



U.S. Air Force Photo by Sgt. D.

After directing air strike against enemy target, forward air controller in O-2 Super Skymaster checks bomb damage. FAC is member of Det. 1, 1st Tactical Air Support Squadron at Phu Cat AB.

27 FEB 71 SAR

Super Jolly rescues Navy pilot from br

DA NANG AFLD — A U.S. Navy pilot was rescued 16 miles northeast of Hue recently after mechanical problems forced him to eject from his aircraft.

Cmdr. Paul F. McCarthy was picked up by a U.S. Air Force HH-53 Super Jolly Green Giant from the 37th Aerospace Rescue and Recovery Squadron after floating in the South China Sea for half an hour.

"We were flying an air mission over Laos when the aircraft suddenly began to lose fuel," related Commander McCarthy. "I turned around and headed for water as fast as I could with my wing man tagging along to keep me in sight. Once I was in the water I didn't have long to wait. In no time at all I was aboard the chopper and heading into Da Nang."

Air Force Capt. David H. Wammer, commander of the helicopter that plucked Commander McCarthy out of the water, termed the rescue as "difficult" because of weather conditions. "It was strictly instrument weather all the way out," he said. "There was thick fog all the way down to the deck and no way to see the water unless we dropped below a hundred feet.

"Once we located the area it was no trouble to find the downed pilot. He was really prepared and gave us a big orange smoke flare as soon as we were close.

"Most of the trouble came when I tried to hover over the raft. We put smokes out to establish a reference point for maintaining a steady hover, but had to drop lower than normal in order to keep him in sight. It took four tries to finally establish a hover over

the survivor. From then on it was a matter of time."

Upon landing at Da Nang, McCarthy, already drenched, received the traditional 21-gun salute signifying a successful rescue.

7th AF Su

warns on

HQ 7AF — The physical effects of heroin were explained by Dr. (Col) John N. Dunn, chief of professional services in the 7th Air Force Surgeon's office.

Commenting on the effects of the drug, Dr. Dunn stated, "One 'great high' with heroin is usually the first time it is used. From then on, everything is as the tolerance to the drug increases. Then the user needs more of the drug just to feel normal.

"Some of the mainline heroin addicts, while in Vietnam, end up at two in the morning, not getting up at two in the morning, their fix just so they can get through the night," he said.

But Dr. Dunn cautioned against their tolerance to heroin. "If a user stops using heroin, the less-pure stuff available in the area and then he starts up again, the chances of killing himself are very good."

Photographers capture airlift, Khe Sanh airstrip on film

DA NANG AFLD — When Air Force C-130 Hercules began transporting troops to Military Region 1 recently, cameramen from the 600th Photo Squadron climbed aboard to document the action.

The massive airlift was in support of the Allied drive against enemy forces in North Vietnam and Laos.

For coverage was concentrated on the airlift of the men and equipment to the various locations," said 1st Lt. Jeffery J. Spalding, project officer. "We also documented the preparation of the airstrip."

When the first Hercules landed at Khe Sanh, it had been near the site of a fixed wing airfield. The lonely airstrip.

When the job also took place at Ha and Quang, the airfields became the headquarters.

Dempster, motion picture cameraman. "We were lucky enough to be the first motion picture crew in Khe Sanh after the area was secured. The action was so constant that for three hours I didn't have a chance to put the camera down except to reload."

Other members of the film crew were TSgt. Joseph C. David, SSgt. Andy Sarakon and Sergeants Stephen J. LaChance and Richard C. Privette.

Ex-'bird leads Gunfighters

DA NANG AFLD — A former member of the Air Force aerial demonstration team, the Thunderbirds, and veteran of Southeast Asia combat missions assumed command recently of the 366th Tactical Fighter Wing "Gunfighters."

Col. J.R. Spalding, who flew the left wing position with the Thunderbirds in

sions in the O-2, A-1, F-4 and the F-102.

