

5 Pararescuemen Save Lives Of 2 Wounded AF Sergeants

11 JAN 71 CAM RANH BAY AB, Vietnam (Special) Five pararescuemen and five PJs from the 11th AFSF were credited with saving the lives of two AF Force sergeants who had been lying injured for six days near their crashed C125 Provider transport.

SGTs Gary Aldredge and Vincent Fairbrother were the only survivors of the crash that claimed 44 lives.

The pararescuemen from Det. 1, 37th Aerospace Rescue and Recovery Sq. here, administered emergency medical treatment to the pair before they were carried down the mountain to a waiting helicopter. Also lending medical assistance was Capt. (Dr.) Raul M. Montmayer, 6251st USAF Dispensary here.

Pararescuemen involved were M.Sgt. James D. Scott, S. Sgt. Robert T. Martin, Armen I.C. William P. McDonald, Randy L. Zouker, and Donald J. Recoraro. T. Sgt. Charles S. Tilley served as chief flight engineer for the pick-up of the PJs and the physician following the evacuation of the wounded survivors.

McDonald, who served as chief PJ for the rescue mission, described the events that even-

ing saw the two survivors airlifted from their mountainous nightmare. "They put five PJs and the flight surgeon down into an area about 900 yards from the survivors, and we had to make our way up a steep incline to reach the crash site."

Aldredge, the less injured of the two, had managed to crawl some distance from the wreckage. The two-man U.S. Army ground team, which had reached the site a day earlier along with their regional forces, had placed the two men under protective covering from the monsoon rains.

McDonald continued. "After taking a quick evaluation of the patients, we started an 'I-V' intravenous feeding on Fairbrother and dressed both men's wounds, treated them for shock, got their vital functions stabilized and warmed them up. Aldredge was able to take food and water orally, so intermittently we gave him water and warm rice."

The five PJs and the doctor, along with the U.S. Army ground team and seven Montagnard soldiers, began the long trek back down the mountain with the two

survivors to a waiting U.S. Army and the Air Force HH33 helicopters.

The two survivors were airlifted to the U.S. Air Force hospital at Cam Ranh Bay AB for additional medical treatment.

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5 Pararescuemen Save Lives Of 2 Wounded AF Sergeants

BIEN HOA AB, Vietnam (Special) — Five pararescuemen (PJs) from here were credited with saving the lives of two Air Force sergeants who had been lying injured for six days near their crashed C123 Provider transport.

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ually saw the two survivors airlifted from their mountainous hideout. "We put five PJs and the flight surgeon down into an area about 900 yards from the survivors, and we had to make our way up a steep incline to reach the crash site."

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The five PJs and the doctor, along with the U.S. Army ground team and seven Montagnard soldiers, began the long trek back down the mountain with the two

survivors to a waiting U.S. Army and the Air Force HH-3 helicopters.

The two survivors were airlifted to the U.S. Air Force hospital at Cam Ranh Bay AB for additional medical treatment.



{ January 1971: Bien Hoa AB, RVN. Five pararescuemen are credited with saving the lives of two Air Force sergeants who survive the crash of, and lie injured for six days near their C-123 Provider. Forty-four other people die.

When the crash site is finally located, Det. 1, 37th ARRS pararescuemen William P. MacDonald, Robert T. Martin, Donald J. Pecoraro, James D. Scott, and Randy L. Zonker are inserted to the site where they administer emergency medical treatment to the two survivors before carrying them down the mountain to a waiting helicopter.

PJ 50 YRS

MISSION B-3-001 2 Jan 1971 Pickup

Lt Payford K. Brown, survivor; Capt Thomas Adams, 40th ARRSq; Capt Harvey D. Wier Jr., survivor; Lt Col Edward S. Modica, Commander 40th ARRSq.

Page 43 of 71

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

JOSEPH C. STANALAND

Staff Sergeant Joseph C. Stanaland distinguished himself by heroism while participating in arial flight as an HH-53 Rescue Helicopter Pararescue and Recovery Technician in Southeast Asia on 3 January 1971. On that date, Sergeant Stanaland flew an extremely dangerous mission in order to successfully rescue two American pilots who had been downed deep within hostile territory. Throughout the entire rescue operation, Sergeant Stanaland effectively returned fire from his exposed gun position on the ramp, and calmly relayed the hostile gun positions to the aircraft commander. The outstanding heroism and selfless devotion to duty displayed by Sergeant Stanaland reflect great credit upon himself and the United States Air Force.

CHAPTER II

OPERATIONS

The 40th ARRS participated in five Search and Rescue (SAR) efforts during the quarter 1 January to 31 March 1971. Four combat saves were credited as a result. Our Alert/Deployment posture was unchanged from the previous quarter. Our assigned pilot strength increased slightly from 26 pilots at the beginning of the quarter to a high of 32 at the end. We do not anticipate a pilot shortage for at least six months.

(C) Our flight engineer resources, however, was and is, continuing to be a major problem. Our strength varied from 8 to 12 throughout the quarter. The 37th ARRS Da Nang Air Base, Republic of South Vietnam graciously loaned us TDY personnel during critical periods of shortages. Little relief is forecast in the foreseeable future.

The 40th ARRS provided 3 pilots and one flight engineer for Flight No. 2 of the Transpacific ferry flight from Udorn RTAFB, Thailand, to Hamilton AFB, California. They left Udorn on the 14th of March in two HH-53B helicopters with an estimated arrival date of 15 April.

(C) On 28 March, three helicopters landed at Udorn having transversed the Pacific from Eglin AFB, Florida, on Flight No 1. These airplanes were the first of the new Limited Night Recovery System (LNRS) equipped models to be delivered to us. A comprehensive Combat Evaluation program is being initiated for this system.

(S) TIGER 02: On New Year's Day, an F-4E was hit by ground fire and both crewmembers bailed out near the Ban-Ban¹ area in north-eastern Laos.

A last-light run-in was attempted but was aborted when both helicopters took hits from heavy small arms fire. One Pararescue man was wounded in this attempt. A first-light effort on 2 January resulted in a successful rescue of both crewmembers.

(S) BIGOT 02: On 3 February, two crewmembers of an F-4D bailed out of Bankari² Pass near the NVN border. 40th ARRS Jolly Greens were scrambled from both Nakhon Phanom Airfield³ and Ubon RTAFB⁴. Low ceilings precluded any attempt that day. A maximum effort SAR was planned on the 4th with 8 Jolly Greens in place at NKP for a first-light effort. HH-53 BUFFs were on continuous airborne orbit from pre-dawn to darkness on the 4th, 5th, and 6th of February. Continued low ceilings and bad weather conditions in the area precluded any rescue attempts. After all radio contact was lost with the survivors at noon on the 6th, and no weather improvement forecast, the active participation of the 40th ARRS ceased. The force of tired and disappointed crews were returned to Udorn that night.

(S) DUDLEY 02: On 16 February, two crewmembers of an F-D bailed out in eastern Laos. Two Jolly Greens scrambled and both crewmembers were rescued less than two hours after bailout.

(S) WITCHDOCTOR 05: On 5 March, an Army UH-1 helicopter was shot down in eastern Laos with 7 people on board. A last-light run-in was attempted but intensive AAA and small arms fire precluded any rescues. The survivors were rescued by a U.S. Army ground team on 7 March.

