

0100Z	sign of good chute	WJB
0505Z	Queen Advised JG 64 Landed IN SAFE AREA to recover	WJB body
0520Z	Queen Advised JG 64 ETB 0530	WJB
0535Z	JG 64 down Logged 4.8	WJB
1000Z	WX WARNING #40 By wind 4/15625	WJB
1030Z	Capt Beath off duty Sgt. ARISPE ON	WJB
1150	JG 71 AIRBORNE FOR 2HR LOCAL	R2
1310	DAAR TO JRCC	R2
1435	JG 71 ON THE DECK - 3.0	R2
1450	TODAYS TOTAL TIME - 11.1	
1510	Sgt Rodriguez OFF DUTY.	

29 JULY 1970

28/1830Z	MAJ RAPER ON DUTY	gpc
1835Z	AT 1800Z QUEEN ALERTED US FOR A FIRST LIGHT MISSION - H0130 20 (A-1E) DOWNED AT 1655Z - VOICE CONTACT - SURVIVOR IN GOOD CONDITION. ENCODED POSITION: SET CJ - IN THE CLEAR XE - READ MHXP.	gpc
1840Z	NOTIFIED LT/COL BROWN - ALSO TALKED WITH SPADS -	
1845Z	NOTIFIED INTELLIGENCE TO HAVE BRIEFING AT 0330LOCAL	
1930	CAPT GRAVES ON DUTY	JST
2055	JG 30 + JG 64 AIRBORNE	JST
2110	COL HOLCOMB ADVISED	JST
2123	SURVIVOR REPORTS ENEMY TROOP MOVEMENT IN HIS AREA	JST
2125	SURVIVOR REPORTS 57 mm FIRING IN AREA	JST
2125	QUEEN ADVISES JG 64 RETURNING TO BASE	JST
2125	FROM QUEEN - JG 64 RETURNING TO CH 77	JST
2145	JG 64 LANDED 1+00	JST

2-3-037

2215 SPAD 11 DESIGNATED OSC
 2215 JG 66 AIRBORNE
 2240 FROM QUEEN - JG 66 LANDED CH 69 TO INVESTIGATE
 1 SMOKE IN COCKPIT
 2308 FROM QUEEN - JG 30 AND STADS 01 + 02 LANDED
 AT CH 69 FOR FUEL
 2312 JG 27 AIRBORNE
 2330 JG 27 ABORT FOR FUEL LEAK
 2348 JG 27 LANDED CH 77 0440
 2349 JG 65 AIRBORNE
 0015 JG 66 AIRBORNE CH 69 FOR CH 77
 0025 JG 30 + JG 65 AIRBORNE CH 69
 0030 JG 66 LANDED CH 77 2100
 0338 JG 50 + 61 Bingo 0430, JG 53 + 55
 and Sandy 09 + 10 will be on station
 at 0430. Sandy 05 + 06 launched
 out of ch 93 delay on launch
 of Spad 11 + 12
~~0400 JG 50 + 61~~
 0400 Capt Graves off duty
 0400 Capt Harlow on duty
 0430 J.G. 30 + 65 RTB ch. 89 for repair.
 of J.G. 30 with Spad 02 + 01
 0430 J.G. 50 + 61 marry with J.G. 53 + 55
 and Sandy 7, 8, 9, 10 for SAR
 from Joker
 0418 Tack assumed control of mission
 0450 Notam Constance # 290770
 Para jumps 320/5.5/77
 30/2300Z - 31/0400Z
 31/2300Z - 01/0400Z
 0720 Nail 49 proceeding to area
 0730 Queen informed that J.G. 30 + 65
 will launch with Spad
 11 + 12 for SAR

247

- 0755 - Nail 49 OSC
- 0800 - Spads 11 and 12 RTB Ch. 77 0910Z
- 0805 - J.G. 50 and 61 RTB ch. 89 ETA 0830Z
- 0805 - Spads 11 and 12 airborne will replace sandy 5 and 6
- 0808 - Sandy 15 and 16 airborne will escort J.G. 30 and 65 to SAR area.
- 0830 - WX reported clouds in Area but improving. Survivors condition still good.
- 0845 - Bingo Times:
J.G. 30 and 65 1100Z - ch. 77
1130Z - ch. 89
Sandy 11, 12 1200Z -
15, 16, 1115Z -
55
- 0845 - Sandy 15, 16, escorting J.G. 30, 65, 53,
- 0850 - Sandy 11 OSC
- 0900 - Nail 49 reports negative observance of guns. will place his ordinance on LKP.
- 0900 - Sandy 11 reports area not ready for an attempted pickup
- 0920 - J.G. 30 and 65 start A.R.
- 0935 - Sandys starting to move into area. The fast movers are moving off.
- 0940 - Sandys report ground fire
- 1000 - J.G. 30 and 65 RTB - RON ch. 89
- 1005 - J.G. 65 request escort to ch. 103. Declined and instructed to go to Ch. 89
- 1010 - Fast movers returned to area to suppress ground fire.
- 1025 - Area reported permissive

1105 - Mission Number 2-3-037 EAT

1125 - Sandy 12 declares an emer. EAT

rough running engine EAT

1119 - Air Refueling Complete EAT

of J. G. 30 EAT

1130 - Capt Harrison off duty
Sgt Padique on duty RE

1240 DARR TO JRCC - Today's Time

(NOT INCLUDING JG's 30/65) 3.7

~~1628Z~~ MSA ~~Shops~~ off duty.