Among his assignments, he commanded a B-52 squadron, director of operations with the 36th Fighter Wing at Clark Air Base, and the director for 7/13 Air Force at Udon Thani.

Navy Pilot Gets Quick Rescue

A U.S. Navy A-7 pilot was rescued 16 miles northeast of Hue early last Saturday morning after mechanical problems forced him to eject from his aircraft.

Cmdr. Paul F. McCarthy was picked up by an HH-53 BUFF from the 37th Air Rescue and Recovery Squadron at 7:45 a.m. after floating in the South China Sea for half an hour.

"We were flying a mission over Laos when the aircraft suddenly began to lose fuel," related Commander McCarthy. "I turned around and headed for water as fast as I could with my wingman tagging along to keep me in sight."

"Once I was in the water I didn't have long to wait, in no time at all I was aboard the chopper and heading into Da Nang."

Capt. David H. Wammer, commander of the helicopter that plucked McCarthy out of the water, termed the rescue difficult because of the weather conditions.

"It was strictly instrument weather all the way out," he commented. "There was thick fog all the way down to the deck and no way to see the water unless we dropped below 100 feet."

"Once we located the area it was no trouble to find the downed pilot. He was really prepared and gave us a big orange smoke flare as soon as we were close."

"Most of the trouble came when I tried to hover over the raft. We put smokes out to establish a reference point for maintaining a steady hover, but had to drop a lot lower than normal in order to keep them in sight. It took four tries to finally establish a hover over the survivor. From then on it was routine."

Upon landing at Da Nang, the already-drenched Commander McCarthy received the traditional hosing down, signifying a successful rescue.

0655	MSA NO. A-3-009 25 Feb 71	AC
1050	DAAR JRCC 25 FEB TOTAL: 37.5	
	26 FEB TOTAL: 20.5	AC
1053	LINE CHECK SXS	AC
1100	SSGT ARISPE OFF DUTY	AC

27 FEB 71

2045	CAPT CLARK - ON DUTY	DRC
2130	STATUS TO QUEEN	ARC
2302	SCRAMBLE ALPHAS ON CHIPPY 414 - NAVY - A-7 -	
	HAS GOOD CHUTZ - 015/16/69	DRC
2310	ALPHAS - JG 72 071 AIRBORNE	DRC
2335	PJ IN THE WATER JG 72 MAKING PICKUP	DRC
2345	PICKUP COMPLETE ETA 0002 4609 MSA DRC A3-010	
2355	REVISED ETA FOR JG 72 IS 0010	DRC
0010	JG 72 ON THE DECK LOGGED <u>1.0</u>	DRC
0030	JG 71 ETA 0045 - A-1	DRC
0045	STATUS TO JOKER	DRC
0057	JG 71 ON THE DECK LOGGED <u>1.8</u>	ARC
0130	JG 66 AIRBORNE FOR CH 73	DRC
0115	WORDS FOR ITEM 14 FROM QUEEN	ARC
0117	MISSION Number is A3 010 - 26 Feb 71	W
0237	HAS LEE - 1972 nd COMUSON REQUESTS 2 SEATS ON TRAINING FLIGHT - TUESDAY	DRC
0240	FROM JOKER - PEDRO'S WILL HAVE A PART TO TAKE TO CH 73 - TUESDAY	DRC
0300	39TH MAINT OFFICER CALLED CAPT LINDELL. HAS PACKAGE ADDRESSED TO 37TH - BIEN HOA NOTIFIED TO PICK IT UP AT CH 71 IF POSSIBLE.	DRC
0315	JG 70 AIRBORNE ⁰³⁰⁰ CH 73 ETA 71 0440	DRC
0400	MSGT Smith on duty	PJ

