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MISSION NARRATIVE REPORT

68

DATE: 26 July 1970

MISSION NUMBER: (1-3-053) 25 July 1970

FLIGHT DESIGNATION: Jolly Green 64 (HH-53C) and Jolly Green 65 (HH-53C)

MISSION OBJECTIVE: Dipper 01 (F-4 USAF)

LOCATION: 16-48 N 106.19E

SAVES: 2 Combat Saves

Classified by Ad 13 n/af
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 71

1. (C) Queen notified the 37 ARRS on 25 July 1970 at 2230H that Dipper 01 (F-4) was down due to hostile fire at 276/52/103 and a first light effort was planned. This position was plotted as being on an extremely heavy defended route (92 A) structure and was defended by 57 mm, 37 mm, 23 mm, ZBU, automatic weapons and numerous small arms. Jolly Green 64 (Low) and 65 (High) were airborne at 0550H and proceeded to an orbit of 275/40/103. Spad 11 and 12 (A-1's) were airborne 15 minutes prior to the Jollies, and Spads 01 and 02 (A-1's) escorted the Jollies to the area. King 24, 27 (HC-130P's) four Sandies (A-1's), Nail 46 (OV-10), Wolf 06 (F-4), and numerous fast movers also were in the SAR area or later joined the SAR Team. The Jollies established an orbit (275/40/103) at 0625H and were instructed to move the orbit to 283/50/103 where the run in could be from the northwest to the south-east. By using this heading Jolly Green 64 could keep a ridge line between him and the valley where the road (92 A) was. We were briefed by Spad 11 on the run in and were to pick up Alpha first and that the two men were only 50 meters apart. The weather was broken clouds descending to the valley floor with tops 4-6000 feet with broken layer 10,000 feet, visibility 6 miles. The weather had started closing in from the northwest and definitely would become a factor later on. At approximately 0715 Local we departed the IP point, escorted by Spad 01 and Spad 02, tip tanks were punched and called away. The run in was made at tree top level, 145-150 KTS, and by flying the contour of ridgelines we were able to keep the ridgeline between the Jolly and the heavily defended route 92 A. Spad 11 and Jolly Green 64 had instructed the survivor to pop his smoke as we cleared the ridge. We saw the orange smoke about $\frac{1}{2}$ to $\frac{1}{4}$ mile down the slope of the ridge line and proceeded towards it. At no time during the run in, or anytime during the hover were we able to establish voice contact with Alpha. We came to a hover over the orange smoke, lowered the forest penetrator at 0719H. We instructed the Alpha man if he could hear us that we were very near his parachute and the forest penetrator was on the ground. After approximately 10 minutes Spad 11 and the Co-pilot contacted Bravo and he said he was up the ridge line. At first we assumed that he was

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the one that popped the smoke and it had drifted down the ridge. The forest penetrator was retrieved, and the Jolly proceeded to move toward Bravo with Bravo giving vectors. Bravo was approximately 200 feet from Alpha. We came to a hover directly over Bravo. The penetrator was lowered and the Bravo man was hoisted aboard. It was decided to pull out, proceed to the IP and attempt to contact Alpha again. Weather was fast becoming a deciding factor. Spad 11 could not contact Alpha, however Nail 46 had one brief garbled contact with him. The Jolly was at IP for no more than 2-3 minutes before the second run in was made. We again made the run in from the same heading and again asked the survivor to pop a smoke. The Jolly at no time had contact with the Alpha man, however occasionally a beeper would come on. With an occasional beeper and no voice contact could mean one of two things had happened. One, he was injured and unable to talk or two, the hostile forces had captured or killed him. This is one of their favorite tricks in using beeper with no voice. Prior to the second run in, we questioned Bravo about Alpha's whereabouts and could he give us some help. He said he had established radio contact with Alpha during the night but never really knew where he was on the ground, or if he was still in his chute or not. We proceeded to the area, again keeping a ridge line between the Jolly and route structure. Spad 11 was given vectors and the Co-pilot saw what looked like white smoke at the ten o'clock position. There were many wispy clouds over the area at tree top level and this could have possibly been a cloud. However either by luck or this being the smoke from the day end of a flare we came to a hover exactly over the same spot as the first attempt. The parachute was clearly visible and the hover was established about 10 feet from the parachute. The Spads, Facs and Jolly attempted to make voice contact. The penetrator was lowered and Alpha was instructed to come to his chute if possible. Again at no time was voice contact established but off and on we would receive a beeper loud and clear. After approximately five minutes the penetrator was raised and the PJ (MSgt Scott) was instructed to get ready to deploy. Sgt Scott was instructed that the penetrator would remain on the ground and at a set time, in case of no radio contact, he would get on the penetrator and it would be raised. Upon reaching the ground Sgt Scott attempted to locate some sign of the survivor. He then sighted the Alpha's man chute in a tree about 50 feet up the ridge to the northwest of his position. Sgt Scott proceeded to the position of the chute. Upon arrival at the chute he noted that the raft and let down tape had been deployed. Sgt Scott was unable to use his PJ radio as the cord was damaged going thru the tree canopy and he had to revert to the radio in his survival vest. The noise of the hovering helicopter made communication difficult between the PJ and Pilot of the Jolly Green. However, when Sgt Scott would speak slow he could be understood. Sgt Scott scanned the immediate area and realized the man could not have proceeded up the slope due to dense foliage, so his location had to be down slope to the east. The survivor was then spotted by Sgt Scott about 175-200 feet down the slope of the ridge. The slope angle between Sgt Scott and the survivor was about 75 degrees. Travel to the survivor's position was extremely difficult and Sgt Scott fell numerous times. The survivor was noted lying on his right side facing up hill.