GROUP 4

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TIGER 02 ALPHA AND BRAVO SEARCH AND RECOVERY

(C) On 3 January 1971 Tiger 02 Alpha and Bravo were safely recovered after spending a tense night in a highly defended area near Route 7 in the Barrel Roll. The two Combat Crewmembers had egressed from a damaged F-4 the previous day and were forced to remain over night because hostile defenses prevented their immediate pick up. Alpha and Bravo landed about seven miles north of Route 7 (047/38 from Tacan Channel 108) in an area defended by 37 millimeter, 23 millimeter and 12.7 millimeter AAA as well as various small arms and enemy ground forces.¹²¹

(C) The incident occurred at 1502L on 2 January 1971. A Search and Recovery effort was generated immediately but failed to extract the survivors during the remaining day light hours. Raven 26 was the first aircraft at the scene and was able to locate the crewmembers. Sandy 03, 04, 05, and 06 had launched from Nakhon Phanom at 1420L and were enroute to their orbit points. They were diverted to assist in the Search and Recovery and Sandy 03/04 arrived on scene shortly after 1520L. Raven 26 discharged a WP (white phosphorous) Rocket to mark the survivors' position and just as Sandy 03/04 arrived Tiger 02 Alpha announced (over his survival radio) that the enemies were pulling his parachute

121. SARCO Report Tiger 02A and 02B, 8 Jan 71, Document #1.

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down from a tree and he was requesting close air support. Sandy 03/04 were cleared in for a strafing pass and were soon joined by Hobo 42/43 (A-1's diverted from Barrel Roll strike missions). The four A-1's continued to make passes expending CBU-25 bombs and 20 millimeter guns until Sandy 03 was hit by ground fire and developed a rough running engine. Sandy 03 decided to return to Nakhon Phanom and Sandy 04¹²² escorted him.

(C) Soon afterwards Sandy 05/06 arrived. Hobo 42/43 were still present, four Jolly Green Helicopters were orbiting above the clouds and Raven 26 was controlling a strike by fast movers (jet aircraft). Raven 26 finished working with the fast movers, briefed Sandy 05/06 and departed for lack of fuel. Sandy 05 assumed On-Scene Command and descended below the clouds to survey the area. Jolly Green 61 was also brought down to observe the activity. Sandy 05 took some small arms fire from the southeast and Jolly Green 61 was exposed to intense AAA north of the survivors' position. Raven 22, a FAC (Forward Air Controller), arrived and was directed to work the immediate area with two sets of fast movers (four jet aircraft).¹²³

(C) While the fast movers were completing their strikes Sandy 05 briefed the forces on an immediate pick up attempt. Sandy 05 made several trolling passes through a valley leading to the objective position with no apparent resistance. Sandy 06 marked the IP (Initial Point) with a white phosphorous rocket while Sandy 05 did the same at the survivors' position. Jolly Green 61 was directed to let down at the IP and proceed on a

122. Ibid.

123. Ibid.

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heading of 320 degrees to the position of Tiger 02 Bravo. Lotto 41/42 (A-1 Smoke Aircraft) were directed to place a smoke screen east of the survivors between two ridges. Immediately after departing the IP Jolly Green 51 received intense ground fire and his airborne PJ (Para-Medic) was wounded. Simultaneously all forces received intense ground fire from 12.7, 23, and 37 millimeter guns. The damaged Jolly Green departed the area and the remaining forces remained to silence the guns. No further pick up attempts were made that day due to the approaching darkness.¹²⁴

(C) Throughout the night four Candlesticks (C-123 FAC) and AC-119 gunships were made available to keep constant air coverage over the survivors. At first light four A-1's, two FAC's and several fast movers continued the sterilization process. Later Sandy 07 arrived and took charge as On-Scene Commander. The ground fire subsided and Sandy 07 decided to make a pick up attempt at 0945L. The IP and ingress route were marked and Lotto 41/42 (A-1 Smoke Aircraft) were directed to put down a screen to the southeast and southwest to effectively block off Route 7. Four A-1's escorted the Jolly Green helicopters in on a heading of 095 degrees. Tiger 02 Alpha ignited his signal flare and was spotted by the helicopter. The Jolly Green was receiving ground fire and the A-1's worked under the clouds to silence the resistance.

124. Ibid.

~~CONFIDENTIAL~~

FROM: LSOS(Lt Col Stone/2116)

3 January 1971

SUBJECT: SARCO Report for Tiger 02A and 02B

TO: DO

1. A successful rescue was conducted on 2 January - 3 January 1971 for Tiger 02A and 02B. The aircraft, an F-4, went down at 1502, 2 January 1971 at 047/38/108. This report will cover those activities relating to the forces involved in the rescue effort. All times are Thailand local.
2. Sandy 03, 04, 05, and 06 departed NKP for their respective orbits at 1420. Sandy 03 and 04 were approaching their orbit point in the Barrel Roll when Tiger 02 bailed out. Sandy 03 and 04 arrived in the area and made several passes shooting 20mm and dropping CBU25. Sandy 03 was hit by ground fire, developed a rough engine, and was forced to return to base. (Atch 1) Sandy 05 and 06 were diverted from their orbit and proceeded North to the scene. Sandy 01 and 02 were scrambled from Ubon at 1544 to escort the Jolly Greens. Sandy 05 and 06 arrived on scene at 1620 and assumed command from Raven 26. Raven 26 was directing strikes by Hobo 42 and 43 and fast mover resources which were in the area. The aircraft, which were working under a low overcast, were taking ground fire from 37mm, 23mm, 12.7mm, and small arms. Sandy 05 realized that it would be necessary to silence a number of guns if a pickup attempt was to be made prior to darkness. Raven 22 came on scene and worked two sets of fast movers. Sandy 05 briefed King and Jolly 61 on how the pickup attempt was to be made. Lotto 41 and 42 arrived on scene and they were briefed on where to lay down the smoke screen. After the survivors confirmed that there was no more ground fire, Sandy 05 committed the SAR forces for a pickup attempt. On the ingress to the survivors position, Jolly Green 61 took ground fire and the PJ was wounded. Jolly Green 61 exited the area and returned to Udorn. Darkness precluded another attempt. Sandy 05 briefed the survivors to dig in and hide. He reassured them that the SAR forces would be back at first light and they would be rescued. (Atch 2)
3. When all SAR resources recovered at NKP, the survivors position was determined to be in a box canyon about 50 meters north of Route 7. Intelligence indicated that the survivors were located in a very heavily defended area. This, of course, had previously been confirmed by all of the aircraft that had been involved in the effort. Permission to keep the Danang and Ubon Sandys (07-08, 01-02) at NKP was granted by Jack. Also, Sandy 09 and 10 would be launched from Bien Hoa prior to sunrise to augment the Sandy Force. Jack informed us that Sandy 01 and 02 would have to remain on ground alert here unless absolutely needed. Blue Chip released four candles and all of the C-119 gun ships to be used at our discretion to keep constant air coverage over the survivors. Because of the forecasted low weather in the area, CBU46 was requested for the fast movers. Two flights of A-4's loaded with smoke were requested for ground alert at Danang. Fast movers with paveways were also requested to kill the big guns when the weather became

PROJECT GORDON HARVEST

DO NOT DESTROY

No. 0251761

D-1

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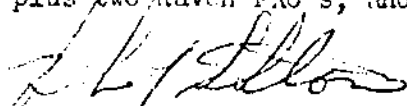
4. At first light, the SAR forces consisted of 12 A-1 Sandy aircraft, four A-1's loaded with Lotto, four Nail's to be used as FAC's and eight Jolly Greens. At 0330, Sandy 03, 04, 05, 06, Lotto 41, 42, and Nail 33 were briefed on the mission. Sandy 05 and 06 were briefed to hold the Jolly Greens over LS 32 and the approach to the survivors made from the north to keep from crossing the route structure, thus minimizing the risk of guns along the route structure. Sandy 03 and 04 launched at 0510 and proceeded to the survivors location. Sandy 05 and 06 launched at 0521 and proceeded to LS 98 to rendezvous with Jolly Green 63 and 57. Sandy 03 arrived on scene at 0618 and the on scene commander was Candlestick 31. Tiger 01 was high and Nail 33 was under the overcast, which was 3/8 at 700 - 800 feet with visibility 1 to 1 1/2 miles. (Atch 3) The exact position of the survivors could not be determined because of the poor weather. Raven 26 arrived on scene, penetrated through a hole west of the survivors, flew up Route 7 and located the survivors. Tiger 02B stated that enemy troops were within 20 meters of him. Raven 26 brought down a flight of fast movers, marked the target and napalm was laid within 20 meters of 02B. The surviving enemy troops exited the area of 02B. Sandy 03 and 04 started looking for an entry and exit path for the Jolly Greens. The prebriefed route was unusable because of the adverse weather. A ridgeline north of Route 7 was determined to be a feasible ingress and egress route. Sandy 05 was brought below the overcast and the route was probed for ground fire. Sandy 05 noted small arms fire along a ridge. Sandy 07 and 08 arrived on scene and were briefed on the pickup plan and given Sandy low at that time (0900). Sandy 05 and 06 straffed the ridge previously mentioned and suppressed the ground fire. Sandy 03, 04, 05, and 06 returned to base. (Atch 4) Raven 26 continued to work strikes around the survivors and act as relay between the survivors and the SAR forces. Sandy 11 and Lotto 41 were brought in and briefed on the ingress route and the dropping point of the smoke. The smoke was put down Southwest and Southeast of the survivors and effectively blocked off Route 7. Sandy 07 gave the order to execute at 0950. Tiger 02A was picked up at 1000 and 02B at 1005. Jolly Green 63 made the pickup and all SAR forces exited the area.

