

DECLASSIFIED



R/18
Same man
previously

DATE: 11 JUL 70

16 July 1970

MISSION NUMBER: 1-3-052-11 JUL 70

AIRCRAFT DESIGNATION: KING 24

LOCATION: 275/51/77

DISTRESSED AIRCRAFT: PLAYBOY 45 (TA4)

SAVES: 2 Combat

Classified by DX 7-10-70
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 75

1. (C) King 24 was on orbit approximately 293/45/107. At 0205Z King 24 heard a transmission on 243.0 UHF from Vanguard 380 who was talking to a Playboy 45. The transmission was, "Understand you are down at the southern end of the A Shau Valley. OK, I'll get some help, just stay where you are." King 24 switched frequency to 243.0 and asked Vanguard 380 what was happening. He informed King 24 that Playboy 45 was down and he was talking to Playboy 45 Alfa. King 24 asked him to remain on scene until he arrived and confirmed that it was a downed TA4 aircraft with two persons on board. King 24 asked him to see if he could pin point the location of both the Alfa and Bravo man without giving away their positions. King 24 appointed him On-Scene Commander (OSC).

2. (C) At 0209Z King 24 requested that Jolly Green 30 & 67, Spad 01, 02, 11 & 12 be launched from DaNang Air Base. King 24 informed Queen of the information up to this point. King 24 also requested that the back up helicopters, Jolly Green 65 & 66 be launched. King 24 was informed that Sandy 01, 02, 03 & 04 were inbound from Ch 89 and that their ETA was 0355Z. Jolly Green 30 & 67 were airborne at 0222Z and on scene at 0312Z. They were escorted by Spad 01 & 02 who were airborne at 0225Z and on scene at 0312Z. Spad 11 & 12 were airborne at 0230Z and on scene at 0300Z. Jolly Green 65 & 66 were airborne at 0256Z and on scene at 0405Z. I requested that King 27 be launched at 0322Z. He was airborne at 0345Z and on scene at 0445Z.

3. (C) Vanguard 380, Speedy 19 and Bilk 22 were on scene when King 24 arrived. Speedy 19 had pinpointed both survivors. At this time Speedy 19 was appointed OSC and Vanguard 380 and Bilk 22 performed visual reconnaissance of the area to determine if there was any ground fire from the area around the survivors. Speedy 19 reported the weather as 3,000 to 4,000 feet scattered with fifteen miles visibility with moderate turbulence in the area of the survivors. He reported the temperature to be 32° C and the terrain in the area up to 3500 feet. He said that the survivors were located at about the 2900 foot elevation on one of the mountains. Their position was UTM XC 489826, coordinates 16-06N 107-20E, TACAN position 275/51/77.

4. (C) Spad 11 & 12 arrived on scene at 0300Z and received a briefing from Speedy 19. After Spad 11 located the survivors King 24 appointed



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Declassified after 12 years.

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him OSC and Speedy 19 was asked to remain in the area for the purpose of visual reconnaissance to determine the degree of hostile activity. Spad 11 informed King 24 that he felt the area would permit an immediate pickup attempt of the survivors and brought Jolly Green 30 & 67 into the immediate area with Spad 01 & 02 escorting them. Jolly Green 30 attempted the pickup at approximately 0400Z. As Jolly Green 30 approached a hover over Playboy 45A one of his engines flamed out and he immediately egressed to the holding area about one mile to the southwest of the survivors. Jolly Green 67 who had been in the immediate area moved in to attempt a pickup. Jolly Green 30 reported that he had successfully restarted his engine and everything was OK. Jolly Green 67 made a successful pickup of Playboy 45A at 0410Z. During the recovery Jolly Green 67 received small arms fire but didn't appear to have taken any hits. King 24 ordered Spad 11 to withdraw all SAR forces and to have Jolly Green 30 and 67 return to DaNang because of the engine trouble of Jolly Green 30. Spad 11 informed King 24 that he was approaching bingo fuel.

5. (C) Earlier, at 0310Z Sandy 01, 02, 03 & 04 had arrived on scene. When Jolly Green 30 experienced his engine difficulty Sandy 01 & 02 were dispatched to Ch 69 to rendezvous with Jolly Green 65 & 66 to escort them to the scene. Spad 01 & 02 were directed to escort Jolly Green 30 until he could join up with Jolly Green 67. Sandy 01 & 02 and Jolly Green 65 & 66 arrived on scene at 0405Z. At 0418Z Sandy 03 was appointed OSC and Spad 11 and 12 escorted Jolly Green 30 & 67 to DaNang. Spad 01 & 02 remained on scene to assist Sandy 03. Sandy 01, 02, 03 & 04 along with Spad 01 & 02 delivered ordnance in the area around Playboy 45B. At approximately 0445 Sandy 03 directed Jolly Green 65 to attempt a pickup of the survivor. As Jolly Green 65 approached his position he received a small amount of small arms fire. Jolly Green 65 was unable to locate the survivor and was directed to egress from the area. King 24 requested Queen to launch Jolly Green 20 & 23 at 0447Z. They were airborne at 0458Z. At 0500Z Jolly Green 65 went in to attempt another pickup of Playboy 45B. At 0510Z a successful recovery of the survivor was accomplished. All SAR forces successfully egressed from the area. Both survivors were reported to be in good condition and were taken to DaNang.

