

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.

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ground fire during their egress. It was concluded that the incident was the result of ground fire damaging the tail rotor drive shaft, tail rotor blades or related controls and components.⁶⁰

(S) The third aircraft lost was an A-1H, SN 52-139734 which crashed at 0055Z on 6 March 1971 while participating in a Search and Rescue effort for Witchdoctor 05.* The A-1, Sandy 04, was hit by small arms fire and the left wing burst into flames. The pilot extracted and the aircraft exploded prior to impact. Sandy 04 parachuted safely to the ground and was immediately picked up by Jolly Green 71. All evidence showed that the aircraft was lost due to hostile ground fire.⁶¹

(C) The other loss occurred on 8 February and involved a QU-22B, SN 69-7705, which crashed near the runway at Quang Tri Air Base, RVN. After more than three hours of flight the pilot declared an emergency (because the engine failed completely) and headed for the nearest appropriate landing field. A ground control station monitored and vectored the aircraft through his descent to a point three miles from the emergency field. Quang Tri Approach Control took over and vectored the QU-22B to the approach end of runway 32. It appeared that the pilot over-shot and rolled out parallel to the runway. He was directed to turn right

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60. Msg, 56th SPOPWG, PACAF/DOH/Hickam AFB Hawaii CSAF, Priority, 1 Feb 71, (S) Comdr 48 Hour Mishap Analysis Report (U), Document #11.
61. Msg, 56th SPOPWG, 7AF/DOC/TAN SON NHUT AB RVN, 6 Mar 71, (S) Comdr 48 Hour Mishap Analysis Report (U), Document #12.
- * See Chapter III, "Search and Rescue", Witchdoctor 05 for rescue details.

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MARCH

1971

SURVIVORS

NAME RANK

SSN

DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
2	BAKKE HARROW ROGERS NARDI PECORARO MONTENAYOR	73	610	LE HANOI NAVY (U.N. SAILOR)	CON SON ISLAND	MEDICAL 1 NON-CMB
6	MUDD MERCHANT JOHNSON MUELCHI McDONALD HACKNEY LEWIS (AP)	71	611	TIPTON, CHARLES 4LT SANDY 04 56 SOW NKP	1639 N 106.23 E	COMBAT
23	JENSEN WALDER MCKINNEY RATLIFF HANCOCK 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

Sgt. McGrath wins AF Cross

HICKAM AFB, Hawaii— An Air Force pararescueman assigned to the 6594th Test Group here has been awarded the Air Force Cross for conspicuous heroism in combat.

Sgt. Charles D. McGrath was presented the Air Force's second highest medal for his heroism against hostile forces while rescuing the downed pilot of an Air Force F-4 jet aircraft.

Sergeant McGrath was lowered
Harmon International Trophy

by cable from a hovering Air Rescue helicopter to retrieve the injured pilot.

After locating the injured man, he carried him, amid intense enemy ground fire, to a clearing in a bamboo forest. Sergeant McGrath shielded the injured pilot with his own body as they were hoisted aboard the rescue helicopter. While suspended beneath the helicopter, the injured pilot was wounded by enemy fire, as well as a pararescueman who

was assisting the men from the door of the helicopter.

Once inside the rescue helicopter, Sergeant McGrath rendered life-sustaining medical treatment to the pilot and the wounded pararescueman during the flight back to a base in Thailand.

The commander-in-chief of the Pacific Air Forces, (PACAF) Gen. Lucius D. Clay, Jr., awarded Sergeant McGrath the heroism medal in ceremonies held here.

Longest flight earns nomination

Twelve 57th Air Rescue and Recovery Squadron crewmembers, who last year established a world's record for the longest unrefueled flight nonstop by turbo-prop aircraft, recently were nominated for the 1973 Harmon International Trophy (Aviator Category).

The historic flight covered a distance of 8,790.5 miles from Ching Chuan Kuan AB, Taiwan, to Scott AFB, Ill. Thus they eclipsed the old record of 6,842.5 miles set by a U.S. Navy Lockheed P-3 Orion aircraft which flew from Atsugi, Japan, to Patuxent River, Md., in January

1971.

The Harmon International Trophy, a symbolic bronze statue, includes four awards—one for aviator, one for astronaut, one for aviatrix and one for spherical ballonist.

The award is given annually for the "most outstanding international achievement in the art/science of aeronautics for the preceding year, with the art of flying receiving first consideration."

Selection for the award is made by the Harmon Selection Committee and is awarded by the trustees of the

Clifford Harmon Trust Fund.

Those included in the award winning flight are: Lt. Col. Edgar L. Allison, aircraft commander; Maj. Anthony V. Liparulo, pilot; Maj. Kenneth S. Wayne, flight surgeon; Capt. Carl E. Bennett, navigator; Capt. David E. Gardner, pilot; Capt. Richard E. Racette, pilot; TSgt. Robert K. Landry, crew chief; TSgt. Morelle E. Larouche, flight engineer; TSgt. William F. Litton, flight engineer; TSgt. Theodore F. Trainer, loadmaster; SSgt. Pat E. Carrothers, radio operator and SSgt. William L. Hippert, radio operator.

Former Jolly pilot Wins Valor Award

WASHINGTON (AFNS) — A former HH-3 Jolly Green Giant commander, Lt. Col. Joseph F. Mudd, was presented the 1971 Aviators' Valor Award by the American Legion in New York recently.

Now a member of the 22nd Bomb Wing, March AFB, Calif., Colonel Mudd won the award for actions as commander of a Jolly Green Giant in rescuing a survivor of a downed Air Force A-1 Skyraider in Vietnam March 6, 1971.