5. Three problem areas arose during this SAR. One, a qualified Sandy was on scene and not given command. Tiger 01, Nail 33, and Raven 26 were on scene commanders while Sandy 03 was in the area. The second is the fact that Blu-52 and the King bird and the F-4's carrying it wanted to put it right on the survivors. Sandy 03 and 05 replied that it would jeopardize the pickup of the survivors. Blu-52 was dispensed in an area that aided in the rescue. The third problem is that the SARCO at NKP needs to know from Joker what ordnance will be available so that the Sandy Lows can be briefed on what is available for their use.

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6. A total of 28 A-1 sorties were used in support of the SAR effort, four Candlesticks, and five C-119 Stingers. Two Nail FAC's were used plus two Raven FAC's, and an unknown number of F-4's. (Atch 5)



HERBERT H. STONE, Lt Colonel, USAF
SARCO

5 Atch

1. Statement - Lt Singer
2. Statement - Lt Col Stone
3. Statement - Lt Feld
4. Statement - Lt Young
5. Flying Schedule

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S T A T E M E N T

2 Jan 71

Sandy 03/04

Singer/Potton

As Sandy 03 and 04 we were on orbit in the southern Barrel Roll when we got the call at 1520L that Tiger 02A and B was down near Ban Ban. We proceeded directly to the SAR area. The weather was completely overcast and it took us a few minutes to locate R26 who was the on scene commander. To aid us in locating the area R26 put down a WP rocket. It was approximately two miles off our right wing. As I turned toward the smoke T-02A came up and said the games were pulling his chute down out of the trees and needed some close air support ASAP. R26 cleared us in on a strafing run through his smoke and north up a steep ridge. The survivors were located on either side of a bowl shaped depression. As Sandy 03 and 04 were initiating their first pass Hobo 42 and 44 Lyon/Walsh joined our daisy chain. They were diverted from a Barrel Roll strike. After approximately 10 passes suppressing ground fire with 20mm, 7.72, and CBU-25 Sandy 03 took a hit in the center line, and then had a rough running engine. Sandy 03 pulled off his ordnance and RTB'd. Sandy 04 escorted Sandy 03 home. Sandy 03 never assumed on scene command because of the urgency of the situation ie. the survivor calling for immediate ordnance and Sandy 03 having to RTB early

1Lt M. D. Singer

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ATCH 1

[REDACTED]

FROM: Donald H. Feld 1st Lt. Sandy 05

SUBJECT: SAR for Tiger 02 A/B

TO: Lt. Col. Stone SAROO

1. Sandys 05&06 were enroute to the Juliet orbit after a 1420 take off. Approximately 90nm south of NKP we turned around and headed north to assist in the SAR then launched for Tiger 02 A/B an F-4. Enroute we got details from King, and dumped our stub tanks to give us more speed.
2. When Sandy 05 & 06 arrived on scene at 1620, Sandy 03 & 04 had RTB'd Sandy 03 had a rough engine and they had expended all their ordnance. Raven 26 was the on scene commander at this time working a flight of fast movers. There were 4 Jollys holding above the clouds. Also Hobo 42 & 43 were present, they had been working with the Raven.
3. When the Raven was finished Sandy 05 and Hobo 42 & 43 went down under the clouds. The Raven and Hobo 42 showed 05 the position of the survivor then the Raven RTB'd and the Hobo remained. Sandy 06 came down under the overcast and 05 began talking with Tiger 02 A who said I was taking fire from the southeast of his position on my passes. At this time I asked Hobo 42 to bring Jolly 61 the low Jolly down under the overcast and hold him to the South so that he could see what was going on. Hobo 42 did this, however the Jolly lost sight of 42 and wandered to the North of the survivors position where he took intense AAA fire. Sandy 05 Hobo 42 told him at this time to climb through the clouds immediatly. He did, however see the survivors positions.
4. Next Sandy 05 brought Raven 22 and two flights of fast movers down to work over the area again. Hobo 42 & 43 RTB'd at this time. Meanwhile on top of the overcast Sandy 05 briefed Jolly 61 and Lotto 41 & 42 and King on how we were going to run it when the Raven was through with the fast movers and we went back down. We waited a short time after the Raven was finished for Sandy 01 & 02 to find the scene. Then Sandys 05 06 01 and 02 and Lotto 41 & 42 went under the clouds to begin the attempt

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5. Sandy 05 showed Lotto 41 and Sandy 01 where the survivors were and regained radio contact with them. I had found a valley with steep Karsta on both sides that led up to the Bowl where the survivors were from the southeast. I made several passes up and down the valley and down the valley in front of the survivors and took no ground fire. The survivors confirmed no fire. The Ground fire from the 37mm had appeared to come from the east so I briefed Lotto 41 & 42 to lay a smoke screen east of the survivors from ridge line to ridge across the valley from north to south. I briefed Sandy 06 to put down a willy Pete bomb At the IP point and I'd put one marking rocket at the top of the ridge Behind the survivors.

6. We sent Sandy 01 for Jolly 61. Lotto 41 & 42 laid a perfect smoke screen, Sandy 06 put his smoke in and I mine. The Jolly was briefed to come from the south directly to IP let down and proceed from there on a heading of 320 direct to the survivors. Prior to execution I had briefed the survivors and the Jolly on pickup of Tiger 02 B first then A.

7. The Jolly took a hit near the IP and immediately broke out. On his exit he again went north. At this time everyone everyone took intense ground fire from 12.7mm 37mm and 23mm guns. The Jolly made it out safely and we played with the guns for a short while trying to locate them or silence them. Sandy 05 then directed everyone except Sandy 06 to go back on top of the clouds. At this time it was too dark to attempt another pickup. I then bedded down the survivors and left them radio instructions for the night. Sandys 05 & 06 RTB'd to NKP