~~2045~~ Maj Oley On duty 30 Jul

30 JUL 70

2045 Maj Oley ON DUTY WJC

2115 JG 27 OF AT 0510 L FOR CH 73 WJC

2330 SPAD OPS CALLED TO INFORM US SPAD 11+12 WJC
ON ALERT AT NKP FOR SAR. SPAD 01+02
ON ALERT CH 77. DUE TO REVERT TO NORM
AT 0900 L.

0000Z CALLED QUEEN WITH JG 27 IETE 4+30 PLUS WJC
REFUEL STOP. PASS TO JOKER

0042Z QUEEN CALLED. PEDRO IS OUT OF COMMISSION WJC
ETIC 0342Z

0115Z FRAG TIME CALLED IN by QUEEN SET BI WJC
READ OH CA YG BI

0215Z MAINT CALLED 365 AIRBORN JG 67 WJC

0222Z " " 364 " JG 66 WJC

0234 QUEEN CALLED JG 30+65 OFF CH 89 WJC

@ 0225Z WITH SPADS 11+12.

0400 Maj Oley off Duty WJC

0400 Maj Inil On Duty C2

0413 QUEEN CALLED J.G. 30+65 DUE IN AT 0435Z C2

"We always plan for the worst and hope for the best." That's the understated philosophy of Seventh Air Force's Joint Rescue Coordinating Center, located at Tan Son Nhut Air Base in South Vietnam.

Here's a special report on one of the hairy but successful rescue missions chalked up by the JRCC, the men who . . .

SEARCH AND SAVE!

By Capt. Robert L. Hiett, USAF

RESCUE efforts for downed flyers in Southeast Asia are massive. Ask Maj. Petter B. Lee of Seattle. He can give you a firsthand testimonial.

Major Lee's A-1 Skyraider was shot down in July while on an interdiction mission along the Ho Chi Minh Trail in the Laotian panhandle. He was forced to spend eighteen long hours hiding and waiting for one of the big helicopters of the 3d Aerospace Rescue and Recovery Group to reach down from the sky and pluck him to safety.

"We were on a strike mission interdicting the enemy's supply route when I was downed," Major Lee explained. "We had five trucks cornered, and I had begun my last pass. As I was pulling out, I took two 37-mm hits. It must have sawed off the tail of my aircraft. My wingman reported that my aircraft was on fire when I ejected at 4,000 feet.

"I tried to tell my wingman that I had been hit, but my radios also had been knocked out. I went ahead and pulled the egress handle, which jettisoned me from the airplane. I was fired out of the airplane, the chute opened, and everything went normal.

"As I was coming down in the chute," he continued, "I noticed the river in the moonlight down below me.

It was a pretty bad place to be bailing out. I tried to steer the chute to a point that would get me further away.

"I knew that my wingman did not know whether I had bailed out or not, so I was trying to get my survival radio in operation when I actually hit the ground, along the side of a hill about 1,500 feet above the river."

As the pilot called on his survival radio to his wingman, a quick jolt went through the Joint Rescue Coordinating Center (JRCC), and a massive operation was launched.

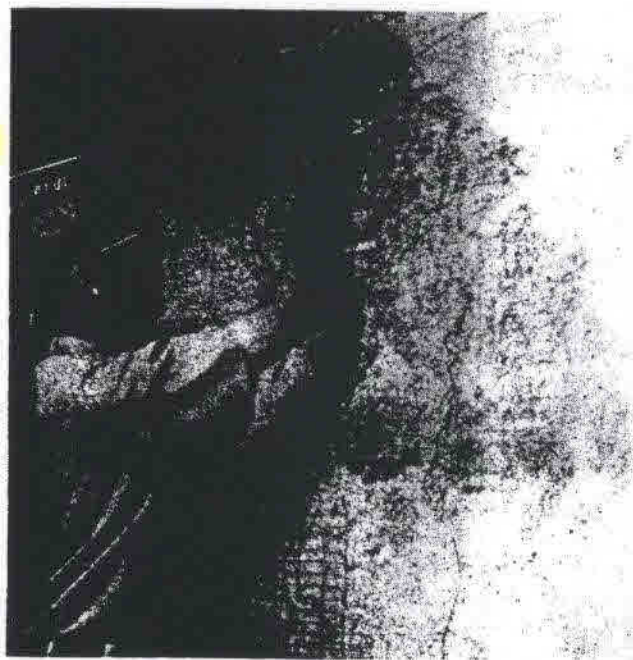
The JRCC, located in the Seventh Air Force command post at Tan Son Nhut, is the coordination center for all US Air Force rescues in Southeast Asia. Its commander has ready access to anything and everything that would be needed to carry out a life-saving rescue. As soon as notice was received that the pilot was down, the JRCC swung into action.

"Aircraft were scheduled to complete a 'first-light' pickup—meaning that at dawn the rescue craft would move into the area," explained Lt. Col. Clyde B. Routt of Tacoma, Wash., JRCC commander. "Meanwhile, one plane was kept in the air over the pilot to make sure that he was alive and uninjured."

In the rescue center, intricate details were worked out as to when and how each aircraft would be used.

Normally, one or more HH-3 Jolly Green Giant helicopters, escorted by several A-1 Skyraiders, are sent in to save a downed airman. Forward air controllers (FACs) circle the area to direct air strikes against enemy positions that may try to hamper the rescue.

High above the scene, HC-130 Hercules aircraft circle to provide air refueling for the thirsty Jolly Greens. The Hercules is also used as a flying command post, relaying radio communications.



Lt. Col. Clyde B. Routt, Commander of Seventh AF's Joint Rescue Coordinating Center, checks the location of the downed pilot, and sets in motion a massive rescue effort.