6. (U) SAR Forces Not Used:

Smoke 31, 32, 33 & 34
Jolly Green 20, 23
King 27

Other Resources Not Used:

Jason 401 (2 A7)
Bridgeplate 313 (2 A7)
Stormy 01 & 02 (2 A7)
Busy Bee 312 (1 A7)
Playboy 01 (1 A7)
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GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED TO TWO
YEAR INDEFINITE
DECLASSIFIED ON 31 Dec 76

7. (U) King 24 Grewmembers:

AMC/AC	CPT RHAME	RO	SSG FRIEBURGER	FE	MSG DUNCAN
CP	LTC ALLGOOD	FE	MSG WALLACE	FE	TSG BUSHKOFISKY
				LM	SSG WAREHAM

James L. Rhame
JAMES L. RHAME JR., Captain, USAF
Airborne Mission Commander/Aircraft Commander

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MISSION NARRATIVE REPORT

DECLASSIFIED

P 18

67

DATE: 11 July 1970

MISSION NUMBER: (1-3-052) 11 Jul 70

FLIGHT DESIGNATION: Jolly Green 65 and 66

MISSION OBJECTIVE: Search and Rescue Playboy 45

LOCATION: 230/29/69

SAVES: One Combat Save

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 76

1. (C) At 1030L Jolly Green 65 and 66 two/HH-53C were notified to scramble as back up for Jolly Green 30 and 67 who had been scrambled to 275/51/77. Jolly Green 65 was airborne at 1110L and proceeded to a holding point over Channel 69. At 1230L Jolly Green 65 and 66 rendezvoused with Sandy 11 and 12 (A-1E) for escort to the high holding point, which was 225/32/69. Jolly Green 65 entered holding at 1240L and completed the descent and before landing, and Hostile checklist. Sandy 03 briefed on SAR Primary that the run in would be down the east of a ridge line which ran north south to the valley floor. At the tip of the ridge a sharp turn west would be made and the survivor was just on the west side of the ridge. Also, due to the winds coming down and around the ridge, it would be extremely turbulent. Jolly Green 65 jettisoned the tip tanks and at 1250L started the run in. As the turn to the west was started and Jolly Green 65 was slowing to go over the ridge, ground fire was observed coming from the 2 o'clock position over the top of the helicopter. The survivor popped his smoke and Jolly Green 65 came to a hover directly over his position. The Pilot had to hold full aft cyclic and considerable left cyclic to maintain position as the wind was a left quartering tail wind about 30 knots. The survivor's smoke and chute could be seen, but not the survivor as the foliage was extremely dense. He was at the base of the ridge approximately 200 ft below the helicopter, but due to the steepness of the slope, Jolly Green 65 was unable to hover lower as trees were only 30 ft from the left side. Ground fire was called by the tail gunner from 3 o'clock. Jolly Green 65 turned 180° to move back over the survivors chute as the aircraft could not back up due to full control travel already being used. Sgt Heitsch then saw an explosion to the right of the aft ramp and the aircraft jumped from taking a large cal hit at 1255L. Jolly Green 65 pulled off and egressed out the reciprocal of the run in to assess the damage. Minor damage was noted, however all instruments checked normal, so it was decided to attempt another run in the same way. At 1350L the second run in was started.

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intervals, declassified
after 12 years

201/2

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The survivor did not have another smoke so Jolly Green 65 would have to hover over the chute and search for him. The survivor did have a penguin flare that the Copilot spotted, but the position could not be pinpointed as Jolly Green 65 had not turned left over the ridge. As Jolly Green 65 approached the hover over the chute, the Flight Engineer directed the Pilot over the survivors position and then lowered the penetrator. As the foliage was extremely dense, the survivor could not see the penetrator and moved right past it. Large cal. ground fire was called out by the Copilot and left gunner coming from the 9 o'clock position at approximately 150 ft and 30 ft below the aircraft on the side of the ridge. The rounds passed directly under the aircraft and the PJ immediately opened fire and silenced the weapon. He continued to provide suppressive fire, strafing the entire area to the left of the helicopter. Ground fire also was coming from the 3 and 5:30 o'clock positions. The tail gunner was providing suppressive fire and the Flight Engineer then brought the penetrator up and directing the Pilot, dropped it right by the survivor. The survivor saw the cable and followed it to the penetrator, climbed on board and was hoisted to the aircraft. All this time the Sandies were dropping CBU, smoke and strafing in a daisy chain around Jolly Green 65. The smoke was very effective and provided good cover from the area of hostile fire that was noted on the first run in. As the survivor was hoisted to the door, the left gunner left his position and hauled him into the aircraft. A 180° turn was started and egress was accomplished at 1315L on the reciprocal of the run in. Jolly Green 65 joined with Jolly Green 66 and returned to Channel 77. The survivor was in good condition and had no known injuries. Inspection of battle damage after landing showed 4 hits in the tail section from small arms, the tail rotor drive shaft pierced in and out by 50 cal, the drive shaft coupling had a bolt knocked out and a large dent was found in one main rotor blade. The take off, enroute, area, and landing weather was not a factor. Radio discipline was good. No Pararescuemen were deployed. The survivor was in good condition and was not treated for any injuries. Upon landing he was examined and released by the Flight Surgeon. Air refueling was not required.