Donald H. Feld
Donald H. Feld 1st Lt., USAF

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STATEMENT

1. Sandy's 07 and 08 launched at 0750 local and proceeded to the Barrel Roll. Sandys 03, 04, 05, and 06 were on scene, as well as Mail 33 and Raven 26. Jolly Green 57 and 63 were holding VFR 20 kilometers north west of the survivors' location. Sandy 03 had just finished FACING in a flight of fast movers, and rendezvoused with 07 and 08 on top of the weather. Cloud coverage was six to eight eights, and was down on the hill tops. Sandy 03 took 07 in trail and showed him the survivors' location, and proposed the ingress heading of 0950. The plan sounded good, and was eventually used successfully. 03 and 04 went bingo, as did 05 and 06, and the Helo 11. On-scene command then transferred to Sandy 07.
2. Raven 26 continued to work strikes around the survivors' area, and acted as a radio relay from the survivors to the SAR forces. Meanwhile, 07 requested that the next two Sandys (11 and 12) proceed up the area from CH 108, which they did. Lotto 41 and 42 were escorting the Jollies. No ground fire was coming up; the 37mm, 12.7, and small arms coming up earlier in the morning had all quieted down. So Sandy 07 took Lotto 41 in under the WX to brief the smoke delivery. Next Sandy 07 took Sandy 11 in and briefed the planned ingress/egress route, and put down dud WP IP's at the start and finish of the run in. At 0940 Sandy 07 stated that the pickup attempt would take place in five minutes, and briefed the forces for the attempt. The Lotto birds went in two minutes ahead and laid the smoke SW of the survivors on top of a ridge, and SE of the survivors, masking RT 7 fairly effectively. Sandys 07, 08, 11, and 12 brought the Jollies in under the weather at 0945 without incident. Jolly 63 came up over the last ridge line behind the survivors and slowed to a hover. Tiger 02A popped his smoke, which was spotted by the Jolly after a few moments. The pickup was complete within five minutes. Meanwhile the four Sandies worked under the cloud deck rather effectively, even though the terrain was mountainous and rugged. Sandy 07 then called for Bravo's smoke, and the Jolly moved right to his position after a moment of disorientation. The Jolly took ground fire from across the ravine, but the Sandys took care of it in short order. The chopper also took fire from the SE across RT 7, but that, too, was beat down. With both survivors on board, the gaggle egressed to the west, and told each other how shit hot they were (1000L).
3. Sandy 12 came back with his hydraulics shot out (gun charger/left out-board), but made an arrested landing without incident. Sandy 08 took a 12.7 hit in the rudder, and had an hydraulic leak in the cockpit. Neither of the problems caused him great difficulty, and he, too, landed without incident. Sandy 11 had hung ordnance, but landed safely. Sandy 07 landed in a bad cross wing (as did the others) on the parallel taxi way - he considered this the most death-defying part of the mission.

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4. The Jollys didn't take any hits, they refueled over LS 32 and
RTE'd to CH 70. Both survivors were in great shape.

Alan P. Young
ALAN P. YOUNG, 1/Lt, USAF
Sandy 07

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[REDACTED]

Lt Colonel Stone

Tiger 02 A/B SAR

3 Jan 71

Lieutenant Chandonnet, Nail 33, arrived on scene 0625L. Weather at time over survive was eight eighths. Bases 5,500' MSL tops 6500' MSL. Visability 5 miles due to haze below clouds. Terrain ranged from 3000 MSL to 4500 MSL near survivors position.

Raven 26 had Tiger 02 A/B pinpointed from the movers. Nail 33 flew cover for Raven 26 and strike aircraft in vicinity of IDP's north-east of Tiger 02 A/B where known gun positions were located. Two 37mm guns fired at Aircraft but no hits taken. Kng 23 appointed Nail 33 as on scene commander for remainder of strike flights. Special ordnance carried by Cobra 05 flight consisted of BLU 1 and BLU 27. BLU 52, with help of east wind, was dropped and covered a 50 x 400 meter strip over route structure denying enemy a large area of operation close to survivors position. Nail 33 helped Sandy 03 and Sandy 07 pick route for actual pickup Nail 33 departed area at 0925L due to fuel.

Lt Col Stone

[REDACTED]

ATCH 2

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FLYING SCHEDULE

2 Jan

<u>PILOTS</u>	<u>SANDYS</u>	<u>TIME</u>	<u>REMARKS</u>
ROBERTS	01	3+10	Launch ASAP0820Z Jack
MATHERS	02	3+10	" " " "
SINGER	03	2+21	IFE Rough Running Eng
			Battle Damage
POWELL	04	2+25	" "
FELD	05	4+45	On Scene Commander
			Battle Damage
HAGAN	06	4+45	
WILSON, R.	07	2+30	
TIPTON	08	2+30	
SCHAFER	09		
ROUSSEL	10		
WILSON	LOTTO 11	2+19	
LORENZEN	12	2+19	
PLACE	13	2+30	
TAYLOR	14	2+30	
LEON	HOBO 12	3+15	Battle Damage
COLONEL WALSH	13	3+15	" "

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ATCH 5

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FLYING SCHEDULE

3 Jan

<u>PILOTS</u>		<u>SANDY</u>	<u>TIME</u>	<u>REMARKS</u>
	DONALDSON	03	5+00	
	CARTMICHAEL	04	5+00	
	WOLCOTT	05	4+55	
	KEETER	06	4+55	
	YOUNG	07	3+35	
	SMITH	08	3+30	
	TWAIT	01		
	K. AND	02		
	SCHAFER	09	2+20	
	ROUSSEL	10	2+20	
	WILSON, R.	11	3+20	
	TELFON	12	3+25	
	SCHAFER	13		
	ROUSSEL	14		
COLONEL	KEELER	41	3+20	
	WEBER	42	3+20	
	SINGER	43	3+15	
	LOVE	44	3+15	
	CHANDONNET	NAIL		
	CHENEVEY		4+40	
	BURKE		3+30	
	ENEN			

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52

37 ARRSq, History JAN - MAR 1971

CHAPTER V

MISSION NARRATIVE

MISSIONS

Mission activity started on 11 January 1971. The squadron was asked to assist in the recovery of the remains of an Army pilot trapped in a LOH helicopter wreckage in a river approximately 15.5 miles south of Chu Lai. Although this area was reported to be secure, helicopter 68-10365, flown by Major Donald L. Jensen, was hit by two rounds of AK-47. Both rounds hit critical components of the helicopter and a forced landing was accomplished on a sandbar near the scene of the LOH wreckage. A second H-53, which was the high bird for the mission, flown by Major Mudd, also received two AK-47 hits which penetrated the right tip tank and right sponson respectively. The crew of the downed H-53 was recovered by an Army helicopter and flown to Quang Ngai. At this point Major Jensen's crew was transferred to the high Jolly, and returned to Da Nang. It was determined that the downed H-53 could be recovered by accomplishing temporary repairs in the field and then flown to Chu Lai. The aircraft was recovered without incident.

On 17 Jan 71, the squadron was notified that Gunfighter 13 had bailed out on the 090 radial for 12 miles off Channel 69. Jolly Green 70, flown by Major Donald L. Jensen, and Jolly Green 71, flown by Major William J. Osley, scrambled to the scene and recovered the pilot from the South China Sea.

1225
1230
~~20~~

DAAR JRCC TOTAL HRS - 5.1
SSgt ARISPE OFF DUTY.

10 JAN 71

2045Z

CAPT. BEATTIE ON DUTY

0400Z

" " OFF DUTY

0401Z

MSG LSH on duty

0705

JG 77 MBN

0710

JG 64 MBN

1000

JG 77 on the deck 3.0

1015

JG 64 on the deck 3.0

1030

DAAR to JRCC 6.0 - .1

1035

Line check 545

1045

MSG LSH off duty

11 JAN 71

2045

CAPT CLARK ON DUTY

2115

MAINT. STATUS PASSED TO QUEEN

2245

LT COL BOYD CALLED - BIEN HOA HAS MEDEVAC

MISSION GOING

2255

ITEM 14 FROM QUEEN UZ SIDE - BIQR XQNJ

2330

QUEEN - JOKER SAYS DISREGARD ITEM 14 INFO

2345

PASSED DAILY STATUS TO JOKER

0030

787 NORM - FOAM TIPS TC TO

0110

JG 66 LOGGED 2.0 / 1LDG JG 71 LOGGED 2.0

3 LDGS - INC SAVE FOR JG 71

1055

MAINT NEEDS ACFT 362 RUNUP - FC CREW NOTIFIED

0335

JG 77 & 67 Airborne

0400

CAPT. CLARK off Sgt Smith on

0445

called Telephone mt on field phone
light wrap to Queen.

