

~~CONFIDENTIAL~~

DATE: 25 Feb 71

1 Mar 71

MISSION NUMBER: A-3-008-25 Feb 71

AIRCRAFT DESIGNATION: King 24

DISTRESSED AIRCRAFT: Gunfighter 44

LOCATION: 34 NM from CH 103(130/34/CH 103)

SAVES: 1 Combat

Classified by \_\_\_\_\_  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON 31 Dec 77

(C) At 0236Z King 24 overheard a broken radio transmission from Danang Tower talking to Gunfighter 44 about a Mayday. King 24 contacted Danang Tower and learned that Gunfighter 44 had called Mayday 34 NM out of CH 103 with the front seater incapacitated and battle damage on the aircraft. The backseater was flying the aircraft and proceeding to CH 77. King 24 attempted to contact Gunfighter 44 with negative results while also establishing communications with Panama for radar positions on the distressed aircraft. No escort aircraft were available. Gunfighters position was 130°/34/CH103 heading south. Queen launched JG 66 and 72 and Sandies 9 and 10 at 0238Z and relayed that Gunfighter's controlling agency had directed him to proceed to CH 87(Phu Cat) for attempted landing or bailout due to better weather there.

King 24 attempted contact several times with Gunfighter 44 on Guard and on his company frequency with negative results. King 24 contacted Phu Cat approach control and requested launch of Pedro and emergency equipment be standing by. Gunfighter 44 came up on Phu Cat approach control's frequency and King 24 established communications with the aircraft at 0252Z; Phu Cat had positive radar contact and began issuing vectors. Gunfighter 44 confirmed that the front seater was totally incapacitated and that he was proceeding to CH 87 for bailout over the field.

At 0302Z a Guard transmission relayed that two good chutes were sighted, and Phu Cat relayed loss of radar contact with Gunfighter 44 at 065°/12.5/CH 87. King 24 went out on Guard for any aircraft near that position to contact King. Lucky 15 and Bulldog 21, two Army med-evac choppers, came up on radio about 5 NM north of the bailout position proceeding in that direction. At 0308Z King 24 assumed on-scene-commander and talked to Gunfighter 44 Bravo who reported that he and the Alpha man were both on the beach and that he was all right. Bravo said that he was walking to Alpha to check

~~CONFIDENTIAL~~

GROUP-4

Downgraded 2 year intervals.  
Declassified after 12 years.

[REDACTED]

him over.

At 0311Z Bulldog 21 and Lucky 15 spotted Gunfighter 44 Alpha and Bravo and dropped in to make the pickup. Bravo was on Bulldog 21 and Alpha was on Lucky 15. Lucky 15 reported that the Alpha man was dead. Both choppers proceeded to Phu Cat to the hospital and landed at 0330Z.

King 24 Crewmembers

AC/AMC Capt Nader  
CP Capt Petit  
N Capt Thomas  
RO TSgt Martz  
FE MSgt Yogodzinski  
LM SSgt Richardson

SAR Forces

King 24  
JG 66, 72  
Sandies 9., 10

Additional Forces

Lucky 15  
Bulldog 21

*Alfred H. Nader Jr.*

ALFRED H. NADER, Jr, Captain, USAF  
Aircraft Commander/Airborne Mission Commander

[REDACTED]

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


4

IFM  
IFM

IFM  
IFM  
IFM

李永年

JEM

J. H. M.

PLAN

*Th.*

A handwritten signature in black ink, appearing to be "A." or similar, located at the bottom right of the page.

44

de

4

50



03

人

**DECLASSIFIED**

IMMEDIATE

00414

\*\*\*\*\*  
CONFIDENTIAL  
\*\*\*\*\*

2/3

(C) 56SOW AT 0236 25 FEB 71.

(D) DET 13, 38ARRS, AT 0250 25 FEB 71.

(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:

(A) 39ARRS AT 0236 25 FEB 71 - K-26, C-130P

(B) 37ARRS AT 0245 25 FEB 71 - JG 66/72, HH-53

(C) 56SOW AT 0249 25 FEB 71 - SANDY 9/10, A1-H

(D) DET 13, 38 ARRS AT 0305 25 FEB 71 - PEDRO 33/34,

HH-43.

C. PERSONNEL INFO:

(1) 2 PERSONS INVOLVED - 2 PERSONS LOCATED, 2 RECOVERED  
1 SAVED, 1 DECEASED.

(2) SAR OBJECTIVE LOCATED BY BULLDOG 21 AND LUCKY 15 AT  
0314 25 FEB 71 COORDINATES 1403N 10814E.

(3) RECOVERY BY ARMY HELICOPTER. LANDED BY DOWNED AIRCREW  
FOR PICK-UP.

PAGE 4 RUMUJNA0179 C O N F I D E N T I A L

(4) BOTH CREW MEMBERS WERE TAKEN TO THE HOSPITAL AT  
PHU CAT AB RVN.

D. FLYING ACTIVITY:

(1) 39ARRS - 1 SORTIE FOR 0.8 HOURS.

(2) 37ARRS - 2 SORTIES FOR 1.0 HOURS.

(3) 56SOW - 2 SORTIES FOR 1.0 HOURS.

(4) DET 13, 38ARRS - 2 SORTIES FOR 0.9 HOURS.

E. RCC MAKING SAVES CAPT A. NADER, 39ARRS. 1 PERSON SAVED  
JOHN S. TALLEY, 390TFS, DANANG AB, RVN. 39ARRS CREDITED WITH  
1 COMBAT, AIRCREW MEMBER SAVE. 129TH HELICOPTER ASSAULT SQUADRON  
CREDITED WITH 1 COMBAT AIRCREW MEMBER SAVE.

G. SUMMARY OF SAR ACTIONS:

(1) AT 0235 25 FEB 71, OL-A RECEIVED A CALL FROM PANAMA  
RADAR THAT GUNFIGHTER 44 (F-4C) WAS HIT BY ENEMY FIRE AND THAT THE  
BRAVO MAN (BACKSEATER) WAS FLYING THE AIRCRAFT. THE ALPHA MAN  
(FRONTSEATER) WAS INCAPACITATED AND UNABLE TO FLY THE AIRCRAFT.  
THE 366TH COMMAND POST DIRECTED GUNFIGHTER 44 TO CONTINUE TO  
PHU CAT AB BECAUSE OF BETTER WEATHER. THE DECISION WAS MADE BY  
366TH TFW CP TO HAVE THE CREW BAILOUT OVER THE COAST NORTH EAST  
OF PHU CAT. AT 02357 JG 66 AND 72 (HH-53) SANDY 9 AND 10 (A1-H)

PAGE 5 RUMUJNA0179 C O N F I D E N T I A L

AND K-24 (C-130P) WERE NOTIFIED. K-24 BECAME MISSION COMMANDER (AMC) AT  
THAT TIME. THE JG'S AND SANDY PROCEEDED TOWARD PHU CAT. THE  
JRCC AT TAN SON NHUT ALERTED DET 13 PEDRO'S 33 AND 34 (HH-43) AT  
PHU CAT FOR A POSSIBLE PICK-UP. AT 0305Z OL-A RECEIVED WORD THAT  
THE CREW HAD BAILOUT. 2 GOOD CHUTES WERE OBSERVED AND REPORTED  
AT 0309Z. THE CREW LANDED ON THE BEACH 11 MILES NORTHEAST OF  
PHU CAT (1403N 10914E). BULLDOG 21 AND LUCKY 15 (BOTH UH-1H MED  
EVACS) WERE FLYING IN THE AREA, SAW THE CHUTES AND LANDED NEXT TO  
THE CREW MEMBERS. BULLDOG 21 PICKED-UP THE BRAVO MAN AND REPORTED  
HIM IN GOOD CONDITION. LUCKY 15 PICKED-UP THE ALPHA MAN AND  
REPORTED HIS DOA. BOTH WERE TAKEN TO PHU CAT HOSPITAL. ALL SAR

IMMEDIATE

\*\*\*\*\*  
CONFIDENTIAL  
\*\*\*\*\*

IMMEDIATE

\*\*\*\*\*

~~CONFIDENTIAL~~

\*\*\*\*\*

PT 00414

FORCES WERE THEN RTR. THERE WERE NO REFUELINGS. THE 39ARRS AND THE 129TH HELICOPTER ASSAULT COMPANY ARE CREDITED WITH 1 COMBAT AIRCREW MEMBER SAVE.

