

~~CONFIDENTIAL~~
DATE: 29 JUL 70

1 August 1970

MISSION NUMBER: 2-3-037-29 JUL 70 (Part 1)

AIRCRAFT DESIGNATION: KING 24

LOCATION: 295/64/103, 096/87/89, 058/94/99, UTM: XE 229021

DISTRESSED AIRCRAFT: HOB0 20 (A-1)

SAVES: 1 Combat

1. (C) King 24 departed Ch 83 at 2030Z/28 July for a first light effort on Hobo 20 (A-1) whose position had been briefed as 096/87/89 in the immediate vicinity of Ban Karai Pass. Prior to departure, King 24 had requested MIG CAP, Iron Hand, and Elint resources for the SAR effort from JOKER via telecon. Candlestick 25 (C-123 flare ship) was On-Scene Commander (OSC) when King 24 arrived in the area (2130Z) and had maintained voice contact with Hobo 20 during the night. Candlestick 25 reported that the survivor was in good shape and refined his position to be 293/65/103. Spad 11 & 12 arrived in the area and Spad 11 was appointed OSC at 2200Z after a thorough briefing from Candlestick 25 and King 24. At 2215Z MIG CAP was on station (090/70/89) and Iron Hand was enroute. Nail 22 & 57 were in the area for FAC purposes and to assist in locating the survivor. A discrete frequency of 324.7 was established with Invert and Moonbeam/Hillsborough supplied fast mover resources for strike purposes as required. SAR forces used UHF 364.2/VHF 142.75 for primary frequencies and "C" frequency was established as primary strike frequency. Eastern SAR forces were instructed to orbit at 292/51/103 and Western SAR forces orbited at 096/75/89. Smoke and Ravish resources were uploaded and held available for immediate launch. Due to the extremely hostile environment, considerable "softening-up" and "gun-killing" strikes were anticipated prior to committing SAR resources for pick-up of the survivor.

2. (C) Shortly after first light, the survivor's chute was located in the trees at UTM XE 229021. Hobo 20 stated that he had moved approximately 50 - 100 meters from his chute. At 2342Z Hobo 20 reported enemy movement near his chute and at 2355Z the chute disappeared from the trees. Nail 22 & 57 were putting in fast mover strikes to silence 23MM, 37MM, 57MM and smaller automatic weapons which were firing. Hobo 20 was instructed to come up on his radio on the hour and half-hour or anytime he discerned movement in his immediate area. King 27 (in the area for tanker purposes) was briefed, along with other SAR forces, to assume control of any secondary SAR effort which might develop and to utilize UHF 282.8. King 21, on normal western orbit, was also available for refueling or SAR purposes if required and was briefed accordingly.

3. (C) Weather in the area intermittently denied use of strike resources but continuous strikes were made as the weather permitted. The survivor's elevation was approximately 1000 feet and temperature was 28-30° C.

Classified by DA 37011
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

Strikes continued throughout the morning to silence guns and cut roads. King 27 conducted eight air refuelings (37,500 lbs off load) and recovered at Ch 89 for fuel; thence, he returned to orbit for further A/R purposes. Sandy and Spad resources were also cycled in and out of Ch 89 for refueling purposes. Nail 22 & 57 were replaced by Nail 46 & 06 at 0010Z. Nail 46 & 06 were later replaced by Nail 37 & 36 at 0415Z. Chronological use of OSCs: Spad 11 at 2200Z; Sandy 03 at 0008Z; Spad 01 at 0300Z, and Nail 37 at 0415Z (until he could adequately brief Sandy 05 who then assumed OSC).

4. (U) King 26 arrived in the general area at 0500Z and after briefing by King 24 assumed Airborne Mission Command (AMC) responsibility at 0550Z. King 30 replaced King 27 as airborne tanker. During King 24's tenure as AMC the following resources were controlled: 12 Jolly Greens (3 of which aborted at Ch 77), 6 Spads, 10 Sandys, 6 Nail FACs, 72 fast mover resources and 3 King aircraft. (See listing of resources below.) Outstanding and invaluable assistance was received from Invert controllers, and Hemlock. All six Nail FACs did outstanding jobs and displayed high degrees of professionalism and dedication.

5. (C) Resources Available or Used:

SAR FORCES:

King 24 (AMC)	Sandys 01, 02, 03, 04, 05, 06, 07,
King 27 (Airborne Tanker)	08, 09, 10 (Sandy 01 aborted
King 21 (Back-up)	due rough engine)
King 26 (Replaced King 24)	Spads 11, 12, 01, 02, 15, 16
King 30 (Replaced King 27)	Jolly Greens 27 (aborted, fuel leak),
	66 (aborted, electrical fire),
	64 (aborted AFGS problems),
King 27 refueled Jolly Green 30,	65, 56, 63, 61, 50, 30, 55, 53.
65, 56, 63, 61 (twice) & 50 (twice).	

