

Additional Comments:

1. Initial communications problems were encountered as K 24 was over 200 miles from the SAR scene. Radio contact could not be established with either Nail 34 or Hillsboro.
2. Sandy 09 had UHF problems and had to be worked on VHF and FM. This resulted in a slight delay in pickup attempt until Sandy 03 was briefed by Nail 34 and assumed O.G.
3. Fast Mover resources were sent directly to the strike frequencies instead of checking in with K 24 on the SAR discrete. Contact with Hillsboro could not be affected on the SAR discrete frequency. This caused much congestion on the primary SAR frequency.

~~SECRET~~
84

GROUP-4
Downgraded at 3 year interval
Declassified after 32 years

~~CONFIDENTIAL~~

~~STATEMENT~~

SAR for Battle Cry 315, Sandy 09/10 Major Belt/Capt Taylor

DECLASSIFIED

The information reported herein comprises a chronological sequence of events actions relating to the participation of Sandy's 09/10 in the SAR effort for Battlecry 315 on 13 Mar 71. Two flights were flown by these Sandy's while operating out of Channel 77. First word was received from Queen at approximately 03:30Z directing a scramble. After engine start, and prior to taxi, a check with Queen, as requested by Da Nang Ground Control, brought word to cancel the scramble. Queen gave the reason as "the SAR has been taken from our control" or words to that effect. Approximately fifteen minutes later a second scramble order was received and the aircraft launched at 04:05Z and proceeded to rendezvous with Jolly Green's 64/73 as directed. This was accomplished at approximately 04:50Z.

At this time King 24 requested that Sandy 09/10 proceed to the survivors position to relieve Nail 34, the on scene commander. Sandy's 3 and 4 arrived at about the same time as 9 and 10, however, they had already begun their briefing with the Nail. Contact with the survivor was good. See Note One. Sandy's 9 and 10 then proceeded back to rejoin with Jolly Green's 64 and 73. Before reaching the Jolly's Sandy 3 requested that Sandy 9 return to the SAR area in preparation for a pickup attempt. This was done with the survivors position noted, the ingress route established and marked. Sandy 10, who was with the Jolly's, was requested to bring Jolly Green 64 into the Sar area. A road passing near the survivors position was between the holding area and the IP which required the Jolly to cross the SAR area at altitude, then descend in a clear area west of the IP. Upon crossing trail, a 23mm fired at the Jolly who was then directed to remain high and proceed to a holding point over a cloud deck a short distance west of the IP. The situation was then reassessed and a fast mover flight began striking the area of the 23mm and the pickup attempt continued.

Jolly Green 64 arrived over the survivor without incident, but was driven off by small arms fire originating in the immediate vicinity of the survivor. He elected a second attempt only to be driven off again, this time with battle damage and two casualties. Sandy's 9 and 10 escorted Jolly Green's 64 and 73 to the vicinity of Channel 103. At this time, King requested the Sandy's intentions. (Sandy's 9 and 10) He was informed the plan was to RTB to Channel 89. King requested that Sandy's 9 and 10 RTB to Channel 77 and execute a quick turnaround. This was accomplished, however, it was discovered that Sandy 10 had sustained minor battle damage. The aircraft was still airworthy.

K. C. BELT, Major, USAF
Sandy 09

Atch 4

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

STATEMENT

SAR for Battle Cry 315, Sandy 01/02 Lt Col Dunwoody/Capt Lorenzen

DECLASSIFIED

Sandy 01/02 were alerted for a possible SAR while on alert at Ubon. Following a series of phone calls Sandy 01/02 were scrambled at 1340 local and were airborne at 1400 local. King was contacted enroute and briefed that Sandy 03/04 were on scene with Nail 64. Sandy 04 briefed us that the survivor was injured and no visual or aural contact had been made for 1 hour and that his body was 15' south of the chute. Due to lack of fuel Sandy 03/04 RTB'd. At this time two sets of Jolly Greens were holding - Jolly Green 71 flight east of the survivor and Jolly Green 60 west. Sandy 09/10 had RTB'd to Da Nang to refuel and Smoke 41 flight was holding with Jolly Green 60 flight. We arrived on scene at 1445 and finally located Nail 64 who was working fast movers with Snake, Nape, and hard bombs. Sandy 01 took on scene command at approximately 1510 local and Nail 64 pointed out the chute. On numerous low level passes Sandy 01/02 could not visually see the survivor. Sandy 01 put down two M-47 WP duds for IP and "too far" marks and then proceeded to sprinkle CBU-25, 7.62 minigun and 20mm east and west of the survivor and trolled for reaction. No ground fire observed at this time. Sandy 01 then briefed Nail 64 to continue to work the area with fast movers. At 1600 local Sandy 01/02 went back to trolling with no ground fire observed again. At 1615 local Sandy 01 called for Jolly's 60 to come to final IP along with smoke aircraft. Since they were refueling, Sandy 01 briefed Jollys 71/73 to expedite to IP since they were now west and available. They had scurried across the trail to the east unknown to King or low Sandys. Sandy 02 picked up Jolly 71 flight and led them at the IP at 8,000 feet. The Smokes had trouble finding the scene but ultimately arrived at the IP after help from Nail 64 and Sandy 02. Nail 64 then RTB'd for lack of fuel and was replaced by Nail 12.