Launch times for the aircraft were planned so that strikes would be available on a continuous basis throughout the day. Holding patterns were set to keep the swarm of aircraft from crashing into one another. Holding areas were designated where the "fast movers"—jets—could wait until they were directed in by the FACs. Time over target had to be computed for each

aircraft so that a steady barrage of bombardment on enemy positions could be kept up all day if necessary.

"We always plan for the worst and hope for the best," Colonel Routt said. "We recognized right away that he was in a very vulnerable position. It was going to be a difficult rescue problem."

An hour before dawn, the plan was laid out. There was nothing else to do in the JRCC but watch and wait as the Jolly Greens and A-1s took off and headed toward Laos, where they would do their work.

Major Lee, meanwhile, had readied himself for the ordeal that was ahead of him.

"Knowing I was in a dangerous position with enemy troops around," he said, "I climbed uphill to get as high and as far away as possible from the place where I had landed.

"I got up to a place where I would be covered by bushes, trees, and the undergrowth of that particular area. This would make it difficult for the enemy to find me.

"I dug myself a little pit in the ground and hid," he said. "From then on, the FACs were overhead talking to me every half hour.

"In the distance I heard gunfire and voices in English telling me, 'American pilot, you're surrounded. Surrender!' Of course, being that far away, I knew they didn't know where I was. I just stayed well hidden and didn't expose my position at all.

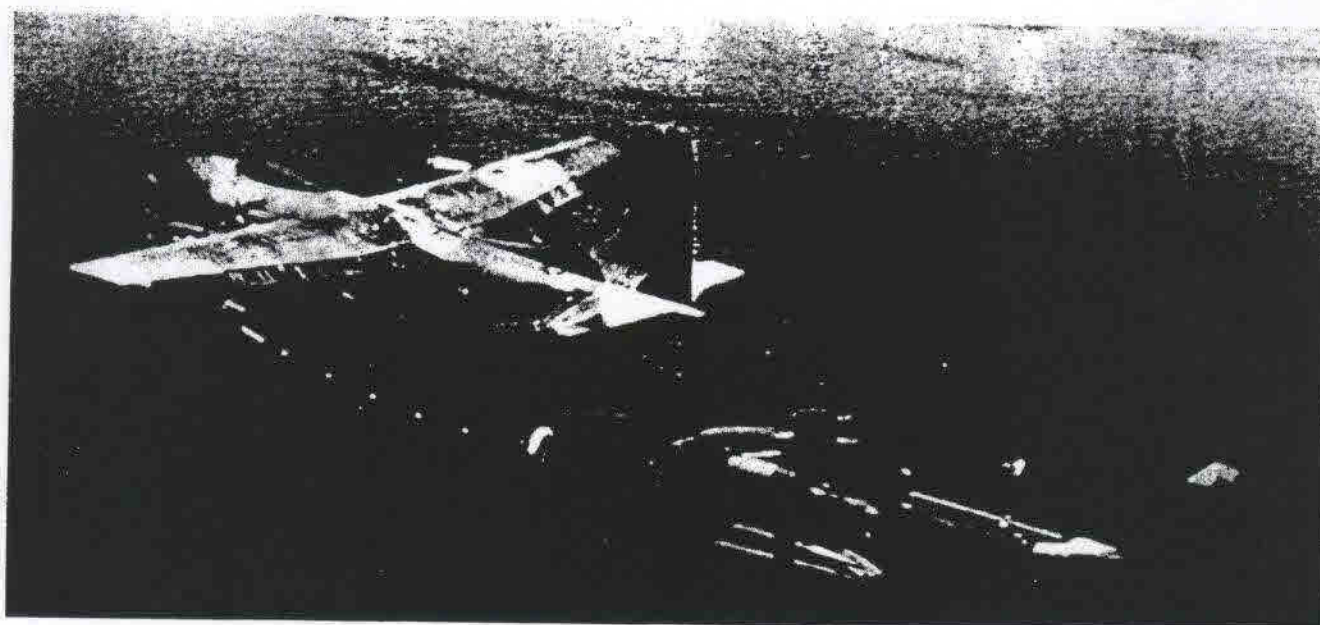
"I would let the air controllers know what I heard and saw on the ground, and they would let me know what was going on as far as the search and rescue mission was concerned," he said.

"Of course, with my particular mission, flying A-1s,
(Continued on following page)



Two JRCC controllers, Maj. Eugene J. Michalski and TSgt. Edwin E. Bier, follow the progress of the mission. The JRCC coordinates all USAF rescue work in South Vietnam.

Time often is the critical element in the race between helicopter crews and the enemy to reach a downed airman. The crews of the HH-3s and HH-53s are among the most shot-at men in Vietnam. Their treetop-level missions into enemy-held territory require an incredible amount of training, guts, and dedication.



In long-duration search-and-save missions, the HC-130 Hercules is an indispensable member of the team. It

stays in the rescue area to refuel the choppers, and doubles as a flying command post to control the mission.

we do a lot of search and rescue missions ourselves. I was fully aware of what was going to take place as far as the search and rescue mission went. This made it easier for me, because I knew what time they were getting up, what time they would brief, approximately what time they would get overhead, and what procedures they would use to silence enemy positions.

"I felt sure I would be rescued," he added.

No one else was as confident. Instead of bringing a quick rescue, dawn brought overcast skies.

"The first half of the day was frustrating for us because of the low cloud cover," Colonel Routt explained.