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His radios were in front of him and a flare was behind him. His helmet was no where to be found. It appeared that the survivor fell down the slope from the position of his chute. The survivor was in shock and semi-conscious. The survivor stated, "my leg and back is broken", then he passed out. There was dried blood on his face. Sgt Scott requested deployment of the Stokes litter and other PJ (TSgt Craig). Sgt Scott was asked to pop a smoke and we spotted the smoke and moved the aircraft approximately 30 feet to the right and was over the top of the survivor and Sgt Scott. Sgt Craig and the Stokes litter was deployed. Sgt Craig assisted Sgt Scott in gently preparing the survivor for Stokes litter retrieval. Sgt Scott directed the helicopter in the hoisting of the survivor. Difficulty was encountered in retrieving the litter through the trees. By speaking slowly, Sgt Scott was able to give directions on his survival radio to tell the aircraft how to move and when the litter was clear to be raised or stopped. After the litter was brought aboard by the Flight Engineer and the Bravo man, the litter was removed and the forest penetrator was lowered and the two PJ's were retrieved. Sgt Scott the #1 PJ was on the ground for 25 minutes and Sgt Craig #2 PJ was on the ground for 17 minutes. As soon as the PJ's were aboard, they immediately started treating the survivor. The survivor regained consciousness momentarily and smiled at the PJ's. Sgt Craig started an intravenous infusion and Sgt Scott splinted the broken leg. Sgt Craig kept a constant watch on the patient and noted that the patient was in respiratory distress. The patient's pulse went to zero. Sgt Craig started mouth to mouth artificial respiration, while Sgt Scott started closed heart massage. This treatment was continued with rotation between Sgt Craig and Sgt Scott until relieved by a doctor and corpsman at 85th Evacuation Hospital, Hue, RVN. During the run in and hover the Spads and Sandies did an outstanding job suppressing ground fire with CBU-25, rockets, 20 mm and gatlin guns. They were around us in a daisy chain the entire time. It was a comfortable feeling knowing they were there with the Pararescuemen on the ground. Due to the long hover, 1 hour and 1 minute (0719-0820) air refueling was required and accomplished straight in to Hue with no loss of time. Radio discipline was outstanding among all SAR forces and all concerned are to be commended.

2. 2/7.4/HH-53/37ARRS; 2/4.6/HH-53/40 ARRS; 2/8.4/HC-130P/39ARRS; 4/13.0/A-1E/56SOW; 4/14.0/A-1E/OL-AA 56 SOW; Sorties/Flying Time not available for numerous fast movers, Nail 46 (OV-10), Shout (C-130), Wolf 06 (F-4).

3. N/A

4. N/A

5. Both Pararescuemen were deployed on the recovery of Dipper 01-Alpha. The forest penetrator was used to recover the Bravo survivor and the Stokes litter was used to recover the Alpha survivor. Alpha was suspected to have a compound fracture of the left leg above the ankle, lacerations of the face and scalp and possible back injuries. TSgt Craig assisted MSgt Scott in gently preparing the survivor for Stokes litter retrieval. After Alpha was aboard the aircraft, TSgt Craig immediately started an intravenous infusion while MSgt Scott splinted the broken leg. TSgt Craig kept a constant watch on the patient. When it was noted the patient was in respiratory distress. Sgt Craig started mouth

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to mouth artificial respiration, while MSgt Scott started closed heart massage. This treatment was continued with rotation between Sgt Scott and Sgt Craig until relieved by a doctor and corpsmen from the 85th Evacuation Hospital at Hue, RVN. The Bravo man was not injured and was turned over to the Flight Surgeon at Da Nang Afld, RVN.