2. 3 Sorties/3.6hrs/HH-3E/37ARRS; 3 Sorties/7.9hrs/HH-53C/37ARRS; 4 Sorties/9.4hrs/A-1E/OLAA, 56 SOW; 8 Sorties/20.6hrs/A-1E/56 SOW; 2 Sorties/5.8hrs/HC-130P/39ARRS.

3. N/A

4. N/A

5. N/A

6.

Jolly Green 65 Crew

AC Lt Col Albert L. Holcomb
CP Capt David W. Wamner
FE Sgt Donald R. Erickson, Jr.
PJ MSgt James D. Scott
PJ TSgt John F. Heitsch

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Jolly Green 66 Crew

AC Capt Karlton J. Bakke
CP Capt Aaron T. Stacy
FE ALC Patrick B. Wolfe
RS MSgt Malcolm E. Williams
RS SSgt Duane D. Hackney

Albert L. Holcomb
ALBERT L. HOLCOMB, Lt Col, USAF
Commander Jolly Green 65



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MISSION NARRATIVE REPORT

67

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DATE: 11 July 1970

MISSION NUMBER: (1-3-052) 11 July 70

FLIGHT DESIGNATION: Jolly Greens 30 and 67

MISSION OBJECTIVE: Marine TA-4 (Playboy 45 Alpha and Bravo)

LOCATION: 230/29/69

SAVES: One Combat Save

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

1. (C) Jolly Green 67 (HH-53C) and Jolly Green 30 (HH-3E) were scrambled by Queen at 0213Z. Jolly Green 30 (Low) and Jolly Green 67 (High) were airborne at 0224Z. Weather at Da Nang was VFR. Objective was a Marine TA-4 (Playboy 45 Alpha and Bravo) reported downed by ground fire at the south end of the Ashau Valley, position approximately 275/45/77. ~~RESCORT~~ Spads 11 and 12 (ALE's) departed Da Nang for the last reported position and advised Jolly Green aircraft to continue on and hold above the cloud deck approximately 10 miles east of the reported position. Enroute weather was approximately 5500 broken and 6 plus. Cooperation and cordination of the ~~RESCORT~~ was excellent. The Spads pin pointed Alpha and Bravo on a ridge line one mile SW of the Ashau Airport. Survivors were about a mile apart (position 230/29/69) on the side of the hill at approximately 2000 and 2900 ft elevation. Weather in the pick up area was approximately 5500 broken and 6 plus, with winds gusting from the west. An unknown FAC aircraft reported moderate turbulence, and had to pull out because of possible structure damage. Survivors and Spads reported no ground fire or movement and both Jolly Greens were directed to proceed inbound and hold approximately 3 miles west of survivors at 4500'. At 0400Z Spad Lead directed Jolly Green 30 in for the pickup. During the approach Jolly Green 30 lost an engine and pulled off. The engine was restarted, however Spad lead directed Jolly Green 67 to ~~assume Low.~~ At approximately 0407Z Jolly Green 67 moved in on the IP and started in for the pickup. Pickup run was west to east over the ridge line. As Jolly Green 67 moved down the east side of the slope survivors smoke was seen on the left side approximately halfway down the slope. A lazy 8 left turn was made over the survivor and a high hover (approximately 140') assumed. Wind and turbulence made the hover difficult and some time was lost (approximately 3-5 minutes) trying to hold directly over the survivor. Playboy 45 Alpha was hoisted aboard at approximately 0415Z and Spad lead directed Jolly Green 67 to Bravo who was approximately 1 mile SE of Alpha. Bravo popped his smoke and an approach was started. His position was difficult to spot due to the dense ground cover. Hover maneuvers were started as Bravo directed us in to his exact position. OK

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intervals: Declassified
after 12 years

