor was turned over to the Air Force Flight Surgeon at Da Nang AB, RVN.

6. Jolly Green Crews:

Jolly Green 27

AC Capt Miguel Garcia
CP Maj Edward L. Hlavaty
FE MSgt Carroll E. Tatley
RS SSgt Duane D. Hackney

Jolly Green 64

AC Capt Jerald A. Brown
CP Maj Ryland E. Dreibelbis
FE SSgt William Johnson
RS Sgt Gary T. Osborne
RS SSgt Michael E. Van Brunt

for 
MIGUEL GARCIA, Captain, USAF
Aircraft Commander JG 27

Classified by Ad 13NRP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 16

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DATE: 7 JUN 70

10 June 1970

MISSION NUMBER: 1-3-048-7 JUN 70

AIRCRAFT DESIGNATION: KING 36

LOCATION: 240/20/77

DISTRESSED AIRCRAFT: LOVEBUG 208-1 (F-4)

SAVES: 1 Combat

Classified by *Del 1 30 APR 84*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *5/10/76*

1. (C) At approximately 0500Z, Queen reported downed aircraft at approximately 230/22/77. King 36 proceeded toward the area and contacted Lopez 17 who gave the position as 240/20/77. Lopez 17 was the working FAC and was appointed On-Scene-Commander. Only 1 chute was sighted and voice contact with Bravo was established. Lopez 17 & Lovebug 208-2, both said they felt that Alpha man went in with the aircraft.

2. (C) Alleycat 08 & 09 (helicopter gunships) were working with Lopez 17 to suppress ground fire approximately 500 meters north of survivor. Alleycat 08 then attempted a pick up twice, but lost engine power both times during hover and had to pull out. Alleycat 08 & 09 were RTBd for fuel and ammo. King 36 contacted I Corps DASC for helicopter gunship support until arrival of Spads. Scarface 05 & 06 (helicopter gunships) arrived in area and covered area with suppressive fire.

3. (C) At approximately 0540, Spad 11 & 12 arrived on scene along with return of Alleycat 08 & 09. Spad 11 assumed On-Scene Command, organized the gunships for fire support, briefed Jolly Green 27 & 64, proceeded to lay suppressive ordinance. At approximately 0605Z, Jolly Green 27 & 64 proceeded in for pick-up. Pickup was completed at 0620Z by Jolly Green 27. Jolly Green 27 & 64 proceeded to Channel 77 with survivor. All other SAR forces were RTBd.

4. (C) Aircraft Participating in the Recovery:

King 36 (HC-130P)	Lopez 17 (O-2)	Alleycat 08 & 09 (Cobra gunships)
Jolly Green 27 & 64	Spads 11 & 12	Scarface 05 & 06 (Cobra gunships)

5. (U) King 36 Crewmembers:

AMC/AC	MAJ RIGGERT	FE	MSG HENDERSON
CP	MAJ JONES, R.	FE	TSG MILLER
N	MAJ BEGLEY	LM	SSG RICHARDSON
RO	MSG JONES, C.		

Melvin E. Riggert
MELVIN E. RIGGERT, Major, USAF

Airborne Mission Commander/Aircraft Commander

atd 11

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year intervals.
Declassified if *12* yrs.

~~CONFIDENTIAL~~

12
14

MISSION NARRATIVE REPORT

DATE: 9 June 70

MISSION NUMBER: (1-3-050) 9 Jun 70

FLIGHT DESIGNATION: Jolly Green 64 (HH-53C) and Jolly Green 66 (HH-53C)

MISSION OBJECTIVE : Sea Fox 02 (F-4 USAF) Classified by 1013/3/00/0
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 11

LOCATION: 16-08N; 106-37E

SAVES: 2 Combat Saves

1. (C) The 37 ARRS Duty Officer was notified by Queen at 1615Z that Sea Fox 02 was down due to hostile fire approximately 92 miles west of Da Nang on the 270 radial of Channel 77. Jolly Green crews 64 (Low) and 66 (High) were notified that a first light effort would be made to rescue the downed pilots. Both crew members, Sea Fox Alpha and Bravo were in voice contact and reported to be in good condition with the exception that Sea Fox Alpha stated his arm was either fractured or dislocated. The SAR Forces were scheduled to launch at 2100Z. Due to weather report from Blind Bat 26 (EC-121) the SAR Forces with the exception of King 34 (HC-130) were held for 45 minutes. Spads 01, 02, 11 and 12 (A1-E's) and Jolly 64 and 66 were launched at 2140Z. Nail 51 (OV-10) was designated OSC until Spad 11 arrived in the area. Two Jolly Greens and two Sandy's were launched from Udorn AB, Thailand and NKP AB, Thailand, to provide additional SAR forces. Fast movers were also scheduled to arrive over the area. Jolly Greens 64 and 66 were joined by Spad 01 and 02 who would be escort to the first holding point. Spads 11 and 12 were enroute to the scene. Panama control advised Jolly Green 64 to proceed westbound on the 250° radial of Channel 77 to avoid artillery fire. At 2052Z Spads 01 and 02 were diverted and Spads 11 and 12 were advised to hold position until Jolly Green 64 and 66 made rendezvous. No reason was given as to why Spads 01 and 02 were diverted. Approximately 2105Z Jolly Green 64 and 66 joined Spads 11 and 12 for escort to the scene. The first holding point was 266° at 86 miles off Channel 77. A tentative refueling was set up with King 34 at 2345Z. Upon arrival at the first holding point it was decided to proceed immediately across the trail to a second holding point, 010°, 30 miles from Channel 72. This was done to take advantage of extensive cloud cover over the crossing point (South of Delta 45) which is one of the most heavily defended choke points on the major North Vietnamese infiltration route to South Vietnam. At 2200Z, Nail 51 (OV-10) and Spad 11 and 12 reported the weather moving in over the area and the rescue should be started. They reported that there was a break in the over cast south of the area for Jolly 64 to let down in, but due to the location the Jolly would have to make his run in along the road. Jolly 64 was asked how he felt about making the run in from that position and decision was made to go in. The survivors had reported no troop movements, but he could hear 37mm and 23mm as they were being fired. A marker smoke bomb was placed at the initial point and at 2202Z the

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Downgraded at 3 year
intervals, declassified
after 12 years

~~CONFIDENTIAL~~

run in was initiated. Jolly Green 64 was joined by the Spads and Nail 51. During the run in 23mm fire from six gun positions was observed off to the right and along the road. An immediate break to the left was made and Nail 51 gave vectors to the survivors. Sea Fox Alpha was told to pop his smoke. His position was sighted by Jolly Green 64 in a deep jungle covered box canyon type ravine. He was located approximately twenty feet from a well traveled trail of about six feet wide and near the canyon terminal end at an elevation of 2500'. Hover was established over Sea Fox Alpha and the penetrator was lowered. Sea Fox Alpha had some difficulty with the penetrator because of his injured arm. As the first attempt was made to raise the survivor it was discovered that the penetrator had become tangled in some telephone lines. It was necessary to lower Sea Fox Alpha to the ground so he could untangle the penetrator from the telephone wires. After considerable difficulty and hampered by the limited use of one arm, Sea Fox Alpha was able to free himself from the telephone lines. Recovery was completed at 2215Z. Nail 51 then directed Jolly Green 64 to take up a heading of 240° to Sea Fox Bravo. He was located near the crest of a ridge above the location of Sea Fox Alpha. A hover was established over the approximate spot and Sea Fox Bravo was told to pop his smoke. He said he did not have any smoke flares. (It was later learned that the lanyard on his remaining day smoke had broken and he was unable to set it off). He was then asked if he could see Jolly Green 64. He said "no, but I can hear him". Jolly Green 64 began hovering forward and then Sea Fox Bravo was heard to say "send the penetrator down". He was then spotted by the hoist operator and recovery was accomplished. Jolly Green 64 departed the scene on a heading of 240° climbing to 10,000 MSL. During the run in, Jolly Green 66 was in orbit over the overcast at 9,000 MSL. When the gun sites opened up on the Spads and Jolly 64, Jolly 66 observed numerous air bursts and moved his orbit several miles to the south. Weather was a factor. Due to the overcast conditions, fast movers were not able to sterilize the gun positions and Jolly Green 64 was forced to descend and make his run in from a very undesirable position. Refueling was not necessary before or after the rescue. The radio discipline was outstanding. All participants on the SAR mission are to be commended.

2. 2 Sorties/5.0hrs/HH-53C/37ARRS; 2 Sorties /5.1hrs/HC-130/39ARRS; 2 Sorties /3.4hrs/HH-53C/40ARRS; 10 Sorties/15.8 hrs/A-1E/56 SOW; 4 Sorties/7.2hrs/A1E/OL-AA 56 SOW; Sorties/Flying time not available for numerous fast movers, Bat Cat 26 (EC-121) and FACS (OV-10's).

3. None

4. None

5. Survivors were recovered in good condition. None of the Pararescuemen on board were deployed; they did treat the survivors for cuts and bruises. Both survivors were turned over to the Air Force Flight Surgeon at Da Nang AB, RVN.

Classified by ~~DA 1 2000~~

~~SUBJECT TO AUTOMATIC DECLASSIFICATION~~

~~EXEMPT FROM DECLASSIFICATION UNDER 11652~~

~~AUTOMATICALLY DOWNGRADED AT TWO~~

~~YEAR INTERVALS~~

~~DECLASSIFIED ON~~ 5/1/86

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

6. Jolly Green Crews:

Jolly Green 64 (Low)

AC Lt Col Royal A. Brown, Jr.
CP Major Ryland R. Drieibelbis
FE SSgt David M. Cutillo
RS MSgt Malcolm E. Williams
RS SSgt Michael K. Van Brunt

Jolly Green 66 (High)

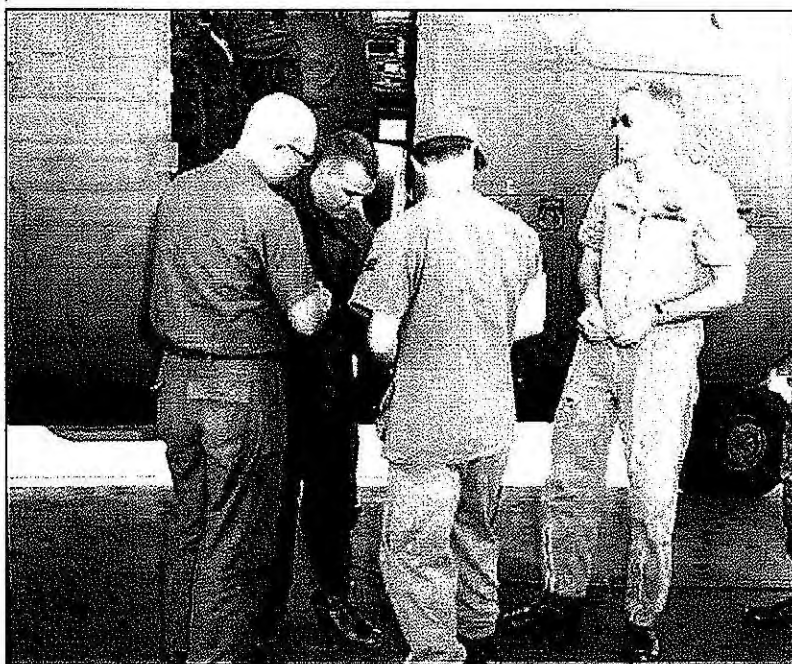
AC Major Hobert M. Berthold
CP Major Harry S. Copperthite
FE Sgt John C. Kriletich
RS SSgt Jules C. Smith
RS Sgt Gary T. Osborne

Royal A. Brown, Jr.
ROYAL A. BROWN, JR., Lt Col, USAF
Aircraft Commander JG 64

~~CONFIDENTIAL~~



10Jun70a.jpg



10Jun70b.jpg

IT HURTS BUT I'M GLAD TO BE BACK
 SAVES 579 and 580
 10 June 1970

NAMES IN DATABASE

~~CONFIDENTIAL~~

DATE: 10 JUN 70

12 JUNE 1970

MISSION NUMBER: 1-3-050-10 JUN 70

AIRCRAFT DESIGNATION: KING 34

LOCATION: 023/27 $\frac{1}{2}$ /72

DISTRESSED AIRCRAFT: SEAFOX 02 (F-4E)

SAVES: 2 Combat

Classified by Dec 1 37-0000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 71