(2) TOTAL FLYING ACTIVITY: SEE ITEM 3D.

GP-4

BT

#0179

NNNN#

3/3

|                       |                    |
|-----------------------|--------------------|
| MESSAGE NOTIFICATION  |                    |
| Individual Contacted: | LE                 |
| Local Time and Date:  | 0140Z<br>26 Feb 71 |

~~CONFIDENTIAL~~

\*\*\*\*\*

\* CONFIDENTIAL \*

\*\*\*\*\*

IMMEDIATE

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS  
(SECOND OAK LEAF CLUSTER)

TO

JOSEPH S. STANALAND

Staff Sergeant Joseph S. Stanaland distinguished himself by extraordinary achievement while participating in aerial flight as a HH-53 Rescue Helicopter Pararescue and Recovery Technician, 40th Aerospace Rescue and Recovery Squadron at Nakhon Phanom Royal Thai Air Force Base, Thailand on 25 February 1971. On that date, Sergeant Stanaland flew an extremely hazardous mission deep into hostile territory in an attempt to rescue an American pilot downed by hostile fire. In spite of adverse weather conditions and the constant threat of hostile fire, Sergeant Stanaland accomplished this highly intricate and hazardous mission in support of free world forces combatting aggression. The professional competence, aerial skill, and devotion to duty displayed by Sergeant Stanaland reflect great credit upon himself and the United States Air Force.

The second Phantom lost on this day was taking part in a night mission in the same area. Capt Hedditch was making his third pass on a target near Ban Tampanko when his aircraft was struck by ground fire. In this instance both the crew ejected successfully and were rescued by a USAF helicopter.

Sunday, August 25, 2002 (2).jpg

## **25 February 1971**

F-4D 66-8691 366 TFW, USAF, Da Nang  
Maj Richard Keith Somers (KIA)  
Capt J S Talley (survived)

Again, two Phantoms were shot down during two unrelated Steel Tiger missions in southern Laos. Maj Somers was bombing enemy troops in contact with friendly forces near Ban Tampunko, 17 miles southwest of Khe Sanh. The aircraft was hit in the cockpit at 1,000 feet on its fourth pass. Maj Somers may have been wounded or his ejection seat damaged, as he did not follow Capt Talley out of the aircraft. The WSO was subsequently rescued by a USAF helicopter.

F-4D 65-0637 12 TFW, USAF, Phu Cat  
Capt Hedditch (survived)  
1Lt T McLaughlin (survived)

Sunday, August 25, 2002.jpg

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 Chipple 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.

~~CONFIDENTIAL~~  
COBRA 23 ALPHA AND BRAVO SEARCH AND RECOVERY

(C) Search and Recovery forces encountered intense resistance and marginal weather during a two day effort which resulted in the successful rescue of Cobra 23 Alpha and Bravo. The two F-4 crewmembers ejected in hostile territory after sustaining battle damage. They landed at 260/43 from Tacan Channel 103 (Quang Tri Air Base, RVN) near Delta 12, a major interdiction point on the Ho Chi Minh Trail in Laos. The incident occurred in mid afternoon and the weather was marginal. By the time SAR forces started to arrive the weather had degenerated to the extent that the objective area was completely obscured by a rain squall. Bad weather, approaching darkness and intense enemy resistance prevented a pick up that day and caused a great deal of apprehension among the survivors who were well aware of their precarious position. When the downed crewmembers were informed that they would have to wait for a first light pick up, Cobra 23 Alpha replied "We won't be here in the morning".<sup>154</sup>

(C) Hammer 62, a FAC (Forward Air Controller) was working a strike just south of the objective position and diverted at approximately 1530L to provide assistance. When he arrived there were already five other Hammer FAC's on scene as well as about 20 helicopters. Hammer 62 located both survivors' parachutes and pointed them out to Sandy 09 who assumed On-Scene Command when he

---

154. SARCO Report for Cobra 23 Alpha and Bravo, Document #8.

arrived at 1600L. During low passes to determine the exact position of the survivors, both aircraft received intense ground fire from small arms, automatic weapons, anti-aircraft equipment and a tank parked on a hill about 300 meters to the west. During one pass Sandy 09 received battle damage and departed the area. After landing he determined that the aircraft had numerous holes shot in it and one hole in the right elevator was the size of a football.<sup>155</sup>

(C) Sandy 06 took charge as On-Scene Commander and by this time the weather had deteriorated making it virtually impossible to continue the search. Successive passes met with intense resistance. Poor visibility and approaching darkness made it impossible to pin point Cobra 23 Alpha and Bravo's positions. The survivors were given bed down instructions and efforts for that day terminated. Meanwhile at TeePee (Command and Control Center at Nakhon Phanom RTAFB) plans were being formulated for the major effort that would commence at first light of the next morning.<sup>156</sup>

(C) The next morning, 26 February 1971, Sandy 03/04 departed for the scene at 0440L. Upon arrival Sandy 03 took charge as On-Scene Commander and relieved Hammer 40, a night FAC who had been monitoring the survivors' positions. Sandy 03 was able to locate the exact position of Cobra 23 Bravo but Alpha's area was obscured by very low clouds. Several sources of enemy resistance

---

155. Ibid.

156. Ibid.

~~CONFIDENTIAL~~

were located on ridge lines in the area. A FAC, Hammer 48, directed strikes by fast movers (jet aircraft) on these positions in an effort to sterilize the area. The weather remained marginal and Sandy 03/04 had to depart for low fuel prior to pin pointing both positions.<sup>157</sup>

(C) Sandy 05 took over as On-Scene Commander and soon the weather improved enough to permit positive identification of the downed crewmembers' positions. During each pass over the survivors the aircraft were subjected to enemy ground fire. Sandy 05/06 expended all of their ordnance on enemy positions prior to turning On-Scene Command over to Sandy 07 at approximately 0900L.<sup>158</sup>

(C) Sandy 07/08 continued the sterilization process by locating resistance, marking it and striking enemy positions. The A-1's struck at positions near the survivors and four F-4's were called in to strike a ridge line which supported many gun emplacements. The F-4's dropped napalm and the top of the entire ridge line went up in flames. No resistance was encountered from this area during the remainder of the effort. As the resistance diminished, Sandy 07 formulated a pick up plan which would take place within an hour. The Jolly Green helicopters would come in from the southwest over a friendly position about three miles from the survivors. Smoke would be used to mask off suspected enemy positions and obscure the survivors. The IP (Initial Point) and

---

157. Ibid.

158. Ibid.

~~CONFIDENTIAL~~

objective points would be marked and Sandy 09/10 would escort the low Jolly Green in for the pick up and back out the reverse route.<sup>159</sup>

(C) The pick up was executed and the effort went as planned. Hammer 54 controlled smoke placement which was provided by F-4 aircraft. Three A-1's escorted the Jolly Green helicopter and sterilized his path. Cobra 23 Alpha and Bravo expended their signal flares on command and were easily located. The survivors were picked up very quickly and the Jolly Green exited over the planned route and departed for DaNang Air Base, RVN. The Search and Recovery for Cobra 23 Alpha and Bravo was successfully completed<sup>160</sup> and the effort was terminated at 1437L.