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He was finally spotted in a small ravine and the hoist deployed. (Weather and winds same as Alpha position). As the hoist started down the #2 gun position reported two hostiles firing hand held automatic weapons from the 3 o'clock position. (When the mini gun was moved out of the door to deploy the hoist, the Instructor Flight Engineer moved into this position with a Gar 15). Ground fire was called out and either Spad Lead or King advised Jolly Green 67 to pull off. Defensive fire was returned from the #2 and 3 gun position, and Jolly Green 67 broke straight ahead and returned to the holding point. At approximately 0430Z Spad Lead directed Jolly Green 67 to accompany Jolly Green 30 to Da Nang since Jolly Green 65 and 66 were in position to resume the SAR. Jolly Green 67 and 30 had an uneventful flight to Da Nang and landed at 0452Z. Playboy 45 Alpha was in excellent condition and acted very calm and collected during the pickup. He provided excellent vectoring and materially assisted the recovery. Radio discipline throughout the SAR effort was outstanding. Jolly Green 67 did not take any hits, all rounds appeared to pass below the helicopter. Air refueling was not necessary. Survivor was treated for minor scratches by the Pararescue Specialist and released to medial authorities upon arrival at Da Nang.

2. 3/3.6/HH-3E/37ARRS; 3/8.1/HH-53/37ARRS; 4/9.4/A-1E/OL-AA 56 SOW; 8/20.6/A-1E/ 56 SOW; 2/5.8/HC-130P/39ARRS. FAC and other participating aircraft times not available.

3. N/A

4. N/A

5. N/A

6. Jolly Green Crews:

Jolly Green 67

AC Major Harry S. Copperthite Jr.
CP Capt Donald G. Beattie
FE TSgt Larry D. Davenport
FE Sgt John C. Kriletich
RS SSgt Gary T. Osborne
RS SSgt Robert Reisig

Harry S. Copperthite Jr.
HARRY S. COPPERTHITE, JR. Major, USAF
Aircraft Commander Jolly Green 67

Jolly Green 30

AC Capt Leonard A. Seagren
CP Capt Dale R. Clark
FE Sgt Jimmie D. Rash
RS Sgt Roy T. Vogel
AP ALC John T. Jenkins

Classified by *021302260*
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rescue role. The Wing participated in only four active SARs as compared to nineteen, fourteen, and nine described in the preceding three quarterly histories. A brief resume of this quarter's SARs follow:

(C) On 11 July, a successful rescue was conducted for Playboy 45 Alpha and Bravo.²⁰ The aircraft, a Navy T41F, was downed by enemy small arms fire at 0908L, 11 July 1970 in the southwest corner of the A Shau Valley, Republic of Vietnam. Exact position YC 510/905.

(C) Spads 11/12 launched immediately from alert posture at DaNang (Channel 77). Spads 01/02 followed, diverted from other mission requirements, also from Channel 77. Sandys 01/02 and 03/04 scrambled from Nakhon Phanom (NKP or Channel 89) at approximately the same time.

(C) As the SAR site was 50 nautical miles (NM) from Channel 77 and 170 NM from Channel 89, the Spads had joined with two Jolly Greens and arrived in the area well ahead of the Sandys and their Jolly Greens. Spad 11 became the On-Scene Commander, and started his search for the Playboy 45 survivors.

(C) The terrain in the SAR area was significant in that karst formations rose sharply to heights of 3,000 feet above the Valley floor. The two parachute canopies of the survivors were clearly visible about 600 feet above the valley floor. The karst caused erratic winds and turbulence. An additional problem of actually locating the men through the dense foliage was encountered.

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(C) After many low passes over the area to determine the exact location of Alpha and Bravo, as well as enemy gun positions, Spad 11 coordinated the pick-up attempt. While the Jolly Green made his run in, Spads 01/02 reacted with ordnance to suppress ground fire. Alpha was picked up first, but the ground fire was so intense that the planned pick-up of Bravo was aborted. All four Spads went into action to cover the egress of the Jolly Green.

(C) At this point, with half of the rescue completed and the Spads expended, the Sandys arrived on location, and Sandy 03 assumed command.

(C) The Sandys marked the area with white phosphorous rockets and the next run in by the Jolly Green was attempted. Playboy 45 Bravo popped his signal smoke and the Jolly Green hovered, but was unable to locate the survivor. After several minutes, the ground fire started again and Jolly Green was driven off taking several hits in the tail section. The Sandys struck again and an identical run in was replanned with the addition of smoke cover. The same Jolly Green determined his hits were not serious, and as he knew the location, responded to the request to make the pick-up.

(C) On this attempt the smoke was perfectly positioned, the Sandys went in to a "Daisy Chain" formation, and Playboy 45 Bravo was rescued without further incident.