1. (C) The King 34 crew was alerted at 1845Z for a first light SAR effort for Seafox 02 Alpha & Bravo. We were airborne at 2000Z as briefed and proceeded enroute to 262/58/69 with an ETA of 2100Z to be on scene.
2. (C) Queen gave King 34 a briefing on VHF to include all known information. Blind Bat 06 was on scene talking with Seafox 02 Alpha on the hour and half hour and providing weather data in the area. SAR forces had been instructed to be on scene at 2145Z but a one hour weather hold came through from Joker. At 2035Z King 34 advised Queen to go ahead and launch the SAR forces due to the fact that the Alpha man had reported seeing stars most of the night and the reported weather was not in his immediate area. Queen advised the forces would be kept on a weather hold.
3. (C) King 34 arrived on scene at 2110Z, evaluated the weather and again requested the SAR forces be launched. Queen advised they would be launched ASAP. King 34 could not hear the survivors so Blind Bat 06 was asked to remain in the area. At 2130Z King 34 refined the position of Alpha and made voice contact with him. At 2140Z Blind Bat 06 was RTB'd.
4. (C) Nail 51 and Covey 214 arrived on scene at 2155Z just as King 34 made voice contact with Seafox 02 Bravo. Nail 51 copied the survivors so he was told to take On-Scene Command, maintain his position, and try to get a visual contact.(2215Z). By 2235Z Nail 51 had pinpointed both survivors.
5. (C) Spad 11 arrived at 2240Z and was briefed by King 34 and Nail 51. He was appointed On-Scene Commander at 2250Z and he requested the Jolly Greens be brought in to attempt an early pick up. Even though this was a high threat area I concurred due to the cover afforded by the low clouds. Past experiences in the area had shown that very little or no ground fire was received during this kind of weather. Spad 12 was directed to bring Jolly Green 64 & 66 in for the recovery.
6. (U) Spad 12 reported some small arms fire at one point crossing a road and directed the Jollies away. Alpha was picked up first because he had suffered an injured left arm. Bravo was picked up by Jolly Green 64 shortly thereafter at 2320Z. All forces were told to RTB as the Spads and Jollies were egressing. The Survivors were taken to Channel 77.

~~CONFIDENTIAL~~

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

~~SECRET~~

11

40th ARRSq Hist, 1 Apr - 30 Jun 1970

The medical evacuation of a Thai National was accomplished without incident from Nam Phong Airfield to Udorn on 19 June.¹⁹²⁰

Another Nail aircraft (OV-10) became the objective of a rescue attempt on 20 June. The pilot had ejected at 035/15/108²¹ when his aircraft was crippled by hostile ground fire. After a smoke screen was laid to shield the rescue, the Buff crew moved in and hoisted the survivor aboard. The survivor was in good condition except for shock and an injured ankle.²²

The quarter ended on an unfortunate note with the loss of Capt LeRoy Schaneberg and his crew during a rescue attempt on an OV-10 pilot on 30 June. First attempts at the survivor by an HH-3E Jolly Green had to be abandoned due to intense ground fire and sustained battle damage. This made Capt Schaneberg's aircraft the primary rescue vehicle. He too made a pass but had to abort the attempt when the protective smoke screen obscured the survivor. On his second pass Capt Schaneberg reported heavy ground fire on all sides. In his attempt to pull out the aircraft rolled out of control and crashed about $\frac{1}{2}$ mile from the survivor, whom he was attempting to recover. There were no survivors from the Jolly Green crew. The OV-10 pilot was subsequently picked up by an HH-3 from Danang AB, RVN.

~~SECRET~~

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

~~SECRET~~

FROM: Major Proyas

24 June 1970

SUBJECT: SAR for Mail 42

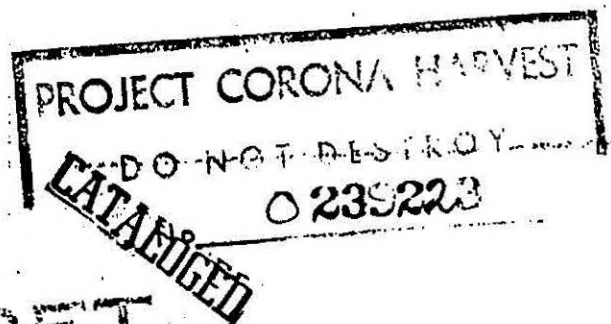
TO: DCO

1. A successful rescue was conducted on 20 Jun 70 for Mail 42. The aircraft, an OV-10, went down at 1250L, 20 Jun 70 at TG980375 (035/15/108). This report covers those activities relating to the Sandys during the rescue effort.

2. The OV-10 crashed because of a mid-air, possibly aggravated by a ground fire hit, with an F-4.

3. The following aircraft participated:

Sandy 01	Lt Col Richard	1315	
02	Capt Hall	"	
03	Capt Hanna	1317	
04	Capt Shannon	"	
05	Maj Martin	1405	
06	Lt Doolittle	"	
Smoke 31	Col Crosby	1503	(Did not reach area before pickup)
32	Capt Skelton	"	
33	Maj Waresch	"	
34	Lt Paine	"	
Waffler 41	Lt Howard	1520	(Did not reach area before pickup)
42	Lt Col Kilbride	"	
43	Maj Place	"	
44	Lt Engel	"	
Strike 61	Lt Townsend		Not scrambled - these were the last aircraft to be loaded.
62	Lt Rock		
63	Lt Partington		
64	Lt Donaldson		
65	Lt Dannelly		
66	Lt Wilson		
Jolly Green 54	Capt Weeks		Made pickup as low bird
61	Unk		
Hobo 46	Maj Leonhardt		Diverted from strike mission
47	Lt Doolittle		
Zorro 22	Lt Maloney		
23	Lt Tisdale		
	Capt Kennedy (IP)		
24	Maj Van Meter		
25	Lt Wilson		
36	Lt Miller		
37	Maj Frisch (IP)		



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4. The SAR area was on the southwestern edge of the PDJ with an altitude of approximately 4000 ft. The survivor was located on a small ridgeline, with a valley and a higher ridgeline located between his location and the PDJ. The OV-10 had impacted about 1 mile east on the PDJ on the crest of a low hill. The general area was mountainous with another high ridgeline to the west of the survivor and lower hills and some valleys to the south and southeast. The weather was marginal in the area precluding the use of fast movers and requiring all the SAR forces to stay generally about 2-3000 ft AGL. The area was also known to contain several NVA headquarters and troop concentrations. Four primary areas of intense ground fire were suppressed - one about 100 yards down the ridgeline from the survivor and three about 1/2 mile to the southeast across a small valley.

5. Upon notification of the MAYDAY, King 32 diverted to the scene along with Raven 26, 21, 29, Mail 07, Hobo 46/47, and Zorro 22/23. FFH, F12, and H34, all Air America choppers, were also diverted to the scene, but arrived about 30 min later because of an erroneous position given for the SAR area. Some fast movers were also diverted in, but were later released because they could not work in the marginal weather conditions. Three attempts were made by the AA choppers to get in and make a pickup, however the ground fire was too intense and two of the choppers and Raven 26 took multiple hits by small arms and automatic weapons. They made emergency recoveries at site 98.

6. Upon arriving at the scene Sandy 01 was appointed On Scene Commander by King 32. With the departure of Raven 26, the exact location of M-42 was not exactly known among the other Ravens. Sandy 01 joined with R-21 and they began to make low passes to identify the position, but the heavy ground fire again proved hazardous for R-21 and he was directed to hold out of its range. After several passes the survivor was pin-pointed and R-21 was directed to put the remaining ordnance of the four A-1s in on the ground fire. Sandy 01/02/03 got about determining the ingress/egress route and the pickup plans. However, upon the completion of the facing of the A-1s, R-21 picked up ground fire from three other locations which would have been within range of the Jolly Green's flight path. King advised that four more A-1s (two flights of Zorros) were in the area and Sandy 01 had Raven 21 and H-07 (who had also seen the ground fire) mark the areas. Raven 21 was winchester on rockets so Sandy 01 directed R-29 to FAC in the Zorros. In coordination with H-07, Sandy 01 picked a new ingress/egress route for the choppers and Sandy 02 and 03 put down a IP M-47 and a "you've gone too far" M-47 marker for the Jolly Green. The A-1s were just about winchester at this time and Sandy 01, when advised by King that the next resources were still 45 min away, decided to implement the attempt immediately.

7. Sandy 03 was briefed on the ingress/egress route and he in turn briefed the Jollys. Sandy 02 was briefed on the placement of his CBU-22 and the all forces brought up to guard. A quick general briefing of how the operation was to go and the execution order was given. Sandy 01 laid his smoke between the survivor and the high, possibly threatening, ridge to the north and Sandy 02 put his to the south of the survivor to screen off the three areas of ground fire there. More smoke was needed in that line and Sandy 04 was directed to put his there also. The Jolly was right over the IP on time and the survivor was told to pop his smoke. The Jolly's heading was straight at the survivor and all Sandy 01 had to do was to tell him to slow down and stop, and he ended up in a hover 25 feet to the left of the survivor. Jolly called out some ground fire from the original location and the Sandys and the PJ with the M-60 suppressed it.

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~~SECRET~~

later reports from helicopters holding overhead had three other areas firing at the Sandys but no hits were taken by the SAR force during the pickup and egress. Pickup was at 1520.

Albert E. Meyers
ALBERT E. MEYERS, Major, USAF
SAR Coordinator

~~SECRET~~

~~SECRET~~

30

(3) ^{18/} On 20 June 1970 a successful search was conducted for Nail 42. This aircraft, an OV-10, went down at 1250L, at 035 degrees for 15 Nm from Channel 108 as the result of a mid-air collision with an F-4.

(S) The SAR area was on the southwestern edge of the Plain of Jars, where terrain elevation is approximately 4,000 feet. The survivor was located on a small ridgeline, with a valley and a higher ridgeline located between his location and the PDJ. The OV-10 had impacted about 1 mile out on the PDJ on the crest of a low hill. The general area was mountainous with another high ridgeline to the west of the survivor and lower hills and some valleys to the south and southeast. The weather in the area was marginal, precluding the use of fast movers and requiring all the SAR forces to stay generally about 2,000 to 3,000 feet above ground level (AGL). The area was also known to contain several NVA headquarters and troop concentrations. Four primary areas of intense ground fire were suppressed, one about 100 yards down the ridgeline from the survivor and three about $\frac{1}{2}$ mile to the east across a small valley.

(S) Upon notification of the MAYDAY, King 32 was diverted to the scene along with Ravens 26, 21 and 29, Nail 07, Hobos 46 and 47 and Zorros 22 and 23. PFH, F12, and H34, all Air America choppers, were also diverted to the scene, but arrived about 30 minutes later because of an erroneous position given for the SAR area. Some fast movers

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32

M-47 marker for the Jolly Green. The A-1s were just about "winchester" at this time and Sandy 01, when advised by King that the next resources were still 45 minutes away, decided to implement the attempt immediately.

(S) Sandy 03 was briefed on the ingress/egress route and he in turn briefed the Jollys. Sandy 02 was briefed on the placement of his CBU-22 and all the forces brought up on guard. After a quick general briefing on how the operation was to go, the execution order was given. Sandy 01 laid his smoke between the survivor and the high, threatening ridge to the north, and Sandy 02 put his to the south of the survivor to screen off the three areas of ground fire there. More smoke was needed in that line and Sandy 04 was directed to put his there also. The Jolly was right over the IP on time and the survivor was told to pop his smoke. The Jolly's heading was straight at the survivor and all Sandy 01 had to do was to tell him to slow down and stop, and he ended up in a hover 25 feet to the left of the survivor. Jolly called out some ground fire from the original location and the Sandys and the PJ with the M-60 suppressed it. Later reports from the helicopter holding overhead had three other areas firing at the Sandys, but no hits were taken by the SAR force during pick-up and egress. Pick-up was at 1520L.