FACTs:

Nail 22, 57, 46, 06, 37, 36
Wolf 04, 03 (Not Used)

ELINT:

Dwall (EE66)

STRIKE FORCES: (Several flights cycled to tanker and returned.)

Garlic 1 (2 F4s, MIG CAP)	Wolfpack 21 (2 F4s)
Garlic 3 (2 F4s, expended)	Wolfpack 11 (2 F4s, expended)
Gunfighter 01 (2 F4s)	Wolfpack 41 (2 F4s, expended)
Newark 1 (2 F105s, expended)	Rancho 1 (2 F4s)
Newark 3 (2 F105s)	Shorty (2 F105s)
Holloway 304 (4 A4s)	Rancho 3 (2 F4s)
Glincher (2 A4s)	Oxteam (2 F4s)
Raccoon 1 (2 F105s, expended)	Hatbox 1 (2 F105s, expended)
Raccoon 3 (2 F105s)	Hatbox 3 (2 F105s, expended)
Scuba 1 (2 F4s)	Metric 1 (2 F105s, expended)
Scuba 3 (2 F4s, expended)	Metric 3 (2 F105s)
Wolfpack 31 (2 F4s, cycled to tanker	Mallard 1 (2 F105s, expended)
3 times and finally expended FW's	Mallard 3 (2 F105s, expended)
at 0540Z.)	Greasy 1 (2 F105s)
	Greasy 3 (2 F105s)

~~CONFIDENTIAL~~

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

DATE	CREW	H 2	S 2	SERIAL NUMBER ORGANIZATION	LOCATION	1970 UNDER FIRE
11 JULY	COPPERTHIT	67	582	CAPT. RON	230/29/69	YES
11 JULY	BEATTIE DAVENPORT KRILETICH			RASMUSSEN U.S.M.C.	PLAYBOY	
	OSBORNE			HMS-11, MAG 11	45A	
	REISIG			1st MAW	A-4	
				FPD 96602		
11 JULY	HOLCOMB	65	583	1/LT. WALLACE	230/29/69	YES
	WAMMER			W. MILLS		
	ERICKSON			U.S.M.C.	PLAYBOY	
	SCOTT			XXXXXXXXXX		
	XXXXXXXXXX			HMS-11, MAG-11	45B	
	HEITSCH			1st MAW	A-4	
	XXXXXXXXXX			FPD 96602		
12 JULY	BROWN, R	64	584	CAPT. RAYMOND	283/54/109	NO
	BEATTIE			L. RIGOL		
	ERICKSON			XXXXXXXXXX	DIPPER 01	
	SCOTT			497 TFS		
	CRAIG			UBON	F-4	
			585	L/C PENNINGTON		
				497 TFS		
				UBON		
29 JULY	HITT	30	588	MAJ. PETTER	295/63/103	YES
11 JULY	STALNECKER			LEE	H000 20	
	VAI			1st SOS	A-1	
	HEITSCH			NKP		



NO 1/004 201000.

SAVE # 55). JPL

29 JUL 70

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 crewmen from the burning aircraft. With his bare hands he extinguished the flames still burning on their bodies. The second H-3 evacuated the survivors of the first H-3 but was unable to rescue personnel in the downed UH-1. 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 attempting to rescue an OV-10 pilot who went down in Laos. Earlier attempts by H-3 aircraft from the 37th ARR Squadron had been unsuccessful. 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 survivors 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 refueling. 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



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 ~~hiding~~ 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!

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 listed 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 single 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 up the hill 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 pickup.

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. Watech, 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 U.S. 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.

200 Planes Save Downed Flier

By SPECIAL SETH LIPSKY

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

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

Major Patrick 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 joined his

YOUTH: present in a July 1966
front-page photograph.

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 took bases in Thai-

land and Vietnam screamed all day through "ceaseless and incredibly heavy anti-aircraft fire."

Lee was downed at 12:50 Wednesday morning and spent the night fighting off ants, flies and mosquitoes, talking on his survival radio and listening to Communist-moving by truck into gun positions.

Continued on Back Page 6 of 6

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

11116341-77 7-10222 1-2200 11

Monday, November 10, 1964

[illegible]

and others described it, however, can be a teachable moment. Richards' death began after his hands lifted at 7:30 a.m. and didn't end until after 3 p.m. But for the most of the time, Lewis said, he was "plastered" by alcohol. From his own experience around bars,

ence. The situation was clarified according to tape recordings and accounts by participants which were made available by the SA before here, thus directing the rescue put a row of smoke bombs three-quarters of a mile long between Lee and the heavily armed puns.

in 1904, followed in the following year by the passage of the *Education Act*, which placed the *Education Board* in charge of the *Education of the Poor*. The *Education Board* was established in 1905, and the *Education of the Poor Act* was passed in 1906.