(C) A successful rescue was conducted on 26 July 1970, for Dipper 01 Alpha and Bravo.²¹ However, Alpha died enroute to DaNang presumably

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DATE	CREW	H.G. NUMBER	SAVE NUMBER	NAME RANK SERIAL NUMBER ORGANIZATION	LOCATION	JULY 1970 UNDER FIRE
11 July	COPPERTHITZ BEATTIE DAVENPORT KRIETCH OSBORNE REISIG	67	582	CAPT. RON RASMUSSEN U.S.M.C. HMS-11, MAG 11 1st MAW FPO 96602	230/29/69 PLAYBOY 45A A-4	YES
11 JULY	HOLCOMB WAMMER ERICKSON SCOTT HEITSCH HEITSCH	65	583	1/LT. WALLACE W. MILLS U.S.M.C. OIO 3191 HMS-11, MAG-11 1st MAW FPO 96602	230/29/69 PLAYBOY 45B A-4	YES
12 July	BROWN, R BEATTIE ERICKSON SCOTT CRAIG	64	584	CAPT. RAYMOND L. RIGEL 305 44 5236 497 TFS UBON L/C PENNINGTON 497 TFS UBON	283/54/109 DIPPER 01 F-4	NO
29 JULY	HITT STALNECKER VAI HEITSCH	30	588	MAJ. PETTER LEE 1st SOS NKP	295/63/103 HOBO 20 A-1	YES

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS

TO

JAMES D. SCOTT

Master Sergeant James D. Scott distinguished himself by heroism while participating in aerial flight as Pararescue Technician of an HH-53C helicopter near Quang Tri, Republic of Vietnam, on 11 July 1970. On that date, while engaged in the rescue of a downed United States Marine pilot, Sergeant Scott's helicopter came under intense hostile groundfire. He exposed himself to provide extremely accurate suppressive fire, completely silencing one weapon, greatly contributing to the safe return of the helicopter and crew and to the successful rescue of a fellow airman, preventing his certain death or capture. The outstanding heroism and selfless devotion to duty displayed by Sergeant Scott reflect great credit upon himself and the United States Air Force.

AF search, rescue operation saves downed Marine crew

DA NANG — A recent search and rescue (SAR) operation by members of the 37th Aerospace Rescue and Recovery Squadron here resulted in the rescue of two downed Marine pilots in the A Shau valley.

"We received word that a Marine A-4 was down over the south end of the A Shau Valley, and the survivors had parachuted from the stricken craft and landed about a mile apart," stated Maj. Harry S. Copperthite, aircraft commander of one of the four helicopters involved in the SAR.

"Arriving over the scene, we noticed fighter aircraft flying protective cover," continued the major. "There was no observable activity on the ground, so I made a run in on the first downed pilot and recovered him without incident," he said.

"The second run was not to be as easy for we received enemy automatic weapons fire from the ground as we started our approach for the second pilot," exclaimed Sgt. John C. Kriletich, a flight engineer aboard the rescue helicopter. "We immediately pulled off the target and joined with the other helicopter in the flight. As another flight of helicopters had arrived over the scene, we were instructed to return to Da Nang with our one passenger," he said.

The next flight of helicopters arriving on the scene was briefed on the operation, and the "low bird," the rescue helicopter, commanded by Lt. Col. Albert L. Holcomb, 37th ARRS commander, made the initial approach.

"As we approached the area where we suspected the second Marine was located, he popped a smoke flare, and we sighted him immediately," stated Colonel Holcomb.

"However, as we approached the smoke, we started taking hits from enemy ground fire surrounding the downed pilot," said the colonel. "We immediately pulled off the target to

check the helicopter for damage. All systems seemed to be operating normally, so it was decided to attempt another rescue," he said.

"On this attempt crewmembers aboard the helicopter fired at the enemy with automatic weapons as we went into our hover to lower the jungle penetrator for the pilot to ride up on," declared the colonel.

PILOTS RESCUED FROM A SHAU VALLEY

11 JUL 70 SAR

DA NANG AFLD, Vietnam — A recent search and rescue (SAR) operation by the 37th Aerospace Rescue and Recovery Squadron here resulted in the rescue of two downed Marine pilots in the A Shau valley.

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"Arriving over the scene, we noticed fighter aircraft flying protective cover," continued the major. "There was no observable activity on the ground so I made a run in on the first downed pilot and recovered him without incident," he said.

GROUND FIRE

"The second run was not to be as easy for we received enemy automatic weapon fire from the ground as we started our approach for the second pilot," exclaimed Sgt. John C. Křilelich, a flight engineer aboard the rescue helicopter. "We immediately pulled off the target and joined with the other helicopter in the flight. As another flight of helicopters had arrived over the scene we were instructed to return to DaNang with our one passenger," he said.

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FIGHTING BACK

"However, as we approached the smoke, we started taking hits from enemy ground fire surrounding the downed pilot," said the colonel. "We immediately pulled off the target to check the helicopter for damage. All systems seemed to be operating normally, so it was decided to attempt another rescue," he said.

"On this attempt crewmembers aboard the helicopter fired at the enemy with automatic weapons as we went into our hover to lower the jungle penetrator for the pilot to ride up on. The fighter aircraft flying cover also dropped ordnance and straffed the area. A heavy smoke screen was also put down by the

fighters," declared the colonel.

"This proved effective as the enemy fire passed below and away from us," explained Colonel Holcomb.

"You can believe that it was one very happy pilot we lifted aboard a few minutes later," concluded the colonel.