(S) ^{19/} On 30 June 1970 a successful rescue was conducted for Fat Capper 07. The aircraft, an OV-10, went down at 1340L at

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

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15



REPLY TO
ATTN OF: 400

CONFIDENTIAL

23 June 1970

SUBJECT: RCS: ARS-V6 Report

63

TO: 3ARRGp (JRCC)
APO 96307

DATE: 20 Jun 1970

MISSION NUMBER: 2-3-036-20 Jun 70

FLIGHT DESIGNATION: Jolly Green 54

MISSION OBJECTIVE: Nail 42

LOCATION: 035/15/108 (S)

SAVES: One combat (Nail 42)

SUMMARY OF SAR ACTIONS:

1. (S) On 20 Jun 1970, 1300L, JG 54 (low) and JG 52 (high) were alerted to launch and proceed to channel 108. Nail 42 (OV-10) was reported down. JG 52 was unable to start his APP due to an overheat. JG 53, an alert aircraft, was airborne on a local training flight, so Tenant directed JG 54 to launch, proceed to the Fence and wait for a high bird. JG 54 took off at 1305L and received clearance through the magic circle from JACK. JG 53 landed at channel 70 momentarily to deplane additional crew members. JG 61, alert low, took off at 1318L and joined JG 54 at the fence, at 1333L. JG 54 (low) and JG 61 (high) proceeded to channel 108 to join SANDY 3 and 4, (A-1s) JG 53 proceeded to the Fence and held. JG 63 (low) and JG 55 (high) launched from channel 89 at 1340L and proceeded to channel 108 as backup aircraft. AT 1332 Raven 21 (O-1) OSC spotted the survivor at 035/15/108. Two pickup attempts followed using Air America helicopters. The attempts were unsuccessful due to ground fire. Both helicopters sustained battle damage and returned to LS20 alternate. Zorros (A-1) and Hobos (A-1) arrived on scene and began putting strikes in under the control of Raven 21. JG 54 and 61 entered holding at Channel 108 at 1354L and accomplished SAR checklists. SANDY 1, 2, 3 and 4 reported on scene at 1405L. After a briefing by Raven 21, SANDY 1 assumed OSC. SANDY 3 and 4 joined with JG 54 and 61 proceeded to a forward holding point of 035/10/108 at 10,000 ft MSL. The survivor was on the northwestern side of a ridgeline at 4000 ft MSL, temperature 22°C. At 1415L Raven 21 received ground fire west of the survivor, sustained battle damage and returned to LS 20 alternate. Raven 29

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CONFIDENTIAL ON 9 Apr 76
IAW EX. ORDER 11652

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AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

CONFIDENTIAL

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GROUP 4
Downgraded at 8 years
intervals, declassified
after 12 years

10-70-1943

~~CONFIDENTIAL~~

arrived on scene and began working A-1 strike aircraft, SANDY 3 descended, looked over the area and received a briefing from SANDY 1. JG 54 and 61 and SANDY 4 proceeded at 10,000 ft MSL to the pickup location and looked over the area. SANDY 3 pointed out the survivor's approximate location. Ingress and egress routes were discussed. At 1510 SANDY 1 briefed the SAR forces on UHF guard. SANDY 3 joined JG 54 and at 1520 started in for the pickup. JG 54 had full main fuel tanks and dry auxiliary fuel tanks. The computed power required to hover out of ground effect was 79% torque with 99% torque available. JG 61 held at 6000 ft MSL. Smoke was laid west of the survivor to shield the pickup location from enemy positions. JG 54 descended to approximately 100' AGL at 140KTAS climbed over the ridgeline and began slowing. The survivor popped his smoke. The survivor's parachute was spotted by the aircraft commander and after making a 360° hovering turn over the chute the survivor was spotted by the copilot. Control problems were experienced at this time and later tests revealed that an AFCS amplifier malfunctioned. The copilot's attitude indicator failed. The hoist operator spotted the survivor and the pickup was made from a 100 ft hover at 1525. The #1 gunner observed muzzle flashes from a hill a short distance away and suppressed the ground fire with his minigun. Egress was made over the ingress route. After building airspeed JG 54 started a rapid climb and JG 61 rejoined. The PJ's examined the survivor and reported that he was in good condition except for shock and an injured ankle. JG 54 was still experiencing control difficulties. Tests revealed that AFCS #1 amplifier had malfunctioned. AFCS #1 amplifier was turned off and no more control problems were encountered. JG 61 landed at LS 20 alternate to assume ground alert. SANDY 3 and 4 and Nail 07 escorted JG 54 to the Fence. JG 54 landed at channel 70 at 1630L. Inspections revealed no battle damage.

2. (U) The survivor was Capt Robert J. Ewen, 23 TASS.

3. Jolly Green 54 crewmembers were: Jolly Green 61 crewmembers were:

Capt Martin W. Weeks, AC
Capt Dennis H. Sattler, CP
SSgt Stanton R. Nelson, FE
SSgt Wayne L. Fisk, PJ
TSgt Jack D. Moran, PJ

Major John J. Livengood, AC
Capt John P. Ditucci, CP
SSgt Webster A. Tappin Jr., FE
TSgt Colin A. Lane, PJ
MSgt Udo C. Fischer, PJ

Martin W. Weeks Jr.

MARTIN W. WEEKS JR, Captain, USAF
Aircraft Commander

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~~CONFIDENTIAL~~

IMMEDIATE

7/30

MCP	1
CIS	2
DOC	2
STA	1
FOT	1
TG	1
PIP	1
DOC	2
MS	1

FT 00448
OTTCZYUW RUSVAGA7881 1811200-CCCC--RUCIEUA.
ZNY CCCCC

12 09

O 301145Z JUN 70
FM 37ARRSQ DANANG AB RVN
TO RUEFHQA/CSAF
INFO RUEKAAA/AFE0C FT RITCHIE MD
RUCIEUA/MAC/CP
RUCIEUA/ARRSQ/ARRSQ/SCOTT AFB ILL
RUHHABA/41 ARRWG/OC/HICKAM AFB HAWAII
RUSQSNA/3ARRGP TAN SON NHUT AB RVN
RUHHBBA/CINCPACAF/CC
RUSVBAA/7AF/CC/TAN SON NHUT AB RVN
ZEN/366TACFTRWG/TUOC/DANANG AB RVN
BT

C O N F I D E N T I A L / JOPREP JIFFY/37(0)/OPREP-3 BEELINE 001
- 37 ARRSQ (MAC), DANANG AB, RVN

B. N/A
C. N/A
D. N/A

Classification (cancelled) (changed to UNCLASS)
effective on 11 AUG 75 under the authority of
CS AF MSG-1018-67ARRSQ by DSJ

E. AIRCRAFT BATTLE DAMAGE
F. APPROXIMATELY 30/0835Z JUN 70, APPROXIMATELY 44 NM WEST OF

PAGE 2 RUSVAGA7881 C O N F I D E N T I A L

DAMAGE TO
J.B. -21

QUANG TRI, RVN
G. AT APPROXIMATELY 20/0835Z JUN 70, HH-3E-SER 65-12780, 37TH
ARRSQ, WHILE ENGAGED IN A SAR EFFORT, SUSTAINED BATTLE DAMAGE AS
THE RESULT OF ENEMY GROUND FIRE, APPROXIMATELY 44 NM WEST OF QUANG
TRI, RVN. AIRCRAFT WAS IN A HOVER OVER SURVIVOR, IN PREPARATION
FOR DEPLOYMENT OF PARARESCUE SPECIALIST WHEN HITS WERE SUSTAINED.
WEATHER IN AREA: ESTIMATED 3 THOU FT SCATTERED, VSBY 7 PLUS MILES.
THERE WERE NO CASUALTIES. AIRCRAFT RECEIVED MULTIPLE HITS FROM
HEAVY AUTOMATIC WEAPONS FIRE, ESTIMATED TO BE .50 CALIBER OR 2PU.
DAMAGES: TWO MAIN ROTOR BLADES HIT, UTIL HYDRAULIC PUMP SHOT OUT,
ELECTRICAL WIRING VICINITY OF AFT RAMP AND POLO'S POSITION DAMAGED.
EXTENT OF DAMAGE UNKNOWN. ONE M-60 MACHINE GUN AND ONE LIFE RAFT
HIT. AIRCRAFT DEPARTED AREA AND LANDED QUANG TRI AAF, RVN WITHOUT
FURTHER INCIDENT AT APPROXIMATELY 30/0907Z JUN 70. AIRCRAFT IS
UNDER NORMAL SECURITY AT QUANG TRI AAF, RVN.

H. N/A

GP- Classified by 37 MDC
BT SUBJECT TO GENERAL DECLASSIFICATION

#788 SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO
NNNN YEAR INTERVALS.

DECLASSIFIED ON 21 Dec 76

MDC / MDC

DECLASSIFIED BY DSJ
DATE 11 AUG 75

1 copy reproduced 30 Jun 70 by DTA5

IMMEDIATE

~~SECRET~~

CONFIDENTIAL

DATE: 20 JUN 70

23 June 1970

MISSION NUMBER: 2-3-031-20 JUN 70

AIRCRAFT DESIGNATION: KING 32

LOCATION: 035/14/108 (TG 905 463)

DISTRESSED AIRCRAFT: NAIL 42 (OV-10)

SAVES: 1 Combat

CLASSIFICATION CANCELLED

Or changed to

By AUTHORITY of

By

(Date)

1. (C) At 0545Z, 20 June 70 while climbing out from Ch 70 for a normal King 32 orbit, a transmission on Guard frequency was heard which indicated an aircraft was down in the vicinity of the PDJ. Communications were established with Tiger 02 (F-4) who was in the area and reported that a Nail 42 (OV-10; 1 SOB) had bailed out near the southwest corner of the PDJ (approximately 050/19/108). Tiger 02 had seen a good chute disappear through the overcast below him. King 32 proceeded toward the area and requested Tiger 02 (15 minutes play time) to remain on scene and attempt voice contact with survivor. Nail 07 (OV-10) reported he was also in the area and had received intermittent voice transmissions from Nail 42. At 0555Z Nail 07 was appointed On Scene Commander (OSC) and launch of SAR forces was requested to Jack along with upload and launch of Smoke and Waffle. At 0620Z King 32 had good voice contact with the survivor and with the use of UHF/DF refined his position to be 035/15/108. Nail 42 stated he was in good condition, he had discerned no movement in his immediate vicinity, and he estimated that the weather was 3000 to 4000 feet overcast deck above him. He further stated he could hear a "many - motored" aircraft above him. Voice contact between Nail 42 and King 32 was excellent. All forces in the area were requested to come up 259.0 while maintaining listening watch on Guard.

2. (C) At 0626Z Raven 21 (O-1) reported that he had wreckage in sight, good voice contact with Nail 42, but had not sighted chute. Nail 07 had only intermittent contact with survivor. At 0635Z Raven 21 reported chute in sight; King 32 appointed Raven 21 as new OSC and requested Nail 07 to remain in area. Numerous Air America resources had checked in with King 32 by this time for possible use; these resources were requested to remain in the area until Nail 42's position could be pin-pointed. Cricket was requested to provide slow mover and fast mover resources and a GCI discrete frequency of 294.3 was established with Brigham. At 0639Z Raven 21 vectored Hotel 64 (H-34), Hotel 68 (H-34) and PFH (UH-1) into vicinity of Nail 42's chute for possible pick-up. Hotel 68 and PFH took hits from intense small arms ground fire and pulled out of the area. No personal injuries were sustained. Raven 21 requested slow movers to soften up the area. Several flights of Hoboes and Zorros were then put in to expend soft ordnance. Guard channel was established as strike frequency since Nail 42 was assisting the strike aircraft in pin-pointing location of ground fire. Raven 21 stated he could not use

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 78

CONFIDENTIAL

~~SECRET~~

Downgraded at 3 year intervals.
Declassified at 12 years.

AD-10-192/39-70-147

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~~CONFIDENTIAL~~

fast movers due to weather; Cricket was so advised. ETA of Jolly Greens (4) and Sandies (6) was 0700Z and Jollies were requested to hold at 035/05/108 and to coordinate fuel requirements with King 33. Raven 26, 27 & 29 were also in area assisting Raven 21. Raven 21 reported survivor's elevation as 4000 ft; temperature 22° C.

3. (S) At 0707Z Sandy 1 & 2 arrived in the area and after briefing by Raven 21, Sandy 01 was appointed OSC. Raven 21 continued to put in slow mover strikes in the area. At 0720Z Raven 26 took hits and was streaming fuel from one wing. Raven 26 returned to LS 98 escorted by Nail 07 and Raven 27. Good voice contact with Nail 42 was maintained throughout this period and Raven 21 and Raven 29 continued to utilize slow movers to soften the area. Sandy 1, 2, 3 & 4 were also striking the area and at 0810Z Sandy 3 escorted Jolly Green 54 & 61 in closer to the survivor's position. Phase Alfa was initiated at 0815Z. Phase Bravo commenced at 0823Z and was completed at 0830Z. Jolly Green 54 picked up Nail 42 and reported his condition as excellent with a minor sprain of one ankle. Jolly Green 54 received ground fire during pick-up and egress but took no hits.

4. (S) Per instructions from Jack, the SAR forces were directed to RTB as follows:

JG 53/61 - Land at Tango and assume ground alert.