---

159. Ibid.

160. Ibid.

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

EUGENE L. NARDI

Technical Sergeant Eugene L. Nardi distinguished himself by gallantry in connection with military operations against an opposing armed force near Khe Sanh, Republic of Vietnam, on 26 February 1971. On that date, as a Pararescue Technician on an HH-53 Rescue Helicopter, Sergeant Nardi's efforts culminated in the rescue of two United States Air Force aircrewmembers from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area and complete disregard for his own personal safety, and despite the helicopter's receiving numerous hits by ground fire, Sergeant Nardi exposed himself to the hostile fire throughout the rescue effort to provide suppressive fire, preventing much greater damage to the helicopter, and insuring the safe rescue of the downed airmen. By his gallantry and devotion to duty, Sergeant Nardi has reflected great credit upon himself and the United States Air Force.

37 ARRSQ HISTOFT, 1 JULY - 30 SEPTEMBER 1971

SUPPORTING DOCUMENT #5

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

MICHAEL A. CURTIS

Airman First Class Michael A. Curtis distinguished himself by gallantry in connection with military operations against an opposing armed force near Kh~~u~~ Sanh, Republic of Vietnam, on 26 February 1971. On that date, as a Pararescue Specialist on an HH-53 Rescue Helicopter, Airman Curtis' efforts culminated in the rescue of two United States Air Force aircrewm~~e~~n from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area and complete disregard for his own personal safety, and despite the helicopter's receiving numerous hits by ground fire, Airman Curtis exposed himself to the hostile fire throughout the rescue effort to provide suppressive fire, preventing much greater damage to the helicopter, and insuring the safe rescue of the downed airmen. By his gallantry and devotion to duty, Airman Curtis has reflected great credit upon himself and the United States Air Force.

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

SUPPORTING DOCUMENT #6

# 2 Rescued Pilots Describe Ordeal in Laos

DA NANG Vietnam (AP) — Two U.S. fighter pilots described Friday night how they huddled on a Laotian hillside for nearly 23 hours while North Vietnamese troops who shot them down overran a South Vietnamese fire base a half mile away.

Their F4 Phantom fighter-bomber exploded in flames Thursday while dropping napalm on enemy tanks and gun emplacements attacking Hill 31, a South Vietnamese airborne battalion fire base eight miles inside Laos.

The two crewmen ejected and used their emergency radios to direct air strikes on the attacking force while North Vietnamese soldiers searched for them in the bushes.

Talking with news men at an officers' club in Da Nang several hours after their rescue, Capt. David R. Hedditch, 28, Hamilton, Mont., and Lt. Thomas M. McLaughlin, 24, Melrose, Mass., both said "we thought we were dead men" when North Vietnamese searchers came within 10 feet of their separate hiding places.

"We were called out in a mission over Laos Thursday afternoon, refuel in the air over Thailand and returned to Laos when the forward air controller —FAC—told us to stand by for a strike on Hill 31," said Hedditch, the aircraft commander.

"I made my first napalm pass to mark the target, my wingman made corrections and I made a second nape strike. As I was pulling out, the bird went out of control, pitched upward and then the whole cockpit turned red. I knew we had been

hit and were on fire, but I don't know what hit us."

McLaughlin, his backseater, ejected first. They parachuted 2,000 feet and landed on a hillside near the fire base.

Faces smeared with mud for camouflage, the men remained separated for the next 22½ hours until their rescue by a Jolly Green Giant helicopter Friday afternoon.

"All I could find was some knee high grass to hide in," said Hedditch. "I heard some noise, shut off my radio and just froze. Then I saw two North Viet-

namese soldiers walking-around looking for me.

"After that I talked with an FAC and he assured us we would get as much air cover as they could lay on. Tom was also on the radio, so I knew he was all right, but we didn't dare move toward each other."

McLaughlin said he landed about 20 yards from an enemy mortar.

"I could hear the gun crew talking in between rounds as they fired at the fire base," he said. "Both of us heard tanks, continuous small-arms fire and a 37mm antiaircraft gun working on the shoulder overhead. fir-



saw  
crawled  
him, I  
what we  
for noise.  
"We just held on  
er, we were so damn  
each other. Then

26 FEB 71

"He told me to pop a smoke when the Jolly Green came in and I threw it away from me down the hillside so the NVs wouldn't open up on my posi-

# 37th Rescues 2-Laos

After what was possibly the longest 22 hours of their lives, two USAF jet fighter pilots were pulled out of heavily enemy-infested territory recently, by crews from the 37th ARRS.

Capt. David R. Hedditch and 1st Lt. Thomas M. McLaughlin, both F-4 Phantom pilots from Phu Cat AB, punched out of their aircraft after it was shot down by enemy fire near the Laotian city of Tchepone.

That event started a chain-reaction which was to become one of the most heavily contested search and rescue (SAR) missions in the history of the war.

With the enemy sometimes within 20 meters of his position, Captain Hedditch managed to lay low and evade his would-be captors while A-1E Skyraiders and jet

---

fighters pounded the area to silence the enemy ground fire so that rescue choppers could get in.

Lieutenant McLaughlin, who was approximately a half-mile away from his fellow pilot, said that the enemy was so close to his position that at one time while hiding in a bush; "I was practically looking at two of them face-to-face. I reached for my weapon and then froze in my position. Amazingly they didn't spot me and about five minutes later they started moving down the hill. I didn't know whether I was going to have to shoot it out with them or what."

Aided by A-1 Skyraiders and jet fighters, the "Buffs" stood a steady vigilance over the area while attempts were made to silence the enemy guns.

Around noon of the second day, the area had been saturated enough for the rescue chopper to come in and pick up the downed men.

The crew of the rescue chopper were, Capt. Karlton I. Bakke, aircraft commander; Capt. John R. Welmer, Jr., the co-pilot; TSgt. Carlos J. McKinney, the flight engineer; and TSgt. Eugene L. Nardi and A1C Michael J. Curtis, the PJ's (pararescuemen).

## 37th Rescues 2-Laos

After what was possibly the longest 22 hours of their lives, two USAF jet fighter pilots were pulled out of heavily enemy-infested territory recently, by crews from the 37th ARRS.

Capt. David R. Hedditch and 1st Lt. Thomas M. McLaughlin, both F-4 Phantom pilots from Phu Cat AB, punched out of their aircraft after it was shot down by enemy fire near the Laotian city of Tchepone.

That event started a chain-reaction which was to become one of the most heavily contested search and rescue (SAR) missions in the history of the war.

With the enemy sometimes within 20 meters of his position, Captain Hedditch managed to lay low and evade his would-be captors while A-1E Skyraiders and jet

fighters pounded the area to silence the enemy ground fire so that rescue choppers could get in.

Lieutenant McLaughlin, who was approximately a half-mile away from his fellow pilot, said that the enemy was so close to his position that at one time while hiding in a bush; "I was practically looking at two of them face-to-face. I reached for my weapon and then froze in my position. Amazingly they didn't spot me and about five minutes later they started moving down the hill. I didn't know whether I was going to have to shoot it out with them or what."