0450 Call Civil Engns on R/C rising up
 opposite control room
 0705 JG 67/77 took hits 186/1474
 0710 Scrambled the BRAVO Birds
 0745 JG 67 TO hits first in # 1 Eng then
 then the fuselage then all cables
 when shot away on # 2 Eng
 0808 JG 77 HAS JG 67 CREW ON BOARD, RETURNING TO C
 ETA CH 77 0840Z - "CREW ALL OK."
 0812 NOTIFIED BY QUEEN THAT JG 77 HAS TAKEN HITS
 IN FUEL TANKS; NOTIFIED MX TO PARK REMOTE
 AND PREPARE TO STOP LEAKS ASAP AFTER LANDING
 0824 JG 77 23 NM OUT OF 77, OPS "NORM"
 0830 FIRE DEPT & CRASH CREWS NOTIFIED (BY MX) OF
 FUEL LEAKS - WILL BE STANDING BY FOR JG 77.
 0830 JG 64 & JG 73 ASSUMED AL & AH STATUSES @ 0710
 QUEEN NOTIFIED.
 0845 JG 77 on the deck 5.0
 0900 JG 64 AIRBORNE FOR QUANG NGAI WITH MX TEAM
 0940 JG 64 LANDED AT QUANG NGAI
 0948 QUEEN WANTED TO KNOW IF CREW (FOR BRINGING OUT
 DOWNED AIRCRAFT) WAS TO PROCEED TO CRASH SCENE
 OF JG 67 WITH MX MEN. REPLIED IN AFFIRM.
 1012 QUEEN ADVISED CREW WILL BE ATTEMPTING
 ENGINE START IN ABOUT 15 MINUTES TO SEE
 WHAT THEY CAN HAVE AVAILABLE. "FLYOUT"
 WILL BE ATTEMPTED ONLY IF JOKER 1 APPROVES
 1048Z JG 67 ABN PROCEEDING TO QUANG NGAI
 1050Z JG 67 "IN GOOD SHAPE", NOW PROCEEDING TO CH 74
 1050Z QUEEN ADVISED JG 64 TO PROCEED TO CH 74
 1112Z JG 67 ARRIVED CH 74
 1115Z QUEEN REPORTED THAT 4 MX MEN LEFT AT
 CRASH SITE. ARMY CHOPPERS UNABLE PICK-UP
 BECAUSE OF GROUND-FIRE. FAC IN AREA.
 WILL TRY AGAIN @ 1120Z.
 1123Z THE 4 MX MEN WERE PICKED UP BY ARMY CHOPPER
 "NO CASUALTIES"

~~CONFIDENTIAL~~

CLASSIFICATION CANCELLED

Or Changed to

By Authority of

By

CONFIDENTIAL

DoD 5200.10

DA (Date) *Dec 74*

DATE: 16 Jan 71

22 Jan 71

MISSION NUMBER: B-3-002-16 Jan 71

AIRCRAFT DESIGNATION: KING 21

DISTRESSED AIRCRAFT: Raven 51

LOCATION: 1835N 10352E (327/82/89)

SAVES: 2 Combat

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS

DECLASSIFIED ON *71 Dec 79*

(S) King 21 received a call from Cricket at 0135Z that Raven 51 (O-1) had oil running into the cockpit. We received his approximate position and frequency and made contact immediately and his position at this time was 345°/83DNE/89. King 21 was approximately 50 miles from his position and obtained a good DF steer and began an intercept. His oil pressure was dropping and oil continued to run into the cockpit. His nearest field was Lima-35 (Faksane) which was 45 miles southwest. His oil pressure continued to drop and King 21 advised Jack to alert the Jolly Greens and Sandys at CH 89 for a highly probable launch. King also called Cricket and requested they divert a Hobo flight toward Ravens position. Hobos were just getting ready to expend but were diverted immediately. By this time Raven 51 reported his oil pressure was down to 8 Psi and the situation looked grim. King 21 had effected a rendezvous with Raven by this time and it was apparent that Raven would not make it to Lima-35. The Jollys and Sandys were launched immediately. There were two ridge lines between Raven 51 and Lima-35 and only one small clearing within 10 miles. Raven's oil pressure dropped to zero and his engine started vibrating and he elected to crash land in the small clearing which was 15 1/2 miles northeast of Lima-35. King 21 had visual contact throughout his approach and crash landing. The crash occurred at 0200Z. King 21 had requested a slow mover for escort at the onset and Nail 52 joined up with Raven 51 and King 21 just before Raven landed. He was appointed on scene commander (OSC) and reported no hostile fire. King 21 made contact with Raven 51 two minutes after the crash and both survivors were in good condition and no hostile forces encountered, observed or heard. Prior to the crash, contact had been established with two helicopters, Papa Foxtrot Golf and Papa Foxtrot Hotel. They were given vectors to the crash position. Hobo 30 and 31 arrived on scene and Hobo 31 was SAR qualified and was made OSC replacing Nail 52. The Hobo's VR'ed the area, made voice and visual contact with survivors and straffed the area. Hobo 31 reported no enemy sighted and recommended an immediate pickup.

Down
Dec

~~CONFIDENTIAL~~

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~~CONFIDENTIAL~~

Papa Foxtrot Golf arrived on scene at 0225Z and made pickup at 0230Z. All forces RTB'd and the two survivors were taken to CH 70. All forces are to be commended for the fast and precise response to this mission. The fast reaction and pickup by Papa Foxtrot Golf again proves their value and dedication to the Rescue Mission in Southeast Asia.

KING 21 Crewmembers

AC/AMC Lt Col Hatfield
FP 1 Lt Johnson
CP Lt Col Brown
N Capt Bogner
RO SSgt Hunt
FE TSgt Teague
FE TSgt Wigginton
LM TSgt Stone

SAR Forces Utilized

KING 21
Nail 52
Papa Foxtrot Golf
Hobo 30 and 31

SAR Forces Launched

Jolly Greens 57, 50
Sandys 1, 2, 3, & 4
Papa Foxtrot Hotel

William H. Hatfield

WILLIAM H. HATFIELD, Lt Col, USAF
Aircraft Commander/Airborne Mission Commander

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

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AC/AME	Lt Col	Matfield
FP	1 Lt	Johnson
CP	Lt Col	Brown
N	Capt	Regner
RO	SSgt	Hunt
FE	TSgt	Teague
FB	TSgt	Wigginton
LM	TSgt	Stone

SAR Forces Utilized

KING 21
Mail 52
Papa Foxrot Golf
Hobo 30 and 31

SAR Forces Launched

Jolly Greens 57, 59
Sandys 1, 2, 3, & 4
Papa Foxrot Hotel

William M. Matfield
WILLIAM M. MATFIELD, Lt Col, USAF
Aircraft Commander/Airborne Mission Commander

~~CONFIDENTIAL~~

RAVEN 51 ALPHA AND BRAVO SEARCH AND RECOVERY

(C) A successful Search and Recovery was accomplished on 16 January 1971 for Raven 51 Alpha and Bravo. The operation was so efficient that SAR forces from Nakhon Phanom barely had time to get involved. Raven 51, an O-1 aircraft, reported that he had low oil pressure and that he was proceeding to Pak Sane, Laos, for an emergency landing. Enroute the engine quit and Raven 51 chose to crash-land the aircraft at 0905L. At the onset of the emergency Hobo 30/31 were diverted from their fragged strike mission in the Barrel Roll and directed to assist in any way possible. They proceeded to the scene of the crash (330/80 from Tacan Channel 89) and Hobo 30 became the On-Scene Commander.¹²⁷

(C) Sandy 01/02 were alerted as a precautionary measure and launched at 0910L. Sandy 03/04 followed at 0930L and Jolly Green 57 and 50 were launched at 0901L. These forces were enroute when a successful pick up was made by an Air America helicopter. The crash area was completely permissive and the survivors spent approximately 25 minutes on the ground. The SAR effort was terminated at 0331L and all forces returned to Nakhon Phanom RTAFB.¹²⁸

127. SARCO Report for Raven 51 A and B, 22 Jan 71, Document #2.
128. Ibid.

~~CONFIDENTIAL~~

* S O C I A L *

DECLASSIFIED

S4/02

71 JAN 16 9 : 18

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Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 7/06/77

7106277

CLASSIFICATION CANCELLED
Or Changed to CONFIDENTIAL
By Authority of DOB 520.1R
By [Signature] (Date) Jul 74