JG 63/55 escorted by Sandy 5/6 RTB Ch 89

JG 54 (escorted by Sandy 3/4 to the fence) RTB Ch 70 with survivor. Sandy 3/4 were then to RTB Ch 89.

Sandy 1/2 - RTB Ch 89.

5. (C) The professionalism and dedication of Sandy 01 were absolutely outstanding and should be rewarded. Raven 21, 26, 27 & 29 were invaluable to the SAR effort in locating the survivor and directing air strikes in the area. Brigham controllers # 45 and # 47 did an outstanding job of controlling and vectoring both fast and slow mover resources and coordinating (with Cricket) tanker requirements for fast movers. It was subsequently learned that Nail 42 had suffered a mid-air collision with Falcon 12 (RF-4). Falcon 12, although damaged, recovered safely at Ch 70. All Air America resources should be commended for their assistance and sustained availability.

6. (C) Forces Used or Available:

SAR Forces

King 32 (AMC) (HC-130P)

King 31 (Refueled JG 53) (HC-130P)

King 33 (Refueled JG 61) (HC-130P)

Jolly Green 54 (made pick-up) 61, 63, 55, 53 (H53)

Sandy 1, 2, 3, 4, 5, 6 (A-1)

Smoke 1, 2, 3, 4 (Launched but not used)(A-1)

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~~GROUP 4~~
~~Downgraded at 3 year interval.~~
~~Declassified after 12 years.~~
AD-70-1721 77-70-747

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FAC Resources

Raven 21, 26, 27, 29 (O-1)
Nail 07, 38 (OV-10)

Slow Mover Resources

Zorro 22, 23 (A-1)
Hobo 46, 47 (A-1)
Zorro 36, 37 (A-1)
Zorro 24, 25 (A-1)

Fast Mover Resources

Tiger 02 (1 F4, FAC) Cycled to tanker once. Utilized
Metric (2 F105's) Cycled to tanker once. Not used
Bucket (4 F105's) Cycled to tanker once. Not used
Laredo (1 F-4, FAC) Cycled to tanker once. Not used

Air America Resources

H-64 (H-34) Used ✓
H-68 (H-34) Used; took hits ✓
PFH (UH-1) Used; took hits ✓
H-32 (H-34) Not used
H-12F (?) Not used
H-FG (?) Not used

7. (U) King 32 Crewmembers:

AMC/AC MAJ C.E. POWELL
CP CPT J.L. RHAME
N CPT J.H. BAKER
RO SSG G.H. FREEBURGER
FE TSG S.L. ARNOLD
FE TSG L.C. BUSHKOFISKY
LM SSG D.A. HATTON

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SCHEDULE OF EXECUTIVE ORDER 11652
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YEAR INTERVALS
DECLASSIFIED ON 31 Dec 76

Both King 31 & 33 were utilized for refueling purposes. King 33 had responsibility for any secondary SAR effort and would have used UHF frequency 282.8.

King 31 Crewmembers:

AC MAJ BREWER
CP MAJ FLECK
CP CPT FRANK
N CPT SELLERS
RO TSG GILMORE
FE TSG MATHEWS
FE TSG RAPER
LM SSG BARNETT

King 33 Crewmembers:

AC LTC HATFIELD
CP MAJ MCFARLAND
N CPT FRANCIS
N CPT SULLIVAN
RO TSG COULTER
RO SGT SCHUETZ
FE MSG ALLEN
FE TSG KNIGHT
LM TSG TILMAN

Charles E. Powell

CHARLES E. POWELL, Major, USAF

Airborne Mission Commander/Aircraft Commander

GROUP-4
Downgraded at 3 year intervals.,
Declassified at or 12 years.

~~CONFIDENTIAL~~

AD-70-1921
39-78-147

Classification (canceled) changed to ~~CONFIDENTIAL~~
effective on 11 AUG 73 by [redacted] under the authority of
CSAF MSG-101856Z APR 73

MISSION NARRATIVE REPORT

65

DATE: 30 June 70

MISSION NUMBER: (1-3-051) 30 June 70

FLIGHT DESIGNATION: Jolly Greens 21, 65, and 24

MISSION OBJECTIVE: Fatcapper 07

LOCATION: 16° 49'N; 106° 31'E

SAVES: One Combat Save

Classified by Oct 13 2016
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 1 Aug 78

DOWNGRADED TO 3
CONFIDENTIAL ON 9/27/73
IA EX. ORDER 11652

1. (S) On 30 June 1970, at 1500 Local, Queen called and diverted Jolly Greens 21 (HH-3E) and 65 (HH-53C) who were airborne to 276/35/103 where Nail 44 (OV-10) had been reported shot down. Jolly Green 21 and Jolly Green 65 proceeded feet wet toward the area and informed King 36 (HC-130P) that an air refueling would be required prior to arrival at the SAR area. The air refueling was completed with King 36 at 1526L east of Channel 103 feet wet. Jolly Green 21 and Jolly Green 65 then proceeded to the 276/25/103 at 8000', the holding point designated by King 36, and arrived at 1540L. The terrain was reported to be at an elevation of 2300' and temperature of 26°C. Weather was 3000' scattered and visibility of 6 miles or greater. While proceeding to and during holding Covey 296, (OV-10) the on-scene commander, relayed that he had voice contact with Fatcapper 07, the backseater, who reported movement in his area. Covey 296 reported small arms fire with 50 cal. the largest. The on-scene FAC (OV-10) reported that he had the 50 cal sighted and after silencing of this gun would like to attempt pick-up and that the survivor was in bad condition and would require the assistance of a Pararescueman. Spads 11 and 12 (A-1H's) arrived on scene at 1550L. Spad 11 experienced radio difficulties and the on-scene commander was assumed by Spad 01. At 1615L, Spads 01 and 02 (A-1Hs) escorted Jolly Green 21 and Jolly Green 65 to the final holding fix which was approximately 276/45/103. Covey 296 then reported the elevation to be 1900'. The survivor's chute was marked with a smoke by Covey 296 and identified by Jolly Green 21. Survivor was reported to be 30 meters south of his chute on the side of the ridge. Spad 01 briefed Jolly Green 21 that run-end heading would be from west to east which was down a small ravine. At approximately 1630L, the SAR forces changed to Guard Channel and accomplished a radio check and final briefing. At 1637L, Spad 01 cleared Jolly Green 21 in for pick-up attempt. After jettisoning tip-tanks, Jolly Green 21 commenced a spiraling let-down from 7000' and gross weight was computed to be 17,700 lbs. The survivor had visual contact with Jolly Green 21 and was flashing his survival mirror at the aircraft. Because of the lowering terrain Jolly Green 21 employed a steeper than normal approach to the survivor. Approximately 50 meters short of the survivor a hover taxi was initiated. At this time, Jolly 21 came under intense accurate ground fire from small arms and automatic weapons.

Classification (canceled) (changed to ~~CONFIDENTIAL~~)
effective on [redacted] under the authority of
[redacted] by [redacted]

att 3

COPY 1 GROUP 10 COPIES
Downgraded at 3 year
intervals: declassified
after 12 years

~~CONFIDENTIAL~~

Just immediately prior to this time the Pararescueman was on the forest penetrator and was about to be lowered by the Flight Engineer to give assistance to the reported badly injured survivor. The Pararescueman reported ground fire from the 2 o'clock position and was also observed by the Pilot. The Flight Engineer reported ground fire from the 4 o'clock and 8 o'clock positions. The Pararescueman then took over the firing of the left machine gun and a round contacted the weapon causing it to explode and fall from the aircraft. Despite the explosion, Sgt Osborne remained at his position and resumed fire suppression with another weapon. The Flight Engineer was providing suppressive fire towards the 4 o'clock position, when the aircraft was struck by several large rounds of which at least one contacted the CO₂ bottle in the 7-man life raft causing it to explode emitting fragments throughout the aircraft. The hydraulic line to the APU and the hydraulic line to the aircraft brakes were severed. The plating over the tail rotor drive shaft was blown off and damage to the tail rotor drive shaft occurred. An immediate exit was made to the east across a road 200 meters east of the survivor. When cleared by Spad 01, a climb was commenced to an altitude of 6000'. Jolly Green 21 using cloud masking proceeded to Channel 103, while being escorted by Jolly Green 65. Landing was accomplished at 1710L at Channel 103. After shutdown, additional damage assessment revealed two main rotor blades spars had been holed by 50 cal fire. Jolly Green 64 (HH-53C) and 24 (HH-3E) were scrambled at 1659L and proceeded feet wet towards the SAR area. Approximately 15 miles out of Channel 77, Jolly Green 64 experienced a chip detector light and had to abort the mission. Jolly Green 24 proceeded toward the SAR area, joined up with Jolly Green 65 over Channel 103 and proceeded to the holding point 276/25/103 with Spad 03 and 04 providing escort. While we were proceeding to the holding point a second attempt utilizing Jolly Green 54 (HH-53C) was made at approximately 1729L. Jolly Green 54 encountered heavy ground fire and was shot down trying to exit the area at 1733L. The Nail FAC (OV-10) reported that Jolly Green 54 had rolled over and crashed inverted and that there were no possible survivors. Jolly Green 65 and 24 moved to a holding point of 276/36/103 at approximately 1815L. Altitude was between 8000 and 9000 feet. At 1830 Jolly Green 65 and 24 moved over the SAR area and received a briefing on the terrain, location of the survivor, run in and exit headings. Jolly Green 65 was to be Low Bird and Jolly Green 24 High Bird. All checklists were completed and Spad 03, (A-1H) was ready to lead us in when Jolly Green 65 lost his intercom system. The area was prepared, the smoke birds were deployed and time was of the essence. Jolly Green 24 immediately assumed Low Bird and started a spiraling descent from 8000 ft. with Spad 03 at 1840L. Confusion was at a minimum due to the excellent crew coordination of both Jolly Greens to configure for different roles with no delay to the mission and to Spad 03 who was doing an outstanding job keeping our activities coordinated with the rest of the forces. The left tank would not jettison electrically and it was not possible for the Co-pilot to jettison it manually from his seat. The Flight Engineer, with the aid of a large screwdriver for increased leverage was able to manually release the left tank by means of the emergency jettison T handle. Descent was continued and at approximately 1500 ft, the windshield started to fog up. Windshield washers and wipers were used in an attempt to improve visibility with no results. Descent was continued to the valley floor and

hucky!

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6. Jolly Green Crews:

Jolly Green 21

AC Capt Jimmie Blackwood
CP Maj John A. Raper
FE Sgt Jimmie D. Rash
PJ Sgt Gary T. Osborne
AP Sgt Michael H. Enos

Jolly Green 24

AC Maj James Z. Elkinton
CP Capt Dale R. Clark
FE SSgt John C. Alcorn
PJ SSgt Jules C. Smith

Jolly Green 65

AC Lt Col Albert L. Holcomb
CP Lt Col Stanley M. Boyd
FE SSgt John C. Thurmon
PJ Sgt James R. Phelps
PJ SSgt Larry E. Palmer

James Z. Elkinton
JAMES Z. ELKINTON, Major, USAF
Aircraft Commander JG 24

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



REPLY TO
ATTN OF: 400 (Lt Col Hegewald/2687)

23 APR 1970

SUBJECT: Mission Narrative Report

to: 3 ARRGp (JRCC)
APO 96307

DATE: 21, 22 April 1970

MISSION NUMBER: 1-3-030-21 Apr 70

FLIGHT DESIGNATION: Jolly Green 83

MISSION OBJECTIVE: Hostage Man and Cowpoke 18

LOCATION: YC 6708

SAVES: One Combat (Cowpoke 18)

Ref: Narrative by Capt Furst, JG 68, pickup of Sandy 3, 21 Apr 70.
Narrative by Capt Thompson, JG 82, pickup of Sandy 1, 21 Apr 70.
Narrative by Capt Furst, JG 82, pickup of Spad 1, 22 Apr 70.

