

38th is most famous rescue squadron



A BIRD'S EYE VIEW of an HH-43 rescue helicopter (lower left) from the 38th ARRSq rescuing the crew of a battle-damaged F-4 Phantom (right) which plunged into the sea near Da Nang.

The story of one of the most famous rescue squadrons in the Republic of Vietnam came to an end a few months ago with the unit's inactivation. The 38th Aerospace Rescue and Recovery Squadron, based at Tan Son Nhut AB, RVN, was inactivated on July 1 (1970), marking the end of six years of service as a part of its parent organization, 3rd Aerospace Rescue and Recovery Group, also headquartered at Tan Son Nhut.

During the past six years, the unit has operated its HH-43 Pedros throughout Southeast Asia. With the advent of the HH-3 Jolly Green Giants and the larger HH-53 Super Jolly Green Giants, the mission of the Pedro unit became one of base rescue. HH-43s equipped with fire suppression equipment were often found hovering over crashed and burning aircraft, using their rotor wash and firefighting equipment to keep the flames away from the pilots and aircrews until firemen could extract them from the wreckage of the aircraft. On occasion, however, the reliable Pedro has still filled in for its bigger brothers. Recently, an HH-43 crew from the Da Nang Aflid detachment of the 38th ARRSq pulled two F-4 Phantom crewmen from the South China Sea only three minutes after they were forced to eject from their battle-damaged aircraft.

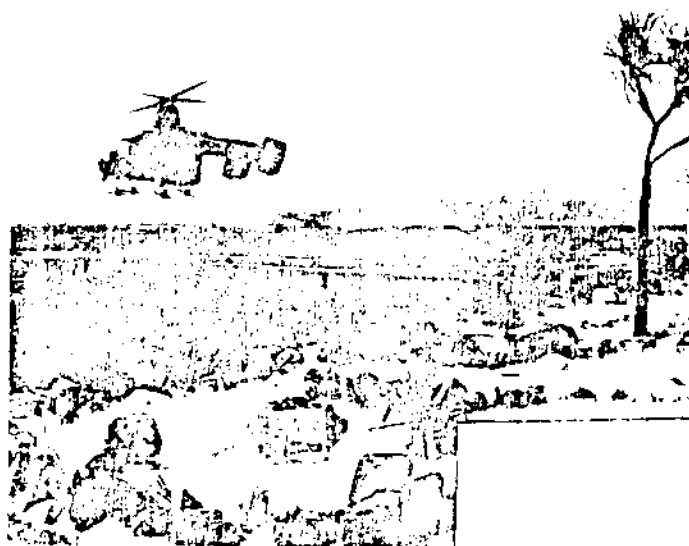
During its period of operations, the 38th ARRSq controlled 10 rescue detachments. The aircraft operated by the 38th ARRSq will be absorbed by other squadrons in the group, as will the aircrews of the HH-43s.

The 38th ARRSq retires with the record for the total number of rescues in Southeast Asia. Since it began operations in 1965, the unit has effected the rescue of over 1,700 men. Official records kept since January 1967 reflect 1,253 saves of which 666 were in combat.

The unit will be long remembered in Southeast Asia by all those who came to depend upon it for dependable rescues in case of trouble, more than living up to the ARRS motto, "That Others May Live."



A RESCUE IN ACTION as the rain-soaked logs catch an HH-43 hovering over wounded during jungle battleground rescues. This is a USAF photo taken approximately six years ago.



A MEMORIAL ERECTED amid the stark loneliness of Vietnam's central highlands rears "In memory of Major David H. Pittard, That Others May Live." Major Pittard, pilot of an HH-43 Pedro from the 38th, was killed in an enemy ambush while trying to save the crew of a downed Army helicopter.

8 July 1970

F-100D 55-2943 615 TFS, 35 TFW, USAF, Phan Rang
1Lt D P Egelston (survived)

A Super Sabre was shot down during an attack on an enemy position 10 miles northeast of Phan Thiet. The aircraft was on its third pass over the target when it was hit by ground fire. 1Lt Egelston headed back to base but was forced to eject over the sea about 35 miles south of Phan Rang and was picked up by a USAF helicopter.

SUPPORT DOCUMENT #8

DATE: 8 JUL 70

MISSION NUMBER: 01-38-006-8 JUL 70

FLIGHT DESIGNATION: KING 24

LOCATION: 180/35/75

DISTRESSED AIRCRAFT: BLADE 01 (F-100)

SAVES: 1 Combat Credited

1. (C) King 24 was on orbit south of Dalat monitoring an Army SAR in that vicinity. At 0221Z we heard Blade 01 mayday on guard and state that his engine had failed and that he had to get out of the aircraft. We called Blade 01 on guard for his position and confirmed that Blade 02 was on his wing. They reported their position at this time of 170/45/75, or "feetwet" south of Phan Rang. We asked Blade 01 to give us a call just prior to punching out and immediately proceeded toward his position. We called Queen to launch the Jolly Greens at 0224Z.