[illegible]

Dr. Thompson noted that one of his top priorities was "At Sky Center, I need to have a staff that is trained to be a better operator of the equipment, and being more continuous and being more efficient and making a more good."

There are thousands of people who called this city in Seattle. They're scattered into the club, children, adults with me, but not a thing. I mean, he had to buy everyone in the bar a drink. There were no kids here, but people in the bar. I've said, but it was not every point of it.

"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.

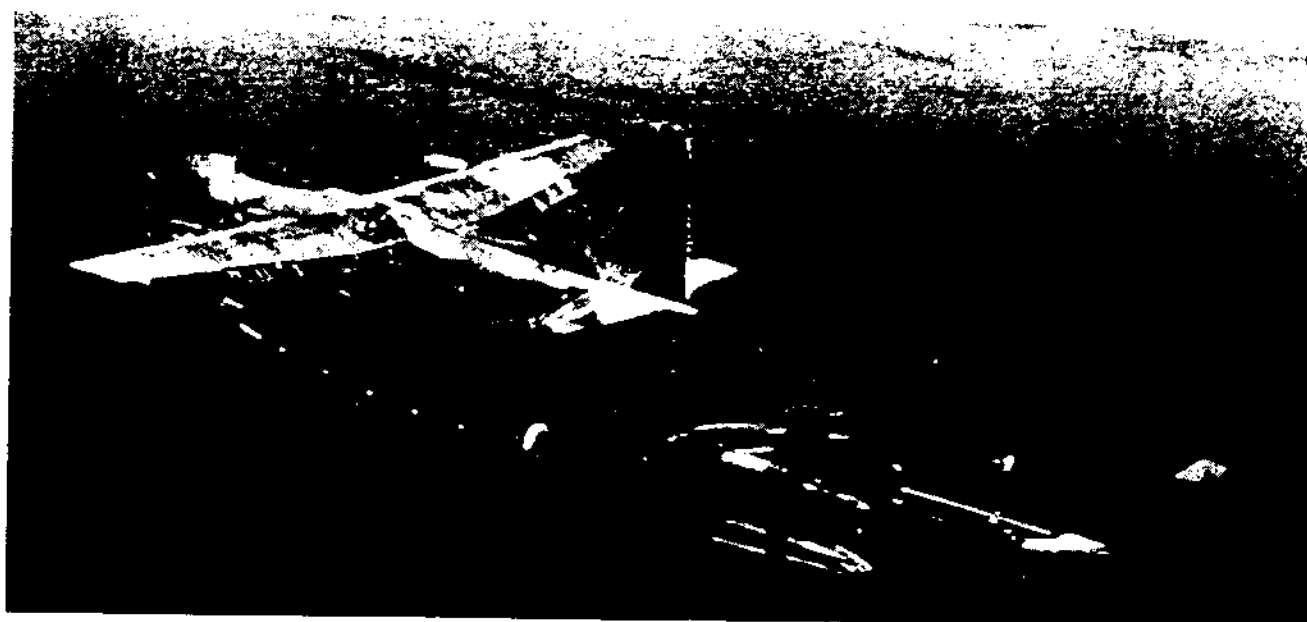
"I would let the air controllers know what I heard and saw on the ground, and they would let me know what was going on as far as the search and rescue mission was concerned," he said.

"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 tree-top-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 Routi 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.

VI DESIGNATION

~~SECRET~~

- C
- VC
- EX
- DCO
- TUCC
- LSOS
- 21SOS
- 22SOS
- 602SOS
- 606SOS
- DCM
- DCMW
- FMS
- AMS
- IMS
- SA *Kelly*
- DXI
- DSG
- BC
- DEC
- BCA
- BCPT
- DP
- CEFO
- BJA
- BCH
- BDO
- BHS
- BTO
- GES
- SPS
- BSS
- SUPS

PRIORITY
PRIORITY

31/10052

56TH SP OP/BU/MAKHEON PHANOM RTAFB THAI

13AF/DSA/DO/DM/CLARK AB PI

INFO: 7/13AF/DSA/DO/DM/UDORN RTAFB THAI

7AF/DOC/TAM SON NHUT AB RVN ~~SECRET~~

~~SECRET~~
~~PRIVILEGED DOCUMENT~~

SECRET 56 CC

FOR OFFICIAL USE ONLY (Special Handling Required. See AFR 127-4).

Subj: Commander's 18 Hour Mishap Analysis Report. (U)

Hobo 20, A-1H, SN 52-135263, flown by Major Peter B. Lee, ~~SECRET~~

~~SECRET~~, of the 1st Sp Op Sq, 56 Sp Op Wg, Makheon Phanom RTAFB, Thailand, crashed at 172N 10609E on 28 July 1970 at 2356 (G). Major Lee extracted successfully and was recovered by Jolly Green 30 on 29 July 1970 at 1743 (G). Hobo 20 was the lead A-1 with Hobo 21 as wingman. Normal intelligence, operations and weather briefings were conducted at TUCC. Hobo 20 flight took off at 2215 (G) 28 July 70 on a fraggged night strike mission in Steel Tiger. Flight was fraggged to Candle 23 for Juliet area. Hobo 20 was directed to hold on the 120 degree radial at 50 to 60 nautical miles off Channel 82. Hobo 20 flight was diverted from holding pattern to work with Nail 81 in Foxtrot.