6. Jolly Green Crews

Jolly Green 64 (Low)

AC Lt Col Royal A. Brown, Jr.
CP Capt Donald G. Beattie
FE SSgt Donald R. Erickson, Jr.
RS MSgt James D. Scott
RS TSgt Lewis Craig

Jolly Green 65 (High)

AC Major Ryland R. Draibelbis
CP Capt John O. Lindgren
FE ALC Patrick B. Wolfe
RS Sgt Terry L. Wetzel
RS SSgt Curtis W. Phythian
RS SSgt Roy A. Taylor

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

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~~DECLASSIFIED ON 31 Dec 76~~

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DATE: 26 JUL 70 **DECLASSIFIED**

27 July 1970

MISSION NUMBER: 1-3-053-26 JUL 70

AIRCRAFT DESIGNATION: KING 24

LOCATION: 283/50/103 TACAN UTM XD 413768

DISTRESSED AIRCRAFT: DIPPER LEAD (F4D) 2 SO

SAVES: 2 Combat Credited

68
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1. (C) The 39th ARRS received information the night of 25 July 70 that "Dipper Lead" an F4D had gone in in the vicinity of 295/120/77 TACAN. The two pilots had bailed out and were in good condition on the ground. We launched King 24 to arrive on scene at 2125Z/26 July to organize a "first light" effort. King 27 was launched 30 minutes after King 24 to be an on scene tanker. When King 24 arrived on scene Nail 46 and Wolf 06 were inbound FAC's estimating the area at 2200Z. At 2204Z Wolf 06 and Nail 46 started picking up a beeper. By 2210Z Wolf 06 had made contact with the survivors and both reported that they were in good condition and that there had been no hostile movement around their position. The survivors were very close together but were a few miles northeast of the original position given by Joker. At 2210Z Wolf 06 appointed On-Scene Commander (OSC).

2. (C) Queen had launched Spads 11 & 12 and they arrived on scene at 2223Z. At 2232Z Wolf 06 had to return to the tanker for fuel and Nail 46 was appointed OSC. Jolly Green 64 & 65 and Spads 01 & 02 were now proceeding to their holding point about 15 miles east of the scene. Nail 46 pointed out the survivors parachutes to Spad 11 and 12 and at 1237Z Spad 11 was designated OSC. The weather was excellent over the survivors location at an elevation of 2700 ft.

3. (C) At 2250Z Spads 11 & 12 laid ordinance down around the survivors as a precautionary measure. We had previously requested the launch of NKP SAR forces and Jolly Green 70 & 53 escorted by Sandys 3 & 4 were enroute to a holding point west of the scene at this time. Sandys 01 & 02 were also enroute to the scene and arrived in the area at 2305Z. At 2305Z Spad 11 started briefing the SAR forces for the recovery attempt and at 2323Z Jolly Green 64 started the run-in.

4. (C) At 2327Z Jolly Green 64 had the penetrator on the ground at Alpha man's location but could not get Alpha to come up on the radio nor could he be observed visually. After 4 minutes of hovering at this position it was decided to pick up Bravo man and then return to get Alpha. At 2335Z Bravo man was picked up in good condition. All SAR forces and Nail 46 were attempting to get Alpha man up on the radio but there was no response. At 2347Z Jolly Green was hovering over Alpha man's parachute with the penetrator on the ground. After 3 minutes with no response from the ground a pararescueman (P.J.) was lowered to search the area. At 2357Z the P.J. found the survivor who

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was unconscious. A second P.J. and litter were lowered to recover Alpha. At 0007Z Spad 11 & 12 had to RTB due to low fuel and Sandy 01 was made OSC. At 0017 the survivor and both PJs were safely on board Jolly Green 64. All SAR forces except King 27 were released at 0025Z after a successful egress of Jolly Green 64 & 65, with Spads 01 & 02 escorting Jolly Green 64 & 65. Jolly Green 64 was going to the 95th Medical Evacuation Hospital at DaNang however due to the deteriorating condition of Alpha we directed Jolly Green 64 to proceed directly to the 85th Medical Evacuation Hospital at Hue Phu Bai.