SUMMARY OF SAR ACTIONS:

1. (S) Jolly Green 83L and 82H, under operational control of 37 ARRSq and Queen, scrambled from Ch 77 at 0237Z, 22 Apr 70. Weather at launch was clear; enroute, 8000' scattered culminus; survivor's area, 7000' scattered, 6 mi vis, haze. The initial holding point was 220/45/77. The final holding point was 103/58/72. JG 83's first attempt occurred at 0345Z. The survivor's position became obscured in smoke as it drifted south over the survivor due to light winds from the north. JG 83 received light ground fire during this attempt; however, due to rising terrain and severe reduction of visibility, JG 83 egressed the area and returned to the initial holding area. At 0500Z, JG 83 and 82 refueled with King 4. JG 83 and 82 returned to the final holding point at approximately 0530Z. The SAR area was in view approximately 3 miles north of the final holding point. Cowpoke 18 could be seen flashing his survival mirror on numerous occasions during the final holding. At 0617Z phase Alpha started. The survivor was at a pressure altitude of 3800' and 26°C located approximately midpoint between four roads north, south, east and west. The exact location was 30 meters north of a parachute in primary growth jungle. The survivor was in secondary growth just north on an upslope. As we approached the area the hoist operator's interphone cord became disconnected, causing considerable delay while in a hover. JG 83

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

DOWNGRADED TO
CONFIDENTIAL 209 Apr 73
IA EX. ORDER 11 52

40-70-0077
M-75-1177
GROUP 1
Downgraded at 3 year
intervals; declassified
after 12 years
40-70-1336

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maintained a hover 15 yards south of the survivor until the pilot sighted same. Hoist operator regained interphone control and sighted survivor at the same time. The pickup was completed at 0630Z with approximately five minutes in a hover. Cowpoke 18 had no visible injuries nor was he in shock. Light ground fire was received during ingress and egress. Concentrated 23mm and 37mm gun placements had been subdued by Strike forces, napalm, smoke and CBU-19. Egress route (230) was the reciprocal of in-bound, prior to egress Spad 01 had been hit, proceeded to a safe area and ejected just SE of JG 82's holding point. JG 82 had Spad 01 in sight as well as JG 83. JG 82 effected an immediate pickup with JG 83 as cover. JG 83, JG 82 and Spad 02 RTB'd without further incident.

2. (U) The survivor was Cowpoke 18, Capt C.E. Hatch, USMC, VMO-2, MAG 11
3. (U) The crewmembers of Jolly Green 83 were:

AC: Lt Col Hegewald
CP: Capt Sattler
FE: Sgt Corcoran
PJ: Sgt Pambrun
PJ: Sgt Werber

Richard F. Hegewald
RICHARD F. HEGEWALD, Lt Colonel, USAF
Aircraft Commander, Jolly Green 83

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~~CONFIDENTIAL~~

'Up north' in JOLLY GREEN HIGH



Left: Major Jim Elkinton was one of the 37th ARRS HH-3E 'Jolly Green Giant' pilots, seen here at Da Nang in 1969. It was standard practice to leave all unit patches, etc., off the flying suit for combat missions.

Right: An HH-53 receives a 'top-up' from an HC-130P over the South China Sea. The so-called 'Super Jolly Green Giant' arrived in Thailand in 1967, two HH-53Bs joining Det 2, 37th ARRS at Udorn in September.

We maintained an alert crew at Da Nang that briefed with the SANDY flights every morning at sun-up. We were briefed about any and all scheduled missions for the day, any new threats or changes in enemy activity (i.e., AAA, MiGs, SAM sites, etc.) and, of course, weather.

I was on the schedule board as the pilot of CHARLIE 2, the JOLLY GREEN HIGH bird. It should have meant I would have a quiet day. Alpha Flight was the primary alert aircraft, Bravo Flight would be on secondary alert, and so on. As our team resources were used, additional flights would be put together until we ran out of crews, aircraft, or both.

On 30 June 1970, a SAR mission was requested up north: seems an observation aircraft had poked its nose into something up on the DMZ that 'Charlie' did not want seen, so they shot the FAC out of the sky. The pilot was killed with the first burst of AAA, but the observer got out of the aircraft. Alpha Flight was scrambled for the SAR.

We had a radio in the operations hut, over which we could monitor the frequencies and get an idea of what was going on. The KING HC-130P command aircraft was relaying everything back to our headquarters.

Everything sounded like it was going right by the book until JOLLY LOW got into the hover position over the O-2 observer. That was when 'Charlie' opened up, driving off the 'Jolly Green' and inflicting substantial damage. The Bravo Flight SAR team then scrambled and headed east. This mission was starting out according to 'Charlie's' textbook on flak traps, so I knew what was coming next. I went down to my locker, got my helmet, pistol and equipment, and headed out to my chopper.

This was at a time when the 37th ARRS was transitioning from the HH-3E to the HH-53C. At the time of this mission, the squadron was equipped about half and half. And since I was a short-timer with less than two months left in my tour, as was 'Blake' in Charlie JOLLY GREEN LOW, both of us had the HH-3Es.

The scramble horn sounded and I was all strapped in and ready to go. No running across that hot tarmac for me. Flight Lead was the CO of the 37th, Lieutenant

FATCAPPER

07

BACKSEATER FROM
OV-10 NAIL 44

Colonel Al Holcomb in one of the HH-53Cs. We scrambled on our usual coastal route heading north. About half way up the coast, we received a situation briefing.

A second rescue attempt had met with disaster. Bravo Flight's JOLLY LOW HH-53C had been hit by a North Vietnamese rocket-propelled grenade, crashed and exploded, killing all nine crew members. The SANDY flights were engaging the enemy AAA, and getting the area ready for the next SAR attempt. The mood was pretty sombre at this point. The loss of the HH-53C and crew isn't the kind of news one wants to hear, especially when you're about to enter the same area.

We turned inland short of Quang Tri and proceeded to an area about 75 miles to the northeast. A flight of SANDYs met us and escorted us to a holding area while the other SANDY flights worked over the area where the observer was located. It was getting late in the day and it looked like we would only have time for one more attempt before darkness.

SANDY LOW, the on-scene commander, briefed us on the next attempt. The SANDYs were going to lay smoke and CS gas over the area. The JOLLY LOW helicopter would go in with the crew wearing flak vests and gas masks. JOLLY HIGH would stand by. At last, SANDY LOW thought the area was acceptable and directed 'Blake' in JOLLY LOW to start his run.

No answer. Some garbled voices. JOLLY LOW had suffered a radio failure at just the wrong moment. Everything was in place. It was do it now or start over in the morning. SANDY LOW called me and asked if I could take over as JOLLY LOW, the primary recovery helicopter. Was I ready to go? I wasn't, but I said I was, and I started my descent.

We had been holding at several thousand feet to stay out of the ground fire. The rapid descent and high humidity causes the windshield to fog up. We were all trying to put on our flak vests and gas masks while still maintaining descent, speed and control. It was kind of like a Chinese fire drill for a couple of minutes.

At last we were skimming over the tops of the trees. Suddenly, the radio came alive as SANDY LOW reminded me that I still have my external fuel tanks. In the excitement, I'd forgotten the SOP. Damn! I

punched them off and hoped they'd hit some 'gomer' on the head.

The windshield cleared and SANDY LOW lobbed a couple of Willie-Petes (White Phosphorous smoke rockets) into the area. One hit long and the other short of the downed observer. The gas had already been dropped and I had SANDYs on each side of me laying in suppression fire with both the Minigun and the cannon. I kept the speed up for as long as I could before coming into an abrupt hover.

At the time, I was monitoring only the GUARD channel. All I wanted to hear was the intercom from my own crew, the survivor's radio, and SANDY LOW. The observer popped smoke, and my PJ spotted it and gave me directions to the guy. The survivor had indicated that he needed some type of assistance, so the PJ rode the jungle penetrator down to the ground.

The SANDYs were in a daisy chain orbit, laying down suppressing fire, but we were still taking ground fire. It sounded like a popcorn machine in a movie theatre. It was AK-47 fire, I'd heard it before. I didn't hear anything heavy. With that damn mask on and the smoke filling the cockpit, I had very limited visibility. It took all my concentration to maintain a precise hover. I spotted an area downhill from where we were, to put this thing down if I had to.

My PJ had the observer and was in the process of bringing up the cable. We were still taking hits, but everything was running well and all the gauges were still 'in the green'. The hoist operator reported that both the PJ and the observer were aboard and secured. SANDY LOW advised me that the best egress route from the area was to the south, and we moved out at full speed, staying at treetop level until SANDY LOW advised me that we were clear of the hot area.

I started to climb to cruise altitude, and asked the rest of the crew to check for any battle damage. We were also getting very close to bingo fuel status, so I requested a refuelling from the HC-130 KING tanker orbiting well out of range. The crew checked the bird over and reported that there were many, many bullet holes in the fuselage. I decided that we better put down at the first safe place and check the exterior before proceeding back to Da Nang.

KING came down from altitude and reeled out the drogue hoses. I took on a full fuel load, broke off and thanked KING, and headed for Quang Tri. It was dark when we landed. A quick inspection revealed extensive damage to the rotor system, and several of the blades had been holed. We put our bird into a revetment at Quang Tri, and boarded the JOLLY HIGH bird for the return trip to Da Nang. The observer who we plucked from the jungle had only one thing on his mind the whole trip home - spilling his guts to the intelligence people. He did not tell us anything, and we never did find out what he'd seen.

**Captain James Elkinton, 37th ARRS
Da Nang, 30 June 1970**

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)

Notes: hit by ground fire during SAR for NAIL 44 (OV-10A), crash site excavated Dec 93, remains identified as a group 7 March 1995.

Tail No: 63-09681 Model: CH-3E Date of Loss: 13 Aug 70 Unit: 21st SOS, 56th SOW
Country of Loss: Thailand Call Sign: Skycap 36

Pilot: Alan B. Cheeseman (8W-106)
Co-Pilot: George D. Henry (8W-108)
Flight Engineer: Terry D. Reams (8W-112)
Gunner/Other: William L. Ripley (8W-109)

Notes: Hit by a 12.7mm round which blew up the hydraulic accumulators and knocked out both engines. They were on a training mission for a new pilot and instructor. Also delivering parts from NKP to Ubon. Crashed near Ubon Thailand.

Additional Notes:

Tail No.: 64-15484 Model: UH-1P Date of Loss: 25 Sep 70 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Quang Duc, SVN Call Sign: Green Hornet

Pilot: Jackie P. Heil (07W-89)
Gunner: Gerald A. Cooper (07W-89)

Notes: The lead gunship in a flight of two on a combat mission hit trees while turning to avoid a mid-air collision with a VNAF CH-34 and subsequently caught fire after it came to rest, destroying the aircraft. The IP and one gunner were killed, the pilot and the other gunner were injured in the impact.

Tail No: 66-13287 Model: CH-3E Date of Loss: 24 Oct 70 Unit: 21st SOS, 56th SOW
Country of Loss: Laos Call Sign: Knife 33

Pilot: Craig B. Schiele (06W-19)
Flight Engineer: Thomas E. Heideman (06W-19)

Notes: The helicopter was in a flight of two extracting indigenous personnel from a hill top LZ. The helicopter picked up 11 personnel and as the aircraft lifted off, it turned and fell into trees 200 meters from the LZ. A short time later, the other helicopter picked up 8 indigenous personnel who said the entire crew of the helicopter was dead; however, 20 minutes later, radio contact was made with the survivors and they, along with the body of the pilot were recovered.

Tail No.: 68-10931 Model: CH-53 Date of Loss: 1 Mar 71 Unit: 21st SOS, 56th SOW
Country of Loss: Laos Call Sign: Knife 34

Pilot: Milton H. Ramsey (04W-014)
Co-Pilot: Albert Tijerina, Jr. (04W-15)

1969 (cont)

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

1970

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

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

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

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

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

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

SANDERS, WILLIAM STEPHEN "BILL"

Name: William Stephen "Bill" Sanders
 Rank/Branch: Captain/US Air Force
 Unit: 23rd Tactical Air Support Squadron,
 Nakhon Phanom Airfield, Thailand
 Date of Birth: 09 April 1943
 Home of Record: Winthrop, ME
 Date of Loss: 30 June 1970
 Country of Loss: Laos
 Loss Coordinates: 164858N 1063138E (XD616601)
 Status in 1973: Killed/Body Not Recovered
 Category: 2
 Aircraft/Vehicle/Ground: OV10A "Bronco"
 Other Personnel In Incident: Albert E. Mosiello (rescued)

30 JUN 70 H-3 SAR
 NAIL 44/FATCAPPER
 SAR

REMARKS:

SYNOPSIS: The North American (Rockwell) OV-10 Bronco was designed as the Counter Insurgency (COIN) aircraft of the mid-1960s, at a time when jets were not planned for brushfire wars such as Vietnam. With the Tonkin Gulf Resolution, the US no longer voluntarily withheld its jets, and the OV-10 went into combat as the most powerful of the light Forward Air Control (FAC) aircraft. The Bronco was often as capable of destroying a target as it was of marking it.