(B) 40ARRS AT 160142Z

IMMEDIATE

DECLASSIFIED

SECRET

RECEIVED [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
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2nd SA - 111

IMMEDIATE

F. 00477

* S C R E T *

(C) 56SOW AT 160144Z

(4) TIME SAR FORCES LAUNCHED:

(A) 1 HC-130P, 39ARRS DIVERTED TO AREA AT 160140Z

(B) 2 HH-53'S, 40ARRS LAUNCHED AT 160200Z

(C) 2 A-7'S, 56SOW LAUNCHED AT 160210Z

(D) 2 A-1'S, 56SOW LAUNCHED AT 160230Z

2/3

C. PERSONNEL INFORMATION:

(1) 2 PERSONS INVOLVED, 2 SAVED

(2) SAR OBJECTIVE LOCATED BY HOBO'S 30/31 (A-1 STRIKE AIRCRAFT) AT 160215Z AT COORDINATES 1832N 10354E

(3) A.A. HUEY HELICOPTER, C/S PFG, MADE RECOVERY OF BOTH SURVIVORS BY LANDING IN VICINITY OF CRASH SITE

(4) SURVIVORS TAKEN TO UDORN RTAFB, THAILAND. BOTH INDIVIDUALS WERE IN EXCELLENT CONDITION.

D. FLYING ACTIVITY:

(1) 39ARRS - 1 SORTIE FOR 1.0 HOURS

PAGE 4 RUMOSRA0373 S E C R E T

(2) 40ARRS - 2 SORTIES FOR 2.9 HOURS

(3) 56SOW - 4 SORTIES FOR 8.0 HOURS

E. SAVES DATA: NO SAVES CREDITED TO ARRS.

(1) RCC MAKING SAVE NOT APPLICABLE

(2) PERSONS SAVED - 1LT RUSSELL, CHARLES P.

(A) SERVICE - USAF NATIONALITY - USA

NAME AND NATIONALITY OF OTHER SURVIVOR NOT RELEASABLE.

(B) COMBAT SAVES - 2

(C) AIRCREW MEMBERS - 2

G. SUMMARY OF SAR ACTIONS:

(1) AT 160139Z OL-B WAS ADVISED BY KING 21 THAT RAVEN 51 WAS LOSING OIL PRESSURE AND HAD OIL SEEPING INTO THE COCKPIT. THE REASON FOR LOSS OF OIL PRESSURE AND OIL IS UNDETERMINED. RAVEN 51 WAS GOING TO PROCEED FROM HIS PRESENT LOCATION TO L 35 (PAK SANE, LAOS) BUT WAS IN DOUBT IF HE WOULD BE ABLE TO MAKE IT SAFELY. OL-B, PER KING 21'S REQUEST, ALERTED THE 40ARRS AND 56SOW OF A POSSIBLE SAR AND PLACED THE FORCES ON COCKPIT ALERT. HOBO'S 30/31 (A-1 STRIKE ACFT) WERE IN THE GENERAL AREA AND DIVERTED TO ESCORT RAVEN 51. NAIL 52 OV10 FAC) WAS READILY AVAILABLE TO ASSIST. PAPA FOXTROT GOLF AN A.A HUEY HELICOPTER, WAS ALSO IN THE GENERAL AREA. AT 160150Z, KING

PAGE 5 RUMOSRA0373 S E C R E T

21 REQUESTED THE SAR FORCES BE LAUNCHED BECAUSE RAVEN 51 WAS GOING TO CRASH LAND DUE TO ZERO OIL PRESSURE/ENGINE LOSS. JG 57/50 LAUNCHED AT 160200Z. SANDY'S 1/2 LAUNCHED AT 160210Z. SANDY'S 3/4 LAUNCHED AT 160230Z. AT 160152Z RAVEN 51 CRASH LANDED IN A CLEARING THAT WAS APPROXIMATELY 800 FOOT ELEVATION. HOBO'S 30/31 AND NAIL 52 ARRIVED OVERHEAD RAVEN 51 AT 160210Z. HOBO 30 SPOTTED 2 SURVIVORS OF RAVEN 51 AT 160215Z. THE WEATHER NOR TERRAIN PRESENTED ANY PROBLEMS. NEGATIVE HOSTILITIES IN THE AREA. AT 160228, P.F.G. DESCENDED INTO

IMMEDIATE

* S C R E T *

IMMEDIATE

00477

* ~~CONFIDENTIAL~~ ~~SECRET~~ *

THE AREA, LANDED ADJACENT TO THE DOWNED AIRCRAFT, PICKED UP BOTH SURVIVORS, AND DEPARTED AREA AT 160232Z. SURVIVORS WERE TRANSPORTED TO UDORN RTAFB, THAILAND. BOTH WERE IN EXCELLENT HEALTH. KING 21 ASSUMED AMC DUTIES AT 160140Z. NEGATIVE AIR REFUELINGS.

GP4

BT

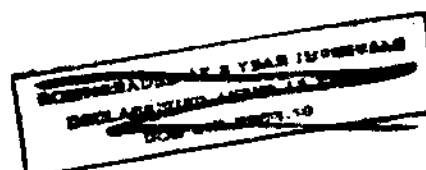
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3/3

MESSAGE NOTIFICATION	
Individual	<i>57</i>
Contacted:	<i>Roane</i>
Local time	<i>0330L</i>
and Date:	<i>16 Jan 77</i>

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* ~~CONFIDENTIAL~~ *

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FROM: 1SOS (Lt Col Stone/2116)

22 January 1971

SUBJECT: SARCO Report for Raven 51 A and 51 B

TO: DO

1. A successful rescue was conducted on 16 January 1971 for Raven 51A and B. The aircraft on O-1 went down 330/20/89 at 0905L. This report will cover the actions that resulted in the successful recovery of the crewmembers. All times are Thailand local.

2. Raven 51 reported he had low oil pressure at approximately 0830 and was heading for Pak Sane. Sandy 01, 02, 03 and 04 were alerted for a launch at 0850. Hobo 30 and 31 were diverted from their strike mission in the Barrel Roll to give any assistance that was needed. Sandy 01 and 02 launched at 0910 and Sandy 03 and 04 at 0930. Jolly Green 57 and 50 launched at 0901. At 0905 Raven 51 crash landed and Hobo 31 became the on scene commander. The area was completely permissive and an Air America helicopter picked up the survivors at 0931. All SAR forces returned to base at that time.

3. 4 Sandy aircraft, 2 strike A-1's, and 2 Jolly Greens were launched in support of the SAR effort. (Attach #1)

H. H. Stone

HERBERT H. STONE, Lt Colonel, USAF
SARCO

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FLYING SCHEDULE

22 Jan 71

<u>PILOTS</u>	<u>SALDYS</u>	<u>TIME</u>	<u>REMARKS</u>
KEETER	01	2:05	NO EXPEND
LORENZEN	02	2:05	NO EXPEND
HAGAN	03	2:05	NO EXPEND
SCHAFER	04	2:05	NO EXPEND
	HOB0		
WEBER	30	3:10	NO EXPEND
DONALDSON	31	3:10	ON SCENE COMMANDER
1	JOLLY GREEN		
	57	1:17	PICK UP MADE
	50	1:25	PRIOR TO THEIR
			ARRIVAL

Attch #1

~~CONFIDENTIAL~~

37 ARRSq, History JAN - MAR 1971

CHAPTER V

MISSION NARRATIVE

MISSIONS

Mission activity started on 11 January 1971. The squadron was asked to assist in the recovery of the remains of an Army pilot trapped in a LOH helicopter wreckage in a river approximately 15.5 miles south of Chu Lai. Although this area was reported to be secure, helicopter 68-10365, flown by Major Donald L. Jensen, was hit by two rounds of AK-47. Both rounds hit critical components of the helicopter and a forced landing was accomplished on a sandbar near the scene of the LOH wreckage. A second H-53, which was the high bird for the mission, flown by Major Mudd, also received two AK-47 hits which penetrated the right tip tank and right sponson respectively. The crew of the downed H-53 was recovered by an Army helicopter and flown to Quang Ngai. At this point Major Jensen's crew was transferred to the high Jolly, and returned to Da Nang. It was determined that the downed H-53 could be recovered by accomplishing temporary repairs in the field and then flown to Chu Lai. The aircraft was recovered without incident.