Aided by A-1 Skyraiders and jet fighters, the "Buffs" stood a steady vigilance over the area while attempts were made to silence the enemy guns.

Around noon of the second day, the area had been saturated enough for the rescue chopper to come in and pick up the downed men.

The crew of the rescue chopper were, Capt. Karlton I. Bakke, aircraft commander; Capt. John R. Weimer, Jr., the copilot; TSgt. Carlos J. McKinney, the flight engineer; and TSgt. Eugene L. Nardi and A1C Michael A. Curtis, the PJ's (pararescuemen).

26 FEB 74  
18

FEBRUARY

1971

NAME RANK

SSN

| DATE | CREW       | JG | SAVE # | ORGANIZATION                              | LOCATION          | TYPE SAV             |
|------|------------|----|--------|-------------------------------------------|-------------------|----------------------|
| 6    | DREIBELBIS | 65 | 601    | NGOC, TRAN-VAN <sup>1/2LT</sup>           | 14-185N           | 5 COMBAT             |
|      | BAKKE      |    | 602    | BOI, HOANG <sup>2/2LT</sup>               | 108.00E           |                      |
|      | ROGERS     |    | 603    | NHIEP DANG <sup>2/2LT</sup>               | UH1H              |                      |
|      | BAILEY     |    | 604    | BAT MAI VAN, ST                           | SOUTH VN.         |                      |
|      | MUELCHE    |    | 605    | HÀO ĐỒ-HUU, CAPT.                         | MSN II<br>A-3-004 |                      |
| 26   | BAKKE      | 65 | 607    | HEDDRICH,<br>DAVID R.                     | 106.26E           | 2 COMBAT             |
|      | WEIMER     |    | 608    | CAPT<br><del>XXXXXXXXXX</del>             | 1642 N.           |                      |
|      | McKINNEY   |    |        | 37 TFW                                    | COBRA 23<br>F-4   |                      |
|      | NARDI      |    |        | McLAUGHLIN,<br>THOMAS M. <sup>1/2LT</sup> |                   |                      |
| 27   | WAMMER     | 72 | 609    | McCarthy,<br>PAUL F. <del>1/2LT</del>     | 017/17/69         | 1 COMBAT             |
|      | FRIED      |    |        | CMDR.                                     | CHIPPY 414        |                      |
|      | ROGERS     |    |        | "KITTY HAWK"                              | (A-7)             |                      |
|      | SCHWARTZ   |    |        |                                           |                   |                      |
|      | KIRK       |    |        |                                           |                   |                      |
| 09   | BEATTIE    | 77 | 606    | NAME UNKN                                 | 60N 50N           | MED EVA<br>1 Non Com |
|      | KOMICH     |    |        | V.N. WOMAN                                | ISLAND            |                      |
|      | BUECHFIELD |    |        | PREGNANT &                                |                   |                      |
|      | SMITH      |    |        | hemorrhaging                              | MSN II            |                      |
|      | HANCOCK    |    |        |                                           | 03-003 FEB        |                      |

MONTHLY TOTAL 9



COBRA 23 SAR

~~26 FEB 71~~  
26 FEB 71 . JPL

AEM #3

CMFDI HAS ORIGINAL

CURTIS BAKKE WEINER MCKINNEY

HEDDRICH + McLAUGHLIN SURVIVORS F4

## Destroy Red Tank

# Phantoms Aid Downed Pilots

DA NANG FIELD, Vietnam (Special) — The skill of two Air Force F4 Phantom fighter-bomber crews from the 356th Tactical Fighter Wing here made the jungle cover useless to an enemy tank that was attempting to foil a search and rescue operation.

A pilot of one of the Phantoms, 1st Lt. John O. Labouliere, commented on the unusual action: "We were flying to a combat support mission in an area in Laos where ARVN ground troops were engaged in Operation Lam Son 719. As we approached the area we heard another F4 crewman already over the target saying, 'Lead, lead, you're on fire!'"

"There was a slight pause and then we heard the forward air controller (FAC) say, 'I see one chute, ... see the other one.'"

**Pacific Stars & Stripes**  
Tuesday, March 9, 1971

The Phantom immediately reacted to the report. When a search and rescue (SAR) is in progress, safety, even though it is dropped," explained the lieutenant. "The SAR is of the utmost importance."

"There was intense ground fire, and so as we were working the area, the FAC was trying to get the location of the two downed pilots."

"The FAC saw two tanks coming up a road in the area. At first, we had a hard time spotting them because of the haze in the area. Also, there were many enemy helicopters in the area and we had to watch out for them."

"The tanks started as they fell to where the two paratroopers had been shot. I, so our tanks were, and the lead aircraft opened up on them with 20mm rounds."

"The lead aircraft then came in over a bomb pass. We let

them in and dropped our bombs. The FAC then told us to get up high while he checked the position of the tanks. Later, he called Labouliere."

"At this time we were hit in the tail and had to return to base," he added. The Phantom left the area but other aircraft were seen on the scene."

When the crewmembers returned to Da Nang, they learned that they had been credited with destroying one of the tanks. "One day, after one of the first rescue SAR missions in recent months, the two downed pilots were picked up by rescue crews from the 35th Aerospace Force and Recovery Squadron from Da Nang."

When he learned that the pilots had been rescued, Labouliere said on the ground. "I was really glad I heard that they got out — it must have been hell down there."

# PACIFIC STAR AND STRIPES

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

Vol. 27, No. 58

Sunday, Feb. 28, 1971

## 2 Rescued Pilots

### Describe Ordeal in Laos

DA NANG, Vietnam (AP) — Two U.S. fighter pilots described Friday night how they huddled on a Laotian hillside for nearly 23 hours while North Vietnamese troops who shot them down overran a South Vietnamese fire base a half mile away.

Their F4 Phantom fighter-bomber exploded in flames Thursday while dropping napalm on enemy tanks and gun emplacements attacking Hill 31, a South Vietnamese airborne battalion fire base eight miles inside Laos.

The two crewmen ejected and used their emergency radios to direct air strikes on the attacking force while North Vietnamese soldiers searched for them in the bushes.

Talking with news men at an officers' club in Da Nang several hours after their rescue, Capt. David R. Hedditch, 28, Hamilton, Mont., and Lt. Thomas M. McLaughlin, 24, Melrose, Mass., both said "we thought we were dead men" when North Vietnamese searchers came within 10 feet of their separate hiding places.

"We were called out in a mission over Laos Thursday afternoon, refuel in the air over Thailand and returned to Laos when the forward air controller — FAC — told us to stand by for a strike on Hill 31," said Hedditch, the aircraft commander.

"I made my first napalm pass to mark the target, my wingman made corrections and I made a second napalm strike. As I was pulling out, the bird went out of control, pitched upward and then the whole cockpit turned red. I knew we had been

hit and were on fire, but I don't know what hit us."

McLaughlin, his backscatter, ejected first. They parachuted 2,000 feet and landed on a hillside near the fire base.

Faces smeared with mud for camouflage, the men remained separated for the next 22½ hours until their rescue by a Jolly Green Giant helicopter Friday afternoon.

"All I could find was some knee high grass to hide in," said Hedditch. "I heard some noise, shut off my radio and just froze. Then I saw two North Viet-

namese soldiers walking around looking for me.

"After that I talked with an F-4 and he assured us we would not be much longer as they could lay on. Tom was also on the radio, so I knew he was all right, but we didn't dare move toward each other."