Both rescued pilots were examined later at DaNang and found to be in need

of little more than a bath and a hot meal after their rescue by the men of the 37th ARRSq.

Flying rescue missions in Southeast Asia since 1965, the two Marines were saves 582 and 583 for the men of the squadron whose motto is "That Others May Live."

SEVENTH AIR FORCE NEWS

26 Aug. 1970

SAVES 582 and 583

37th ARRS Saves Two Marines in A Shau

A recent search and rescue (SAR) operation by Air Force members of the 37th Aerospace Rescue and Recovery Squadron here resulted in the rescue of two downed Marine pilots in the A Shau valley.

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"On this attempt crewmembers aboard the helicopter fired at the enemy with automatic weapons as we went into our hover to lower the jungle penetrator for the pilot to ride up on. The fighter aircraft flying cover also dropped ordnance and strafed the area. A heavy smoke screen was also put down by the fighters," declared the colonel.

This proved effective as the enemy fire passed below and away from us," explained Lt. Col. Holcomb.

"You can believe that it was one very happy pilot we lifted aboard a few minutes later," concluded the colonel.

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Flying rescue missions in Southeast Asia since 1965, the two Marines were saved 582 and 583 for the men of the squadron whose motto is "That Others May Live."

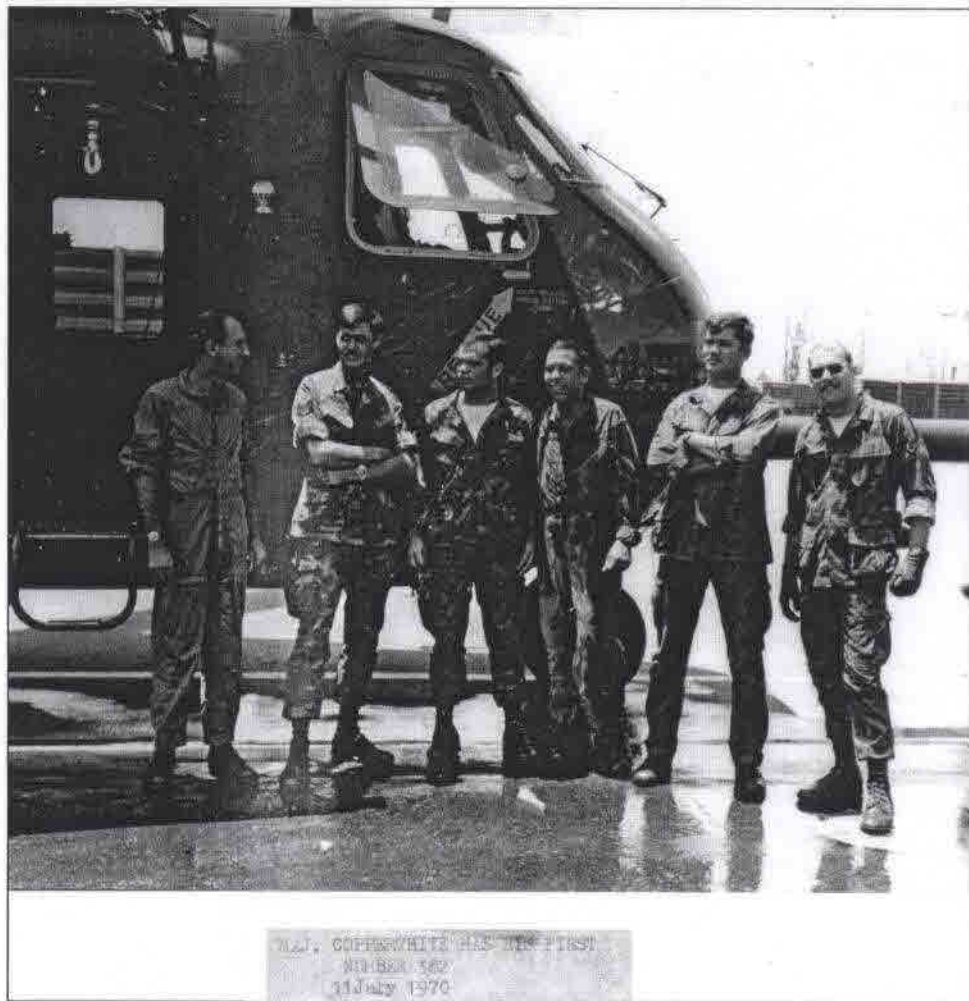
GUNFIGHTER GAZETTE

8 AUG. 1970

TWO FIRSTS FOR 11 JULY 1970

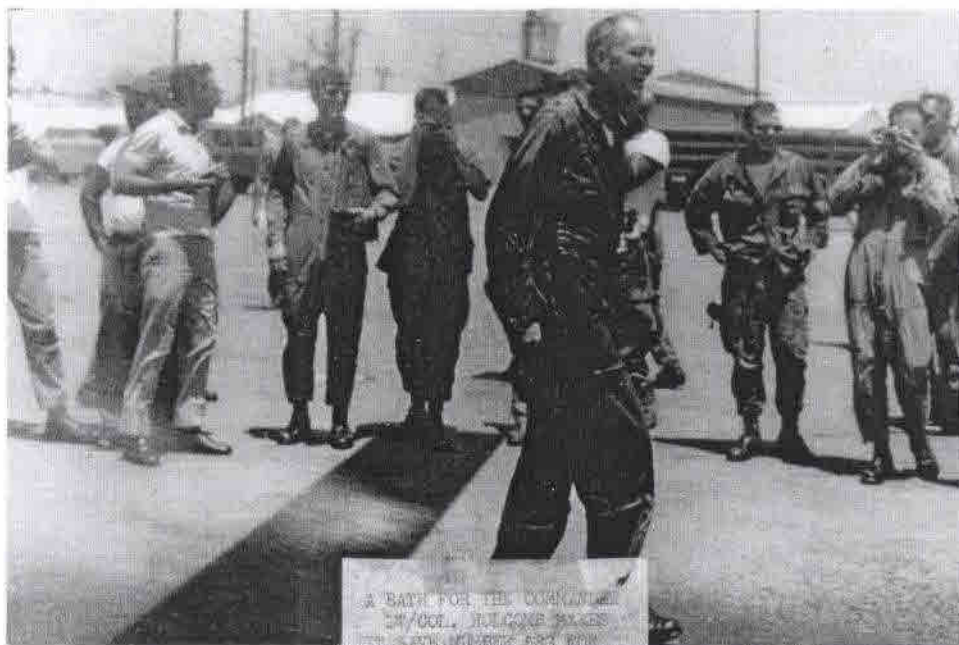
582 Mai. Copperthite

583 Lt/Col. Holcomb



11Jul70b.jpg

OSBORNE



A BATH FOR THE COMMANDER
IN/CO. HILSON TAKES
AT SALT MARSH 583 FOR
THE 17th



A THANKS FROM ST. KILLS, JERSEY
(1 JULY 1970)

11Jul70.jpg

CREW NAMES IN DATABASE

	10 July		
2040	Maj Elkinton on duty		
0022	Queen Called and cancelled item 14		YRE
0045	JG 23 Airborne 3hr. training		YRE
0230	JG 66 & 67 Airborne		YRE
0305	JG 23 landed ch 77 2+00		YRE