Everyone was waiting: FACs, A-1s, "fast movers," Jolly Greens, and the big HC-130, which acted as the flying command post. Because of the delay due to weather, planes were shuttling back and forth between their bases and the rescue location. Finally, about 11:00 a.m., the sky began to clear, and Capt. Jim Richmond of Blanket, Tex., a forward air controller

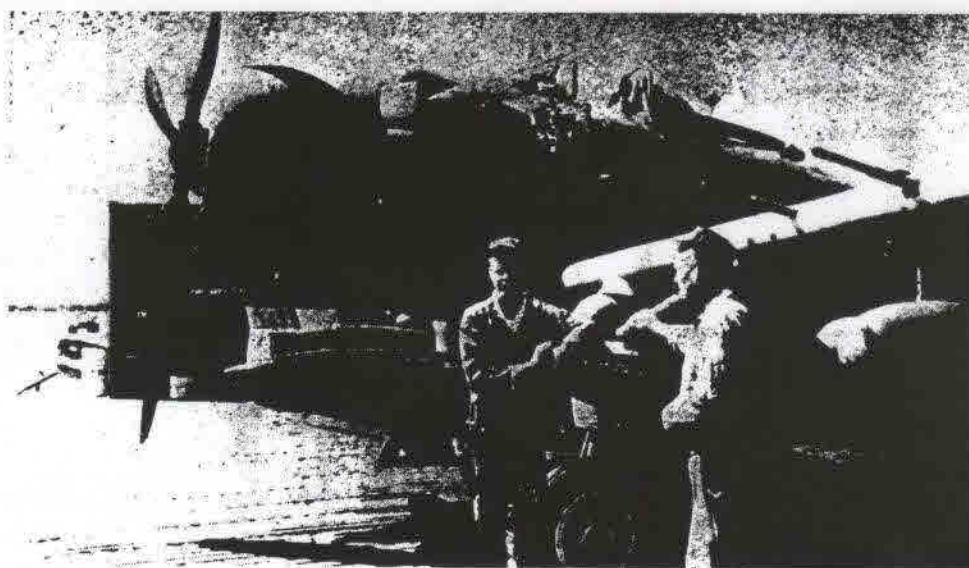
with the 23d Tactical Air Support Squadron at Nakhon Phanom Royal Thai Air Force Base, Thailand, was ready to go to work.

Major Lee explained the procedure. "Seeing gun positions from the ground was fairly easy because I was close to them. I had a compass with me. A gun would fire, and I could take a compass bearing on it from my position. I could describe to the forward air controller where I was, so that he could take a fix from my position to where the guns were. Then he could pick up the gun position and guide the fighters in to make their strikes."

Captain Richmond began by putting in ten jets against the enemy gun positions. This pounding continued for several hours. Later in the day, Capt. Fred Parrott of Indianapolis, an OV-10 Bronco pilot, arrived on the scene. "More strike aircraft were just starting to get there," he said. "I took over and marked the enemy positions."

And then, late in the afternoon, Maj. John C.

Maj. Petter B. Lee, left, the downed pilot, talks with Maj. John C. Waresch, on-scene commander of the rescue mission. Both fly A-1 Skyraiders, which figured prominently in saving Major Lee. The A-1s normally operate in coordination with jet fighters to protect rescue helicopters and to keep enemy troops away from downed airmen.



Waresch of Minneapolis, the on-scene commander, decided it was time to attempt the rescue. An HH-53 Jolly Green from the 37th ARRS at Da Nang Airfield was ready for the task (*see front cover*).

"Arriving over the area," explained Maj. George C. Hitt, of Wellington, Kan., the aircraft commander, "I observed at least a half dozen A-1 Skyraiders bombing and strafing enemy gun positions. There were also several F-4 Phantoms and F-105 Thunderchiefs. All these fighter-bombers did an outstanding job of 'sanitizing' the area; otherwise it would have been impossible for us to get near the downed pilot."

Major Waresch ordered smoke bombs dropped to act as a screen for the downed pilot. Waresch knew that if Major Lee had to spend another night on the ground, there was a very good chance he would not be there the next morning.

"After a very thorough briefing on the situation, we started our run-in on the downed pilot," explained Major Hitt. "He was located at the end of a valley between a high ridge and a river. We started our approach about two miles out. On our left was another high ridge, with the river on the right.

"We knew there was hostile fire on both sides of us, so A-1 fighter aircraft accompanied us up the valley, bombing and strafing to suppress the enemy guns. Other A-1s put down a smoke screen on both sides of us. One of the A-1s dropped smoke flares for us to follow up the valley. It was almost like driving down the Los Angeles freeway along the white center line. As we cleared the ridge at the end of the valley, the flight engineer saw a smoke flare released by the trapped pilot," Major Hitt added.

"There he is!" shouted SSgt. Joseph J. Vai of Rutherford, N.J., flight engineer on the rescue helicopter.

"We held in a hover," Sergeant Vai explained, "and lowered the penetrator." The crew hoisted Major Lee aboard with no problems.

"We did receive some small-arms fire on the way out, but nothing serious," Sergeant Vai recalled.

And so it was all over—almost as suddenly as it had begun some eighteen hours earlier. A sigh of relief spread throughout Seventh Air Force.

"We each felt a sense of fulfillment in saving that one man's life," Colonel Routt explained.—END



All's well that ends well. Eighteen hours after he was shot down over hostile territory, Maj. Petter Lee is welcomed at Nakhon Phanom Royal Thai Air Force Base with the traditional hosing down. The team of FACs, A-1s, "fast movers," helicopters, and HC-130s, closely coordinated by the Seventh AF JRCC, has brought home another pilot.

200 Planes Save Downed Flier

By SPEC. 4 SETH LIPSKY
S&S Staff Correspondent

SAIGON—More than 200 aircraft roared through walls of enemy ground fire and smashed heavily entrenched Communist antiaircraft positions in the Laotian panhandle for eight hours Wednesday to blast a hole for res-

cue choppers to move in and save a downed American Air Force pilot from death along the Ho Chi Minh Trail.