MACV-SOG, or Military Assistance Command Vietnam Studies and Observation Group, was a joint service <delehigh> command unconventional warfare task force engaged in highly classified operations throughout Southeast Asia. The 5th Special Forces Group, Airborne, channeled personnel into MACVSOG <dele(though it was not a Special Forces group)> through Special Operations Augmentation (SOA), which provided their "cover" while under secret orders to MACVSOG. These teams performed deep penetration missions of strategic reconnaissance and interdiction that were called, depending on the time frame, "Shining Brass" <deleor> "Prairie Fire" "Salem House", or "Daniel Boone" missions.

The area of eastern Laos being scouted was rugged, jungle-covered mountains, laced with various sized arteries of the infamous Ho Chi Minh Trail. When North Vietnam began to increase its military strength in South Vietnam, NVA and Viet Cong troops again intruded on neutral Laos for sanctuary, as the Viet Minh had done during the war with the French some years before. This border road was used by the Communists to transport weapons, supplies and troops from North Vietnam into South Vietnam, and, to an untrained eye, was frequently no more than a path cut through the jungle covered mountains. US forces used all assets available to them to stop this flow of men and supplies from moving south into the war zone.

The 23rd Tactical Air Support Squadron (TASS) provided air support for MACVSOG's Mobile Launch Team 3 (MLT 3), code name "Heavy Hook." Both the 23rd TASS and MLT 3 personnel were stationed at Nakhon Phanom <deleAirfield> <INSERT Royal Thai Airforce Base (RTAFB)>. The commander of MLT 3 at the time of this mission was then MAJ. Bill Shelton.

On 30 June 1970, Capt. William S. "Bill" Sanders, pilot; and SFC Albert E. "Al" Mosiello, airborne observer/controller; comprised the crew of an OV10A (aircraft #3807), call sign "Nail 44," that was conducting a visual reconnaissance mission in support of MACVSOG, Command and Control North (CCN). The aircrew was flying at a lower than normal altitude searching for possible landing zones (LZs), and taking photographs for an upcoming Prairie Fire mission.

As the Bronco pulled up through 1,500 feet above ground level, which was the normal minimum altitude in that area, the NVA opened fire with anti-aircraft artillery (AAA). (NOTE: 7th AF had granted the Prairie Fire FACs permission to fly below this level due to the frequent need to take hand-held 35mm photographs of checkpoints, LZs, etc.) A 37mm AAA shell struck the Bronco in its left side adjacent to the pilot's position. Not seeing any response on the part of Sanders, SFC Mosiello tried to gain control of the aircraft. The stick only shuddered in his hand. When Al Mosiello realized the Bronco was no longer airworthy, he ejected from the crippled aircraft. Once his parachute deployed, he was under canopy for only 4 to 10 seconds before reaching the ground. In his debriefing statement, SFC Mosiello reported he believed the AAA fire that damaged the Bronco killed Capt. Sanders. Further, he did not see the pilot eject or another parachute deploy.

The crash site was located in rugged mountains that were heavily forested with dense undergrowth approximately 500 meters southeast of the village of Ban Klou, 3 miles west of the Lao/South Vietnamese border and 12 miles south of

the demilitarized zone (DMZ) that separated North and South Vietnam. It was also 23 miles northwest of Khe Sanh, South Vietnam, 27 miles due east of Binh Tram 34 - a way station located along Highway 19 and 21 miles northeast of the major NVA controlled city of Tchepone, Savannakhet Province, Laos.

A second Prairie Fire Forward Air Controller (FAC) was also operating in the vicinity, and heard SFC Mosiello's emergency beeper. The FAC pilot made radio contact with the downed observer, then notified the Airborne Battlefield Command and Control Center aircraft (ABCCC), call sign "Hillsboro," of the situation. At the same time, the 56th Special Operations Wing (SOW) <delecontrol center> TUOC was also informed of the Bronco's loss and an HH53C search and rescue (SAR) helicopter from the 40th Air Rescue/Recovery Squadron, Udorn Airfield, Thailand was immediately dispatched to the area of loss.

Capt. Leroy C. Schaneberg, pilot; Major John W. Goeglein, co-pilot; SSgt. Marvin E. Bell, flight engineer; SSgt. Michael F. Dean, pararescueman; and MSgt. Paul L. Jenkins, pararescueman; comprised the crew of the rescue helicopter (aircraft #8283), call sign "Jolly Green." As the aircraft hovered at an altitude of approximately 150 feet above SFC Mosiello's position, an NVA soldier fired a Rocket Propelled Grenade (RPG) into the rotor head of the helicopter. As the rotor assembly separated from the fuselage, it rolled over and crashed in a fireball on the ground. No emergency beepers were heard emanating from the helicopter's crash site. The helicopter's wreckage was located roughly 1 mile north of the Bronco's crash site, and Al Mosiello on the ground between the two crash sites.

MAJ Bill Shelton relayed a message thru the onsite FAC to SFC Mosiello that he should prepare to escape and evade toward South Vietnam. At the same time he was considering calling a halt to <dele about to halt > the rescue operation due to the late hour and approaching darkness when Col. Sam Crosby, the 56th SOW Commander, called on the telephone. He reported that the the Jollys were prepared to launch another rescue helicopter for another recovery attempt and asked if he wanted another flight of A1E aircraft to be armed with tear gas for fire suppression. MAJ Shelton said yes and the mission was launched.

Once all aircraft arrived in the area of loss, the <dele A1E Sandy> A1's laid down a protective screen of tear gas between the downed observer and the NVA. The second rescue helicopter an H3 from 37th ARRS, Danang, hovered over Al Mosiello and dropped a penetrator and PJ through the dense jungle. SFC Mosiello was secured by the PJ and lifted out of the jungle, then flown back to <delebase> Danang. Crew members of the 37th ARRS CH3 were:

Maj James Z Elkinton - pilot

Capt Dale R Clark - copilot

SSgt John C Alcorn - Flight Engineer

SSgt Jules C Smith - PJ

The next day CPT Fred Parrott, another pilot assigned to the 23rd TASS, and MAJ Shelton returned to the area of loss to conduct an electronic and visual search for the other missing men. During this search, no beepers were heard and no signs of survivors were detected in or around the wreckage of either aircraft. At the time the aerial search operation was terminated, Bill Sanders, Leroy Schaneberg, John Goeglein, Marvin Bell, Michael Dean and Paul Jenkins are listed Killed in Action/Body Not Recovered.

In 1992, a National Security Agency (NSA) correlation study of all communist radio intercepts pertaining to missing Americans, which was presented to the Senate Select Committee on POW/MIA Affairs in a classified format, was finally declassified and made public. According to this document, 6 North Vietnamese radio messages were intercepted and correlated to this incident and 9 messages correlated to the loss of the rescue helicopter. The NSA synopsis states: "Seven American prisoners held at Liaison Station 19 and later Liaison Station 36 During the timeframe and near the location of which correlates to the time and location of this aircraft loss. 35th AAA Battalion Shootdown of one OV-10 and one UH-1A. No reflections of aircrew status."

In 1992, a team from the Joint Task Force for Full Accounting traveled to the crash site of the HH53C. The site was first surveyed, then excavated. In addition to aircraft wreckage and crew-related items, the team recovered possible human remains. On 24 March 1993 these bone fragments were turned over to US control and transported to the Central Identification Laboratory, Hawaii (CIL-HI) for examination. On 24 March 1995, the identification of Leroy Schaneberg, John Goeglein, Marvin Bell, Michael Dean and Paul Jenkins remains was announced and each man's remains were returned to his family for burial.

Hi Kiddo,

I'm working on Bill Sanders bio. Since the HH53C was wacked trying to get the SOG rider out, the 2 bios are linked. The HH53C's crash site was excavated a few years ago with remains recovered. Have sent an e-mail to a contact to get more info on that side of it --- and also asked for any info about axcavation of Bill's site.

The basic part of the bio is coming together very well. I want to take a look at it in a few minutes - add, adjust, etc., then I think I'm going to do something I rarely do - send the partial bio to you to be forwarded to the Colonel for his review and insights.

Before going to bed last night, I pulled together the location data, but was too tired to get it plugged in. Will get that done before forwarding it to you.

Today is turning into one of those days when I'm running as fast as I can and it really is not fast enough. Virginia, my computer gal, is picking up this computer around 6:30 so I will be without e-mail after that time. Should have it back in the morning ---- God, I hope! If I don't, then I'm gonna be in real trouble!

Faith,

Patty

~~CONFIDENTIAL~~

DATE: 30 JUN 70

July 1970

MISSION NUMBER: 1-3-051-30 JUN 70

AIRCRAFT DESIGNATION: KING 26

(S) LOCATION: 276/35/103 16-49N-106-31E

DISTRESSED AIRCRAFT: NAIL 44 (OV-10) (2 POB)

SAVES: 1 Combat

~~CONFIDENTIAL~~ DOWNGRADED TO
CONFIDENTIAL 707 APR 73

EX. ORDER 11 52

Classified by *Dot 1 300 dlr*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

DECLASSIFIED ON *31 Dec 78*

1. (S) At 0615Z 1 July 70 King 26 received a call from Covey 296 on guard channel that Nail 44 had been shot down by enemy ground fire. He stated he had a chute in sight and a beeper. He also stated he did not believe one person had been able to eject from the aircraft, a later call from Covey 296 established that the survivor was the back seater with the personal call sign of Fat-capper 07.

2. (C) Enroute to the scene it was determined that the most readily available helicopters were Jolly Green 21 & 65 who were flying local at DaNang, however they had only one and one half hours fuel to dry tanks. Since King 27 from Tuy Hoa would require about this amount of time to reach the Jolly Greens, King 26 descended to refuel the two choppers.

3. (C) Covey 296 was appointed On-Scene Commander (OSC) to protect and keep track of the survivor. During the refueling he directed the following strike aircraft in the area around the survivor: Helicopter gunships unknown call sign or numbers, a Dollar flight of two aircraft, and a Duster flight unknown number of aircraft. After refueling King 26 resumed control of the effort. Spad 11 & 12 were contacted to assume OSC of the SAR forces. Spad 11 had radio trouble and Spad 12 was not SAR qualified. They were then turned over to Covey 296 to expend as needed and part of their ordnance was expended prior to pickup attempt. Spad 01 was appointed OSC. He and Spad 02 led Jolly Green 21 & 65 into the area for a pick up attempt at 0826Z. Spad 11 & 12 assisted with the daisy chain and expended the remainder of their ordnance and smoke. Jolly Green 21 after visually sighting the survivor and about to go into a hover received ground fire from the west along the ridge top. The attempt was aborted and Jolly Green 21 returned to Quag Tri to check the battle damage.

4. (S) Nail 47 reported that the survivor was hearing movement around him and requested we put down more ordnance immediately. Nail 47 was assigned the task of controlling the strikes and Hobo 20 & 21, Zorro 22 & 23 began the attack to suppress the ground fire and the movement. Sandy 05 & 06 escorted Jolly Green 54 & 57 from the west holding point to a holding point east of the target. Sandy 05 was appointed OSC and led the Jolly Greens into the area with the assistance of Nail 47.

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atol 4
GROUP 4
Downgraded at 3 year intervals
[Signature]

~~CONFIDENTIAL~~

Smoke 31 & 32 assisted with ordnance and smoke cover. Due to the wind drifting the smoke over the survivor, Jolly Green 54 could not obtain visual contact with the survivor. After slightly over 10 minutes of trying to locate him he received intense ground fire from the gully below the survivors position. The ground fire set the helicopter on fire and he crashed in the inverted position and burned, less than a half a mile from the survivor. Sandy 06 reported no one could have survived the crash and Nail 47 flew by it and reported the same information plus no chutes or beepers.

5. (C) Nail 57 was given the task of FAC for strikes by fast mover aircraft. Wolfpack 21 & 22 expended followed by Midas flight and Pappa flight. Strike 40, 41, 42 & 43 were then used to assist in controlling the ground fire. Sandy 03 & 04 were escorting Jolly Green 24 & 65 into the area and organized the third attempt using Waffle 44, 45, 46 & 47 and Strike 40, 41, 42, & 43 to provide smoke and CBU's. After the gully and the ridge to the west were thoroughly suppressed the third attempt was successful at 1047Z and Fatcapper 07 was recovered by Jolly Green 24. While departing the area Jolly Green 24 was hit by ground fire and suffered battle damage to the aircraft. Survivor taken to Surgical Hospital at Quang Tri with cuts and bruises but in good shape. All forces returned to bases immediately after the recovery.

6. (C) Aircraft flights used in the SAR effort.