San 05/06 along with Jolly 71/73, smoke 41,42, and Sandy 02, were now all in position at the IP. Sandy 01 then had Smoke birds come in for the Smoke brief and were shown the survivor location. Sandy 05/06/02 stayed at IP-Sandy 05 was already familiar with the area and remarked that he needed no brief. At 1630 local Sandy 01 brought all forces to guard frequency and after a small delay finally got Jolly Green 71 to check in. At 1635 local Sandy 01 ordered Smoke 41 flight to execute and Jolly Green 71 to follow in one minute. The Smoke pattern was laid south of the survivor on a straight line heading of 050 into the 060°/15 knot wind. The run was excellent with one small gap that Sandy 01 filled in with CBU-22 Smoke. Sandy 01 then pulled up over the survivor and told Jolly Green 71 to start slowing down and gave him GCA headings to the chute. The Jolly reached the area and Sandy 02, 05 and 06 were now in the Daisy Chain expending most ordnance to the 3 o'clock position. Sandy 01 dropped down and now joined the Daisy Chain. Jolly stayed in hover for 1-2 minutes but did not see the survivor. Jolly then took a volley of hits and egressed 180° to IP area. Sandy 02 noticed a small hit in the right wing and was checked over by Sandy 01 who also had unnoticed battle damage. Sandy 01 ordered more fast movers and briefed Nail 12 on the area to be hit. At 1715 local Sandy 09/10 arrived and were briefed by Sandy 01. Sandy 01/02 then expended remaining ordnance and took a few rounds of 23mm from the road southeast of the survivor. Sandy 01 suggested to Sandy 09 that use of Twiggy might be the answer and this was passed to King. At 1730 local CSC was passed to Sandy 09 and 01,02 RTB'd to Channel 89 both with minor battle damage. We landed at NKP at 1815 local.

RICHARD H. DUNWOODY, Lt Colonel, USAF
Sandy 01

Atch 5

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
STATEMENT

Battle Cry 315, SAR

Sandy 03/04 Lt Lyon/Capt Oberlin

We were launched on the SAR at 1055 the morning of the 12th on the way to the area King 24 gave us a complete rundown of what SAR on 2-3-62 and what resources were immediately available. We had two Jolly Green's east of the route and two west, which later proved to be a mistake. All of the Jolly Green's should have been held to the west. Sandy 09/10 were escorting the Jollys and after arriving on scene and getting abriefing from Nail 34 I assumed on scene command. The downed pilot was in bad shape due to a broken arm and leg as well as feeling he was going to pass out. He was located about 2 kilometers from the nearest route in an open field. His chute was hung in a tree and he was 10 ft down the hill from his chute, to the best of our knowledge he was brought down by a 23mm gun on a strafing pass. When I got there Nail 34 was putting strikes in against the gun. After hearing the survivors condition and that no movement was around him, I decided the sooner we could make the pick up the better. With the Nail working strikes, I set to trolling the area which gave me negative results. I could get no ground fire from the survivors immediate area. After numerous passes Sandy 04 heard the survivor say "come and get me, come and get me, they are coming" and then a beeper. Battlecry 314 broke in and said the survivor was just nervous and wanted out. I believe the survivor was being pressed by the hostiles at the time because that was his last radio transmission. I decided to attempt a pick up at this point figuring maybe the survivor had passed out. I was going to use Jolly Green 60/62 being they were west of the route and wouldn't have to cross the road network east of the survivor. Jolly Green 64 then in no uncertain terms informed King he was the primary bird due to the geographical location of the survivor within Laos. King then said we were to use Jolly Green 64/73. I brought Sandy 09 in and showed him the exact location of the survivor and then sent him back to the helicopters. Sandy 04 placed a M-47 bomb safe on top of the karst east of the road and I placed one west of the survivor as an IP I then briefed the Sandys and Jollys I wanted then to start at the eastern M-47 and fly to the western one at 10,000 ft or above as they crossed the road. Upon reaching the IP they were to descend and head 065° to the survivor. A PJ was to be sent down to assist the survivor. Somewhere along the line the Jollys got too far south and low crossing the road and a 23mm gun opened up on them. We finally got things set up and executed the pick up phase. The Jolly found the chute and sighted the survivor. He had stopped in the hover when he received intense ground fire from all quadrants and pulled off. Jolly Green 64 then said he wanted to make another attempt so we tried again only to get the co-pilot and PJ shot up. I sent 09/10 and the Jolly to Channel 103 and started Nail 47 working fast mover strikes against the troop positions. We then requested more Sandy's be launched to replace us. We started trolling the area dropping CBU but no one would shoot at us. Somewhere during this time Sandy 03 took 4 hits but didn't know it until later. At this point I saw the survivor for the first time laying motionless just down from his chute. On 2 subsequent passes I observed him but he never moved. We then briefed Nail 64 on the whole area so he could brief Sandy 01 when he arrived on scene. We then RTB'd to Channel 93 for fuel. On the way home I gave Sandy 01 a complete briefing of what we had done.