McLaughlin said he landed about 20 yards from an enemy mortar.

"I could hear the gun crew talking in between bursts as they fired at the fire base," he said. "Both of us heard tanks, continuous small arms fire and a 37mm antiaircraft gun working on the choppers overhead. There was a hell of a lot of firing out there."

Rescue helicopters were repeatedly driven off by intense enemy fire, and as dusk fell Thursday night the forward air controller hovering overhead told them they would have to spend the night in Laos.

"Right then I figured we were dead," Hedditch said. "It started raining, freezing rain, and it continued through the night. I was stiff and sore from lying in the same position all the time."

At first light Friday, fighter bombers joined the protective air pattern, flying 75 sorties continuously for eight hours to keep the North Vietnamese away from their downed buddies.

"The FAC decided to try another pickup at 1215 (1:15 p.m.)," said Hedditch. "He put a smoke flare right by me to mark the position. It scared the hell out of me. He told me to pop a smoke when the Jolly Green came in, and I threw it away from me down the hillside so the NVA wouldn't open up on my position. I knew they were watching."

"The chopper hovered about 50 feet away and I scampered toward it. I really expected to be shot, but we didn't take any fire. I just grabbed that sling and prayed as they hauled me up. The guys were too busy to say a word to me as I came in."

"As soon as I climbed in, I went to the back of the chopper with my .43, hoping to lose some bad guys while we headed to pick up Tom."

When the helicopter dropped down again to pick up McLaughlin, it came under withering fire, taking 13 direct hits.

"Those 13 to 25 seconds were as eternity as they pulled me up on the sling," said McLaughlin. "It's an experience I never want to face again."

Hedditch continued: "When I saw Tom come in, I just crawled over and embraced him. I can't even remember what we said because of the rotor noise."

"We just held on to each other, we were so damn glad to see each other. Then we sat back and counted the bullet holes."

# Downed pilots spend 'longest 22 hours'

DA NANG AFLD — After what was possibly the longest 22 hours of their lives, two jet fighter pilots were pulled out of heavily infested enemy territory recently by rescue crews of the 37th Aerospace Rescue and Recovery Squadron.

Capt. David R. Hedditch and 1st Lt. Thomas M. McLaughlin, F-4 Phantom crew members at Phu Cat AB, bailed out of their aircraft after it was hit by enemy fire near the Laotian city of Tchepone. That event started a chain reaction which was to become one of the most heavily contested search and rescue efforts in SEA during recent months.

With the enemy sometimes within 20 meters of his position, Captain Hedditch managed to lay low and evade his would-be captors while A-1 Sky-raidiers and jet fighters pounded the area to silence the enemy ground fire so that rescue choppers could get in.

Lieutenant McLaughlin, who was approximately half a mile away from his fellow pilot, said that the enemy was so close to his position that at one



**Captain Hedditch**

time while hiding in a bush he was "practically looking at two of them, face-to-face." I reached for my weapon and then froze in my position. Amazingly they didn't spot me and about five minutes later they started moving on down the hill.

Hindered by heavy enemy ground fire and poor weather conditions, the rescue efforts were unsuccessful the

first day. But with the first light of the new day the rescue aircraft were once again airborne and headed for the area.

"Around noon the area had been saturated enough for us to come in," recalled Capt. John R. Weimer Jr., HH-53 co-pilot. "We were still receiving ground fire, but once we found the survivors, the ground fire was not so intense that we could not stay there."

Said Capt. Carlton I. Bakke, rescue helicopter commander, "We came in at treetop level and picked up this aircraft commander (Captain Hedditch) first. We saw his smoke marker and spotted him right away and had him pulled up within two or three minutes.

"We then had to go over a little ridge to get the back seater. We aimed for his smoke and again we were about two or three minutes in a hover. Just as he was coming in the door we started receiving more ground fire and more hits. We got out low and fast and we received more ground fire."

Lieutenant McLaughlin recalled that when he saw the rescue chopper coming in, "I left everything I had sitting there and scrambled through the



U.S. Air Force Photos by  
TSgt. Robert Minsky

**Lieutenant McLaughlin**

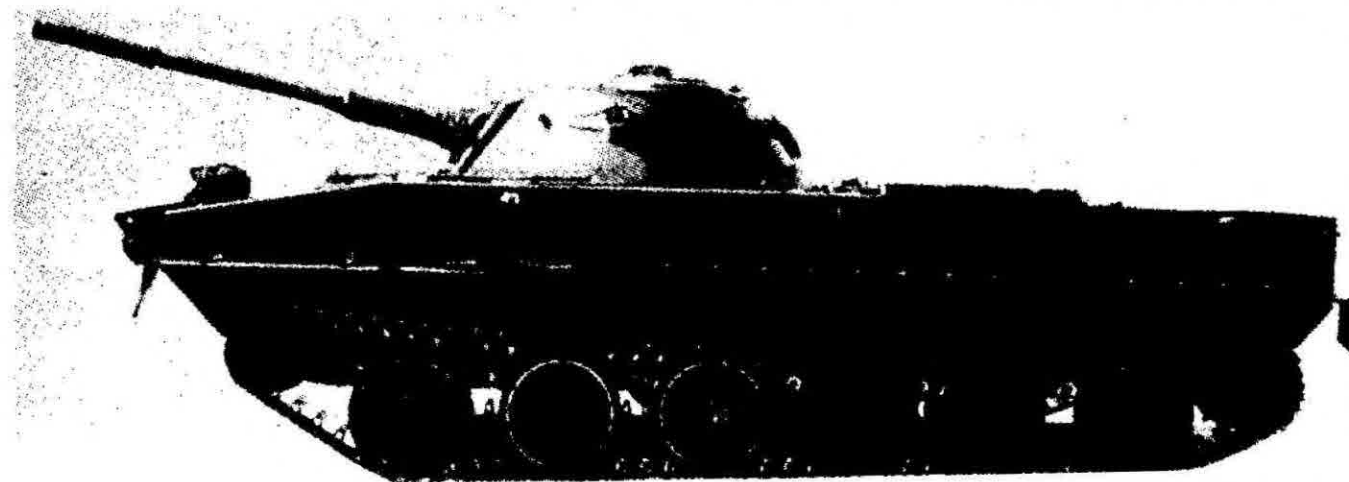
trees, falling down and tripping in the elephant grass, trying to get to that penetrator which hit the ground about the time I got to it.

"Once I got on the penetrator, it seemed like forever before I got in the aircraft, with all the firing going on around me. But I guess they were shooting at the chopper and not me."

## Investigations bust 'H' ring, net 42 men

HQ. 7AF — Forty-two enlisted airmen have been apprehended in connection with narcotics charges at Cam Ranh Bay AB.

After a month-long investigation into a narcotics ring at the base, the airmen were being held for question-





Gunfighter  
Gazette

Volume VI, No. 34

August 28, 1971

# 5 'Jollys' Earn Medals



Recipients of the Silver Star Medal, from left, A1C Steve Rhody, Capt. John R. Weiner, TSgt. Eugene Nardi, and TSgt. Carlos J. McKinney II, pose in front of an HH-53 Super Jolly Green Giant helicopter. The medals were presented recently by Gen. Jack J. Catton, commander of Military Airlift Command. Missing from photo is A1C Michael Curtis, recipient of two medals, who has returned to the United States. (U.S. Air Force Photo)

Six Silver Star Medals were presented to five members of the 37th Aerospace Rescue and Recovery Squadron here recently, in recognition of their "gallantry in connection with military operations against an opposing armed force."