2. (U) At 0225Z Blade 01 punched out and we picked up his beeper. An MA-1 kit, dye marker and smoke markers were prepared aboard King 24 for possible deployment. Received word at 0228Z that the Pedros (HH-43) were launching from Ch 75. At 0229Z we had Blade 01 visually in his chute descending with Blade 02 flying cap. We followed Blade 01 on down and established communications with him aboard his raft at 0235Z. We further established that he was uninjured and that his LPU and raft were fully inflated and in good condition.

3. (U) At 0240Z we passed over the survivor and marked his position with both dye and smoke markers and established an MA-1 kit delivery pattern in the event it would be required. At 0238 we received a 0305 ETA on scene for Pedros 77 & 04. King 24 continued in the pattern marking the survivors position and vectoring the Pedro's to the scene. Continuous communication with the survivor indicated that he was getting along very nicely while awaiting the arrival of the Pedros. At 0250Z he deployed his sea dye marker which made his position visible for a distance of several miles. At 0252Z Dustoff 50 (UH-1) reported inbound to the scene. Blade 02, Cutty (C-7), and an unidentified O-1 continued to hold high orbiting the scene.

4. (U) At 0303Z we vectored Pedro 77 to the survivor. At 0309Z Pedro was hovering over the survivor and at 0313Z He was aboard Pedro 77. King 24 RTB'd the SAR forces at 0315Z and provided escort for Pedro 77 and 04 to Ch 75. The survivor was delivered to the base dispensary at Phan Rang.

5. (U) Forces Utilized:

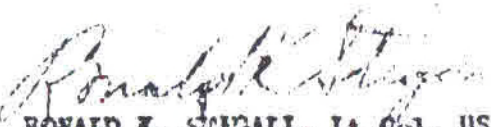
SAR FORCES
King 24 (HC-130)
Pedro 77 & 04 (HH-43)

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Other Forces (Not Used)
Dustoff 50 (UH-1)
Blade 02 (F-100)
Cutty (C-7)

SUPPORTING DOCUMENT #8-1

, (U) KING 24, Crewmembers:

AMC/AC	LTC STAGALL
CP	MAJ JONES
M	CPT HOLMES
BO	TSG GILMORE
FE	MSG ROGERS
FE	TSG REED
FE	MSG KOTLEWSKI
LM	SSO GATELY


RONALD K. STAGALL, Lt Col, USAF
Airborne Mission Commander/Aircraft Commander

~~CONFIDENTIAL~~

2/18 Same man
as preceding

DATE: 11 JUL 70

16 July 1970

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

AIRCRAFT DESIGNATION: KING 24

LOCATION: 275/51/77

DISTRESSED AIRCRAFT: PLAYBOY 45 (TA4)

SAVES: 2 Combat

Classified by AKI 7-1008
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 76

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

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

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

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

~~CONFIDENTIAL~~

GROUP 24 style 4
Downgraded at 3 year intervals.
Declassified after 12 years.

~~CONFIDENTIAL~~

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

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

6. (U) SAR Forces Not Used:

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

Other Resources Not Used:

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

7. (U) King 24 Crewmembers:

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

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

GROUP 4
Downgraded at 8 year intervals.
Declassified after 12 years.

PILOTS RESCUED FROM A SHAU VALLEY

11 JUL 70 SAR

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

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

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

GROUND FIRE

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

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

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

FIGHTING BACK

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

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

fighters," declared the colonel.

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

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

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

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

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

SEVENTH AIR FORCE NEWS

26 Aug. 1970

SAVES 582 and 583

37th ARRS Saves Two Marines in A Shau

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

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be as easy for we received enemy automatic weapon fire from the ground as we started our approach for the second pilot," exclaimed Sergeant John C. Kriletich of Concord, Calif., a flight engineer aboard the rescue helicopter. "We immediately pulled off the target and joined with the other helicopter in the flight. As another flight of helicopters had arrived over the scene, we were instructed to return to Da Nang with our one passenger," he said.