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MISTAKES: First, I let King talk me into using the Jolly Green on the eastern side of the route thus making them a target as they crossed the road.

Second, the Jolly Green never called off ground fire until he was well clear of the survivor. We had no way of knowing where it was coming from or even that he was being shot at.

Third, when a daisy chain is formed, ordnance should be laid down ^{everytime} a Sandy makes a pass. Dry passes don't do the Jolly any good.

DECLASSIFIED

THOMAS J. LYON, 1LT, USAF
Sandy 03

WILLIAM C. OBERLIN, Capt, USAF
Sandy 04

Atch 3

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
S T A T E M E N T

SAR for Battle Cry 315, Sandy 05/06 Capt Smith/Col Weber

Sandy 05/06 launched from NKP at 1415 Local on 13 Mar 71. As we were enroute King 26 advised us that Sandy 01/02 out of Ubon were ahead of us about 25 minutes and would be relieving Sandy 03/04 instead of us, we were instructed to go across the trail and join with Jolly Green 71/67, which we did. Sandy 01 was preparing for a pick up so we brought the Jollys across to the Forward Holding Point. (Jolly 60/62 were refueling at this time) The area was clear and we could see the SAR area from this point. After the briefing and smoke screen was laid, Sandy 02 led Jolly Green 71 in with myself and my wingman flying on either side of the Jolly laying down CBU. Approximately 30 seconds after starting the hover, the Jolly called that he was taking ground fire from very close and was pulling out. He said one PJ had been wounded slightly. We escorted them to Channel 103, then returned to escort Jollys 60/62 since no more Sandys were available. As we neared our Bingo fuel Smoke 43/44 assumed the Jolly escort and we went down and expended in the SAR area. We then RTB'd at approximately 1815.

While we were in the SAR area I saw no gun fire. When the Jolly was in the hover, I saw the survivor's parachute but I did not see the survivor. I did not see the fire the Jolly was taking and he pulled out at the same time he called it. I did not hear him call the direction from which he was taking fire.

King 26 was using VHF 123.1 to brief the other King birds and it interrupted the communications between the Sandys considerably.

MICHAEL W. SMITH, Capt, USAF
Sandy 05

Atch 7

~~CONFIDENTIAL~~

STATEMENT

SAR for Battlecry 315: Sandy 09/10 Maj Belt/Capt Taylor

At approximately 09:00Z Queen directed Sandy 9/10 to again launch and proceed directly to the SAR area. Upon arriving on scene Sandy 1, the on-scene-commander, commenced briefing Sandy 9 in preparation for assuming command. This was delayed for approximately 10 minutes while Nail 12 directed a fast mover strike in the area of the survivor. The position of the survivor was confirmed by Sandy 9, since he had already been in the area, and command was passed at approximately 1030Z. There was no contact with the survivor at this time. (See Note One)

While trolling the area for ground fire a 23mm came up just SE of the survivors position. Nail 12, who had an idea where the gun was located, was requested to put a fast mover strike on the position. This was accomplished, but required a lot of time which was fast running out due to approaching darkness.

Twiggy had been requested by Sandy 1 and was on station, however, they required refueling by 1050Z. Since they couldn't work in the area while the strike against the 23mm was underway, they were directed to proceed with the refueling. The strike was completed at approximately 1055Z.

Meanwhile, Sandy's 5 & 6, who were escorting the Jolly's, had reached their bingo time. They were brought in to work the area around the survivor. Sandy 10 was directed to bring the Jolly Low into the SAR area. King was requested to expedite the arrival of the Twiggy since darkness was rapidly covering the area. Smoke 41 was also directed to proceed to the SAR area. When the preparation of the area around the survivor was terminated, trolling began again. No fire was received.