The five are: Capt. John R. Weiner Jr., an HH-53 "Super Jolly Green Giant" helicopter aircraft commander; TSgt. Carlos J. McKinney II, flight engineer; TSgt. Eugene L. Nardi, A1C Michael Curtis and A1C Steve Rhody, pararescuemen.

Presenting the medals at the ceremony was Gen. Jack J. Catton, commander of Military Airlift Command, of which the 37th AARS is a subordinate unit.

Captain Weiner, Sergeant McKinney, Sergeant Nardi and Airman Curtis were crew members on the same "Super Jolly Green Giant" when, on February 26, near Khe Sanh, Republic of Vietnam, their efforts culminated in the rescue of two U.S. Air Force aircrewmen from "certain death or

(See Story Page 2)

General Catton presents six Silver Stars to Jolly Greens

# Silver Stars Presented

(Continued from Page 1)

capture by hostile armed forces," according to citations read at the ceremony.

The citations further stated, "all crew members exposed themselves to hostile fire throughout the rescue effort, "with

full knowledge of the extent of hostile fire in the area and complete disregard for (their) personal safety, and despite the helicopter's receiving numerous hits by ground fire."

Airman Curtis was doubly honored during the ceremony, receiving two Silver Stars. The second was in recognition of his performance on Mar. 13, near Tchepone, Laos, when he and Airman Rhody were again involved in a rescue attempt.

Airman Rhody exposed himself to ground fire on the rescue hoist twice outside a door of the helicopter while descending to help a wounded survivor on the ground until withering ground fire crippled the helicopter and wounded two crewmembers, (Airman Curtis was one of these) making continued rescue efforts impossible.

Airman Curtis manned his gun position, continuing to expose himself to ground fire after being wounded, until the helicopter safely departed the scene.

Captain Weimer, 30, a native of San Bernardino, Calif., is a graduate of Springfield Senior High, Akron, Ohio. He has since attended Ohio University in Athens, and Central Michigan University at Wurtsmith AFB, Mich. He was commissioned in the Air Force in 1962 under the Aviation Cadet program.

He is married to the former Edith R. McClellan of West Blockton, Ala. The couple has three children: Donna, 8; Gloria, 6 and Gary, 5.

A native of Mirimar, Fla., Sergeant Nardi, 33, has attended Bethel Park High School, Bethel Park, Pa., and Broward County Junior College, Fla.

The 12-year Air Force veteran has served 32 months in the Republic of Vietnam as a pararescueman. He was formerly assigned to the 39th Aerospace Rescue and Recovery Wing at Richards-Gebaur AFB, Mo.

Sergeant McKinney is from New Braunfels, Tex. He is married to the former Cynthia F. Jung, also from New Braunfels. They have one child, Michael, 11.

Airman Curtis has returned to the United States, having completed his tour in the Republic. He graduated from Boston English High School, Boston, in 1969.

Airman Rhody has attended Radford High School, Hawaii, and the University of Hawaii.

He was assigned at Eglin AFB, Fla., prior to coming to Da Nang.

17 Feb 71

0400Z, 17 Feb 71, 0400Z until 20 Feb 71

1. 0400Z, 17 Feb 71, 0400Z received May Day call from Cobra 24 at 0400Z. He stated that Cobra 24 alpha and bravo had ejected at 200/40/103 and had two good chutes. At 0728Z, Hammer 04 was reported downed and Hammer 04 stated he had contact with both survivors and reported they were okay. They were down approximately 300-400 meters from firebase 31 which was then being secured by the enemy and various TIC actions were in progress. During the following 12 minutes Hammer 04 attempted to organize the SAR for the crewmembers while he and other FAC's were directing air strikes in the immediate vicinity in support of the friendly ground troops. Jelly Greens (A), Sandys (6) were requested at 0733Z; smoke and CBU unload were directed plus SIG CAP, FROMMAN with border clearance. At 0810Z, Hammer 40 assumed OSC replacing Hammer 04 who was using fuel. Weather in the SAR area was rapidly deteriorating and low clouds hampered the rescue effort for the survivors who were reported to be approximately 1000' on the east side of a hill. Hammer 40 worked some fast moves with smoke and haze in an attempt to suppress heavy ground fire from small arms, automatic weapons and several enemy tanks that were closing in on the firebase. Numerous air bursts were also observed from suspected AAA, both 23MM and 37MM. At 0900Z, Sandys 09 and 10 were on scene receiving a briefing from Hammer 40 when Sandy 10 took a hit and decided to RTB Channel 103 escorted by Hammer 62. King 27 was airborne at 0906Z enroute to the scene to act as backup OSC and standby for possible A/R. At 0910Z, Sandy 10 returned to the scene after determining that his damage was not too severe. At 0915Z a TP alert in the vicinity of the SAR scene was broadcast which was shut off through Queen. At 0930Z Sandy 10 again took ground fire, dropped his fuel tank and was forced to RTB Channel 77; Sandy 06 was then directed to the scene as a replacement. As of 0945Z the weather was looking grim and ground fire/air bursts were still heavy, however the survivors reported everything okay. At 0957Z, Hammer 62 was hit with no serious problems. At 1004Z Sandy 09 declared the area to be unworkable and the survivors were advised to stay well hidden. At 1026Z, Sandy 09 received multiple hits in his stub and centerline tanks and was streaming fuel; he

[illegible]

After numerous attempts in the SAR zone the USS Sandy 07 considered the area permissive for a SAR attempt. At 26/0403Z King 21 directed that JG 71 and 72 be launched as backup for JG 65 and 67. At 26/0430Z Navy A-4 aircraft put in smoke to block the SAR objective from the enemy. Both survivors reported they were in fine shape. Phase Alpha was begun at 26/0442Z. JG 65 picked up Cobra 23 Alpha at 26/0450Z and Cobra 23 Bravo at 26/0452Z. During the pickup JG 65 received 13 hits from enemy ground fire. At 26/0455Z JG 65 was clear of the area and all forces were directed to HIB by King 21.

1. 1st Lt. [illegible]  
 2. 1st Lt. [illegible]  
 3. 1st Lt. [illegible]  
 4. 1st Lt. [illegible]  
 5. 1st Lt. [illegible]  
 6. 1st Lt. [illegible]  
 7. 1st Lt. [illegible]  
 8. 1st Lt. [illegible]  
 9. 1st Lt. [illegible]  
 10. 1st Lt. [illegible]

1. 1st Lt. [illegible]  
 2. 1st Lt. [illegible]  
 3. 1st Lt. [illegible]  
 4. 1st Lt. [illegible]  
 5. 1st Lt. [illegible]  
 6. 1st Lt. [illegible]  
 7. 1st Lt. [illegible]  
 8. 1st Lt. [illegible]  
 9. 1st Lt. [illegible]  
 10. 1st Lt. [illegible]

On [illegible] [illegible]

1st Lt. [illegible]  
 2nd Lt. [illegible]

1st Lt. [illegible]

1st Lt. [illegible]

1st Lt. [illegible] 1st Lt. [illegible] 1st Lt. [illegible] 1st Lt. [illegible] 1st Lt. [illegible]  
 1st Lt. [illegible] 1st Lt. [illegible] 1st Lt. [illegible] 1st Lt. [illegible] 1st Lt. [illegible]

Smoke Aircraft

Ringneck 951 Flight (A-4)

Ringneck 953 Flight (A-4)

VAB Aircraft

Wolf 03 (F-4)

Hunter 40, 43, 54, 77, and 84 (F-4)

Strike Aircraft (Excluded Ordnance)