On 17 Jan 71, the squadron was notified that Gunfighter 13 had bailed out on the 090 radial for 12 miles off Channel 69. Jolly Green 70, flown by Major Donald L. Jensen, and Jolly Green 71, flown by Major William J. Osley, scrambled to the scene and recovered the pilot from the South China Sea.

The alpha crewmember from Gunfighter 13 was not recovered.

On 20 January 71 while Jolly Greens 77 and 71 were flying locally they observed a ball of fire in the air and then saw two parachutes descending feet wet two miles east of Monkey Mountain. Both helicopters immediately went to the scene and recovered the crew of Gunfighter 03. The aircraft commanders of Jolly Green 70 and Jolly Green 71 were Major Mudd and Captain Gary Hoven. Major Mudd made the 600th save recovered by the 37ARRS on this mission.

On 6 February 71 while Jolly Greens 65 and 73 were on orbit they were advised by Queen that a South Vietnamese UH1H, call sign Butterfly 063 was down 109 degrees for 18 miles off Channel 69. Five persons were on board. Both helicopters departed for the scene and were joined by Sandy aircraft. After the Sandy aircraft prepared the area Jolly Green 65 recovered the five South Vietnamese crewmembers. Jolly Green 65 was flown by Major Ryland R. Drelbelbis. This may have been the first recovery of Vietnamese personnel by Jolly Green forces.

On 9 February 71 a Medevac mission was completed by Jolly Green 77, which was on alert at Bien Hoa. A woman was hemorrhaging at Con Son Island and required evacuation to medical facilities. The evacuation to Saigon was without incident. The aircraft commander of Jolly Green 77 was Captain Donald G. Beattie.

JANUARY 1971

SURVIVORS
NAME RANK
SSN

DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
17	JENSEN WALDER KOEBERNIK SMITH KIRK	70	598	SIDERIUS, Jerome D. MAJ 4TFS, APO 96337	090/12/69 GUNFIGHTER 13B MSN # A-3-002	1 COMB/
20	HOVEN WALDER KRILETICH WILLIAMS SMITH, J.C.	71	599	KEIFER, HERMAN MAJ 421 TFS APO 96337	1607N 108.33E GUNFIGHTER 038 MSN # A-3-003(41)	1 COM
20	MUDD MERCHANT WOLFE AVERY PETTY	70	600	WARNER, DAVID A. CAPT 421 TFS APO 96337	1607N 108.33E GUNFIGHTER 03A MSN # A-3-003(40)	1 COM

MONTHLY TOTAL 3

17 JAN 70

2045

CAPT KOMICH ON DUTY

0220

PUH LMAR BRB PPM GOOZ VJUB JPLB TPIS DJOF SBYR

0400

Alert system check

0401

0530
0700

MSG 5.84 on Putyon Fray
JG 71 ABN 0545 JG 70 ABN
346 up called Can fighter 2
punched out 330/25/77

0705

Jolly's Diverted to p/a area

0706

Alerted BRAVO crew per Green

0720

Per John (H2) Bravo crew
just dock aft

0731

Scrambled the BRAVO Birds
to proceed to India orbit

0740

JG 77/73 ABN ON FRAB #598

0814

JG 70 p/a survivor (1) @ 0725

0817

JG 70 let 0830 with (1) survivor

0830

JG 70 DN the Deck 2.7/Combat Save

0831

JG 73 RTB 0840 A1 A-3-002

0841

JG 73 ON the Deck 1.0

1125

JG 71 ON the Deck 6.0

1127

JG 77 ON the Deck 3.8

1200

DAAR JRC 13.5 Syd Miller

1205

Repeated calls to B.H. no answer

1210

Link check 575

1230

Smith off duty

18 JAN 71

2045

CAPT. BEATTIE ON DUTY

2115

OPs status relayed to JOKER

2345

STATUS REPORT TO JOKER

0050

JG 70 "BIEN HOA SPECIAL" AIRBORNE

0105

JG 67 AIRBORNE FCF

Downed AF Pilot's View Of Chopper: 'Mighty Good'

(STARS + STRIPES BY TAN 71)

DA NANG, Vietnam (Special) — "It looked mighty good!" is the way U.S. Air Force Maj. Jerome D. Siderius described the HH53 Super Jolly Green Giant helicopter that plucked him out of the water after he ejected from his F4 Phantom near Hue.

The Phantom was hit by anti-aircraft fire while on a mission, causing the plane to explode and burn while returning to Da Nang. The two-man crew ejected.

"The other crew member has been listed as missing in action. His name is being withheld pending notification of kin.

"The wingman told us that we had been hit but there was no damage apparent at first," said Siderius.

"The first indication of trouble was a low fuel flow in the left engine. The wingman said he saw fuel streaming from one of the engines. Then lights came on indicating a fire in the aircraft and all of a sudden there was a terrific explosion."

"The wingman radioed us and yelled, 'You're on fire. Bail out! Bail out!' and we both punched out," said Siderius.

"It seemed like I floated through the air for a long time. When I hit the water I inflated my life jacket and raft, then climbed in."

"It was a funny feeling just sitting there. You know that the rescue crews know you are there, but you wonder if they'll spot you and what will happen next," he added.

Air Force Maj. Donald L. Jensen was the aircraft commander of the Jolly Green Giant that rescued Siderius.

"We were on another mission in the area when we received word that the Phantom had gone down," recalled Jensen. "We immediately diverted to the scene, pushing the Jolly Green just as far as it would go."

"Coming over the area, I saw one man out to the left in an orange life raft. We came in slow and low over the downed man and dropped the 'PJ' (pararescueman) into the water."

The pararescueman was SSgt. Jules C. Smith. "I jumped into the water from about 15 feet up and swam to Siderius. He was uninjured so I helped him out of the life raft, briefed him on the procedure and helped him onto the penetrator. Then I climbed

on the penetrator myself and they pulled us into the chopper," recalled Smith.

"We then continued the search for the other downed man. We saw an oil slick and spotted the aircraft wreckage in shallow water, but there was no sign of the other man."

"We received word to return to Da Nang with the major. When we left there were other aircraft in the area searching for the missing pilot," added Jensen.



ST. PAUL DISPATCH

St. Paul Helicopter Pilot's View Of Chopper: 'Mighty Good'

DA NANG, Vietnam (Special) — "It looked mighty good!" is the way U.S. Air Force Maj. Jerome D. Siderius described the HH53 Super Jolly Green Giant helicopter that plucked him out of the water after he ejected from his F4 Phantom near Hue. The Phantom was hit by anti-aircraft fire while on a mission, causing the plane to explode and burn while returning to Da Nang. The two-man crew ejected.

"The other crew member has been listed as missing in action. His name is being withheld pending notification of kin.

"The wingman told us that we had been hit but there was no damage apparent at first," said Siderius.

"The first indication of trouble was a low fuel flow in the left engine. The wingman said he saw fuel streaming from one of the engines. Then lights came on indicating a fire in the aircraft and all of a sudden there was a terrific explosion."

"The wingman radioed us and yelled, 'You're on fire. Bail out! Bail out!' and we both punched out," said Siderius.

"It seemed like I floated through the air for a long time. When I hit the water I inflated my life jacket and raft, then climbed in."

"It was a funny feeling just sitting there. You know that the rescue crews know you are there, but you wonder if they'll spot you and what will happen next," he added.

Air Force Maj. Donald L. Jensen was the aircraft commander of the Jolly Green Giant that rescued Siderius.

"We were on another mission in the area when we received word that the Phantom had gone down," recalled Jensen. "We immediately diverted to the scene, pushing the Jolly Green just as far as it would go."