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GUNFIGHTER GAZETTE

8 AUG. 1970

TWO FIRSTS FOR 11 JULY 1970

582 Mai. Copperthite

583 Lt/Col. Holcomb

DATE	CREW	U H	U N	RANK SERIAL NUMBER ORGANIZATION	LOCATION	1970 UNDER FIRE
11 July	COPPERTHIC	67	582	CAPT. RON	230/29/69	YES
11 July	BEATTIE			RASMUSSEN		
	DAVENPORT			U.S.M.C.	PLAYBOY	
	KRIETICH			HMS-11, MAG 11	45A	
	OSBORNE			1st MAW	A-4	
	REISIG-			FPO 96602		
11 JULY	HOLCOMB	65	583	1/LT. WALLACE	230/29/69	YES
	WAMMER			W. MILLS		
	ERICKSON			U.S.M.C.	PLAYBOY	
	SCOTT			REDACTED		
	REDACTED			HMS-11, MAG-11	45B	
	HEITSCH			1st MAW	A-4	
	REDACTED			FPO 96602		
12 July	BROWN, R	64	584	CAPT. RAYMOND	283/54/109	NO
	BEATTIE			L. RIGEL		
	ERICKSON			REDACTED	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
113	STALNECKER			LEE	HOOB 20	
	VAI			1st SOS	A-1	
	HEITSCH			NKP		

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS

TO

JAMES D. SCOTT

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

AF search, rescue operation saves downed Marine crew

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

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

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

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

rescue role. The Wing participated in only four active SARs as compared to nineteen, fourteen, and none described in the preceding three quarterly histories. A brief resume of this quarter's SARs follow:

(C) On 11 July, a successful rescue was conducted for Playboy 45 Alpha and Bravo.²⁰ The aircraft, a Navy T44F, was downed by enemy small arms fire at 0908L, 11 July 1970 in the southwest corner of the A Shau Valley, Republic of Vietnam. Exact position YC 510/905.

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

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

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

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

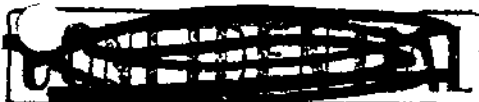
(C) At this point, with half of the rescue completed and the Spads expended, the Sandys arrived on location, and Sandy 03 assumed command.

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

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

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

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MISSION NARRATIVE REPORT

DATE: 11 July 1970

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

FLIGHT DESIGNATION: Jolly Green 65 and 66

MISSION OBJECTIVE: Search and Rescue Playboy 45

LOCATION: 230/29/69

SAVES: One Combat Save

Classified by 130216
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 11 Jul 76

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

COPY 1 OF 10 COPIES



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

201/2

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

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

3. N/A

4. N/A

5. N/A

6.

Jolly Green 65 Crew

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

Jolly Green 66 Crew

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

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

~~CONFIDENTIAL~~

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MISSION NARRATIVE REPORT

67

DATE: 11 July 1970

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

FLIGHT DESIGNATION: Jolly Greens 30 and 67

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

LOCATION: 230/29/69

SAVES: One Combat Save

Classified by 13000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

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

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Downgraded at 3 year
intervals. Declassified
after 3 years

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

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

3. N/A

4. N/A

5. N/A

6. Jolly Green Crews:

Jolly Green 67

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

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

Jolly Green 30

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

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DECLASSIFIED ON *21 Dec 76*

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Mission 13-38-005, 17 Jul 70. Pedro 99 was notified by the 12th USAF Dispensary that immediate medical evacuation was needed for two USAF pilots injured in an air crash at this station. Two Dustoffs had picked up other personnel injured in the crash. Pedro 99 departed Phu Cat at 0855Z with the two patients and arrived at the 67th US Army Hospital in Qui Nhon, RVN at 0915Z. The patients were attended by TSgt Robert J. Kyle Jr, MT, and SSgt Carl S. Buskell, MT. Both patients were suffering from first to third degree burns, and multiple lacerations. Immediate surgery was needed for 1st Lt Darby J. Kelly to save his hand. This mission was completed at 0940Z. ARRS is credited with (1) non-combat save.

Aircrew members of Pedro 99: AC - Capt Richard L. Oliver, CP-- Maj Joseph D. Price, MT - SSgt Carl S. Buskell, MT - TSgt Robert J. Kyle, Jr. Names of patients: Capt George B. Rice and 1st Lt Darby J. Kelly.

(S) The squadron did maintain the escort role in DCSH and Prairie Fire helicopter infiltration and exfiltration missions. The Hobos were particularly effective in Operations Leap Frog and Counterpunch.²⁸

(S) During July all Sandy Qualified pilots participated in active SAR operations. August and September did not require their services. The Hobos continued to participate in Sandy Alert at both Ubon and NKP.²⁹

(S) The 1st Special Operations Squadron used the availability of time and aircraft to exceptional advantage in the area of training. During the quarter five pilots were upgraded to Instructor Pilot, 15 H model checkrides were given and 8 H model night checkrides given.³⁰

(S) On July 20 Major Peter B. Lee was shot down by enemy 37mm AAA fire while leading a night strike mission, over the Ho Chi Minh Trail. He was successfully recovered the following day.³¹ See chapter III Search and Rescue Efforts, for full narrative description.