Maj. Petter B. Lee, 41, said he was on his 99th mission, an interdiction flight against enemy supply routes, when enemy fire threw his plane into a dive. Lee bailed out and 15 hours later logged his

100th mission in a Jolly Green Giant rescue helicopter.

Lee spent the time between the two flights lying under a blanket of vines in a shallow ditch, surrounded by the enemy, some no more than 200 yards away.

To keep the enemy away, Air Force officials said, fighter and rescue aircraft from bases in Thai-

land and Vietnam screamed all day through "ceaseless and incredibly heavy antiaircraft fire."

Lee was downed at 12:56 Wednesday morning and spent the night, fighting off ants, flies and mosquitoes, talking on his survival radio and listening to Communists moving by truck into gun positions

(Continued on Back Page, Col. 4)

PACIFIC STARS AND STRIPES

AN AUTHORIZED UNOFFICIAL PUBLICATION
FOR THE U.S. ARMED FORCES OF THE PACIFIC COMMAND

Vol. 26, No. 212

Saturday, Aug. 1, 1970

Downed Flier Saved

(Continued From Page 1)

around him, he said.

When he went down, Lee said in a telephone interview from Nakhon Phanom Royal Thai AFB, his wing man in another plane radioed to him, "you just got rid of that white and hide." That is exactly what he did, Lee said.

He crawled up a steep hill in the dark on his hands and knees. He could see fires from earlier bombing runs, he said. But he said he felt sure from the beginning he would be rescued. "It was only a question of when."

As Lee explained it, "it has been a kind of policy in this war that it's business as usual until a man goes down." Then, he said, "they stop the war" until they get the man out.

That pause in the war, as Lee and others described it, turned out to be a constant roaring battle that began after the clouds lifted at 7:30 a.m. and didn't end until after 3 p.m. During most of the time, Lee said, he was splattered by shrapnel falling from bombs exploding around him.

Once the situation was in hand, according to tape recorded accounts by participants which were made available by the Air Force here, those directing the rescue put a row of smoke bombs three-quarters of a mile long between Lee and the heavy enemy guns.

Then, rolling in the Jolly Green Giant rescue chopper, as its pilot, Maj. George C. Hill, described it, was "almost like

driving down the Los Angeles Freeway with the white center line."

The chopper picked him up on a jungle penetrator as Al Sky, a "daisy chair" around Lee, dropping ordnance continuously and firing 20mm cannons and miniguns, sources said.

Once in Thailand, Lee said, he called his wife in Seattle. Then he walked into the club "deliberately with my hat on." (That meant he had to buy everyone in the bar a drink.) "There must have been 100 people in the bar," Lee said, but "it was worth every penny of it."

18-HOUR ORDEAL ENDS

MASSIVE RESCUE EFFORT SAVES PILOT

TAN SON NHUT AB, RVN (7AF)—An 18-hour ordeal came to an end on July 29 as an HH-3E Jolly Green Giant helicopter slipped down to the treetops to rescue Air Force Maj. Petter B. Lee.

The A-1 Skyraider pilot, downed during early morning darkness while flying an interdiction mission against enemy supply routes along the Ho Chi Minh Trail in Laos, was lifted uninjured to safety by a 37th Aerospace Rescue and Recovery Squadron crew from Da Nang Airfield in the Republic of Vietnam.

The rescue came after the downed pilot had spent the day hiding atop a hill with the enemy as close as two to three hundred yards from his position.

Rescue efforts, managed from the Seventh Air Force Joint Coordination Center here, were massive.

Fighter and rescue aircraft from bases in Thailand and Vietnam flew more than 120 sorties in the face of ceaseless and incredibly heavy antiaircraft fire in their efforts to keep the enemy away from Major Lee.

FIGHTERS POUND ENEMY

F-4 Phantoms, F-105 Thunderchiefs and A-1 Skyraiders pounded enemy locations as forward air controllers and rescue craft patiently performed their job—waiting for just the right moment to get in and pick up the downed airman.

"It was the most beautiful sight in the world," Major Lee said of the Jolly Green that finally came in and lowered its jungle penetrator.

SKYRAIDER HIT

The events began quickly.

While pulling up after a pass over a target, Major Lee's Skyraider was hit in the wing and tail. The aircraft went into a dive and he bailed out.

"I was in a pretty bad place to be bailing out," he explained. "I hit along the side of a hill. It was a very easy landing."

Knowing that he was in a dangerous position because of enemy troops, Major Lee immediately began climbing uphill to get as high and as far away as possible from the spot where he had landed.

"For the next two hours I was intermittently climbing for 15 minutes and then calling on my survival radio and letting my wing man know I was all right," he said.

"Ultimately," he added, "I got up to a point where I figured I could hide. I was covered by bushes and trees and undergrowth that would make it very difficult for the enemy to find me. I dug myself a little pit in the ground and hid."

"From then on," he continued, "all during the night the forward air controllers were overhead and talking to me. I would let them know what I heard and saw on the ground."

The forward air controllers, in turn, let the downed airman know what the rescue plans were and what he could expect to happen.

NO EARLY PICKUP

Rescue was still far away, however, as the dawn brought overcast skies, frustrating hopes for an early pick-up.

Around 11 a.m. the sky began to clear, and Capt. Jim Richmond, a forward air controller with the 23d Tactical Air Support Squadron at Nakhon Phanom RTAFB, was ready to go to work.

He put in, he explained, "ten flights of 'fast movers,' both Navy and Air Force."

Major Lee was watching it all from his hiding place.