5. (C) At approximately 0030Z, the A/C of Jolly Green 64 reported that Alpha had a broken left leg and possibly a fractured back and that the PJs could not get a pulse. Jolly Green 64 continued directly to Hue Phu Bai being refueled on the way by King 27. At 0100Z Jolly Green 64 delivered Alpha to the 85th Medical Evacuation helicopter pad. Jolly Green 64 & 65 then RTB'd to DaNang arriving at 0130Z, with the Bravo man.

6. (C) Other Comments: We later learned that Alpha was DOA at the Hue Phu Bai helicopter pad. Both survivors had been contacted by radio at first light and both reported in good condition and were readying their smokes for the recovery attempt. When Jolly Green 64 went in for the recovery, orange signal smokes were observed by SAR forces at both survivors positions. Since Alpha man was never contacted again after the smokes were sighted it was the consensus of the A/C's of Jolly Green 64, King 24 that Alpha injured himself, probably by falling, when attempting to make his way to the penetrator.

7. (C) SAR Forces Used:
King 24 & 27 (HC-130)
Jolly Greens 64 & 65 (HH-53)
Spads 01, 02, 11 & 12 (A-1E)
Sandys 01 & 02 (A-1E)

SAR Forces Not Used
Jolly Green 70 & 53
Sandys 3 & 4 (A-1E)

B. Other Forces Used:

Nail 46 (OV-10) FAC
Wolf 06 (F-4) FAC

Other fast mover strike aircraft were available but not used.

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8. (U) King 24 Crewmembers

AMC/AC LTC STEGALL
CP MAJ FLECK
NN CPT SELLERS
RO TSG COULTER
FE TSG BRANNAN
FE TSG MITCHELL
LM MSG CORNELL

King 27 Crewmembers

AC MAJ SCHERER Refuel JG 64
CP MAJ POWELL 1000 #
NN MAJ KATZ
RO SSG HOLLUMS
FE MSG DUNCAN
FE MSG MARTEL
LM SSG HATTON
FS CPT SEMLER

Ronald K. Stegall

RONALD K. STEGALL, Major, USAF
Airborne Mission Commander

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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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from injuries incurred in a ground fall prior to his pick-up.

(C) The aircraft, an Air Force F-4, was downed by enemy ground fire at 2140 L, escorting a gunship on 25 July 1970. The SAR site was 15 miles north northeast of Tchepone, Laos in the area of Phou Pho. Exact position XD 413 768.

(C) As a night rescue capability did not exist, the remaining hours of darkness were used for extensive planning and preparation of a "first light" rescue effort. Resources from DaNang were Spads and Jolly Greens, and from Nakhon Phanom were the Sandys.

(C) Spads 11/12 launched at 0432 L, Sandys 01/02 departed at 0445 L, Spads 01/02 launched at 0446 L escorting Jolly Green 64 and 65 out of DaNang. Later at 0548 L, Sandys 03/04 launched to rendezvous with, and escort Jolly Greens 70/53 from DaNang.

(C) Dipper 01 went down in rugged mountainous terrain covered with dense foliage. The average height was about 3,500 feet, with some peaks rising to over 4,000 feet. The area was designated safe as an escape and evasion area and reported clear of enemy positions. Weather proved to be the greatest obstacle, going from light scattered clouds based 3,800 feet at the onset of the SAR to overcast at 3,800 feet at the time of pick-up.

(C) Nail 46 was the first aircraft in the area. He located the survivors, established radio contact with Dipper 01 Alpha and Bravo, identified their position to Spads 11/12, then departed the scene.

(C) Spad 11 assumed the On-Scene Command and conducted the

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planning and security search for the survivors. Ascertaining that the area was void of enemy activity, he marked the area limits with smoke, and vectored the Jolly Green into position over Dipper 01 Alpha. When the penetrator was raised after a sufficient time lapse, Alpha was not on it.

(C) The pick-up for Bravo was then completed without incident.

(C) The On-Scene Commander faced a difficult decision at this point. It was highly possible that Alpha had been captured and the enemy was laying a trap to inflict losses on the SAR forces. The A-1s went into a daisy chain formation, the Jolly Green returned to Alpha's position, and a pararescue team was lowered for a ground search.

(C) The team quickly located Alpha and discovered he was severely injured. There was obvious damage to his legs and back and he was unconscious. The Jolly Green displayed outstanding airmanship by hovering perfectly still for thirty-five minutes while the rescue was accomplished.