Helicopter Gunships
Dollar flight
Duster flight
Wolfpack 21 & 22
Midas flight
Pappa flight
Strike 40, 41, 42 & 43
Hobo 20 & 21
Zorro 22 & 23
Smoke 31, 32, 33 & 34
Waffle 44, 45, 46 & 47

SAR Forces
Spad 01, 02, 11 & 12
Sandy 03, 04, 05 & 06
Jolly Green 21, 65, 54, 57 & 24
King 27

FAC's Used
Covey 296
Nail 50 & 57

DOWNGRADED TO
CONFIDENTIAL
EX. ORDER 11-52

Received Battle Damage
Jolly Green 21 & 24

Aircraft Lost
Jolly Green 24
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO

7. (U) King 26 Crewmembers:

AMC/AC LTC PREWETT
CP MAJ WALLER
N CPT SULLIVAN
RO SSG HOLLUMS

FE TSG BRENNAN
FE SSG SHORRY
LM SSG ROSS

Ronald K. Stegall LT/Col

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

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GROUP-4
Downgraded at 3 year intervals,
Declassified at 12 years

3ARRGp Hist., Apr-Jun 1970

18.

Combat and Non-Combat Saves

(U) The units subordinate to 3ARRGp were responsible for 103 total saves during the quarter; 82 combat saves and 21 non-combat saves.⁴ The total number of saves for 3ARRGp since 1 December 1964 is 3064 (2123 combat and 941 non-combat).

3ARRGp Flying Hours

(U) 3ARRGp units flew a total of 8953.9 hours during the quarter.⁵

Aircraft Loss

(S)(GP-4) On 30 June 1970, an HH-53C, SN 68-8283, assigned to the 40ARRSq, was lost to hostile ground fire while participating in the rescue of a downed OV-10 pilot in Laos across the border from the Western I Corps area of South Vietnam. On his second pass over the downed crewmember, the "Jolly Green" aircraft commander reported heavy ground fire from all sides. In his attempt to pull out of the area, the aircraft rolled out of control and crashed about one-quarter mile from the survivor. There were no survivors among the six crewmen of the "Jolly Green". The OV-10 pilot was subsequently picked up by an HH-3E helicopter from the 37ARRSq.

Standardization

(U) During the quarter, Major Archibald S. Waller Jr., replaced Lt Col John L. Powell Jr. as Chief of Standardization.

4. Appendix 2 lists the number of saves for each month of the quarter.

5. Appendix 3 lists the flying hours by type airframe for each month.

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11

40th ARRSq Hist, 1 Apr - 30 Jun 1970

The medical evacuation of a Thai National was accomplished without incident from Nam Phong Airfield¹⁹ to Udorn on 19 June.²⁰

Another Nail aircraft (OV-10) became the objective of a rescue attempt on 20 June. The pilot had ejected at 035/15/108²¹ when his aircraft was crippled by hostile ground fire. After a smoke screen was laid to shield the rescue, the Buff crew moved in and hoisted the survivor aboard. The survivor was in good condition except for shock and an injured ankle.²²

The quarter ended on an unfortunate note with the loss of Capt LeRoy Schaneberg and his crew during a rescue attempt on an OV-10 pilot on 30 June. First attempts at the survivor by an HH-3E Jolly Green had to be abandoned due to intense ground fire and sustained battle damage. This made Capt Schaneberg's aircraft the primary rescue vehicle. He too made a pass but had to abort the attempt when the protective smoke screen obscured the survivor. On his second pass Capt Schaneberg reported heavy ground fire on all sides. In his attempt to pull out the aircraft rolled out of control and crashed about $\frac{1}{4}$ mile from the survivor, whom he was attempting to recover. There were no survivors from the Jolly Green crew. The OV-10 pilot was subsequently picked up by an HH-3 from Danang AB, RVN.

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 10 years

37 ARRSq History, Apr-Jun 1970

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other survivors were recovered by various means. This was the first night water recovery made by a Buff, HH-53. Mission number 1-3-047.

7 Jun: Jolly Green 27 and 64 were diverted from orbit to the scene of a downed F-4. The one survivor was recovered by J.G. 27. Smoke, delivered by SPADS, did an excellent job of concealing J.G. 27 from ground fire. Mission number 1-3-048.

10 Jun: Jolly Green 64 and 66 made a first light departure to the scene of a downed F-4. Weather was very low and entry into the SAR area was made through a small hole in the clouds. No ordinance was expended by the SPADS due to no ground fire and weather. J.G. 64 was shot at on run in but received no hits. Both survivors were picked up by J.G. 64. Mission number 1-3-050.

30 Jun: Jolly Green 21 and 65 were diverted to the scene of a downed OV-10. J.G. 21 took intense ground fire and was forced out of the hover and returned to a forward base for recovery. Jolly Green 64 and 24 were then scrambled to the scene. J.G. 64 had to abort due to mechanical conditions and J.G. 24 proceeded with J.G. 65. In the mean time, J.G. 54 from another base attempted the pickup and was shot down. The FAC reported no possible survivors due to the crash. Jolly Green 65 and 24 were then to make another attempt. J.G. 65 experienced loss of his intercom system and J.G. 24 assumed low position. The one survivor was picked up with the aid of a P.J. by J.G. 24. Ground fire damaged J.G. 24, however, they recovered at a forward base. Mission number 1-3-051.

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M-47 marker for the Jolly Green. The A-1s were just about "winchester" at this time and Sandy 01, when advised by King that the next resources were still 45 minutes away, decided to implement the attempt immediately.

(S) Sandy 03 was briefed on the ingress/egress route and he in turn briefed the Jollys. Sandy 02 was briefed on the placement of his CBU-22 and all the forces brought up on guard. After a quick general briefing on how the operation was to go, the execution order was given. Sandy 01 laid his smoke between the survivor and the high, threatening ridge to the north, and Sandy 02 put his to the south of the survivor to screen off the three areas of ground fire there. More smoke was needed in that line and Sandy 04 was directed to put his there also. The Jolly was right over the IP on time and the survivor was told to pop his smoke. The Jolly's heading was straight at the survivor and all Sandy 01 had to do was to tell him to slow down and stop, and he ended up in a hover 25 feet to the left of the survivor. Jolly called out some ground fire from the original location and the Sandys and the PJ with the M-60 suppressed it. Later reports from the helicopter holding overhead had three other areas firing at the Sandys, but no hits were taken by the SAR force during pick-up and egress. Pick-up was at 1520L.

^{19/}
(S) On 30 June 1970 a successful rescue was conducted for Fat Capper 07. The aircraft, an OV-10, went down at 1340L at

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31.

were also diverted, but were later postponed because they could not work in the marginal weather conditions. The Air America helicopters made three attempts to get in and pick-up the downed pilot, but were driven off by intense ground fire. Two of the choppers and Raven 26 took multiple hits from small arms and automatic weapons. They made emergency recoveries at Lima Site 98.

(S) Upon arrival at the scene, Sandy 01 was appointed On-Scene Commander by King 32. With the forced departure of Raven 26, the exact location of Nail 42 had become an unknown. Sandy 01 joined with Raven 21, and they began to make low passes to identify the position, but the heavy ground fire proved hazardous for Raven 21, and he was directed to hold out of range. After several passes the survivor was pinpointed, and Raven 21 was directed to put in the four A-1's and their remaining ordnance on the AA positions. Sandys 01, 02 and 03 set about determining the ingress/egress route and the pick-up plan, but after FACING the A-1's, Raven 21 picked up ground fire from three other locations which would have been within range of the ingress route. King advised that four more A-1's (two flights of Zorros), were in the area, and Sandy 01 had Raven 21 and Nail 07 (who had also seen the ground fire), mark the areas. Raven was "winchester" on rockets, so Sandy 01 directed Raven 29 to FAC in the Zorros. In coordination with Nail 07, Sandy 01 picked a new ingress/egress route for the helicopters, and Sandys 02 and 03 put down an IP M-47 and a "you've gone too far"

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XD 620 605. The pilot, Neil 44, never came up on voice or beeper and Fat Capper 07, the back seater, reported that he was injured.

(S) The location of the survivor was less than one kilometer south of a main infiltration route which was in good repair and under moderate use by enemy forces. The general terrain was mountainous, with the survivor located in an area of low ridges and intersecting valleys. Several hundred meters to the east of the survivor was a large flat bottomed valley which had very little vegetation or other ground cover. Large mountains rose to the east of this valley. The ridges and valleys to the north, west and south of the survivor were approximately thirty percent covered by trees and other vegetation. The survivor reported an unknown number of enemy troops in the immediate area. Heavy calibre automatic weapons and hand held gun fire was received from the covered areas north, west and south of the survivor. The weather in the area was three to four tenths low cumulous clouds, with bases at approximately 1,000 feet. The cloud cover was drifting slowly to the northeast and at times covered the position of the survivor. During the first phase of the rescue the cloud coverage over the survivor was about four tenths. The surface wind was approximately 4 to 6 knots from the southwest. The survivor's position was in heavy tropical vegetation on the north slope of an east/west ridge. At the base of the slope, approximately 50 meters from the survivor, was a small stream, with the survivor's

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parachute lying visible on the opposite side.

(S) The first aircraft on-scene after the crash was Covey 296, who made the initial pick-up attempt utilizing an Army "slick." Next on-scene were Spads 01 and 02, who diverted from a "Prairie Fire" mission. Nails 50 and 57 arrived at the same time. Another attempted pick-up was made with Spad 01 as On-Scene Commander, utilizing Jolly Green 21, a "Nitnoy" out of DaNang. This attempt was aborted when Jolly Green 21 received heavy ground fire and had his hydraulic system shot out, with numerous other hits throughout the aircraft. Spad 01 developed radio problems and Nail 57 assumed On-Scene Command. Spads 01 and 02 had already expended all their ordnance and proceeded to escort Jolly Green 21 back to Channel 103. Spads 11 and 12 were also scrambled to the area. Spad 11 lost his radio transmitter, which later proved to be caused by a faulty helmet connection. Spad 12 was not "Sandy low lead qualified," so Nail 57 remained as On-Scene Commander and Spads 11 and 12 returned to base. Sandys 05 and 06 then arrived on-scene with Jolly Greens 54 and 57 from NKP. Sandys 05 and 06 from NKP had not arrived earlier because the radio problems and premature return to base of the Spad flight had not been anticipated.

(S) As On-Scene Commander, Nail 57 made the third pick-up attempt utilizing Jolly Green 54, with Sandys 05 and 06 as escort. Smokes 31 and 32 were on-scene and were instructed to lay smoke screens in parallel rows running east and west on the

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north and south sides of the survivor. Jolly Green 54 made an approach towards the survivor from the west, but had to pull off when the smoke drifted over the survivor and visual contact with the ground was lost. The rescue chopper moved a short distance away, waited about five minutes for the smoke to clear and then proceeded back in for another attempted pick-up. On this attempt, heavy ground fire was received and Jolly Green 54 took a hit from a large calibre heavy automatic weapon and/or a Rocket Propelled Grenade. The aircraft made violent maneuvers with its engines on fire and crashed approximately one quarter mile from the survivor's position.

(S) It was during the third pick-up attempt that Sandys 03 and 04 arrived on-scene. There was considerable confusion and a high sense of urgency at this time. Because an attempted rescue was in progress, Sandys 03 and 04 only informed King and the Nail FAC that they were available, and maintained a position from which they could observe the progress of the attempted pick-up.

(S) Throughout these events King was very busy coordinating information with the On-Scene Commander and marshalling SAR resources to the area. Fast mover strike aircraft were being held high over the scene, ready to be used. Additional SAR resources were scrambled as needed after initial attempts failed and resources were depleted.

(S) When Sandy 03 observed the chopper crash he called King, informing him that Jolly Green 54 had crashed with no apparent

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chance of survivors. Sandy 03 then personally assumed On-Scene Command. He flew over the SAR area with the Nail FAC, pinpointing the survivor's position and assessing the situation. Fast mover strike aircraft were then called in to suppress suspected gun positions west of the survivor. While the FAC put in these air strikes on the enemy positions, Sandys 03 and 04 held to the west. A call was made to King to organize resources for another rescue attempt. Another set of Jolly Green helicopters was directed to a holding point, along with its escort. Slow mover aircraft with smoke and ordnance were also positioned at holding points close to the area. Sandy 03 informed King that he had devised a plan for pick-up, and that he would continue air strikes at the gun positions, under FAC control. After the strikes, a smoke screen was to be laid west of the survivor and running northeast to southwest into the surface wind, thus masking off the area of the gun threat. Special ordnance would be laid immediately to the west of the smoke screen. Four slow mover strike aircraft would conduct a continuous diversionary strike immediately to the west of the smoke while the Jolly made his approach from the east. King acknowledged the plan and designated Sandy 03 as On-Scene Commander.