Steel Tiger:

(S) The major efforts of the 1st Special Operations Squadron were directed toward support of friendly forces in contact with opposing enemy troops. The greatest action recorded was in the

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4/18

DATE: 26 JULY 70

27 July 1970

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

AIRCRAFT DESIGNATION: KING 24

LOCATION: 283/50/103 TACAN UTM XD 413768

DISTRESSED AIRCRAFT: DIPPER LEAD (F4D) 2 SOP

SAVES: 2 Combat Credited

68
Classified by 101 3-053-26
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

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

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

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

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

1015

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Downgraded at 3 year interval
Declassified after 12 years

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

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

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

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

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

B. Other Forces Used:

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

Other fast mover strike aircraft were available but not used.

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SCHEDULE OF EXECUTIVE ORDER 11652
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YEAR INTERVALS. 3) Dec 76
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8. (U) King 24 Crewmembers

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

King 27 Crewmembers

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

Ronald K. Stegall
RONALD K. STEGALL, ~~CONFIDENTIAL~~
Airborne Mission Commander

GROUP 4
Downgraded at 2 year intervals
Declassified after 12 years.

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

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

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

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

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

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

(B) The aircraft, on air Force 1-4, was downed by enemy ground fire at 2140 L, escorting a gunship on 25 July 1970. The SAR site was 15 miles north northeast of Tchepone, Laos in the area of Phou Pho. Exact position XD 413 768.

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

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

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

(C) Nail 16 was the first aircraft in the area. He located the survivors, established radio contact with Dipper 01 Alpha and Bravo, identified their position to Spads 11/12, then departed the scene.

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

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

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

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

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

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

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

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207
2000-04-20
FROG 9/15/4



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

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

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

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

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

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

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

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

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

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

QUANG TRI WITH #2 ENGINE PROBLEMS. WE ARE GENERATING
JG 27 TO ASSUME ALERT.

0330 JG 27 WILL TAKE ENGINE PEOPLE TO CH/03 TO
WORK ON JG 30.

0400 MAJ RAPOL OFF DUTY; MAJ HITT ON DUTY

0401 Alert system checked

0445 JG 27 Airborne for 103

0503 JG 64 on the ground flew 3.6

0535 JG 27 on gnd alert 103

0750 WX WARNING #38 passed to maint

0800 Passed WX warning to maint

0807 JG 64 airborne

0829 285 airborne 0815 for 2+15

0855 JG 27 on the deck at 77 flew 2.3

0923 JG 30 & 64 airborne for CH 77

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

1030 JG 30 on deck

JG 64 on deck flew 2.1

1045 MAJ HITT OFF DUTY, SSGT ANISPO ON DUTY.

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

1140 DARR TO JRCC TODAY'S TOTAL 10.0

1200 Sgt Chung off duty.

26 July 70

2050 Major Capertwhite on duty

2052 Following from Queen - F-4 down - A+B in trees
both de Dipper or call sign - latest position
290/49/103 Dillies to hold at ~~207~~ 270/50/103
per intel brief.

2059 latest position 270/50/103 per intel brief

MISSION NUMBER 1-3-053-25 JUN 70

HR
HR

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

21 July 70

Fort Walton Man Gets Silver Star

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

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

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

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

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MISSION NARRATIVE REPORT

DATE: 26 July 1970

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

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

MISSION OBJECTIVE: Dipper 01 (F-4 USAF)

LOCATION: 16-48 N 106.19E

SAVES: 2 Combat Saves

Classified by Ad 132 nls
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 71

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

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after 12 years

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

Classified by pe 1 32066
SUBJECT TO AUTOMATIC DECLASSIFICATION
SCHEDULE 1 OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 3) Ju 76

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

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

3. N/A

4. N/A

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

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED TO UNCLASSIFIED
YEAR INTERVALS 3) 11-11
DECLASSIFIED ON

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

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

6. Jolly Green Crews

Jolly Green 64 (Low)

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

Jolly Green 65 (High)

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

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

~~Classified by 134444~~
~~SUBJECT TO GENERAL DECLASSIFICATION~~
~~SCHEDULE OF EXECUTIVE ORDER 11652~~
~~AUTOMATICALLY DOWNGRADED AT TWO~~
~~YEAR INTERVALS.~~
~~DECLASSIFIED ON 31 Dec 16~~

~~CONFIDENTIAL~~

26 Jul: Jolly Green 60 and 65 were scrambled to recover the crew of a USAF F-4. No voice contact with Alpha was made, but his chute was located and a P.J. was placed on the ground to look for the Alpha crewmember. He was located by the P.J. and a litter was used to bring him aboard the aircraft. While enroute to the hospital the Alpha crewmember died. The Bravo crewmember was recovered with no problems. Mission #1-3-053