0350	Maj Hlavity will return DaNang via ground transportation. Per Queen		YRE
0400	Maj Elkinton off duty		
0400	Capt. Adams On Duty		cut
0500	JG 66 On Deck 2.4 2.6		cut
0500	JG 67 " " 2.5		cut
0525	JG 65 " " 3.7		cut
0705	JG 23 Airborne		cut
1025	Capt. Adams OFF Duty		cut
1025	Sgt Rodriguez on duty		RZ
1105	JG 23 on the Deck 2.0		
1140	TOTAL Time Today 11.8.		
1200	DAAR TO JRCC		
1205	Sgt Rodriguez off duty		

	11 JUL		
2045	MAJ HITT ON DUTY		YCH
2115	Called Maint stat to Queen		YCH
0100	Item 14 Canx		YCH
0213	Queen Scrambled Jollys 270/40/77		YCH
	AIRCRAFT DOWN SOUTHERN END ASHAW VALLEY - CALL SIGN		
	PLAYBOY 45		
0219	2 POB PLAYBOY 45		
0224	JG 30 & 67 AIRBORNE		

11 JUL 70 (CONT.)

- 0227 VOICE CONTACT WITH A+B - B REPORTS POSSIBLE
50 CAL IN AREA
- 0228 SPEEDY 02 ON SCENE COMMANDER
- 0230 QUEEN ADVISES JOLLY GREEN 61 & 53, SANDIES 03-06
LAUNCHED FROM CHANNEL 89 - JOLLY GREEN 65 & 66
ON ALERT CHANNEL 77.
- 0232 TARBAC 380 ON SCENE COMMANDER - KING REQUESTS
MORE SPADS FROM CHANNEL 77.
- 0234 SPADS 03 & 04 SCRAMBLED.
- 0235 SPADS 11 & 12 AIRBORNE @ 30.
- 0237 SPEEDY 19, BILK 22 IN AREA. VISUAL ON BOTH CHUTES -
SURVIVORS REPORTED IN GOOD SHAPE.
- 0245 QUEEN SCRAMBLES JG 65 & 66.
- 0246 SURVIVORS REPORT NO GROUND FIRE, NO MOVEMENT.
- 0301 WEATHER IN AREA GOOD
- 0304 NEW POSITION - 230/29/69
- 0305 SPAD 11 ON SCENE COMMANDER
- 0310 JG 65 & 66 AIRBORNE
- 0312 GENERATING 2 MORE H-3'S
- 0320 JG 20 & 23 ON ALERT CH. 77
- 0328 STORMY 01 & 02, BUSYBEE 312 (FASTMIVERS) HOLDING HIGH.
- 0349 PHASE ALFA IN PROGRESS
- 0350 STORMY 01 & 02, BUSYBEE 312 RTB.
- 0358 PHASE BRAVO IN PROGRESS.
- 0407 JG 30 LOST ENGINE DURING PHASE ALFA - ATTEMPTING
TO EXIT AREA; BEING ESCORTED BY JG 67 AND
SANDY 03.
- 0408 JG 30 RESTARTED NO. 2 ENGINE - DO NOT KNOW IF
HE WILL RTB
- 0418 SPAD 01 & 02 ESCORTING JG 30 & 67 OUT OF AREA.
- 0420 JG 67 PICKED UP PLAYBOY 45A - WILL JOIN WITH
30 AND RTB. JG 65 & 66 WILL TRY FOR "BRAVO".
- 0421 SANDY 03 NOW ON SCENE COMMANDER.
- 0423 SPAD 11 TALKING TO BRAVO - REPORTS GROUND FIRE.