(S) At the completion of the fast mover air strikes, Sandy 03 again flew low over the scene to survey the situation. The decision was made to attempt another pick-up. Spad 03, the

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Jolly Green escort, was called into the area and Sandy 03 briefed him on the survivor's position and the entry route for the Jolly Green. Smoke lead and Waffle lead were also brought into the area and shown the positions where the smoke screen would be laid. A general briefing was given to all forces on VHF radio. The respective leads were then sent back out to organize their flights, after which Sandy 03 called all resources to come up on UHF guard and check in.

(S) Timing would be critical and the sequence of events was to begin with the laying of the smoke screen. When all forces were ready and the Jolly Green on his way in, the command to execute smoke was given. The smoke was put down and formed a very effective screen. Sandys 03 and 04 laid their smoke to fill in where additional smoke was needed. At this time, Sandy 03 and Spad 03 talked the Jolly Green into the survivor's approximate position, where the survivor directed him on the final approach with his radio. During the pick-up, Sandys 03 and 04 and Spads 03 and 04 formed a daisy chain around the Jolly Green, expending rockets, CBU and 20mm. To the west, the slow mover strike aircraft conducted a continuous diversionary strike suppressing possible guns in that area.

(S) The rescue was successful, although the Jolly Green did receive some fire and took several hits on his egress from the area.

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FROM: SARCO (Lt Col Johnson) 1st SOS

7 July 1970

SUBJECT: SAR REPORT - Fat Capper 07

TO: 56th SOW (POO)

I. A successful rescue was conducted on 30 June 1970 for FAT CAPPER 07. The aircraft, an OV - 10, went down at 1340 L/30 June 1970 at XO 620 605. This report covers those activities relating to the Sandys during the rescue effort.

II. The OV - 10 (Mail 44) was shot down by ground fire at approximately 1340L. There was no beeper or voice from Mail 44 (front seater). FAT CAPPER 07 (back seater) came up on his radio and stated he was in bad physical condition. The SAR effort was launched immediately.

III.	Call Sign	Pilot	A/A time	Arr on Scene
Sandy	01	KRUGER	1658	N/A
	02	CONGER		
	03	KRUGER	1524	1604
	04	SUTTON		
	05	PREYSS	1415	1455
	06	WARESH		
Spad	11	WILLIAMS	1345	1430
	12	BROWN		
	01	HOLSTAD	1330	1400
	02	LINDY		
	03	MORRISON	1600	1640
	04	MORGAN		
Jolly Green	21	BLACKWOOD	1400	1445
	65	HOLCOMB	"	"
	54	SCHNEIDER	1353	1435
	57	THOMPSON	"	"
	24	ELKINGTON	1550	1635
	64	HOLCOMB	"	"
Mail	50	HALL	1145	N/A
	57	HEFT	1455	1530
Strike	40	MANLEY	1630	1710
	41	WOLCOTT	"	"
	42	MARTIN	"	"
	43	PLACH	"	"
	21	MONEIL	1711	N/A
	22	SHAWTON	"	"
	23	NICHARD	1712	"
	24	KISSLER	"	"
Smoke	31	MORRIS	1515	1555
	32	GENKO	"	"

CATALOGED
 2266220
 DO NOT DESTROY
 PROJECT CORONA HARVEST
 NO

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

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	33	HUNTER	1645	1625
	34	KILBRIDE	"	"
Waffle	44	FRISON	1623	1703
	45	KASPER	1634	1714 11 Mins. Flat Tail Wheel
	46	LOCK	1619	1659
	47	HICKS	"	"

Sandy 01 and 02 were on alert at Uben at the direction of HIGTS. Sandy 03 through 06 were at MRP. The Spads were from DaNang.

IV. The location of the survivor was less than one kilometer south of a main infiltration route which was in good repair and under moderate use by enemy forces. The general terrain was mountainous, however the survivor was located in an area of low ridges and intersecting valleys. Several hundred meters to the east of the survivor was a large flat bottomed valley which had very little vegetation or other ground cover. Large mountains rose to the east of this valley. The ridges and valleys to the north west and south of the survivor were approximately thirty percent covered by trees and other vegetation. The survivor reported an unknown number of enemy troops in the immediate area. Heavy calibre automatic weapon fire and hand held gun fire was received from the covered areas north, west and south of the survivor. The weather in the area was three to four tenths low cumulous clouds, with bases at approximately 1,000 feet. The cloud cover was drifting to the northeast slowly and at times covered the position of the survivor. During phase A of the rescue the cloud coverage over the survivor was about four tenths. The surface wind was approximately 4 to 6 knots from the southwest. The survivors position was in heavy tropical vegetation on the north slope of an east-west ridge. At the base of the slope, approximately 50 meters from the survivor was a small stream with the survivors parachute visible lying across the stream.

V. The first aircraft on scene after the crash was Covey 296, who attempted the first pick-up utilizing an Army "click". Next on scene were Spads 01/02 who diverted from a "Prairie Fire" mission. Nail 50 and Nail 57 arrived at the same time. An attempted pick-up was made with Spad 01/02 as "on scene commander" utilizing Jolly Green 21, a Hitnoy out of DaNang. This attempt was unsuccessful when Jolly Green 21 received heavy ground fire and had his hydraulic system shot out plus numerous other hits throughout the aircraft. Spad 01 developed radio problems and Nail 57 assumed "on scene command". Spad 01/02 had already expended all their ordnance and proceeded to escort Jolly Green 21 back to channel 103. Spads 11 and 12 were also scrambled to the area. Spad 11 lost his radio transmitters which later proved to be caused by his helmet connection. Spad 12 was not Sandy low load qualified, so Nail 57 remained as OSC and

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opans 11 and 12 returned to base. Sandys 03/06 arrived on scene with Jolly Green 54 and 57 from HRP. Sandys 03/04, from HRP were not on scene yet because of the radio problems and early RTE of the Spad flight had not been anticipated.

Mail 07 on 03/06 made the third pick-up attempt utilizing Jolly Green 54 with Sandys 03/06 as escort. Smoke 31/32 were on scene and were instructed to lay a smoke screen which they put down in parallel rows running east and west on the north and south side of the survivor. Jolly Green 54 made an approach to the survivor from the west but had to pull off when the smoke drifted over the survivor and visual contact with the ground was lost. The rescue chopper moved a short distance away, waited about five minutes for the smoke to clear and then proceeded back in for another attempted pick-up. On this attempt, heavy ground fire was received and Jolly Green 54 took a hit from large calibre heavy automatic weapon fire and/or a (Rocket Propelled Grenade). The aircraft made violent maneuvers with its engines on fire and crashed approximately one quarter mile from the survivors position.

VI. It was during the third pickup attempt that Sandy 03/04 arrived on scene. There was considerable confusion and a high sense of urgency at the scene. Because an attempted rescue was in progress, Sandy 03/04 informed King and the Nail FAC that they were available and maintained a position where they could observe the progress of the attempted pick-up.

Throughout these events King was very busy coordinating information with the on scene commanders and marshalling SAR resources to the area. Fast mover strike aircraft were being held high over the scene and ready to be used. Additional SAR resources were scrambled as needed after initial attempts failed and resources were depleted.

When Sandy 03 observed the chopper crash, he called King informing him that Jolly Green 54 had crashed with no apparent chance of survivors. Sandy 03 personally assumed "on scene command" and received a briefing on the exact position of the survivor by the FAC as they flew over the survivor to assess the situation. Sandy 03 then directed the Nail FAC to call for "fast mover" strike aircraft and proceed to suppress the suspected gun positions west of the survivor. While the FAC put in air strikes on the enemy positions, Sandy 03/04 held to the west. A call was made to King to organize the resources for another rescue attempt. Another set of Jolly Green helicopters, with their escort, were directed to a holding point. Slow mover aircraft with smoke and special ordnance were also positioned at holding points close to the area. Sandy 03 informed King that he had devised a plan for pickup and that he would continue air strikes at the gun positions under the FACs control. When the strikes finished, a smoke screen would be laid west of the survivor running Northeast to Southwest into the direction of the surface wind masking off the area of the gun threat. Special ordnance would be laid immediately west of the smoke screen. Four slow mover strike aircraft would conduct a continuous diversionary strike immediately west of the smoke while the Jolly Green made his approach from the east. King acknowledged the plan and designated Sandy 03 as "on scene commander".

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At the completion of the fast mover air strikes Sandy 03 again went low over the scene to survey the situation. The decision was made to attempt another pickup. Spad 03, the Jolly Green escort, was called into the area while Sandy 03 briefed him on the survivors position and the entry route for the Jolly Green. Smoke lead and Waffle lead were also brought into the and shown the position that the smoke screen would be laid. A general briefing was given to all forces on VHF radio. The respective flight leads were then sent back out to organize their flights and then Sandy 03 called all resources to come up on VHF guard and check in.

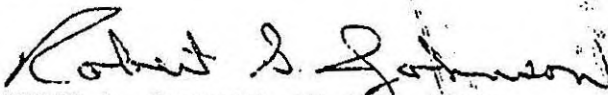
Timing would be critical and all events had to begin with the laying of the smoke screen. When all forces were ready and the Jolly Green on his way in, the command to execute the smoke was given. The smoke was put down and formed a very effective screen. Sandys 03/04 added their smoke to fill in where smoke was needed. At this time Sandy 03 and Spad 03 talked the Jolly Green into the survivors position where the survivor directed him on the final approach with his radio. During the pick-up Sandy 03/04 and Spad 03/04 conducted a daisy chain around the Jolly Green expending rockets, CBU and 20MM, while to the west, the slow mover strike aircraft conducted a continuous diversionary strike also suppressing possible guns in the area.

The rescue was successful, though the Jolly Green did receive some ground fire and took several hits on his egress from the area. Sandy 04 also received a 50 calibre hit in the tail of his aircraft.

VII. Problems encountered during the SAR:

1. Coordinating command and control.
2. Release of prairie fire alert aircraft to the SAR effort by Heavy-Hook.
3. Communications.
4. Deviation of normal Sandy alert posture at N.K.P.
5. Late launch of Sandy 01, 02, 03, and 04.
6. Too much congestion and extra bodies in the SARCO's Command Post.

All of these problem areas have been thoroughly covered in meetings with the DCO and recommended solutions will be in effect in the near future.


ROBERT S. JOHNSON, Lt Col, USAF
Commander

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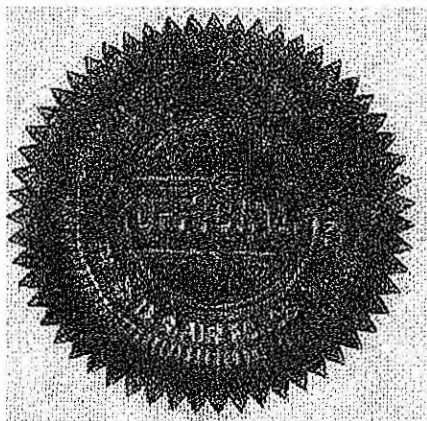
CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR
(POSTHUMOUS)

TO

MICHAEL F. DEAN

Staff Sergeant Michael F. Dean distinguished himself by gallantry in connection with military operations against an opposing armed force in Southeast Asia on 30 June 1970. On that date, Sergeant Dean, an HH-53C Pararescue/Recovery Specialist, twice penetrated an area of known hostile concentration in a valiant effort to rescue an injured American pilot. Undaunted after being repelled during the first attempt, and with complete disregard for his personal safety, he elected to make a second attempt. As the helicopter neared the downed airman, it sustained severe battle damage, resulting in an uncontrollable fire. Bravely returning the hostile fire until the end, Sergeant Dean lost his life while trying to save another's when the helicopter impacted the ground and exploded. By his gallantry and devotion to duty in the dedication of his service to his country, Sergeant Dean has reflected great credit upon himself and the United States Air Force.



Name: Dean Harrington sniperdk@tdstelme.net

Website:

Referred by: Net Search

From: Palmyra Maine

Time: 1998-07-13 14:18:26

Comments: Looking for info on a mission flown on 6-30-70 in Laos. It was a rescue mission for Nail 44. Jolly Green 54 was shot down during the rescue attempt and was listed missing until 95. I'm looking for info on the pilot of Nail 44 Cpt William S Sanders. I understand his backseater was Army and was picked up Sanders is listed Killed While Missing but no Info to verify what happened. If anybody has any Knowledge about this or know of someone who may please Email me at sniperdk@tdstelme.net Thanks Dean Harrington