26 Jul: Jolly Green 23 and 24 were scrambled for a non-combat pickup of a **Vietnamese** seaman aboard an LST. The pickup was made and the seaman was taken to a medevac hospital. Mission # 0-3-010

30 Jul: During the early morning Jolly Green 30 and 65 were alerted for a first light rescue attempt of a downed A1E crewmember. The area of the downed pilot was very hostile. Attempts to suppress the ground fire in the area were made all during the day by fighter type aircraft. At dusk Jolly Green 30 moved into the area and made the pickup. The crews of 30 and 65 flew a total of 14 hours during this day. Mission # 2-3-037

3 Sep: Jolly Green 70 was requested by the local RCC to pickup a US Army soldier who was aboard an Army ship. The soldier was medevaced to the 95th Aero Med. Facility. One non-combat save was recorded. Mission #1-3-056

16 Sep: Jolly Green 21 and 23 were scrambled from a local flight to recover an F-100 pilot who had ejected from his aircraft. Feet wet. On the first pattern a smoke was deployed for a hover reference. Then a closed pattern was made and Jolly Green 21 made his approach to a hover, and deployed his P.J. who assisted the pilot into the penetrator harness. Mission # 0-3-011

~~SECRET~~

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PRIORITY
PRIORITY

56TH SP OP WING/HANHON PHANOM RTAFB THAI

13AF/IGI/DO/DA/CLARK AB PI

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

7AF/DOC/2AM SCF NHUT AB RVN

~~SECRET~~

SECRET 56 CC

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

Subject: Commander's 48 Hour Mishap Analysis Report (U)

Spad 02, A-1H, SN 52-139776, Flown by Major Otis C. Morgan,

[REDACTED] of the OLA, 56 Sp Op Wg, Da Nang AB, RVN, crashed at 1543N,

10819E on 28 July 1970 at 1210 (H). Major Morgan attempted to

extract but was unsuccessful due to Yankee System malfunction. He

was fatally injured following unsuccessful attempt to bail out

manually. Jolly Green 64 landed at the crash site and recovered

the body. Spad 02 was the number two aircraft in a flight of two

A-1H's. Spad 01 was lead aircraft. Normal intelligence, operations,

and weather briefings were conducted prior to going on alert at

0630 (H). Spad 01 flight was scrambled on an armed escort mission

with takeoff at 1130 (H). Spad 01 flight proceeded out the 200

COMMUNICATIONS

~~SECRET~~

Reuben M. Ware

REUBEN M. WARE, Lt Colonel, USAF

Chief of Safety

ICE ORIGINATOR/TELEPHONE TYPIST DATE

C
VC
EX
DCO
TUOC
130S
2150S
2250S
60250S
60630S
DCM
DCMA
FNS
AMS
NMS
SA
DXI
DEG
BC
DBC
BCA
BCPT
DP
CHPO
BJA
BCH
BDO
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ETO
CES
SPS
BDS
SUP870
1
4

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PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
INFO			

degree radial for climb and level off at 8500 feet MSL. At the 60 DME, 6500 feet MSL Spad 02 experienced a propeller regulator problem. The pilot pulled the RPM back and attempted to put a load on the propeller. He jettisoned his external stores and turned for home plate. He was unable to maintain altitude but did establish a shallow glide. At about the 30 DME and 3400 feet MSL Spad 02 made a right turn to intercept the coast line as he had elected to extract over the water in order to avoid being in a hostile environment. At 2300 feet MSL Spad 01 advised 02 to abandon the aircraft. He then observed the canopy to depart the aircraft. Spad 02 had been flying at approximately 115 KIAS in a nose high altitude. He transmitted that his seat did not work. Spad 01 started to read the manual bail out procedure but around 1700 feet MSL Spad 02 started into a steep right bank and impacted the ground. Impact was in an area of known enemy activity. Later in the day, approximately 1600 hours, an attempt was made to put an Air Force team on the ground but was cancelled when the US Army reported hostile forces around the site. On the outbound course Spad 02 overflow three (3) known company size enemy positions. The Ground Liaison Officer (GLO), US Army attached to the 366th TAC Ftr Wing reported that along this flight path the enemy had