Jul
1

~~SECRET~~ *have*

OFFICIALS: ~~SECRET~~ TELEPHONE: ~~SECRET~~ *have*
Colonel, USAF
Chief of Safety

DATE

ABBREVIATED JOINT MESSAGEFORM
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			

area (Delta 22). The Nail flared the target (trucks) and cleared Hobo flight for strike. Standard night A-1 tactics were employed with Hobo 20 striking while Hobo 21 held high. Hobo 20 made two (2) passes using H-36's. He then changed with Hobo 21 while Hobo 21 made 4 passes expending H-36's and BLU 32's. The flight then changed again and Hobo 20 made 2 passes dropping BLU 32's. He made 2 additional passes firing 20MM. On the 2nd 20MM pass Hobo 20 broke right and down to avoid intense 37MM anti aircraft fire. He next turned left and initiated a climb. Altitude at start of climb was 4,500 ft. At 5,500 ft pilot reported that he was hit once in the right wing and again in the aft fuselage area. The aircraft pitched down (negative G's). Pilot pulled stick aft but got no response. Loss of rudder control was also noted. Pilot next attempted unsuccessfully to contact wingman on UHF radio. The aircraft continued to dive out of control. Pilot jettisoned canopy with emergency jettison switch, locked shoulder harness and pulled "D" ring. Altitude at this time was approximately 4,000 ft. Yankee extraction system functioned as designed. Hobo 20 did not see the gun that shot him down but Hobo 21 reported 37MM firing at him at the time. Hobo 21 reported observing seven (7) 37MM anti aircraft guns firing during the

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		2	3		K
SECURITY CLASSIFICATION			REGRADING INSTRUCTIONS		

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET		SECURITY CLASSIFICATION	
PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
TION			
FO			

attack. Major Lee reported many 37mm gun positions firing while he was on the ground. Pilot pick-up was made by a HH-3C and brought back to Nakhon Phanom RTAFB. Pilot received only minor cuts and bruises. Weather and crew rest were not a factor. Maj Lee has completed 6 months in SEA, and has flown 99 combat missions in the A-1. There was no significant maintenance history on the lost A-1. This is a combat loss due to intense and accurate hostile fire. GP-4

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		3	3		K
SECURITY CLASSIFICATION			REGRADING INSTRUCTIONS		

EVASION AND RECOVERY REPORT

RECOVERED INDIVIDUAL

PART I - BACKGROUND

NAME: Petter B. Lee

GRADE: Major

SERVICE NO: [REDACTED]

TYPE AIRCRAFT: A-1H (Hobo. 20)

CREW POSITION: Pilot

EXPERIENCE IN ACFT: 330 Hours 99 Combat missions

SURVIVAL/E&E TRAINING: Arctic Survival School, Ladd AFB; TAC Sea Survival School, Homestead AFB; USA. Survival School, Fairchild AFB; PACAF Jungle Survival School, Clark AB; Theater Indoctrination Briefing, Nakhon Phanom RTAFB.

SURVIVAL/E&E EQUIPMENT: Standard vest, plus two extra radio batteries, one water bottle, and a personal survival kit containing fishhooks, line, pins, and waterproof matches.

PERMISSION BRIEFING: On 28 July 1970, Hobo 20 and 21 flight was fraggged as an armed reconnaissance mission in the Steel Tiger operating area. They were briefed on safe areas enroute and in the target area, enemy defenses, E&E code letters, and the CBU-30 codeword. Authentication data were on-file.

CIRCUMSTANCES LEADING TO INCIDENT: On 28 July 1970, Hobo 20 launched from Nakhon Phanom RTAFB as lead aircraft of a two ship formation. They were fraggged as a night armed reconnaissance mission to the Juliette Sector of Steel Tiger, with instructions to contact the FAC Candlestick 23. This FAC had no targets, and Hobo flight was directed to hold on the 120/50 off Channel 89. Nail 81 reported sighting five trucks in the Foxtrot area near Delta 22, and Moonbeam

[REDACTED]

CONFIDENTIAL

diverted Hobo 20 and 21 to the Nail for strike. Maj. Lee described the circumstances as follows:

"We could see the target clearly, and expended all of our napalm and M-36's on the trucks, destroying one. Some Navy fastmovers then checked in with only a small amount of play time, so we moved out while they bombed the target. After they completed their attack, we went back to finish expending our CBU-14 and 20 MM. I was hit on my third strafing pass."