King then advised that the Twiggy birds were still on the tanker. Also, the Smoke aircraft arrived in the SAR area, so Chop was elected instead. Chop was then employed, but was not effective. (See Note Two)

Smoke was then employed forming a corridor for the approach of Jolly Green 73 to the survivor from the SW, however, by the time Jolly Green 73 arrived, which was excessive for some unknown reason, the smoke had moved clear of the survivors position and darkness had practically obscured the terrain. Jolly Green 73 was asked if he thought a hover was possible. His reply was he would know that after he reached a lower altitude. He was directed to immediately depart the area at the first indication of ground fire. (This was deemed appropriate due to the failure of the smoke and Chop)

Since the corridor was obliterated with smoke, Jolly Green 73 was brought in on the side of the smoke and turned into the survivors position. (The fires started by the WP bombs generated some smoke, but the bulk of the WP smoke had blown clear of the survivors position) Immediately upon arriving over the survivor the area between 20 to 30 meters from the survivor forming an arc of approximately 270 degrees exploded with automatic weapons firing tracers. Jolly Green 73 exited the area with one engine out and two casualties on board. The SAR effort for the day was terminated and Sandy's 9 & 10 escorted the Jolly's to a point 35 miles out of Channel 77, then RTB'd to Channel 89.

~~CONFIDENTIAL~~

NOTE ONE: Between 0500Z and 0530Z the survivor was heard on several occasions to ask that the recovery be expedited, that he didn't know how much longer he could remain conscious. He was asked to maintain radio silence until further advised, but to come-up beeper if movement was detected in his area. Not long thereafter, he transmitted several times, which were unreadable, followed by the statement, "Oh God No". This was immediately followed by a short series of beepers. No further contact. The exact time of these transmissions is unknown by Sandy 9, however, they occurred prior to the first pick-up attempt.

DECLASSIFIED

NOTE TWO: There were several factors which rendered the Chop ineffective. First, the wind was high, estimated in the area of 15-20 Kts. Two, only one of the aircraft dispensed Chop, the other bombed the containers off. Three, the Chop dispensed was too high and appeared incomplete, i.e. partially expended. The result was that the enemy in the immediate area of the survivor was not subjected to the effects of Chop.

K. C. BEIT, Major, USAF
Sandy 09

Atch 8

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
S T A T E M E N T

SAR for Battle Cry 315, Smoke 41/42 Capt Stewart/Major Nicholson

DECLASSIFIED

Launched at 1325 and proceeded to 020/88/82 to orbit with Jolly Green 67/60. Orbited with them until they withdrew to the west for refueling. While Jolly Green 62/60 were refueling we maintained our orbit at the original position. When Sandy 01 stated that he would use 62/60 in an attempted pick up, we started west to escort them. In the meantime Jolly Green 71/67 had slipped across the trail and were picked for a pickup attempt. This put us far out of position to the west. We had trouble locating the IP due to poor tacan in both birds and the haze. After reaching the IP we were briefed by Sandy 01 on the situation and where he wanted the smoke. We layed the smoke and were told to hold to the west. As we were proceeding back to the IP Sandy 01 ask us to put 20mm along the road to the east which we did. After Jolly Green 71 was shot off we RTB'd to 89 due to fuel.

JOHN W. STEWART, Capt, USAF
Smoke 41

Atch 6

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
~~STATEMENT~~

SAR for Battle Cry 315 Smoke 43/44/Lt Anderson /Major Arnold

Smoke 43/44 launched from Channel 89 at 1655L for a last light effort. We arrived on the scene at 1735, at which time we relieved Sandy 05/06 and orbited with Jolly 60/62. Shortly there after one of the Jollies had a fire light and had to shut down an engine. They RTB'd and left the primary responsibilities to the Da Nang Jollies. At approximately 1805 we went down to execute both our Chop and the Smoke. Sandy 09 showed us where he wanted the ordnance and we proceeded to expend. Due to an aircraft malfunction Smoke 43's CBU-30's bombed off. (NOTE) CBU 30 makes a beautiful explosion when it hits the ground. Smoke 44 did a beautiful job however and put his Chop right on target. I doubt that the Chop had any effect due to an approximate 20 kt wind. After the Chop was expended Sandy 09 wanted the Smoke. We set up two parallel smoke screens running north east to south west with the survivor in the middle. The Jollies executed about 5 minutes after the screen was laid and due to the darkness the smokes held high and stayed out of everyone's way. As the Jolly came to a hover over the survivor what appeared to be three 12.7's or possibly ZPU's opened up on the Jolly. All of the guns were extremely close to where the survivor was supposed to be. Due to the darkness and my distance away I cannot estimate accurately how close they were. With 20/20 hind sight I can say that we shouldn't have even tried but at the time we all felt that we had to make one more attempt. The fact that the first set of Jollies had to go home set us back a little in that it took a pretty long time to get the other Jollies in the area.