Comfighter Flights 01, 02, 03, 04 (F-4)

Cobra Flights 03, 25 (F-4)

Ringneck 107 Flight (A-4)

Did Not Receive Ordnance

Comfighter Flights 40, 44, 93 (F-4)

Hockey Flight (F-4)

Chippie Flights 400, 410 (A-4)

Jerry 303 Flight (A-4)

Ringneck 201 Flight (A-4)

Jazz Flight (F-4)

Banyon Flight (F-4)

Other Forces

Snake 22 (Flareship)

*Robert A. DeGoreno*

ROBERT A. DEGORENO, Major, USAF  
 Aircraft Commander/Airborne Mission Commander

1st Lt. [illegible]  
 2nd Lt. [illegible]

1st Lt. [illegible]  
 2nd Lt. [illegible]

## **25 February 1971**

F-4D 65-0637 12 TFW, USAF, Phu Cat  
Capt Hedditch (survived)  
1Lt T McLaughlin (survived)

The second Phantom lost on this day was taking part in a night mission in the same area. Capt Hedditch was making his third pass on a target near Ban Tampanko when his aircraft was struck by ground fire. In this instance both the crew ejected successfully and were rescued by a USAF helicopter.

25 FEB 71

2045 MAJ MURDO ON DUTY JH  
 2130 STATUS TO QUEEN JH  
 2330 3<sup>rd</sup> LP SUPPLY CALLED. WANTS SUPPLY  
 STATUS ON NORM AIRCRAFT (2400/4952)  
 MAINTENANCE CONTROL NOTIFIED. JH  
 2335 RF - AR/NAEN PYRV JH  
 2400 STATUS TO JOKER JH  
 0238 GUNFIGHTER 44 FY AC HAS BEEN SHOT NAV TRYING TO  
 BRING AIRCRAFT IN. POSITION 150/34/103 FEET WEST.  
 0247 JG 66 : 72 AIRBORNE  
 0250 GUNFIGHTER 44 HEADED TOWARD CHANNEL 87  
 0257 QUEEN ADVISED THAT JOLLY GREEN 66 : 72  
 PROCEEDING TO PHUCAT TO BACK UP  
 PEDROS ON PICKUP JH  
 0305 PILOT AND NAV PUNCHED OUT  
 065/13/87 JH  
 0315 PILOT AND NAV PICKED UP BY  
 LUCKY-15 - PROCEEDING TO PHUCAT JH  
 0320 REPORT LUCKY-15 HAS ALPHA MAN  
 AND BULLDOG-21 HAS BRAVO MAN JH  
 0417 JG 65 FCF JH  
 0415 JG 73 TNG JH  
 0618 JG 65 Down LOGGED 21 JH  
 0635 JG 72 Down LOGGED 40 JH  
 0710 JG 66 Down LOGGED 4.3 JH  
 0735 JOLLY'S <sup>ALPHA</sup> ALERTED JH  
 0725 ~~GREEN 21~~ Down 2 GOOD CHUTES POSITION 260/43/103  
 CORBA 24 ~~REPORTED~~ HOSTILE AREA JH  
 0745 JG 66 : 72 AIRBORNE JH  
 0813 JG 73 Down LOGGED JH  
 0835 BL:DH ALERTED JG 65 : 67 JH  
 0843 JG 65 : 67 AIRBORNE JH

25 Feb (cont)

0848 TWO SURVIVORS IN A TRENCH SURROUNDED BY CHARLIE, FAST  
MOVERS WORKING AREA.

0905 SANDY 10 TOOK A HIT RTB CH 03

0910 SANDY 10 OK RETURNING TO SCENE

0928 SANDY'S 9:10 HOLDING WEST OF AREA WEATHER HAS DEGRADATED  
SO THEY CANNOT LOCATE SURVIVORS

0932 HAMMER 62 HAS TALKED TO BOTH SURVIVORS BOTH STILL OK.

0941 SANDY 10 RTB CH 77 TOOK HIT IN FUEL TANK, LOST ALL FUEL

0942 SANDY 09-OSC - ONE HR TO BINGO

0942 SANDY'S 07-08 ON SCENE

0947 WX BAD AREA UNWORKABLE

0956 SANDY 09 TALKING TO SURVIVORS TRY TO PIN PT POSITION

1005 SANDY 09 SAYS CONSIDERABLE GROUND FIRE FROM ACROSS ROAD  
ALSO AIR BURST (23 OR 37) CANNOT PINPOINT GROUND DUE TO  
WX SUGGEST PUTTING SURVIVORS TO BED - EACH HAS TWO  
RADIOS & BATTERIES.

1010 SURVIVORS REPORT THEY ARE WELL HIDDEN NO CLOSE  
MOVEMENT.

1030 SANDY 09 RTB CH 77 TOOK HIT IN FUEL TANK.

1040 ARTILLERY WARNING 262/49/103

1045 WEATHER LIFTING, GOING TO MAKE ATTEMPT.

1048 HAMMER 62 SPOTS ARTILLERY CLEAR OF SURVIVORS.

1050 JG 77 / 785 LOGGED 4.0 - 7 LANDINGS BIEU HOA

1058 JG 66 & 72 RTB CH 77. JG 66 HAS CONTROL PROBLEMS.

1100 SANDY 06 PUTTING SURVIVORS TO BED.

1103 JG 65 & 67 CLEARED TO RTB

1107 JG 66 ETA 1155

1250 JG 67 DOWN LOGGED - \_\_\_\_\_

1300 JG 66 LOCATED AT CH 09 103 HFCS OUT DS

1355 JG 65 DOWN DJ

1400 JG 67 DOWN DS

1500 MISSION # 13 D3 009 25 EB DS

26 FEB 71 (CONT'D)

2245 COBRA 24-CONT'D - KING 21, 4 SANDY'S & 2 CANDLESTICKS  
IN AREA NO CONTACT WITH SUEVIDES. DRC

2246 JG 65 ABN FOR CH 103 DS

2255 BOTH SURVIVORS ARE UP DS

2257 BRAVO CREWS LAUNCHED DS

2300 SANDY'S - HAVE CONTACT WITH SURVIVORS DS

2308 JG 72 ABN DS

2308 JG 71 NO GO MGB chip life DS

2309 JG 72 WILL BE HELD ON THE GROUND  
AT CH 103 AS BACK UP FOR ALPHA BIRDS DS

2309 SANDY 03 REPORTS SMALL ARMS FIRE IN THE AREA DRC

2343 SANDY 03 THINKS HE HAS A PRETTY GOOD FIX ON  
BRAVO MAN'S POSITION DRC

0745 JG 65 & 67 IN THE AREA WITH SANDY 5 & 6

2346 JG 71 AIRBORNE DRC

2357 BRAVO MAN REPORTS ENEMY TROOPS CLOSING IN ON  
HIS POSITION DRC

0002 JG 57 & 60 WILL BE ON "N" ORBIT AT 0025 DRC

0010 ACFT 788 READY FOR GROUND RUN AT 0845H DRC

0030 WEATHER MOSTLY CLEAR ALTHOUGH PATCHY GROUND FOG  
IS OBSCURING SURVIVORS POSITION AT THIS TIME DRC

0055 JG 66 AIRBORNE 0050 FROM CH 103

0130 SANDY 3 & 4 BINGO - RTB 77 DRC

0140 SANDY 5 OSC - THINKS WEATHER IS OK TO START OPERATIONS DRC

0145 JG 64 ON THE DECK LOGGED 1.0 PS

0210 SANDY 7 OSC - HAS ALPHA & BRAVO LOCATED STARTING  
TO WORK THE AREA DRC

0330 RINGNEK FLIGHT WITH SMOKE WILL BE IN THE AREA AT 0335 DRC

0400 KING 21 REQUESTS JG 72 & 71 BE LAUNCHED FROM CH-103  
HOLD - 262/35/103 DRC

0410 KING 24 WILL REFUEL AT CH 77 - ETA 0445

COORDINATING MINIMUM GROUND TIME DRC

0440 PHASE ALPHA DRC

0442 PHASE BRAVO MEN NBR A3-009 DRC

0452 PHASE BRAVO COMPLETE ON ALPHA # 607

0457 PHASE BRAVO COMPLETE ON BRAVO - COMPLETE! 1000 DRC

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.