PART II: DESCRIPTION OF EMERGENCY

Maj. Lee described the emergency as follows: "While pulling out from my third strafing pass I was hit by two 37 MM shells, one in the right wing and one in the aft part of the fuselage. This was at approximately 2356 local. I was in a turn at the time, heading east at about 140 knots airspeed, climbing through 5500 feet. The airplane bucked from both hits, and pitched down. I tried to contact my wingman on the radio, to tell him I was hit and bailing out, but the radio was dead. I had no control over the elevators or rudder, it seemed as if the cables were broken. As I passed through 4500 feet, I locked the shoulder harness, jettisoned the canopy, and pulled the extraction handle." Maj Lee bailed out at 48° 22' 20" N (171° 21' 5" N - 106° 09' 15" W).

PART III: EJECTION/BAILOUT

Maj. Lee described his extraction as follows: "My body position was not the best, as I was looking down at the extraction handle rather than having my head back. Helmet and oxygen mask were on, chin strap fastened, with the visor up. The helmet stayed on during extraction. There was no tumbling and the effect of windblast was slight. I was pulled straight up and out of the aircraft (Yankee Extraction System) with the chute deployment being automatic. I was still holding on to the extraction handle with both hands after the chute opened; this probably prevented my arms from flailing. There was some oscillation, but not much."

~~CONFIDENTIAL~~

I maintained orientation at all times and could see both the river and my aircraft going down, and since I was drifting toward the river I made the four-line cut. The descent took from one to one and one-half minutes. I thought I was much higher than I actually was, so I decided to start my beeper transmitting to let my wingman know I had bailed out. I opened the vest pocket to make sure the radio was set in the beeper position, and this is when I touched down. I couldn't see the ground. As I touched I landed on my feet, pitched forward slightly and caught myself on the side of a steep hill with my hands. I did not fall down at all. As I pitched forward the radio fell out of the open vest pocket, and I lost my two spare radio batteries which were also in the pocket, although I didn't discover this loss until later. The radio itself was tied to the vest with a lanyard.

"I did not deploy the seat pack. The landing was very smooth, in fact it surprised me. I sustained no injuries during extraction, descent, or landing. During the extraction, I lost my water bottle from the pocket of my flying suit, as I had failed to zip the pocket closed after removing a map from it. I also lost some pencils and pens from the pencil pocket."

PART IV: INITIAL ACTION ON GROUND

Maj. Lee described his initial actions on the ground as follows: "As soon as I got on the ground, while I still had the parachute harness on, I picked up the radio and called my wingman. After establishing contact I told him I was OK, and he told me to head away from the chute and hide. I said I would call back in fifteen minutes. I had removed my helmet and placed it at my feet so I could talk on the radio. I must have moved around a bit as I had some difficulty finding it after I got out of my chute.

~~CONFIDENTIAL~~

[REDACTED]

I would say I was still in a state of shock at that time, and I would pass on to anyone who has a wingman shot down that the first words he says to the survivor can be most important, as at this point he will do exactly what you tell him to do. You might just step by step help him out, tell him to get out of his chute and find a hiding place.

"As I got out of my chute I knew I wanted to get away from the river and the road (912B), and move in a southerly direction up a ridge. I started climbing uphill on all fours to make sure I didn't go running off a cliff. I moved for approximately 200 yards. This took about two hours, with a stop every fifteen minutes to contact my wingman. I used the ear-piece to keep the radio noise down, all during the night and next day I found this to be extremely helpful in my communications, especially when there was ordnance going off or airplanes flying overhead.

"I dug in on top of the ridgeline. Most of the vegetation in the area is light to heavy brush, no trees. Nothing was higher than five or six feet. I had taken with me my vest and helmet, leaving the parachute and seat pack behind. About half way up the ridge I stopped to make a radio call, and I propped my helmet against a log. When I reached to pick it up, it rolled down the hill and I decided not to go back for it. I figured it wouldn't give away the direction of my travel as it landed near my chute.

"Mosquitoes, flies and ants were a problem, and it was quite dry with no sources of water visible. I had no injuries other than a small scratch on the forehead sustained while climbing up the ridge.

"There was enemy activity all around. When I got to the top of the ridge and dug in, things were quiet for quite a while and then I heard voices and talking from what I found out the next morning was a gun position to the north-east of me. Later on I heard trucks rolling into the area; they seemed to be

[REDACTED]

laboring under quite a load, and knowing that the terrain was fairly flat along the river bottom they were probably pulling a load or bringing extra guns in. I also heard a tracked vehicle which came in the area or was taken off a flatbed, and it sounded like it was digging or possibly making a gun emplacement. I was not able to conceal myself as well as I would have liked, the cover was quite sparse. Consequently I was quite worried about the enemy troops. I got into an area of brush where, if the enemy approached, I could see the brush moving from quite a distance away and move to one side or the other of a small hill and possibly stay out of sight. During the night I heard shouts and gunfire from perhaps $\frac{1}{2}$ to 1 mile away, well up on the other side of the ridgeline. The closest that any of the enemy troops got to me was when they found my parachute. I could hear that, but not see it, the next morning. I could hear excited voices when they found the chute; they immediately fanned out and started firing their guns in the brush. At one time I heard a voice in English say 'American Pilot you're surrounded, give yourself up'. That was the only time I heard it. They never actually came up the ridge where I was, but at one time during the bombing of the gun positions the troops came up the hillside just to get away from the bombing itself.