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
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PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
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AKH7, 51 cal anti-aircraft and SMS 7.62 anti-aircraft capability. They are known to be in the hills or mountain areas, some of which go up to 3100 feet MSL. These enemy positions are located 15 to 25 miles southeast of Da Nang. On the night of 29 July the GLO reported observing ground fire at aircraft departing Da Nang. Plans to visit the crash site have been abandoned on recommendation of the US Army. In a radius of 5 - 10 miles of the site there have been 7 contacts in 5 days. There was a major ground attack on 29 July 400 meters southeast of crash site and other contacts 1500 meters north, 1000 meters southeast, and 7500 meters west. There was a minor contact at the crash site on 28 July shortly after impact. The combined strength of enemy units in the site area is approximately 450 - 500 men. This information collected from the US Army GLO. Crew rest was not a factor. Review of maintenance records revealed 11 OK flights out of 17. The write-ups were minor and none involved the engine or propeller. The weather in the crash area was clear with 10 miles visibility. Major Morgan had completed 5 months in SEA, and had flown 92 combat missions in the A-1. In that there are known hostile forces along the flight path and the fact that they have anti-aircraft capability it is determined that this mishap was a

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SECURITY CLASSIFICATION				REGARDING INSTRUCTIONS	

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combat loss. Failure of the Yankee System will be covered in a special investigation. GP-4

CONTROL NO.	TOR/TOO	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		1	4		
SECURITY CLASSIFICATION			REGRADING INSTRUCTIONS		

0205Z	JG-54 OFF AT THIS TIME.	R10
0340Z	JG-65 will be in AT 1245 - STATUS A-1	R10
0341Z	Advised MTN CONTROL.	R10
0345Z	MAJ. Dreibelbis off duty, Capt. Beattie on DDB	
0400Z	Jolly Green Alerting system ops check OK DDB	
0400Z	JG 65 down Logged 3.3	DDB
0435Z	SPAD 02 down 157/20.5/77; NO sign of good chute	DDB
0505Z	Queen Advised JG 64 Landed IN SAFE AREA to recover body	DDB
0520Z	Queen Advised JG 64 ETB 0530	DDB
0535Z	JG 64 down Logged 4.8	DDB
1000Z	WX WARNING #40 By wind 4/15625	DDB
1030Z	Capt Beattie off duty Sgt. ARISPE ON	DDB
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

20/1830Z	MAJ RAPER ON DUTY	gar
1835Z	AT 1800Z QUEEN ALERTED US FOR A FIRST LIGHT MISSION - HOB30 20 (A-1E) DOWNED AT 1655Z - VOICE CONTACT - SURVIVOR IN GOOD CONDITION. ENCODED POSITION: SET CJ - IN THE CLEAR XE - READ MIXP.	gar
1840Z	NOTIFIED LT/COL BROWN - ALSO TALKED WITH SPADS -	

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.

SUPPORTING DOCUMENT #11

DATE: 29 JUL 70 ~~CONFIDENTIAL~~ 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: HOBO 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 JOKAR 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 Flare 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.

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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 03 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 degree 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 AFCS problems),
King 27 refueled Jolly Green 30,	65, 56, 63, 61, 50, 30, 55, 53.
65, 56, 63, 61 (twice) & 50 (twice).	

FAC's:

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

ELINT:

Dwell (EB66)

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)
Clincher (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)	Metrie 1 (2 F105s, expended)
Scuba 3 (2 F4s, expended)	Metrie 3 (2 F105s)
Wolfpack 31 (2 F4s, cycled to tanker	Mallard 1 (2 F105s, expended)
3 times and finally expended PW's	Mallard 3 (2 F105s, expended)
at 0540Z.)	Greasy 1 (2 F105s)
	Greasy 3 (2 F105s)

SUPPORTING DOCUMENT #11-2

6. (U) King Crewmembers:

King 24

AMC/AC MAJ POWELL
CP CPT BAUMANN
NN CPT BURD
RO AIC SOUDER
FE MSG HOLMAN
FE MSG WALLACE
LM MSG CORNELL

King 27

AC LTO HATFIELD
CP MAJ KIMMEL
NN CPT BOGNER
RO SSG HOLLUMS
FE TSG BUSHKOPSKY
FE TSG MITCHELL
LM SSG RICHARDSON

Charles E. Powell

CHARLES E. POWELL, Major, USAF
Airborne Mission Commander/Aircraft Commander

28 July 1970

**A-1H 52-139776 602 SOS, 56 SOW, USAF, Nakhon Phanom
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A-1H 52-135263 1 SOS, 56 SOW, USAF, Nakhon Phanom

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[illegible]