(C) The area was free of hostile forces and the only reasonable explanations of Alpha's injuries was that panic caused him to run after the penetrator and fall off a cliff; or perhaps, he was hiding in a tree and was blown out or fell out on the initial approach of the Jolly Green.

(C) On 29 July 1970, a successful SAR for Hobo 20 was conducted.²²

JIM SCOTT PHOTO'S

#6

1970
26 JULY 70
PROBABLY



#5



Well Bob here goes. I have numbered these pictures to kind of go along with everything that I have put together. The rest of the stuff, orders etc. Are just in there. Hope it makes some kind of sense also some of the names of places will probably be misspelled, it's been a long time and I never was a good speller.

1. This is the Citidal in Hua made this picture while flying up and back to Quang Tri while they were putting strikes in up North.
2. Took this picture while flying South of Saigon in the Delta. This is where the jungle has been defoliated with chemicals note the black spots are stumps. It is really hard to imagine this was once decent jungle. This was taken late 70 or early 71 when we had the Det at Bien Hoa. HH-3s at the time.
3. I took these Spads cranking up the day of the Son Tay mission. Knew something was going on but didn't know what from the number of aircraft taking off. But didn't know what at the time. Nov 21, 1970.
4. Me leaning on the probe of HH 3E 65-12785 in late Oct. or early Nov. 1970 at out Det at Bien Hoa. This was just before we flew the last two HH 3s in country back to Da Nang to be shipped back to the world. The reason for the picture was that 785 were destined to be displayed at the Smithsonian Museum in Washington D.C.

Shortly after we got back to Da Nang I was on the crews that flew the two H3s to Udorn. John Alcorn (FE) stayed there while the rest of us was picked up by the Kingbird and returned back to Da Nang. Later John told me he would pre flight each H3 very day. He said that he did see some familiar faces PJs, Fes etc. that should not be in Udorn at that time. But he was kept in the dark. Then one day all these people came down and prepared to get ready to take off but just before 785 taxied out and John went to give the pens to Leroy Wright he gave them back to John and told him that they would not be needing them any more.

5. Lou and I just after we had landed after the mission below. Note tail # 10365 that was the HH53 that Avery and Pearson were shot down 6 April 72 in.

6 Same mission but with crew and survivor. Note from L. to R. Bill Sutton's Dog PJ, crew chief, FE Survivor Lou, Col. Royal Brown Capt. Donald Beattie and me. PJ the dog-hated Vietnamese and she would try to bit every one, who got close, I heard that a Jipper head shot her.

5&6 I graduated from a small country High School named Spring Hill located near a town called Trenton in the state of Tennessee graduating in 1953.

Years later after getting in the Reserves with the 305th ARRS Sefridge AFB Michigan for a number of years the unit was recalled to active duty and off we went. In 1968 while TDY to Hawaii I met a very familiar PJ by the name of Lou Craig, who I hadn't seen or heard of since High School. He and my younger brother were best buddies. Needless to say two country boys both PJs got re-aquainted real fast.

The next time I saw Lou was when he came up to DaNang to get checked out in the HH 53. I shared my room with him. After he got all checked out and was ready to assume alert for the first time He and I were on alert together.

The evening before we were going on alert I was notified that we were going to have a first lighter the next morning. An F-4 had been shot down that evening in North Vietnam. I went back to my room and told Lou that we were going to have a first lighter the next morning. He was in bed and about half awake and just muttered OK. I thought it best not to say anything else so he would some sleep.

The next morning we got up at Oh-God thirty and went down and pre-flighted our bird. After I got my stuff squared away I went back on the ramp to talk with Lou. He asked me why were we up earlier than normal for alert. I said again we are having a first lighter. Looking me square in the eye he said, What's a first lighter? I explain that an F4 had been shot down up and we were the low bird and would be making

QUANG TRI WITH T2 ENGINE PROBLEMS. WE ARE GENERATING
JG 27 TO ASSUME ALERT.