"Coming over the area, I saw one man out to the left in an orange life raft. We came in slow and low over the downed man and dropped the 'PJ' (pararescueman) into the water."

the penetrator myself and they pulled us into the chopper," recalled Smith. "We then continued the search for the other downed man. We saw an oil slick and spotted the aircraft wreckage in shallow water, but there was no sign of the other man."

"We received word to return to Da Nang with the major. When we left there were other aircraft in the area searching for the missing pilot," added Jensen.

AN HOUR after the rescue team landed, Jensen lifted the Super Jolly Green from the water, but he was able to rescue only two members of the two-man team with him to Quang Ngai and safety.

The men who stayed at the crash site came under enemy mortar and small arms fire as soon as darkness set in. Armed with rifles, they dug holes in the sand to escape the fire.

A Huey helicopter that had been sent to pick up the remaining repair crew was forced to turn back because of the enemy fire.

"It was really a terrible feeling to see that Huey go back," said Capt. Rogers. "But we knew he had to do it."

When the firing stopped, the remaining repair crew

37th Teamwork Saves BUFF

By Sgt. John R. Sullivan Jr.

The first reaction and teamwork of the 37th ABCS Squadron resulted in the recovery of one of their own 32.5 million HH-53C "Buff" helicopters shot down by enemy fire approximately 15 miles south of Chu Lai.

Maj. Donald L. Jensen was aircraft commander on one of two "Buffs" on a recovery mission in the area of the Song Tra Khuc River. "We were trying to recover a body from a downed U.S. Army helicopter submerged in the river when we received a barrage of small arms fire."

"Both aircraft were hit, but one was

able to get it out of the area. My aircraft started to lose controllability and then I looked around I saw my flight engineer was crouched down on the floor of the chopper and had been hit by shrapnel," continued the major.

"We had to make an emergency landing on a nearby sand bar. We radioed for help and an Army MH-12 "Huey" helicopter came in and picked us up. The Army troops set up a perimeter guard around the aircraft and we were taken to Quang Nam, where the other damaged "Buff" was waiting to return us to Da Nang."

(Continued on Pg 6)

F-4 Phantom pilot wet but not for very long

By Sgt. John R. Sullivan Jr.

DA NANG AFLD — "It looked mighty good!" is the way Maj. Jerome D. Siderius described the HH-53 Super Jolly Green Giant helicopter that picked him out of the water after he ejected from his F-4 Phantom near Hue recently.

The Phantom had received anti-aircraft fire while it was flying a mission. The damage caused the aircraft to explode and burn while returning to Da Nang, and the two-man crew ejected.

The other crew member has been listed as missing in action. His name is being withheld pending notification of next of kin.

"The wingman told us that we had been hit but there was no damage apparent at first," said Major Siderius.

"The first indication of trouble was a low fuel flow in the left engine. The wingman said he saw fuel streaming from one of the engines. Then lights came on indicating a fire in the aircraft — and all of a sudden there was a terrific explosion.

"The wingman radioed us and yelled, 'You're on fire. Bail out! Bail out!' and we both punched out of the aircraft.

"It seemed like I floated through the air for a long time. When I hit the water I inflated my water wings and the life raft, and I climbed in.

"It was a funny feeling just sitting

there. You realize they (the crews) know you are there, but wonder if they'll spot you and w going to happen next," he said.

Maj. Donald L. Jensen was the craft commander of the Jolly G Giant that rescued Major Siderius.

"We were on another mission in area when we received word the Phantom had gone down," rec Major Jensen. "We immediately verted to the scene, pushing that just as fast as it would go.

"Coming over the area, I saw man out to the left in an orange raft. We came in slow and low the downed man and dropped the (pararescueman) into the water."

The pararescueman was SSgt. Jules C. Smith. "I jumped into the water from about 15 feet up and swam to the major. He was uninjured so I helped him out of the life raft, briefed him on the procedure and helped him onto the penetrator. Then I climbed on the penetrator myself and they pulled us into the chopper."

The sergeant continued, "We continued the search for the other downed man. We saw an oil slick and spotted the aircraft wreckage in the shallow water, but there was no sign of the other man."

"We received word to return to Da Nang with the major," Major Jensen added. "When we left there were other aircraft in the area searching for the missing man."

"Upon arrival at Da Nang, we got together a volunteer maintenance team to return to the area and recover the downed 'bird'."

"We knew that if we didn't get the aircraft out that night, we would lose it," stated Lt. Col. Royal A. Brown, the operations officer for the 37th.

"The situation was critical because we had young maintenance men who had never been under enemy fire before, and we had to drop them in territory where the enemy was all around," he added.

Major Jensen flew the six-man team down to Quang Nam, where an Army "Huey" was waiting to take them to the site of the downed aircraft.

"We had a fair idea of what we had to do when we got there," said Capt. John C. Rogers, the maintenance officer with the team. "Major Jensen had described the damage thoroughly, so we were able to get right to work."

37th Makes 600th Save

The 37th ARRS here chalked up save number 600 Wednesday after rescuing two 366 TFW pilots on that day and one on Sunday.

Maj. Jerome D. Siderius of the 4th TFS started off the week when he punched out of his Phantom after it received anti-aircraft fire. The damage caused the F-4 to explode and burn and the two-man crew ejected near Hue. The other crew member has been listed as missing in action.

"The wingman told us we had been hit, but there was no damage apparent at first," said Major Siderius.

The major said that after the explosion, "The wingman radioed us and yelled, 'you're on fire, bail out!, bail out!', and we both punched out of the aircraft."

Maj. Donald L. Jensen, aircraft commander of the BUFF that rescued Major Siderius, said, "We were on another mission in the area when we received word

that the Phantom had gone down. We immediately diverted to the scene, pushing that 'bird' just as fast as it could go."

After the BUFF arrived at the scene the crew spotted Major Siderius and a PJ (pararescueman) was dropped into the water near him. SSgt. Jules C. Smith, the PJ, said "I jumped into the water from about 15 feet up and swam to the major."



Maj. Jerome D. Siderius (left) is welcomed by Col. Daniel C. Perry, 366 TFW commander and Col. Vincent V. Versurah, (shading his eyes) wing deputy commander for operations, after he was rescued by a HH-53C "Buff" helicopter from the 37th ARRS. He punched out of his burning F-4 Phantom near Hue. (Photo by AIC Terry Merrigan)

He was uninjured so I helped him out of the life-raft, briefed him on the rescue procedure and helped him into the penetrator. I then climbed in myself and we were pulled into the chopper."

Maj. Jensen and his crew continued to search for the other downed man but were unable to locate him. When they received word to return to Da Nang with Major Siderius there were other aircraft in the area to continue the search.

Save number 600 was made Wednesday with the rescue of Capt. David A. Warner of the 421st TFS.

Captain Warner and his GIB (guy in back), Maj. Herman E. Kiefer, also of the

(Continued on Pg. 5)

17 JAN 71 SAR

Downed AF Pilot's View Of Chopper: 'Mighty Good'

(STARS + STRIPS BY TAN 71)

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NEWSLETTER OF THE 41st AEROSPACE RESCUE AND RECOVERY WING

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SSgt GARY DUNBORN

PJ GETS SILVER STAR FOR VIETNAM HEROISM

ANDERSEN, ALB. (Continued) SSGT GARY L. DUNBORN, of the 37th SQ, 41st ARRW, is a member of the Recovery Squadron. He has been decorated with the Silver Star for his actions in Military operations in the Republic of Vietnam.

During the Vietnam War, he performed his duties with distinction. He was awarded the Distinguished Flying Cross and second Purple Heart for his actions in the Republic of Vietnam. He was also awarded the Silver Star for his actions in the Republic of Vietnam.

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37th SQ CHALKS UP 600th SAVE

DAK NANG, ALB. (Continued) The 37th SQ, 41st ARRW, has achieved a significant milestone in its history. It has completed its 600th successful rescue mission.

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30 JAN 71 SAR