"Having flown over the area I knew the SAR was going to be difficult, possibly lasting two or three days. For this reason I started using the radio less and less, so that the batteries would last longer."

PART V: SAR OPERATIONS

Maj. Lee described the SAR operations as follows: "At 0430 local they were on their way, and at 0445 local they were overhead. My contact during the day was with the Nails rather than the Sandy lead, as they were working on other frequencies."

CONFIDENTIAL

"Evidently guns had been moved into the area during the night, as there were four 57 MM guns directly in front of me, firing single rounds with a large muzzle blast, while the 37 MM guns were firing clips of four or seven rounds. The 23 MM guns were quite evident further on down the line, sounding like machine guns. By using my lensatic compass I could get a bearing on the guns directly in front of me, and pass the information to the Nails when they fired. It required an average of four heavy strikes on each position to silence the guns, and even more for those in caves. I had a problem differentiating between gunfire and delayed CBU going off and also between the WP smoke rockets fired by the Nails to mark targets and 37 MM guns firing. About one o'clock in the afternoon small arms and automatic weapons began firing at all the aircraft as they came through. About 1500 local all the big guns seemed to be silenced, and the SAR moved down to the ground to take care of the small arms and map out the plans for the pickup. The A-1's worked the top of the ridge to the south of me, and the fastmovers came in with CBU and worked the ridge on the north side of the river, and very effectively silenced the rest of the small arms fire. At approximately 1630 local the pickup attempt began when the smoke screen was laid down on both sides of me, forming a corridor for the chopper to reach my position. The Jolly Green came into view about 150 meters away, when he came over the ridge. I got into radio contact with him at this time, and popped my smoke. I guided him in by radio to a hover about 20 feet from my position, then walked to the penetrator and got on. I abandoned my parachute and seat pack on scene."

PART VI: DEBRIEFING OFFICER'S COMMENTS

None

CHAPTER II

OPERATIONS

The quarter 1 July to 30 September 1970 was a quiet period for the 40th ARRSq as far as rescue missions were concerned. This was due to the rainy season and resultant decrease in strike missions. The 40th did participate in one SAR¹ mission with a first light effort on 29 July. Six of our Buffs² were involved. However the actual pick up was made by an HH-3 from the 37th ARRSq.

(S) Several changes were made in the deployment posture during the quarter. The deployment of two aircraft a day to Nakhon Phanom RTAFB³ continued, however these aircraft were fragged to fly the Tango⁴ orbit instead of the November⁵ orbit. The alert commitment continued at Udon RTAFB⁶ however the method of deployment changed several times. As of the end of the quarter two aircraft and crews rotate every third day. The first two days the crews are on 15 minute ground alert and on the third day they fly the Juliett⁷ orbit and return to Udorn after the orbit. New crews deploy the following day. Although not fragged we established a backup alert crew and aircraft to fill in on either orbit if one of the scheduled aircraft aborts.

The assigned pilot strength declined considerably during the quarter. As of the end of the quarter there were 26 pilots assigned versus an authorized strength of 38 (67% manned). Based on projected unbounds this situation will not be greatly improved until December.

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

~~SECRET~~

Hobo 20 was the lead A-1H of a two ship strike formation. He was downed at 2356 L, 28 July 1970, by enemy 37 millimeter AAA fire while striking hostile supply trucks at XE 225 015, one of the most heavily defended route segments, of the Steel Tiger theater.

(C) Once again, plans and preparations were made for a first light effort. 56th Special Operations Wing resources consisted of eight Spad sorties from DaNang; ten Sandy sorties, (four gas sorties, and six smoke sorties) all from Nakhon Phanom.

(C) The survivor recognized the landing area to be exceptionally dangerous and spent his first two hours on the ground crawling and climbing away from his parachute landing site. He was able to maintain radio contact with a night Forward Air Controller who kept the survivor advised of rescue efforts. During the night, Hobo 20 heard large scale enemy activity, truck loads of troops and supplies to prepare for the morning recovery efforts. The survivor finally located a suitable hiding place and bedded down for the night.

(C) With first light, the SAR forces were in the area, but the weather was completely undercast and unworkable. About 1000 L the sky began to clear and fast moving aircraft were called in to strike the enemy gun positions. The defenses of the area were exceptionally heavy, running the entire range from small arms to 57 millimeter AAA. Strikes on these positions continued most of the afternoon.