0330 JG 27 WILL TAKE ENGINE PROBLE TO CH 103 TO
WORK ON JG 30.

0400 MAJ RAPOL OFF DUTY; MAJ HITT ON DUTY

0401 Alert System checked

0445 JG 27 Airborne for 103

0503 JG 64 on the ground flew 3.6

0535 JG 27 on gnd alert 103

0750 WX WARNING #38 passed to maint

0800 Passed WX warning to maint

0807 JG 64 airborne

0829 285 airborne 0815 for 2+15

0855 JG 27 on the deck at 77 flew 2.3

0923 JG 30 & 64 airborne for CH 77

0935 783 flew 2.0 } at Bien Hoa
232 " 2.0 }

1030 JG 30 on deck

JG 64 on deck flew 2.1

1045 MAJ HITT OFF DUTY, SSGT ANISPE ON DUTY.

1120 SGT PHYTHIAN ADVISED IS ON AH WAS ASKED
TO INFORM TO WOLFE, WETZEL

1140 DARR TO JRCC TODAY'S TOTAL 15.0

1200 Sgt Chang off duty.

26 July 70

2050 Major Capertwhite on duty

2052 Following from Queen - F-4 down - A+B in trees

both the Dipper or call sign - latest position

290/49/103 Jollies to hold at ~~270~~ 270/50/103

per Intel Brief.

2059 latest position 270/50/103 per intel brief

MISSION NUMBER 1-3-053-25 JUN 70

NR
NR.

2110 37th notified 1545Z - Dipped or down at 1420Z ~~HE~~
 unknown why he went down.
 2150 JG 64+65 off at 2150 ~~HE~~
 2310 From Queen - Phase Bravo ~~HE~~
 2345 From Queen - Bravo picked up at 2337Z #585 ~~HE~~
 working on Alpha
 0000 From Queen - No word from Alpha - no
 movement or ground fire - PJ on the ground
 looking for Alpha - Alpha Low has been in a
 hover for over 45 min. No tip tanks. ~~HE~~
 0030 Unofficial - Alpha picked up - in bad shape - 64
 needs fuel - will take alpha to ch 69 (85 Mal EVAC) ~~HE~~
 0055 From Queen JG 64 ETA for ch 69 0106Z ~~HE~~
 0100 JG 65 ETA ch 77 0115 ~~HE~~
 0110 JG 64 ETA ch 77 (Bravo on board.) ~~HE~~
 0113 Item 14 CANX ~~HE~~
 0130 JG 64 & 65 ON THE DECK CH. 77
 0400 MAJ COPPERTHITE OFF DUTY; CAPT GRAVES ON ~~MA~~
 0400 ALERT SYSTEM CHECKED ~~MA~~
 0530 FROM MAINTENANCE - REFUELING TRUCK HIT BLADE
 ON 784 ~~MA~~
 0615 FROM QUEEN - HH-3 PICKED UP SEAMAN FROM #586
 SHIP 40 MILES AT SEA. TAKING HIM TO HOSPITAL ~~MA~~
 1100 CAPT GRAVES OFF DUTY; SGT ARISPE ON DUTY ~~MA~~
 1110 JG 67 Airborne
 1132 JG 67 ON THE DECK
 1200 DAAR TO JEC TODAY'S TOTAL P. 2
 1225 CAPT BEATTIE 365/ON AND ON ALERT ~~MA~~
 1245 SSGT Anspe OFF DUTY.

21 July 70

Fort Walton Man Gets Silver Star

SAIGON (AP)—A U. S. Air Force sergeant from Fort Walton Beach, Fla., was awarded the Silver Star Thursday for rescuing an American pilot from an enemy-infested jungle on July 26.

Secretary of the Air Force Robert C. Seamans Jr. pinned the nation's third highest award for heroism on M.Sgt. James D. Scott, 36.

The citation said Scott was lowered from a helicopter through dense jungle and located the pilot "some 175 feet down a slope in very difficult terrain."

The downed pilot was unconscious, was suffering from shock and had a broken leg and back. But Scott, with help from T. Sgt. Lewis Craig, 33, of Trenton, Tenn., managed to get him aboard a rescue helicopter, the citation said.

LOU CRAIG

JO SCOTT →



Dipper01-26Jul70a
AF Museum Photo

SCOTT &
CRAIG



Dipper01-26Jul70b
AF Museum Photo



26Jul70.jpg

AF Museum Photos



LEWIS
CRAIG

26Jul70b.jpg

JAMES
SCOTT

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

JAMES D. SCOTT

Master Sergeant James D. Scott distinguished himself by gallantry in connection with military operations against an opposing armed force near Quang Tri, Republic of Vietnam, on 26 July 1970. On that date, Sergeant Scott, with complete disregard for his own personal safety, volunteered to descend to the ground to search for a United States Air Force pilot downed in an extremely hostile area. After finding the injured survivor, he administered badly needed first aid and then directed the helicopter over their position to recover the survivor, thereby preventing his death or capture by opposing hostile forces. By his gallantry and devotion to duty, Sergeant Scott has reflected great credit upon himself and the United States Air Force.