SUPPORTING DOCUMENT #11-3

DATE: 29 JUL 70

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

AIRCRAFT DESIGNATION: KING 26

LOCATION: XE 229021 096/87/89

DISTRESSED AIRCRAFT: HQBO 20

SAVES: 1 Combat

1. (U) King 26 launched from Ch 83 at 0350Z to relieve King 24 as Airborne Mission Commander (AMC) for this mission. King 26 arrived in the area at 0520Z and received a thorough briefing from King 24. We assumed AMC at 0550Z.
2. (C) Just after assuming control, Spad 01 the On-Scene Commander (OSC), RTB'd for fuel. He did not have time to adequately brief his replacement, Sandy 05, so Nail 37 was appointed OSC until he had an opportunity to brief Sandy 05. Nail 37 had been working with Spad 01 and was thoroughly familiar with the situation. He was directing air strikes against known and suspected gun positions in the area. At the same time, he had Nail 36 directing strikes to interdict roads in the area. The weather in the area improved steadily and strikes were put in continually.
3. (C) The survivor stated that he was in good condition but that he had no water, had lost his spare batteries and his survival radio batteries were growing weak. His flares were in good condition.
4. (C) King 27 left for Ch 83 at 0542Z and was replaced by King 30 who performed refuelings for the remainder of the mission. Nail 49 arrived on scene at 0721Z and took over direction of fast-mover strikes from Nail 37 at 0755Z. Sandy 05 was appointed OSC at that time. Smoke 31 & 36 were launched at 0815Z and Ravish 41 & 44 were airborne at 0830Z. Nail 49 had a survival kit to deliver to the survivor but both agreed that it should not be deployed since dropping would betray the survivor's position.
5. (C) Continual airstrikes were still being put in by Nail 36, 37, 49 and Wolf 02 to cut roads and silence guns. Sandy 11 relieved Sandy 05 as OSC at 0830Z and at 0900Z stated that the area was still not safe for slow-movers. At 0910Z all SAR forces were moved to 100/80/89 to be closer to on-scene. At 0930Z the Sandies entered and started to troll the area. They began taking fire immediately. Strikes continued to go in. At 1011Z Nail 49 reported that all big guns should be gone. One minute later a new 37MM position was spotted and quickly silenced.

6. (C) At 1023Z, it was determined that the area was permissive and a pick-up should be attempted. Ravish and Smoke flights entered the area. Jolly Green 30 went in as low bird with Jolly Green 65 as high bird. Jolly Green 30 completed the pick-up at 1045Z with virtually no ground resistance. All SAR forces RTB'd to Ch 89. King 30 topped off Jolly Green 30 enroute.

7.(C) Forces Involved:

SAR Forces Used

Jolly Green 30, 65, 55, 53, 50, 61
Sandy 01, 02, 05, 06, 09, 10, 11, 12, 15, 16
Spad 01, 02
Smoke 31, 36
Ravish 41, 44
King 26
King 27 (8 A/R - 37,500# offload)
King 30 (5 A/R - 16,000# offload)

FAC Resources

Nail 26, 36, 37, 49
Wolf 01, 02

Strike Forces Utilized:

Mallard Flight (2 F-105)
Wolf Pack Flight (2 F-4)
Greasy 3 & 4 (2 F-105)
Killer 1 & 2 (2 F-4)
Locket Flight (2 A-4)
Oxteam 1 & 2 (2 F-4D)
Killer 3 & 4 (2 F-4)
Redtop 1 & 2 (2 F-4E)
Redtop 3 & 4 (2 F-4E)
Hooper Flight (2 F-4D)
Falcon 85 (2 F-4)
Cobra 9 (2 F-4)
Ekee Flight (2 F-4)
Granny Flight (2 F-4D)
Falcon 71 (2 F-4)
Musket (2 F-4)
Barfly Flight (3 F-4)
Gasser Flight (3 F-4)

Strike Forces Not Utilized:

Gunfighter Flight (3 F-4)
Bass Flight (2 F-4)
Miller Flight (2 F-4E)
Falcon 73 (2 F-4)
Falcon 75 (2 F-4)

8. (C) Particularly noteworthy during this mission was the outstanding performance of all FACs and especially Nail 37 & 49. The cooperation rendered by Hillsboro (ABCCO) and Invert (GCI) in securing and controlling strike aircraft aided immeasurably in bringing this mission to a successful conclusion.

SUPPORTING DOCUMENT #11-5

9. (U) King Crewmembers:

King 30

AC MAJ COUGHRAN
CP LTC ALLGOOD
NN CPT FOLLIMER
RO MSG KOEHLER
FE MSG BOSMANS
FE TSG SUMNER
LM TSG TILLMAN

King 27

AC LTC HATFIELD
CP MAJ KIMMEL
NN CPT BOONER
RO SSG HOLLIMS
FE TSG BUSHKOPFSKY
FE TSG MITCHELL
LM SSG RICHARDSON

King 26

AMC/AC MAJ CONWAY
CP LTC SPILSETH
CP CPT KENNARD
NN CPT SULLIVAN
RO SGT WISNOSKI
FE MSG HUESMANN
FE TSG RAPER
LM SSG WATERS

JAMES E. CONWAY, Major, USAF
Airborne Mission Commander/Aircraft Commander

~~CONFIDENTIAL~~

69 R/14

DATE: 29 JUL 70

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

AIRCRAFT DESIGNATION: KING 26

LOCATION: XE 229021 096/87/89

DISTRESSED AIRCRAFT: HOB0 20

SAVES: 1 Combat

1. (U) King 26 launched from Ch 83 at 0350Z to relieve King 24 as Airborne Mission Commander (AMC) for this mission. King 26 arrived in the area at 0520Z and received a thorough briefing from King 24. We assumed AMC at 0550Z.