"The fast movers, the supersonic fighter airplanes, came in with their armament and placed their bombs extremely accurately on the antiaircraft gun emplacements around the position where I was. I was 'fairly close to the gun positions,'" he said.

Another forward air controller on the scene later was Capt. Fred Parrott, an OV-10 Bronco pilot.

"Our primary job to assist the search and rescue," he said, "is to silence or destroy these weapons. More strike aircraft were just starting to get there. I took over and marked the positions."

DOWNED PILOT HELPED

The jets then used their large bombs to eventually destroy the known gun positions. Enemy firepower included everything from small arms fire to heavy calibre (37mm and 57mm) antiaircraft weapons.

Constant coordination between the forward air controllers and Major Lee on the ground aided in identifying enemy gun positions so they could be pounded by the air strike.

Late in the afternoon the on-scene commander, Maj. John C. Wareski, assigned to the 602d Special Operations Squadron at Nakhon Phanom RTAFB, ordered smoke bombs dropped to act as a screen for the downed pilot.

FROM THE COMBAT ZONE

"The smoke bombs started going off," he said, "and they drew a line of solid smoke about three quarters of a mile long between the heavy guns and the survivor."

Strike aircraft continued to smash enemy positions as the smoke screen was being set up.

Finally, the Jolly Green, piloted by Maj. George C. Hitt, began to move toward the pilot.

Major Hitt followed the Skyraiders, who were laying down the smoke. "It was almost like driving down the L.A. freeway with the white centerline," he explained.

"We dropped over the next ridge and there was the red smoke from Major Lee. We dropped right down on him."

PILOT 'SURE' OF RESCUE

The flight engineer, SSgt. Joseph J. Vai, said, "We held in a hover and lowered the penetrator. We were in and out with no problem. We did receive some small arms fire on the way out, but nothing serious."

Then it was all over. And Major Lee seemed scarcely disturbed.

He commented in retrospect, "I believe that the mission of the pilot in Southeast Asia is enhanced by the fact that he knows if he is hit like I was, his chances of rescue are very, very good."

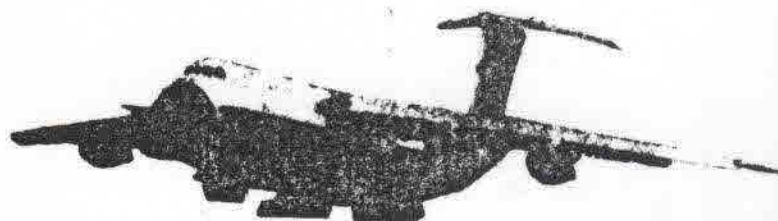
"I felt sure I would be rescued."

And thanks to the teamwork and courage of the men of the 3d Aerospace Rescue and Recovery Group, he was right.



MAC NEWS SERVICE

UNITED STATES AIR FORCE, HQ MAC, SCOTT AFB, ILL.
DIRECTORATE OF INFORMATION Phone: AL6-4615 AC 618



DATE: August 10, 1970

29 JUL 70 SAR

37TH RESCUES PILOT AFTER 18-HOUR ORDEAL

Release No. 428

TAN SON NHUT AB, Vietnam (MNS) -- An 18-hour ordeal came to an end recently as an HH-3E helicopter slipped down through the treetops to rescue Maj. Petter (correct) B. Lee.

The A-1 Skyraider pilot, downed in early morning darkness while flying an interdiction mission against enemy supply routes along the Ho Chi Minh trail in Laos, was lifted uninjured to safety by a 37th Aerospace Rescue and Recovery Squadron crew from DaNang AB, Vietnam.

The rescue came after the downed pilot had spent the day ~~hitting~~ atop a hill with the enemy as close as 200-300 yards from his position.

Rescue efforts managed from the 7th Air Force Joint Rescue Coordination Center here were massive. Fighter and rescue aircraft from bases in Thailand and Vietnam flew more than 120 sorties in the face of ceaseless and incredibly heavy anti-aircraft fire in an effort to keep the enemy away from Major Lee.

CONTINUED

F-4 Phantoms, F-105 Thunderchiefs and A-1 Skyraiders pounded enemy locations as forward air controllers (FACs) and rescue aircraft patiently performed their job -- waiting for just the right moment to get in and pick up the downed airman.

Finally the Jolly Green, piloted by Maj. George C. Hitt, began to move toward the pilot. Major Hitt followed the Skyraiders who were laying down smoke.

"It was the most beautiful sight in the world," Major Lee said of the Jolly Green which finally came in and lowered its jungle penetrator.

"It was almost like driving down the LA freeway with a white center line," Major Hitt explained. "We dropped over the next ridge and there was the red smoke from Major Lee. We dropped right down on him," he said.

The flight engineer, SSgt. Joseph Vai, said, "We held in a hover and lowered the penetrator. We were in and out with no problem. We did receive some small arms fire on the way out but nothing serious."

Then it was all over and Major Lee seemed scarcely disturbed. He commented in retrospect, "I believe that the mission of the pilot in Southeast Asia is enhanced by the fact that if he knows he is hit, like I was, his chances of rescue are very, very good.

"I felt sure I would be rescued."

And thanks to the teamwork and courage of the men of the 3rd Aerospace Rescue and Recovery Group -- he was right!

* * *

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



THE RESCUE CREW OF SAVE NUMBER 587
AC MAJOR HITT
CP MAJOR STALNECKER
FE S/SGT VAI
RS T/SGT HEITSCH

SAVE # 587.JPG

29 JUL 70

28 July 1970

A-1H 52-139776 602 SOS, 56 SOW, USAF, Nakhon Phanom
detached to Da Nang

Maj Otis Cleveland Morgan (KIA)

Two Skyraiders were shot down on the 28th. The first aircraft was on an escort mission when it was hit by ground fire near Cang Dong, 20 miles south of Da Nang. Maj Morgan did not eject from his aircraft and was killed in the crash.