(C) Sandy 11 was the On-Scene Commander and sustained battle

~~SECRET~~
SECRET

damage during the afternoon's activities, but remained on the site to direct the SAR. After continuous pounding of enemy positions, and with daylight diminishing, Sandy 11 decided to attempt an initial pick-up. He directed four A-1s to deliver area denial and personnel incapacitating ordnance around the survivor. Smoke was then delivered to provide a screen for the helicopter run in. All available aircraft then provided suppressive fire and the Jolly Green was directed perfectly into position and Hobo 20 successfully extracted at 1725 L.

(C) On 28 July, Spad 01 and 02 were scrambled from ground alert posture at DaNang to conduct an armed escort mission. The aircraft departed at 1130 L and proceeded enroute to the assigned area. Approximately 60 NM from DaNang while flying at 6,500 feet, Spad 02 flown by Major Otis C. Morgan experienced a propeller regulator problem. After attempting normal corrective action, he jettisoned his external stores and started a return to base. He was unable to maintain altitude and was forced into a shallow dive.²³

(C) About 30 miles from DaNang, Major Morgan realized he would be unable to land and elected to fly the disabled A-1 to the coast and eject over the water. As Spad 02 reached an altitude of 2,300 feet, Spad 01 advised 02 to abandon the aircraft. Major Morgan jettisoned the canopy, but his extraction system failed. Spad 01 began reading the manual bail out procedures, but Major Morgan's aircraft entered a steep right bank and impacted the ground in

~~CONFIDENTIAL~~

known enemy territory at 1530H, 10000 ft.

(C) Spads 11/12 were launched immediately from DaNang for the possible SAR, while Spad 02 remained over the scene. After determining the area was secure, Jolly Green 64 rescue helicopter recovered the remains from the downed aircraft.²⁵

1st Special Operations Squadron:

(S) The mission of the 1st Special Operations Squadron was to provide direct and close air support to all allied ground forces in southeast Asia and to accomplish such other missions as directed by higher headquarters. Specifically, these missions included air cover and close air support for ground operations, direct air strikes on tactical targets, escort for special missions, armed reconnaissance and search and rescue.²⁶

(S) The quarterly flying time accumulated by the Hobos was 2,730.8 hours, during 1,002 sorties. This total reflected an unusual 1,730 flying hour decrease over the previous three month period. The actual sortie completion total was from a scheduled 1,674 sorties in the Skyraider aircraft. Bad weather accounted for the majority of sorties cancelled.

(S) The night strike role of the Hobos was discontinued as of 17 August, for an indefinite period. However, 18 night missions were flown during the remainder of the quarter.

(S) The deactivation of the 22nd Special Operations Squadron

~~SECRET~~

James M. Dixon

13857 SE Rust Way
Boring, OR 97009
(503) 658-7555

30 April 2002

Mr. Robert LaPointe
7440 Margaret Circle
Anchorage, AK 99518

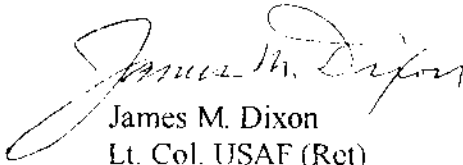
Dear Bob:

Thank you for giving me the opportunity to purchase your history of PJs in Vietnam. It is great to see that someone has been motivated to chronicle the selfless deeds of such a uniquely heroic and exclusive group.

It was my honor and privilege to serve as C.O. of the 40th ARRS at Udorn, Thailand (Aug 67-Aug 68). This unit introduced the HH-53B to its initial combat role. I am glad to say that we suffered no losses of aircraft or personnel, despite working out the bugs in a new bird, while simultaneously performing upgrade training and flying combat missions. Without question, we had great PJs whom I considered to be the cream of the crop. Great guys, one and all, and I hope to see them recognized in the book.

I will be looking forward to reading this special history, and reliving some great memories.

Sincerely,



James M. Dixon
Lt. Col. USAF (Ret)

~~CONFIDENTIAL~~

MISSION NARRATIVE REPORT

DATE: 30 July 1970

MISSION NUMBER: 2-3-037 29 July 1970

FLIGHT DESIGNATION: Jolly Green 30 (HH-3E) and Jolly Green 65 (HH-53C)

MISSION OBJECTIVE: Hobo 20 (A-1 USAF)