The one problem that has really set us back is our inability to get A-1's and slowmover strikes to effectively sanitize the area around the survivor. I think maybe we should develop some ideas on how we could handle this problem.

RALPH P. ANDERSON, 1LT, USAF
Smoke 43

CARROL B. ARNOLD, Major, USAF
Smoke 44

Atch 9

~~CONFIDENTIAL~~

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.

At 0520Z the first attempt was made. Jolly Green 64, flown by Lt Col Brown, came to a hover near the survivor but was driven off by intense ground fire. After evaluating the condition of his aircraft and crew, Lt Col Brown elected to make another attempt. On this try, again intense small arms fire was encountered and the copilot, Major Frank J. Pehr, was severely wounded in the left leg. A pararescueman had received a minor wound on the first attempt. At this point Jolly Green 64 had to depart the scene to get Major Pehr to a hospital. Jolly Greens 71 and 67 replaced them on scene and at 0853Z another attempt was initiated. Again heavy small arms fire was encountered and minor flesh wounds were received by three of the crewmembers. Jolly Green 71, commanded by Major Donald L. Jensen, was forced to RTB to Channel 103. Jolly Greens 71 and 67 were then replaced by Jolly Greens 73 and 70. When they arrived at the scene it was getting dark and it was decided to make one last rescue attempt before complete darkness. At 1100Z JG 71, flown by Lt Col Copperthite, made a run into the area. As the helicopter started to slow down, intense small arms fire was encountered. Jolly Green 71 was forced to leave the area on one engine and with two wounded crewmembers. All SAR efforts for Battle Cry 315 were terminated. The pilot had not been heard from for several hours and he is listed as missing in action. Major Frank Pehr was the most seriously wounded on the Battle Cry 315 mission. He was hospitalized on the hospital ship Sanctuary for approximately two weeks and then air evacuated to the CONUS.

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

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~~CONFIDENTIAL~~

40th ARRSq History, 1 Jan - 31 Mar 1971

7

(S) BATTLE CRY 315: On 13 March, an A-7 pilot ejected in the Lam Song 719⁵ area. Two Jolly Greens were scrambled and went to an orbit area near the survivor. It was decided to use the Jolly Greens from the 37th ARRS, also in the orbit area, for the attempted run-in. There was no further participation by the 40th ARRS in this mission.

DECLASSIFIED

GROUP 4
Downgrading: 1 2 3 4
interrogation: 1 2 3 4
aflc: 1 2 3 4

MARCH

1971

SURVIVORS

NAME RANK

SSN

DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
2	BAKKE HARROW ROGERS NARDI PECORARO MONTEMAYOR	73	610	LE HANOI NHAN (U.N. SAILOR)	COU SON ISLAND	MEDICAL INON-CME
6	MUDD MERCHANT JOHNSON MUECHT MCDONALD HACKLEY LEWIS (AP)	71	611	TIPTON, CHARLES 4LT SANDY 04 SGSOW NKP	10 39 N 106.23 E	COMBAT
23	JENSEN WALDER MCKIDNEY RATLIFF HARTCOCK KIRK SHAPIRO (AP)	72	612 613	MAJOR ROBERT D. PRIEST XXXXXXXXXX 432 TFW MAJ ROBERT L. CUBBERLY XXXXXXXXXX 432 TFW	312/32/103 North VN	2 COMBAT

TOTAL MONTHLY SAVES 4

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 Tchepone, Laos, on 13 March 1971. On that date, Airman Curtis was a Pararescue Specialist on an HH-53 Rescue Helicopter that twice attempted the rescue of a wounded United States Navy pilot from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area, and with complete disregard for his own personal safety, Airman Curtis continued to expose himself manning his gun position after being wounded, until withering ground fire crippled the helicopter and wounded another crew member, making continued rescue attempts impossible. 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 #1

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

TO

JAMES D. SCOTT

Master Sergeant James D. Scott distinguished himself by heroism while participating in aerial flight as a Pararescue Technician on an HH-53 Rescue Helicopter, near Tchepone, Laos, on 13 March 1971. On that date, Sergeant Scott attempted the rescue of a wounded United States Navy pilot from certain death or capture by hostile armed forces. With full knowledge that two other helicopters had been driven off by ground fire, and with complete disregard for his own personal safety, Sergeant Scott continued to expose himself manning his gun position after being wounded, until withering ground fire crippled the helicopter and wounded another crew member, making continued rescue attempts impossible. The outstanding heroism and selfless devotion to duty displayed by Sergeant Scott reflect great credit upon himself and the United States Air Force.