0275
0246 SURVIVORS REPORT NO GROUND FIRE, NO MOVEMENT.
0301 WEATHER IN AREA GOOD
0304 NEW POSITION - 230/29/69
0305 SPAD 11 ON SCENE COMMANDER
0310 JG 65 & 66 AIRBORNE
0312 GENERATING 2 MORE H-3'S
0320 JG 20 & 23 ON ALERT CH. 77
0328 STORMY 01 & 02, BUSYBEE 312 (FASTMAVERS) HOLDING HIGH.
0349 PHASE ALFA IN PROGRESS
0350 STORMY 01 & 02, BUSYBEE 312 RTB.
0358 PHASE BRAVO IN PROGRESS.
0407 JG 30 LOST ENGINE DURING PHASE ALFA - ATTEMPTING
TO EXIT AREA; BEING ESCORTED BY JG 67 AND
SANDY 03.
0408 JG 30 RESTARTED NO. 2 ENGINE - DO NOT KNOW IF
HE WILL RTB
0418 SPAD 01 & 02 ESCORTING JG 30 & 67 OUT OF AREA. 582
0420 JG 67 PICKED UP PLAYBOY 45A - WILL JOIN WITH
30 AND RTB. JG 65 & 66 WILL TRY FOR "BRAVO".
0421 SANDY 03 NOW ON SCENE COMMANDER.
0423 SPAD 11 TALKING TO BRAVO - REPORTS GROUND FIRE.
BEING PICKED UP BY SPAD 11 & 12.
0431 JG 30 & 67 ETA CH. 77 0450.
0441 SANDY 03 DECIDES TO ATTEMPT A QUICK PICKUP ON
BRAVO -
0447 PHASE BRAVO IN PROGRESS.
0451 QUEEN SCRAMBLE JG 20 & 23.
TL 2-417 001 DECK - 1.066D 2.6 HOURS EACH.

0455 PHASE BRAVO NOT COMPLETED. JG 65 TOOK GROUND
FIRE AND PULLED OFF.

0500 JG 20 & 23 AIRBORNE.

0503 PHASE BRAVO IN PROGRESS

0513 PHASE BRAVO COMPLETE.

0517 SANDY 03 & 04 WILL ESCORT JG 65 & 66 - ETA CH 77 0545.
POTBELLY #1 GETS HIS FIRST PICKUP. #583

0530 JG 20 & 23 ON DECK CH 77 - LOGGED 0.5 HOURS EACH.

0605 QUEEN SCRAMBLES US FOR A "COMMERCIAL AIRLINER
DOWN 350/18/77".

0610 JG 23 AIRBORNE - QUEEN SAYS HOLD LAUNCH PENDING
VERIFICATION - WILL SEND 23 TO INVESTIGATE.

0615 QUEEN CANCELS LAUNCH - OBJECT REPORTED IS A PROBE.

0630 Capt Merino on duty

0642 JG 23 landed. LOGGED 0.5 HOURS.

0645 (LATE ENTRY) JG 65 & 66 LANDED 0545. LOGGED 5.5 TOTAL.
MISSION NUMBER 1-3-052, 11 JULY 1970

1030 Capt Merino off duty, MSgt Hodges on.

1100Z DAPR to JRCC - OFFER.

1200Z PHONE PATCH CHECKED 5X5. MSgt Hodges off.

12 July

2045 MAJ UGARSOR ON DUTY

2058 MX STATUS relayed to QUEEN

2215 QUEEN relayed Request from 41st REQUESTING A REPORT ON THE
LOSS of the engine by JG 30 yesterday - USE BATTLE DAMAGE
FORMAT - ONLY addressee 41st.

0010 ITEM 14 UZ/BA/DSGF/MJHG

0105 JG 30 AIRBORNE FOR FCF

0135 JG 30 ON GND 77

0305 JG 64 & 23 AIRBORNE FOR ORBIT

MR.

MR.

MR.

MR.

MR.

MR.