The aircraft commander of Jolly Green 72 who made the pickup 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.

FEBRUARY

1971

NAME RANK

SSN

| DATE | CREW       | JG | SAV<br># | ORGANIZATION                             | LOCATION          | TYPE SAV             |
|------|------------|----|----------|------------------------------------------|-------------------|----------------------|
| 6    | DREIBELBIS | 65 | 601      | NGOC, TRAN-VAN <sup>V/LT</sup>           | 16-185N           | 5 COMBAT             |
|      | BAKKE      |    | 602      | BOI, HOANG 2/LT                          | 108.00E           |                      |
|      | ROGERS     |    | 603      | NAIEP DANG 2/LT                          | U11H              |                      |
|      | BAILEY     |    | 604      | BAT MAI VAN, 2LT                         | SOUTH V.N.        |                      |
|      | MUELCHE    |    | 605      | HÀO ĐỒ-HỮU, CPT.                         | MSN II<br>A-3-004 |                      |
| 26   | BAKKE      | 65 | 607      | HEDDRICH,<br>DAVID R.                    | 106.26E           | 2 COMBAT             |
|      | WEIMER     |    | 608      | CAPT<br><del>XXXXXXXXXX</del>            | 16 42 N.          |                      |
|      | McKINNEY   |    |          | 37 TFW                                   | COBRA 23<br>F-4   |                      |
|      | NARDI      |    |          | MCLAUGHLIN,<br>THOMAS M. <sup>V/LT</sup> |                   |                      |
|      | CURTIS     |    |          | <del>XXXXXXXXXX</del><br>37 TFW          |                   |                      |
| 27   | WAMMER     | 72 | 609      | McCarthy,<br>PAUL F. <del>LT</del>       | 017/17/69         | 1 COMBAT<br>FEET WET |
|      | FRIED      |    |          | CMDR.                                    | CHIPPY 414        |                      |
|      | ROGERS     |    |          | "KITTY HAWK"                             | (A-7)             |                      |
|      | SCHWARTZ   |    |          |                                          |                   |                      |
|      | KIRK       |    |          |                                          |                   |                      |
| 09   | BEATTIE    | 77 | 606      | NAME UNKN                                | 60N 50N           | MED EVA<br>1 Non Com |
|      | KOMICH     |    |          | V.N. WOMAN                               | ISLAND            |                      |
|      | BURCHFIELD |    |          | PREGNANT &                               |                   |                      |
|      | SMITH      |    |          | Hemorrhaging                             | MSN #             |                      |
|      | HANCOCK    |    |          |                                          | 03-003 FEB        |                      |

MONTHLY TOTAL 9

0655  
1050

MSA NO. A-3-009 25 FEB 71  
DAAR JRCC 25 FEB TOTAL: 37.5  
26 FEB TOTAL: 20.5

AC

AC

AC

AC

1053  
1100

LINE CHECK SXS  
SSGT ARISPE OFF DUTY

27 FEB 71

2045

CAPT CLARK - ON DUTY

DRC

ORG

2130

STATUS TO QUEEN

- A-7 -

2302

SCRAMBLE ALPHAS ON CHIPPY 414 - NAVY

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 #609 MSA DBR AS-010

2355

REVISED ETA FOR JG 72 IS 0010

DRC

0010

JG 72 ON THE DECK LOGGED 1.0

DRC

0030

JG 71 ETA 0045 - A-1

DRC

0045

STATUS TO JOKER

DRC

0057

JG 71 ON THE DECK LOGGED 1.8

DRC

0130

JG 66 AIRBORNE FOR CH 73

DRC

0115

WORDS FOR ITEM 14 FROM QUEEN

DRC

0117

MISSION NUMBER IS A3 010 - 26 Feb 71

W

0237

HAS LEE - 1972<sup>nd</sup> 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 <sup>0300</sup> CH 73 ETA 71 0440

DRC

0400

MSGT Smith on duty

PJ

OS

# 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."

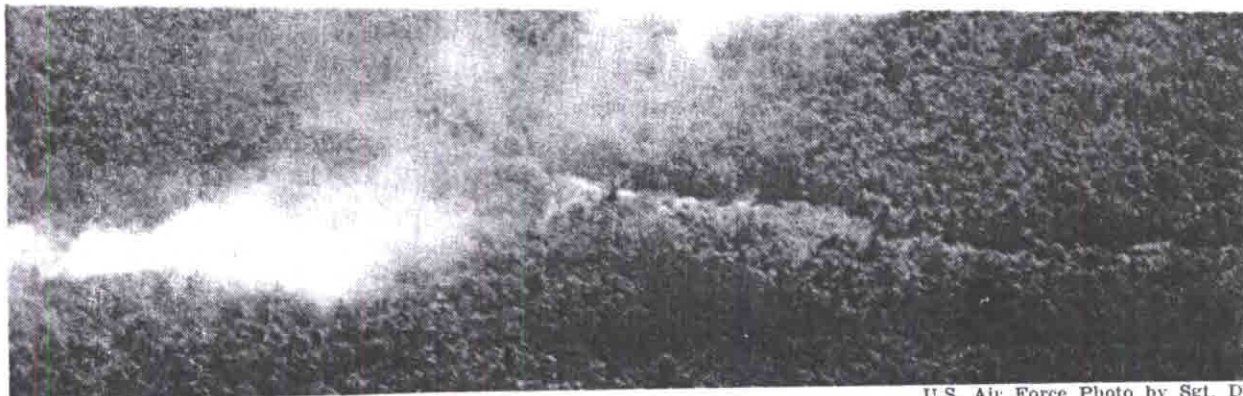
Capt. David H. Wanner, commander of the helicopter that plucked McCarthy out of the water, termed the rescue difficult because of the weather conditions.

"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.



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 "wet hugging" 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 her usually the first time it occurs. From then on, everything changes as the tolerance to the drug increases. Then the user needs more of the drug just to feel normal.

"Some of the mainline addicts who got up at two in the morning for their fix just so they could get to bed at night," he said.

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

## Photographers capture airlift, Khe Sanh airstrip on film

TAN SON NHUT — 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.

"Our coverage was concentrated on the airlift of the men and equipment to the staging locations," said 1st Lt. Jeff Baker, project officer. "We also documented the preparation of the airstrip at Khe Sanh." When the first Hercules landed on Feb. 4, it had been nearly three years since a fixed wing aircraft had landed at the lonely airstrip.

At Khe Sanh, the job also took the crew to Dong Ha and Quang Tri. The crew spent their time near the airfields because of the lack of transient quarters.

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 and the F-4.

Among his assignments, he commanded a B-52 squadron and was director of operations with the 366th Tactical Fighter Wing at Clark Air Base, Philippines, and the director for 7/13 Air Force at Udon Thani, Thailand.