During the action, one of the two Skyraiders which were assisting him in rescuing survivors from a downed Army UH-1 was hit by enemy forces.

Within seconds Colonel Mudd placed his Jolly Green in a high-speed descent to a position over the pilot and hoisted him to safety.

According to the citation accompanying the Aviators' Award, Colonel Mudd, "without benefit of prior reconnaissance, escort, or groundfire suppression, rescued a U.S. Air Force pilot from certain death or capture by a hostile armed force."

A 1954 graduate of the U.S. Naval Academy with 120 combat missions, Colonel Mudd was born in Detroit.

34,000 awards for

ARRS since 1965

Between Jan. 1, 1965 and Dec. 31, 1972, the Aerospace Rescue and Recovery Service was lauded by approximately 34,000 awards and decorations. Not included are those citations which are still pending. Included in the list were four Presidential Unit Citations, five Vietnamese Crosses for Gallantry with Palms and five Air Force Outstanding Unit Awards.

Individual decorations included: one Medal of Honor, 38 Air Force Crosses, over 600 Silver Stars and more than 6,000 Distinguished Flying Crosses.

SARTF SANDYs in action

I was the Operations Officer for the 1st SOS at NKP in the autumn of 1970, before taking over command of the squadron in early 1970. I flew the A-1 Skyraider on 64 sorties, which isn't very impressive considering that many of the guys in my squadron had well over 100 'counters'.

I recall one search and rescue mission that had all the ingredients of a Hollywood script. It took place in March 1971, as part of Operation Lam Son 713, an incursion into Laos by South Vietnamese Army troops (ARVN), across the DMZ toward Tchepone. In the course of this action, a US Army Huey, callsign WITCH DOCTOR 05, was monitoring the action of a group of ARVN senior officers. They were touring the front lines well beyond the advancing ground troops.

Closing on Tchepone, the Huey was hit by North Vietnamese (NVA) anti-aircraft fire, and was forced down in an area immediately adjacent to a group of NVA troops. The Huey crew and the passengers extracted themselves from the wreck of the chopper, and got into an old bomb crater that was near the main trail (Ho Chi Minh Trail) out of Tchepone. We launched the SARTF force on 5 March and headed toward the downed Huey.

While we were en route, a couple of forward air controllers were bringing in some Navy and Marine

fighters to soften up the area prior to our attempted rescue. One of the Marine A-4 Skyhawks was shot down, which created another SAR effort. One of our 'Jolly Greens' was diverted to the downed Marine pilot, and we got him out without too much trouble.

However, while the rest of the SARTF force was working on the WITCH DOCTOR mission, one of the SANDY A-1s was hit by ground fire and started to burn. The pilot, First Lieutenant Chuck Tipton, used his 'Yankee Extractor device' and got out of the aircraft at a very low altitude. The 'Jolly Green' that he'd been escorting swooped in and picked him up in less than a minute. The 'Jolly Green' pilot then made an immediate turn and went straight back to NKP with Tipton aboard.

In the meantime, another US Army Huey, callsign DOLPHIN, decided that he could probably sneak in and pick up the WITCH DOCTOR crew and passengers. He made a rather vertical approach to the area, which made him an easy target for the NVA anti-aircraft, and was hit several times. He did make it out of the area, but his co-pilot was very badly wounded.

The call went out for another SAR force to launch out of NKP. That was me - SANDY 02. SANDY 01 and myself, along with a third 'Jolly Green' helicopter, left NKP and headed directly for the area of WITCH

DOCTOR. When we arrived, we found we weren't alone, as several other A-1s had launched from Da Nang to support our effort. These guys were armed with smoke and CS gas dispensers.

The on-scene SAR commander ordered the smoke and gas to be put down, and our team started the approach to the WITCH DOCTOR crew, but the area was still too hot. Lots of heavy anti-aircraft (AAA) fire started to blossom around both my flight and the 'Jolly Green'. As soon as the AAA opened up, the 'Jolly Green' beat a hasty retreat, and stood by, out of range of the big guns. My flight started working over the NVA gun positions that had shot us off our mission. SANDY 01 killed a ZSU (23-mm twin-mount on a tank chassis) that was near WITCH DOCTOR's position, got a 37-mm gun that had set up about a mile away.

Since the area was still very hot, and darkness was approaching, the decision was made to abandon the effort for the day. Before we left, one of our younger pilots, who had been working on a scheme to air deliver supplies to downed personnel, decided to give his idea a try. He'd been working on a high-speed delivery capsule that was made from the shell of an air-dropped flare. He'd rigged up a drogue chute for the thing. Inside the capsule was a URC-10 rescue radio and spare batteries, some water, hand flares, and a few meagre rations. After two passes over WITCH DOCTOR, he made a successful drop.

The next morning NKP was alive with activity as the ground crews armed the aircraft and helicopters for another try at WITCH DOCTOR. Before we got to the point of "Start engines!", we were informed that WITCH DOCTOR, his crew and passengers, were safe and sound. They'd been rescued by an ARVN M48 tank that had been part of the original Lam Son 713 effort - which is what should have been used for the rescue effort in the first place.

Major Frank Murray
1st Special Operations Squadron
Nakhon Phanom, March 1971

5 MAR 71

WITCH DOCTOR 05

DOWNED ON WITCH DOCTOR SAR:

5 MAR 71 DOWNED SANDY

5 MAR 71 DOWNED USMC A-1

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RESCUED 5 MAR 71