FEBRUARY 1971				NAME RANK SSN		
DATE	CREW	JG	SAV #	ORGANIZATION	LOCATION	TYPE SAV
6	DREIBELBIS	65	601	NGOC, TRAN-VAN ^{V/LT}	14-185N	5 COMBAT
	BAKKE		602	BOI, HOANG ^{2/LT}	108.00E	
	ROGERS		603	NHIEP DANG ^{2/LT}	UH1H	
	BAILEY		604	BAT MAI VAN, ST	SOUTH V.N.	
	MUELCHI		605	HÀO ĐỒ-HỮU, CPT.	MSN II A-3-004	
26	BAKKE	65	607	HEDDRICH, DAVID R.	106.26E	2 COMBAT
	WEIMER		608	CAPT XXXXXXXXXX	1642 N.	
	McKINNEY			37 TFW	COBRA 23 F-4	
	NARDI			MCLAUGHLIN, THOMAS M. ^{V/LT}		
	CURTIS			XXXXXXXXXX 37 TFW		
27	WAMMER FRIED ROGERS SCHWARTZ KIRK	72	609	McCarthy, PAUL F. CMDR. "KITTY HAWK"	017/17/69 CHIPPIE 414 (A-7)	1 COMBAT FEET WET
09	BEATTIE KOMICH BURCHFIELD SMITH HANCOCK	77	606	NAME UNKN V.N. WOMAN PREGNANT & Hemorrhaging	GON SON ISLAND MSN II 03-003 FEB	1 MED EVA 1 Non Com

MONTHLY TOTAL 9

The aircraft commander of Jolly Green 72 who made the pick-up was Captain David H. Wammer.

The month of March started off with a Medevac from Con Son island to Long Binh hospital. On 2 March 71 the Jollys at our FOL were notified that a Vietnamese Seaman was very ill at Con Son. Jolly Greens 73 and 66 were dispatched to the island for the evacuation. The mission was completed without incident. The aircraft commander of the Jolly Green making the evacuation was Captain Karlton I. Bakke.

On 6 March 71 Jolly Greens 71 and 64 were holding west of Channel 103 in preparation for an attempted pickup of seven survivors of an Army helicopter which was shot down. One of the Sandy aircraft preparing the area was hit by ground fire and the pilot was forced to bail out. Jolly Green 71, flown by Major Mudd, observed the bailout and immediately recovered the pilot. Other Jolly Greens from the 37 ARRS took over the Witchdoctor mission but all attempts to rescue the seven survivors by helicopter were unsuccessful due to hostile fire. A ground team did recover the seven men the next day.

On 13 March 71 the 37 ARRS had a most eventful but unsuccessful day. A Navy A-7, call sign Battle Cry 315, was shot down at a position 225 degrees for 50 miles from Channel 103. The pilot of the A-7 had ejected and was injured. Voice contact was established with the survivor and the SAR was initiated. Jolly Greens 64 and 73 departed Channel 77 for the area. Sandy aircraft began working the area and small arms fire was observed.

Jolly Greens 64 and 73 were alerted on 19 February that Covey 275 had crashed west of Channel 77. Both helicopters proceeded to the scene where they were joined by the SAR force. No chutes were observed and no beeper could be heard. The cockpit seemed to be intact so it was decided that a pararescueman should be lowered to determine if there were survivors. This was accomplished and both Jolly Greens returned to Da Nang Afd, RVN.

On 25 February 71, Cobra 23 was shot down at 263 degrees for 43 miles off Channel 103. Jolly Greens 66 and 72 were scrambled from Da Nang and were placed in a holding point west of Channel 103. Jolly Greens 65 and 71 were later scrambled to the area. Weather and night fall prevented a pickup attempt so all SAR forces were returned to base. A first light effort was planned for the next morning. All SAR forces were reassembled in the area the next morning but the rescue was delayed until hostile forces could be eliminated. At 1230 Local the area was ready and the pickup of both crewmembers was successful. The low bird, Jolly Green 65 flown by Captain Bakke did take several hits from small arms fire during the rescue.

The last mission for February occurred on the 27th. The pilot of a Navy aircraft, call sign Chippie 414, bailed out feet wet off of Channel 69. Jolly Greens 72 and 71 scrambled to the scene and a successful water pickup was accomplished. Heavy fog in the area made this recovery very difficult.