A-1H 52-135263 1 SOS, 56 SOW, USAF, Nakhon Phanom

Maj Petter B Lee (survived)

The other Skyraider lost on the 28th was flying a night-time Steel Tiger strike over the Trail in southern Laos. Maj Lee had found a convoy of five trucks a few miles southwest of the Ban Karai Pass and commenced to attack his target. On his final pass the aircraft was hit by 37mm flak and the Skyraider's rear fuselage caught fire. He ejected at 4,000 feet and landed on the side of a hill just above a river. Maj Lee climbed up the hill as far as he could and dug in under the foliage for the rest of the night. FAC aircraft orbited near Maj Lee throughout the night and spoke to him via his emergency radio every 30 minutes. A first light rescue attempt had to be postponed due to low cloud and while waiting for rescue Maj Lee radioed the positions of enemy troops and guns to the FAC overhead who then brought in air strikes. By late afternoon the weather had cleared enough for a 37th ARRS HH-53 flown by Maj G C Hitt to make an attempt. The helicopter swept in along a valley protected by smoke screens laid down by the Sandys as more A-1s, F-4s and F-105s continued to pound enemy positions to keep them away from the survivor. Maj Lee was quickly hoisted to safety after more than 18 hours on the ground.

Massive rescue effort saves Skyraider pilot

TAN SON NHUT — An 18-hour ordeal came to an end recently as an **HH-3E Jolly Green Giant** helicopter slipped down to the treetops to rescue **Maj. Petter B. Lee**.

The A-1 Skyraider pilot, downed during early morning darkness while flying an interdiction mission against enemy supply routes along the Ho Chi Minh Trail in Laos, was lifted uninjured to safety by a 37th Aerospace Rescue and Recovery Squadron crew from Da Nang, AB.

The rescue came after the downed pilot had spent the day hiding atop a hill with the enemy as close as 200-300 yards from his position.

Rescue efforts, managed from the Seventh Air Force Joint Rescue Coordination Center here, were massive.

Fighter and rescue aircraft from bases in Thailand and Vietnam flew more than 120 sorties in the face of ceaseless and incredibly heavy anti-aircraft fire in their efforts to keep the

enemy away from Major Lee.

F-4 Phantoms, F-105 Thunderchiefs, and A-1 Skyraiders pounded enemy locations as forward air controllers and rescue craft patiently performed their job — waiting for just the right moment to get in and pick up the downed airman.

"It was the most beautiful sight in the world," Major Lee said of the Jolly Green that finally came in and lowered its jungle penetrator.

The events began quickly.

While pulling up after a pass over a target, Major Lee's Skyraider was hit in the wing and tail. The aircraft went into a dive and he bailed out.

"I was in a pretty bad place to be bailing out," he explained. "I hit along the side of a hill. It was a very easy landing.

"For the next two hours I was intermittently climbing for 15 minutes and then calling on my survival radio and

(Continued On Back Page)

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letting my wing man know I was all right," he said.

"Ultimately," he added, "I got up to a point where I figured I could hide. I was covered by bushes and trees and undergrowth that would make it very difficult for the enemy to find me. I dug myself a little pit in the ground and hid.

"From then on," he continued, "all during the night the forward air controllers were overhead and talking to me. I would let them know what I heard and saw on the ground."

The forward air controllers, in turn, let the downed airman know what the rescue plans were and what he could expect to happen.

Rescue was still far away, however, as the dawn brought overcast skies, frustrating hopes for an early pick-up.

Around 11 a.m. the sky began to clear, and Capt. Jim Richmond, a forward air controller with the 23d Tactical Air Support Squadron at Nakhon Phanom Royal Thai AFB, Thailand, was ready to go to work.

He put in, he explained, "10 flights of 'fast movers,' both Navy and Air Force."

Major Lee was watching it all from his hiding place.

Another forward air controller on the scene later was Capt. Fred Parrott, an OV-10 Bronco pilot.

"Our primary job to assist the search and rescue," he said, "is to silence or destroy these weapons. More strike aircraft were just starting to get

there. I took over and marked the positions."

The jets then used their large bombs to eventually destroy the known gun positions. Enemy firepower included everything from small arms fire to heavy calibre (37mm and 57mm) anti-aircraft weapons.

Late in the afternoon the on-scene commander, Maj. John C. Wares, assigned to the 602d Special Operations Squadron at Nakhon Phanom, ordered smoke bombs dropped to act as a screen for the downed pilot.

Strike aircraft continued to smash enemy positions as the smoke screen was being set up.

Finally, the Jolly Green, piloted by Maj. George C. Hitt, began to move toward the pilot.

Major Hitt followed the Skyraiders, who were laying down the smoke. "It was almost like driving down the L.A. freeway with the white centerline," he explained.

"We dropped over the next ridge and there was the red smoke from Major Lee. We dropped right down on him," he said.

The flight engineer, SSgt. Joseph J. Vai, said, "We held in a hover and lowered the penetrator. We were in and out with no problem. We did receive some small arms fire on the way out, but nothing serious."

Then it was all over. And Major Lee seemed scarcely disturbed.

He commented in retrospect, "I believe that the mission of the pilot in Southeast Asia is enhanced by the fact

that he knows if he is hit, like I was, his chances of rescue are very, very good.

"I felt sure I would be rescued."

And thanks to the teamwork and courage of the men of the 3d Aerospace Rescue and Recovery Group, he was right.