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

STEVEN C. RHODY

Airman First Class Steven C. Rhody distinguished himself by gallantry in connection with military operations against an opposing armed force near Tchepone, Laos, on 13 March 1971. On that date, Airman Rhody was a Pararescue Specialist on an HH-53 Rescue Helicopter that twice attempted the rescue of a wounded United States Navy pilot from certain death or capture by hostile armed forces. With full knowledge of the extent of hostile fire in the area, and with complete disregard for his own personal safety, Airman Rhody twice exposed himself on the rescue hoist outside the door of the helicopter to descend to help the wounded survivor on the ground, until withering ground fire crippled the helicopter and wounded two crew members, making continued rescue attempts impossible. By his gallantry and devotion to duty, Airman Rhody has reflected great credit upon himself and the United States Air Force.

To: Bob Lapointe, rlapointe
From: Jim Scott, INTERNET:jdsconfig@jps.net
Date: 4/7/99, 1:58 PM
Re: Thanks for the reply

Thank you for the reply upon receiving that stuff. You don't have to return the clipping on Dave Rhody. Don't know where it come from I do have a copy. The reason I sent the original is it has a base team sports standing on the back and by looking at that you may be able to figure where it came from by the units mentioned.

I will go into a couple of other things that happened while I was there that you may be able to use. You can varify/get more info on these from Swerve ie dates etc.

A Navy aircraft had been shot down just South of Tchepone Laos where the trail crosses on the evening of 12 March 71. Swerve and I were on alert the next day on the high bird. Major Frank Pehr was the-Co Pilot of the low bird Steve Rhody (Dave's son) was his #2PJ cant remember who the other PJ was. You could see the survivors parachute and he had been injured. Just as soon as they were in a hover with the #1PJ in the door on the penetrator all hell broke loose Major Pehr took a round through his thigh cutting the femoral artery. Col Brown the pilot started pulling out screaming for the Sandys to come and lead him out, but the Sandys had split to the four wend and no one came to his aid but us. I had never seen anything like that from the Sandys before nor did I ever seen them skip out again. Steve Rhody stuck his finger in the hole to help stop the blood flow. We took him back to Quang Tri where an Army dust off took him out to the Sanctuary (Hospital ship) we didn't know that they had closed the hospital at Quang Tri.

We went back to DaNang while another one of our 53s went in and got shot off. In the early after noon the survivor had told the SAR forces not to try any more just Bumb the hell out of him because he was just bait that they were set up around him and suckering the choppers in for an easy kill. Later in the afternoon the survivor screamed "OH MY GOD NO" and that was the last that was heard from him.

We had by now made in down to alpha 1 low and back we went. It was just dusky dark when they decided to send us in for a last ditch effort to try and get him. They briefed us that ann A1 was going to drop some Blouie-52 and we should all wear our gas masks. I was the # 1 PJ and told the pilot that I would stay on my gun until we were in a hover and not getting hammered. As we settled into a hover they pooped a flair above us and all hell broke loose. Henry Kirk on our high bird said it was beautiful to look at. All our minies sending solid streams of tracers and the bad guys sending all different colored tracers at us. I felt something hit my leg and about that same time the pilot Col Harry Copperthite said he had been hit and that we had an engine shot out and may be going in as we pulled off. I smelled fuel and there was smoke inside the fuselage. I looked back at Swerve and he was hammering away. The floor of the chopper was awash with some kind of liquid, the whole world was on fire and it reflected in the liquid running towards the ramp. We had smoke, fuel, and I expected next wake up dead. Thank god we were in a 53-C because no H-3 or B model would have had the power to come out. when the pilot was hit he called for the co-pilot but none of us could get him to respond. It turned out his intercom had been shot out. The pilot had been hit with shrapnel in both his arms and hands. I had it in my right leg calf.

Our drop tanks had the foam in them so we kept them on for protection. they were full of holes. "the smell" the engine wiring had ben shot out "the smoke" and our 5 gallon water can had been blown to heck "the fluid"

After we got to a safe altitude and back to SVN we started clearing all the weapons. Swerve and I were standing about half way to the ramp when Swerve took his CAR -17

Pulled back to bolt to eject to round in the chamber, let it go forward and then took out the magazine out. and pulled the trigger as we always did. Thank god the barrel was pointing towards the open ramp when it shot. The plane made a few sudden jerks then the pilot asked what was that. I said cook off sir. Get with swerve and have him go over this and see how his memory sees it that is if you can or want to use any of it. Please confirm about the Sandys with him. We had seven people wounded that day.

I'll send you some more stuff that is comical later.