LOCATION: 17°12'N 106°10'E

SAVES: 1 Combat Save

1. (C) The 37th Aerospace Rescue and Recovery Squadron was notified of a first light effort for Hobo 20 at 0200H by Queen. At 0445H Jolly Green 30 (Low) and Jolly Green 64 (High) (HH-53) launched from Channel 77 enroute to a holding area 292/50/103. Spad 11 and 12 (A-1H's) launched approximately 5 minutes later to proceed to the area and assume on scene command. Spads 01 and 02 (A-1H's) launched to escort Jolly Green 30 and Jolly Green 64 to the area. At 0525H Jolly Green 64 aborted due to AFGS amplifier problems. Jolly Green 30 and Spads 01 and 02 proceeded to hold feet wet off Channel 103. At 0725H Jolly Green 30 and Spads 01 and 02 landed at Channel 69 to refuel. Jolly Green 30 launched from Channel 69 at 0755H after refueling and was joined by Jolly Green 65 who had been launched as a replacement for Jolly Green 64. Jolly Green 30 and 65 proceeded to hold feet wet off Channel 103 until being directed to return to Channel 69 to assume ground alert. Jolly Green 30 and 65 landed at Channel 69 at 0855H. After refueling, Jolly Green 30 and 65 launched for the SAR area at 0955H, and arrived in the orbit 295/51/103 at 1115H. At approximately 1215H Jolly Green 30 lost the UHF radio and notified King 24 (HC-130P). At 1245H Jolly Green 30 and 65 departed the orbit, escorted by Spad 01 and 02, having been directed to proceed to Channel 89 for repairs. Enroute to Channel 89 both Jolly Green 30 and Jolly Green 65 air refueled with King 27 (HC-130P), then landed at Channel 89 at 1345H. After completing repairs, Jolly Green 30 and Jolly Green 65 were directed to launch for the SAR area and were airborne from Channel 89 at 1555H. Enroute to the area, escorted by Sandy 15 and 16 (A-1H's), Jolly Green 30 and 65 rendezvoused with Jolly Green 50 and 61 (HH-53's) and King 30 (HC-130P). After topping off all tanks, Jolly Green 30 and 65 accompanied by Sandy 15 and 16 and Jolly Green 50 and 61 proceeded to the SAR area and began holding at 100/90/89. At 1810H Jolly Green 30 was given a briefing on the area and told to prepare for a pickup attempt. The briefing was completed and all checklists completed. The tips were dropped at the IP and called away. At 1840H Jolly Green 30 descended to treetop level and began a run in on a

Classified by DD 230008
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 76

COPY 1 OF 10 COPIES

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years
at 2

~~CONFIDENTIAL~~

heading of 290° at 120 - 125kts. The run in was marked extremely well by smoke rockets and the Sandies were providing suppressive fire. As Jolly Green 30 reached the last smoke we began to slow down and were advised the survivor was over the next ridge. Upon topping the ridge, the survivor's smoke was spotted by the Pilot and Flight Engineer, and the survivor advised he was a little to the left of his smoke. A steep approach was made down the ridge and a hover of approximately 30 feet was entered directly over the survivor. The penetrator was lowered directly to the survivor with only minor hover corrections being needed. The survivor quickly strapped in and was lifted clear of the ground. After the survivor was almost at the aircraft some oscillation developed and the survivor struck the aircraft, but was uninjured. He was quickly brought aboard by the Flight Engineer and Pararescue Technician. An immediate right turn was made and a maximum performance takeoff was made over the ridge and egress was made out the same route as the run in had been made on. On the way out, at about 1845H, the Flight Engineer reported ground fire from a ridgeline, and both he and the Pararescue Technician returned fire with the M-60 machine guns. The Flight Engineer's M-60 jammed after firing a few rounds and he picked up a CAR-15 and returned fire with it. No hits were taken by Jolly Green 30. After clearing the immediate area a climb was started and the Pararescue Technician checked the survivor and found him in very good condition. Jolly Green 30 was directed to take the survivor to Channel 89 and another refueling was made with King 30 en-route to Channel 89. Final landing was made at Channel 89 at 1945H. Weather was not a factor in the actual pickup, but had delayed preparation of the area due to broken clouds during the day. Three air refuelings were made.

2. 8/23.2/37ARRS/HH-3E/HH-53C; 12/49.0/40ARRS/HH-53B/C; 32/138/56 SOW/A-1E; 6/33.3/39 ARRS/HC-130

3. N/A

4. N/A

5. Pararescueman was not deployed. He did check the survivor for injuries and found him to be all right.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

6. Jolly Green Crews

Jolly Green 30

AC Major George C. Hitt
CP Major Howard G. Stalnecker
FE SSgt Joseph J. Vai
PJ TSgt John F. Heitsch

Jolly Green 65

AC Major Albert E. Palmer
CP Capt Donald G. Beattie
FE TSgt James M. Barnes
PJ MSgt Malcom E. Williams
PJ SSgt Gary T. Osborne

Jolly Green 64

AC Lt Col Royal A. Brown, Jr.
CP Capt Otto G. Gammill, Jr.
FE Sgt John C. Kriletich
PJ TSgt Lewis Craig
PJ SSgt Curtis W. Phythian

George C Hitt

GEORGE C. HITT, Major, USAF
Aircraft Commander JG 30

~~CONFIDENTIAL~~