Massive Effort Rescues

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Rescue efforts, managed from the Seventh AF Joint Rescue Coordination Center here, were massive.

Fighter and rescue aircraft from bases in Thailand and Vietnam flew more than 120 sorties in the face of ceaseless heavy antiaircraft fire in their efforts to keep the enemy away from the downed pilot.

F-4 Phantoms, F-105 Thunderchiefs, and A-1 Skyraiders pounded enemy locations as forward air controllers and rescue craft patiently performed their job—waiting for the right moment to jump in and make the pick up.

"It was the most beautiful sight in the world," Major Lee said of the Jolly Green that finally came in and lowered its jungle penetrator.

While pulling up after a pass over a target, his Skyraider had been in the wing and tail. The aircraft went into a dive, and he bailed out.

Knowing that he was in a dangerous position because of enemy troops, he immediately began climbing uphill to get as high and as far away as possible from the spot where he had landed.

"For the next two hours I was intermittently climbing for 15 minutes and then calling on my survival radio and letting my wing man know I was all right," he said.

"Ultimately, I got up to a point where I figured I could hide. I was covered by bushes and trees and undergrowth that would make it very difficult for the enemy to find me. I dug myself a little pit in the ground and hid.

"From then on, all during the night the forward air controllers were overhead and talking to me. I would let them know what I heard and saw on the ground."

The forward air controllers, in turn, kept Major Lee informed of rescue plans and what he could expect to happen.

The next morning, both AF and

Navy supersonic fighter airplanes came in and bombed antiaircraft gun emplacements around the position where the major was.

Enemy firepower included everything from small arms fire to heavy calibre (37mm and 57mm) antiaircraft weapons.

Constant coordination between the forward air controllers and

Major Lee on the ground aided in identifying enemy gun positions so they could be pounded by the air strikes.

Late in the afternoon the on-scene commander, Maj. John C. Waresch, 602d Special Operations Sq. at Nakhon Phanom RTAFB, ordered smoke bombs dropped to act as a screen for the downed

Pilot on Hill

pilot.

Finally, the Jolly Green, piloted by Maj. George C. Hitt, began to move toward the pilot. He followed the Skyraiders, who were laying down the smoke. "It was almost like driving down the L.A. freeway with the white centerline," he explained.

"We dropped over the next

ridge and there was the red smoke from Major Lee. We dropped right down on him," he said.

The flight engineer, SSgt. Joseph J. Vai, said, "We held in a hover and lowered the penetrator. We were in and out with no problem. We did receive some small arms fire on the way out, but nothing serious."

200 Planes Save Downed Flier

By SPEC. 4 SETH LIPSKY

S&S Staff Correspondent

SAIGON—More than 200 aircraft roared through walls of enemy ground fire and smashed heavily entrenched Communist antiaircraft positions in the Laotian panhandle for eight hours Wednesday to blast a hole for res-

cue choppers to move in and save a downed American Air Force pilot from death along the Ho Chi Minh Trail.

Maj. Petter B. Lee, 41, said he was on his 99th mission, an interdiction flight against enemy supply routes, when enemy fire threw his plane into a dive. Lee bailed out and 15 hours later logged his

100th mission in a Jolly Green Giant rescue helicopter.

Lee spent the time between the two flights lying under a blanket of vines in a shallow ditch, surrounded by the enemy, some no more than 200 yards away.

To keep the enemy away, Air Force officials said, fighter and rescue aircraft from bases in Thai-

land and Vietnam screamed all day through "ceaseless and incredibly heavy antiaircraft fire."

Lee was downed at 12:56 Wednesday morning and spent the night, fighting off ants, flies and mosquitoes, talking on his survival radio and listening to Communists moving by truck into gun positions

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PACIFIC STARS AND STRIPES

AN AUTHORIZED UNOFFICIAL PUBLICATION
FOR THE U.S. ARMED FORCES OF THE PACIFIC COMMAND

Vol. 26, No. 212

Saturday, Aug. 1, 1970

Downed Flier Saved

(Continued From Page 1)

round him, he said.

When he went down, Lee said a telephone interview from a Jolly Green Giant rescue helicopter, his wing man in another plane radioed to him, "you just get rid of that hate and hide." That is exactly what he did, Lee said.

He crawled up a steep hill in the dark on his hands and knees. He could see fires from earlier bombing runs, he said. But he said he felt sure from the beginning he would be rescued. "It was only a question of when."

As Lee expatiated it, "it has been a kind of policy in this war that it's business as usual until a man goes down." Then, he said, "they stop the war" until they get the man out.

That pause in the war, as Lee and others described it, turned out to be a constant roaring battle that began after the clouds lifted at 7:30 a.m. and didn't end until after 3 p.m. During most of the time, Lee said, he was splattered by shrapnel falling from bombs exploding around him.

Once the situation was in hand, according to tape recorded accounts by participants which were made available by the Air Force here, those directing the rescue put a row of smoke bombs three-quarters of a mile long between Lee and the heavy enemy guns.

Then, rolling in the Jolly Green Giant rescue chopper, as its pilot, Maj. George C. Hitt, described it, was "almost like

driving down the Los Angeles Freeway with the white center line."

The chopper picked him up on a jungle penetrator as Al Sky-landers formed a "daisy chain" around Lee, dropping ordnance continuously and firing 20mm cannons and miniguns, sources said.

Once in Thailand, Lee said, he called his wife in Seattle. Then he walked into the club "deliberately with my hat on." (That meant he had to buy everyone in the bar a drink.) "There must have been 100 people in the bar," Lee said, but "it was worth every penny of it."