Scotty

----- Internet Header -----
Sender: jdscott@jps.net
Received: from smtp5.jps.net (smtp5.jps.net [209.63.224.55])
by hpdmgaaa.compuserve.com (8.8.8/8.8.8/HP-1.1) with ESMTP id RAA22841
for <rlapointe@compuserve.com>; Wed, 7 Apr 1999 17:58:56 -0400 (EDT)
Received: from jps.net (209-142-48-60.stk.jps.net [209.142.48.60])
by smtp5.jps.net (8.9.0/8.8.5) with ESMTP id XAA12607
for <rlapointe@compuserve.com>; Wed, 7 Apr 1999 23:00:19 -0700 (PDT)
Message-ID: <370BD499.8261AF68@jps.net>
Date: Wed, 07 Apr 1999 14:56:41 -0700
From: Jim Scott <jdscott@jps.net>
X-Mailer: Mozilla 4.04 [en] (Win95; U)
MIME-Version: 1.0
To: Bob Lapointe <rlapointe@compuserve.com>
Subject: Thanks for the reply
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

To: Bob Lapointe, rlapointe
From: Jim Scott, INTERNET:jdscott@jps.net
Date: 4/7/99, 1:58 PM
Re: Thanks for the reply

Thank you for the reply upon receiving that stuff. You don't have to return the clipping on Dave Rhody. Don't know where it come from I do have a copy. The reason I sent the original is it has a base team spdrts standing on the back and by looking at that you may be able to figure where it came from by the units mentioned.

I will go into a couple of other things that happened while I was there that you may be able to use. You can varify/get more info on these from Swerve ie dates etc.

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To: Bob Lapointe <rlapointe@compuserve.com>
Subject: Thanks for the reply
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

MAJOR FRANK PEHR MAKES A STOP AT
THE VALLEY PRIOR TO HIS
MEDEVAC BACK TO THE STATES
26 MAR 71



Pehr.jpg

13 MAR 71
SAR

MAJ PEHR IS THE 8th MEMBER OF THE
37th AHRB
TO RECEIVE A PURPLE HEART FOR
"BATTLE CRY 315"

AF major hit over Laos, alert PJs save his life

ON THE DECK OF THE U.S.S. SANCTUARY, Off the coast of Vietnam — As a final chapter in a fast-moving human drama, U.S. Air Force Maj. Frank J. Pehr was hoisted on a waiting helicopter by his fellow rescuers to be readied for his journey home for recovery.

Major Pehr, a helicopter pilot with the 37th Aerospace Rescue and Recovery Squadron at Da Nang, was injured recently during a search and rescue mission in Laos.

Major Pehr was the co-pilot on the first of several HH-53 Super Jolly Green Giant rescue helicopters into the area where a fighter aircraft had been shot down by enemy gunfire. On the third pass over the area, his helicopter received a heavy barrage of ground fire and the major was hit.

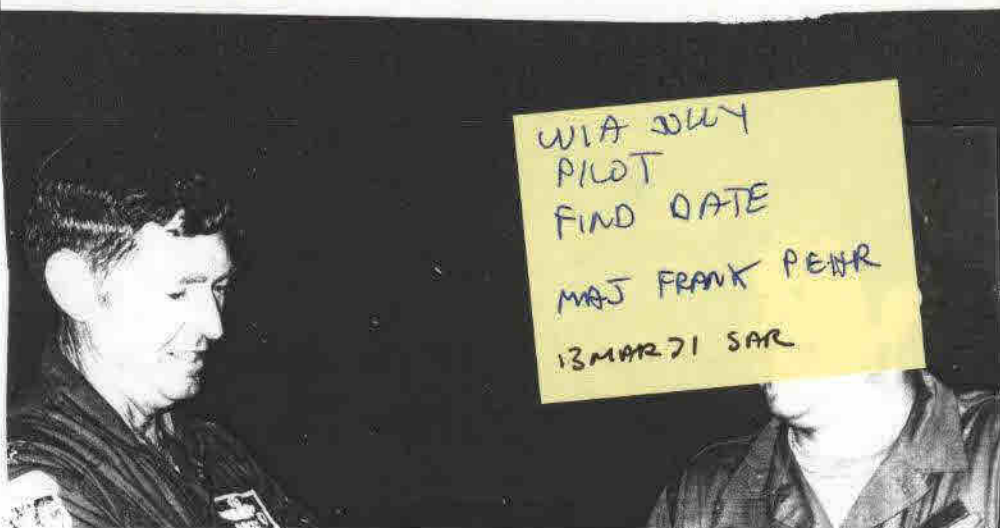
He credited the fast reaction of the pararescuemen on board for saving