2. (C) Just after assuming control, Spad 01 the On-Scene Commander (OSC), RTB'd for fuel. He did not have time to adequately brief his replacement, Sandy 05, so Nail 37 was appointed OSC until he had an opportunity to brief Sandy 05. Nail 37 had been working with Spad 01 and was thoroughly familiar with the situation. He was directing air strikes against known and suspected gun positions in the area. At the same time, he had Nail 36 directing strikes to interdict roads in the area. The weather in the area improved steadily and strikes were put in continually.

3. (C) The survivor stated that he was in good condition but that he had no water, had lost his spare batteries and his survival radio batteries were growing weak. His flares were in good condition.

4. (C) King 27 left for Ch 83 at 0542Z and was replaced by King 30 who performed refuelings for the remainder of the mission. Nail 49 arrived on scene at 0721Z and took over direction of fast-mover strikes from Nail 37 at 0755Z. Sandy 05 was appointed OSC at that time. Smoke 31 & 36 were launched at 0815Z and Ravish 41 & 44 were airborne at 0830Z. Nail 49 had a survival kit to deliver to the survivor but both agreed that it should not be deployed since dropping would betray the survivor's position.

5. (C) Continual airstrikes were still being put in by Nail 36, 37, 49 and Wolf 02 to cut roads and silence guns. Sandy 11 relieved Sandy 05 as OSC at 0830Z and at 0900Z stated that the area was still not safe for slow-movers. At 0910Z all SAR forces were moved to 100/80/89 to be closer to on-scene. At 0930Z the Sandies entered and started to troll the area. They began taking fire immediately. Strikes continued to go in. At 1011Z Nail 49 reported that all big guns should be gone. One minute later a new 37MM position was spotted and quickly silenced.

Classified by 1042350 HJ
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 10 Dec 16

~~CONFIDENTIAL~~

10412
GROUP 1
Downgraded at 3 year intervals.
Declassified after 12 years.

~~CONFIDENTIAL~~

6. (C) At 1023Z, it was determined that the area was permissive and a pick-up should be attempted. Ravish and Smoke flights entered the area. Jolly Green 30 went in as low bird with Jolly Green 65 as high bird. Jolly Green 30 completed the pick-up at 1045Z with virtually no ground resistance. All SAR forces RTB'd to Ch 89. King 30 topped off Jolly Green 30 enroute.

7. (C) Forces Involved:

SAR Forces Used

Jolly Green 30, 65, 55, 53, 50, 61
Sandy 01, 02, 05, 06, 09, 10, 11, 12, 15, 16
Spad 01, 02
Smoke 31, 36
Ravish 41, 44
King 26
King 27 (8 A/R - 37,500# offload)
King 30 (5 A/R - 16,000# offload)

FAC Resources

Nail 26, 36, 37, 49
Wolf 01, 02

Strike Forces Utilized:

Mallard Flight (2 F-105)
Wolf Pack Flight (2 F-4)
Greasy 3 & 4 (2 F-105)
Killer 1 & 2 (2 F-4)
Locket Flight (2 A-4)
Oxteam 1 & 2 (2 F-4D)
Killer 3 & 4 (2 F-4)
Redtop 1 & 2 (2 F-4E)
Redtop 3 & 4 (2 F-4E)
Hooper Flight (2 F-4D)
Falcon 85 (2 F-4)
Cobra 9 (2 F-4)
Ekee Flight (2 F-4)
Granny Flight (2 F-4D)
Falcon 71 (2 F-4)
Musketeer (2 F-4)
Barfly Flight (3 F-4)
Gasser Flight (3 F-4)

Strike Forces Not Utilized:

Gunfighter Flight (3 F-4)
Bass Flight (2 F-4)
Miller Flight (2 F-4E)
Falcon 73 (2 F-4)
Falcon 75 (2 F-4)

8. (C) Particularly noteworthy during this mission was the outstanding performance of all FACs and especially Nail 37 & 49. The cooperation rendered by Hillsboro (ABCCC) and Invert (GCI) in securing and controlling strike aircraft aided immeasurably in bringing this mission to a successful conclusion.

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GROUP 4
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