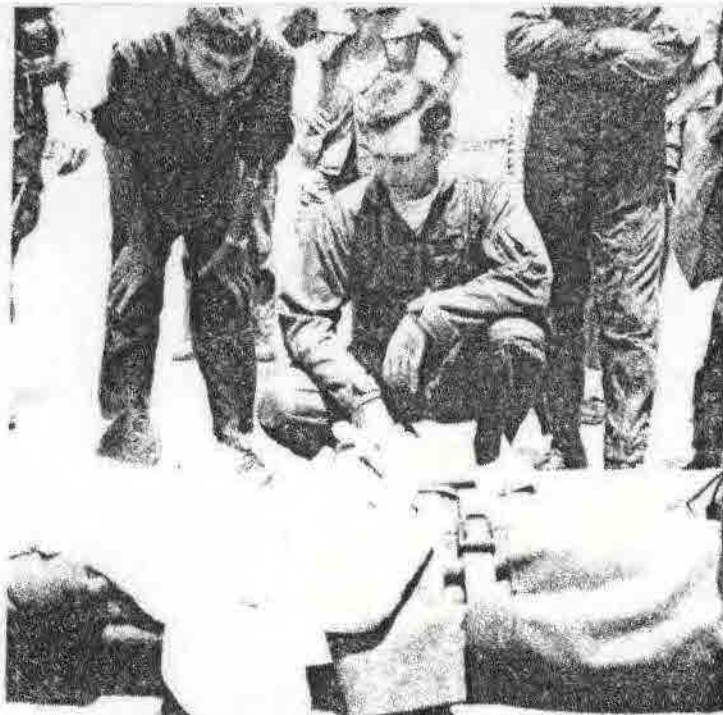
his life. "I blacked out shortly after I was hit, but I'm told the PJs went right to work and stopped the bleeding," he said.

Lt. Col. Royal A. Brown, commander of the 37th, was the aircraft commander on the rescue helicopter. He immediately headed to Quang Tri, the nearest medical facility. After initial medical treatment at Quang Tri, the major was airlifted to the Sanctuary for specialized care and surgery.

Major Pehr was on the Sanctuary approximately 10 days for treatment and to regain his strength from loss of blood. Upon his release and return to Da Nang, he was welcomed by Colonel Brown and the other men who participated in the rescue attempt.

The major was taken to the 22d Aeromedical Staging Flight, from where he was airlifted aboard a MAC C-141 to the USAF hospital at Chanhue AFB, Ill.





A WARM WELCOME BACK--Maj. Frank J. Pehr is welcomed back to Da Nang by Lt. Col. Harry S. Copperthite (left) and Lt. Col. Royal A. Brown, the operations officer and commander of the 37th ARRS, respectively. Major Pehr was returning to Da Nang from the U.S.S. Sanctuary, where he was treated for injuries he received during a recent rescue attempt, on his way to the USAF Hospital at Chanute AFB, Ill. for recovery. (Photo by TSgt. Robert Minsky)

The major was taken to the 22d Aeromedical Staging Flight, from where he was airlifted to the USAF Hospital at Chanute AFB, Ill.

Although at one time he was hanging on the edge of death, the major said with a smile, "from here on, it's just a matter of recovery."

37th Takes Care Of Their Own

ON THE DECK OF THE U.S.S. SANCTUARY, Off the coast of the Republic of Vietnam-

As a final chapter in a fast-moving human drama, Maj. Frank J. Pehr was hoisted on the waiting helicopter by his fellow crewmen to be readied for his journey home for recovery.

Major Pehr, a helicopter pilot with the 37th Aerospace Rescue and Recovery Squadron (ARRS) here, was injured recently during an attempted Search and Rescue (SAR) mission in Laos.

Major Pehr was the co-pilot on the first HH-53 Super Jolly Green Giant Rescue helicopter into the area where a fighter aircraft had been shot down by enemy gunfire. On the third pass over the area, while searching for survivors, the helicopter received a heavy barrage of ground fire and the major was hit.

He credited the fast reaction of the pararescuemen (PJ's) on board for saving his life. "I blacked out shortly after I was hit, but I'm told the PJ's went right to work and stopped the bleeding," he said.

Lt. Col. Royal A. Brown, commander of the 37th, was the aircraft commander on the rescue helicopter. He immediately headed to Quang Tri, the nearest medical facility. After initial medical treatment at Quang Tri, the major was airlifted to the Sanctuary for specialized care and surgery. As the rescue helicopter left the SAR area other aircraft from the 37th continued the search for the downed fighter pilot. Five other rescue crewmen were injured before the futile search was terminated.

The men of the 37th had put out a maximum effort to get the man out, but to no avail. "The rescue helicopters are a downed crewmember's insurance policy and there's not one of us here who wouldn't do it all over again," commented Colonel Brown, "It's very seldom that we aren't able to get a pilot out."

Major Pehr was on the Sanctuary approximately ten days for treatment and to regain his strength from the loss of blood. Upon his release and return to Da Nang, he was welcomed by Colonel Brown and the other men who participated in the rescue attempt.