

DATE: 12 May 71

13 May 71

MISSION NUMBER: A3-018-12 May 71

AIRCRAFT DESIGNATION: King 24

DISTRESSED AIRCRAFT: Charlie Horse 828

LOCATION: 095/13/103

SAVES: 3 Combat

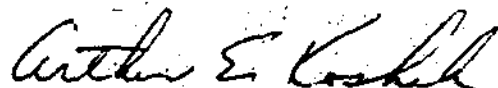
() At approximately 0415Z King 24 was proceeding North east west towards Channel 103 to refuel Jolly Green 73 and Jolly Green 70 on an operational Air Refueling Mission. Upon passing by Channel 77 Jolly Green 70 reported sighting a chopper down in an open area just East of Channel 103. The FACAF position was 095/15/103. King 24 was in contact with both Jolly Green 70 and Jolly Green 73 at this time. Jolly Green 70 had visual sighting of the survivors and recommended he make a quick pickup. He said he was familiar with the area and that it was not currently reported as being hostile. King 24 concurred with JG 70 for the pickup. Jolly Green 70 successfully made the pickup of the three survivors at 0430Z without any difficulty or hostile activity, and transported them to Channel 103. The call sign of the chopper was Charlie Horse 828 and was crewed by Vietnamese. King 24 monitored the SAR until the survivors were offloaded at Channel 103.

King 24 Crewmembers

AC/AMC Major Koshak
CP 1 Lt Hedrick
W Major Delaney
RO Sgt Schaefer
FE MSgt Keel
FE SSgt Payne
LM TSgt Ferrand

SAR Forces

King 24
Jolly Green 70
Jolly Green 73



ARTHUR E. KOSHAK, Major, USAF
Aircraft Commander/Airborne Mission Commander

The standard feet wet airborne alert sortie took a different turn for Capt Glen Walder on 12 May 71 after the chance sighting of a red distress smoke signal by TSgt Charles S. Salome (PJ) just off the beach due east of Quang Tri. Upon arriving in the area of the signal it was discovered that an Army helicopter (OH-58A) had crashed without injury to its occupants. They were taken on board and returned to Quang Tri, after which Capt Walder continued his airborne alert. Credit was given for three non-combat saves.

Crew Rosters

AC Capt Glen W. Walder	AC Maj Joseph F. Mudd
CP Capt Robert W. Uljua	CP Maj Gerald V. Lange
HM A1C George P. Ojala	HM TSgt James B. Barrett
RS TSgt Charles S. Salome	RS TSgt Allen J. Avery
RS SSgt Roy A. Taylor	RS A1C Randy L. Zonker
RS A1C Ralph R. Moreno	RS TSgt Richard M. Crowley

Additional assistance was rendered the Army on 24 May 71 when Jolly Greens from the 37 ARRSQ were brought into the SAR effort for an injured O-1A crew member. Significantly, both alpha high and low aircraft took an active part in this combat save as a result of a critical fuel situation for the alpha low helicopter, flown by Maj Charles E. Posey. After arrival on the scene and receiving a briefing on the situation, Maj Posey elected to make an immediate rescue attempt. The penetrator was lowered, but the survivor appeared to be in shock or otherwise unable to strap himself to it. As a result of his reduced fuel state, Maj Posey made the decision to pull off and refuel immediately. At the same time, Maj Robert H. Helges, flying the alpha high aircraft, which had sufficient fuel to attempt a rescue, dove down to the scene prepared to lower a PJ. Upon

SAC - Strategic Air Command

SAR - Search and Rescue mission

SEA - Southeast Asia

TDY - Temporary Duty

TFW - Tactical Fighter Wing

SAVES

<u>Number</u>	<u>Survivor's Name</u>	<u>Rank</u>	<u>Date</u>	<u>Mission Number</u>
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621	Bjarni O. Bradwell	WO1	12 May 71	A-3-018
622	Robert A. Wolff	1 Lt	24 May 71	A-3-020
623	Sam Ross	Maj	4 Jun 71	A-3-021
624	Art Moxon	Capt	4 Jun 71	A-3-021

CHRONOLOGICAL RESCUE MISSIONS

<u>DATE</u>	<u>CLASSIFICATION</u>	<u>MISSIONS</u>	<u>SAVES</u>
1 Apr	Unclassified	Tiger 110	1 Non-Combat
9 Apr	Secret	Vietnamese Gnd Team	4 Combat
13 Apr	Secret	Raven 52	2 Combat
13 Apr	Secret	Blade 57	1 Combat
17 Apr	Secret	Battlecry 305	None
18 Apr	Secret	Battlecry 305	1 Combat
22 Apr	Confidential	Wolf 07	2 Combat
26 Apr	Confidential	Tiger 60	2 Combat
27 Apr	Confidential	Nail 83	2 Combat
29 Apr	Unclassified	Cat Killer 676	2 Non-Combat
2 May	Confidential	Eagle Green 02	1 Combat
6 May	Confidential	Gunfighter 01	2 Combat
12 May	Confidential	Charlie Horse 828	3 Combat
14 May	Secret	Cobra Red One	1 Combat
2 Jun	Secret	PFL	2 Combat
4 Jun	Secret	Covey 504	2 Combat
17 Jun	Unclassified	King Star 11	None
20 Jun	Confidential	Covey 504	2 Combat
20 Jun	Confidential	Wolf 02	None

3rd ARRGp. History, Apr-June 1968

Section II

OPERATIONS

Rescue missions have shown a decline during this quarter mostly due to the onset of the rainy season but King has continued its mission of mercy effecting 27 combat and 3 non-combat saves.² Ninety per cent of the missions flown in support of a rescue resulted in the recovery of distressed personnel. Below are listed six typical missions for this quarter. It is suggested that the reader turn to these narratives at this time to acquaint himself with our most current operations.³

<u>DATE</u>	<u>MISSION</u>	<u>SAVES</u>	<u>PAGE</u>
9 Apr	Vietnamese Gnd Team	4 Combat	59
13 Apr	Blade 57	1 Combat	62
12 May	Charlie Horse 828	3 Combat	64
2 Jun	PFL	2 Combat	65
4 Jun	Covey 504	2 Combat	68
20 Jun	Covey 504	2 Combat	70

The entire squadron is dedicated to our mission and it is a matter of pride to have participated in the recovery of a downed crewman.

Change was the key word for the Operations Section during the quarter. Lt Col Irvin L. Klingenberg Jr. became the acting Squadron Commander when Col Sidney L. Spilseth rotated in June. Lt Col Clarence L. Paradis became the Operations Officer and Lt Col Ronald J. Soroka

1. Information for this portion of the history was supplied by Lt Col Ronald J. Soroka, Assistant Operations Officer.

2. The number of combat saves recorded here may vary from the figures recorded by 3rd ARRGp. The 39 ARRGp claims a save whenever the King bird is involved with a recovery in spite of the type of aircraft making the actual pickup.

3. The mission narratives may be found on pages 59-71.

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12 MAY 71 SAR

'Jolly Green' crew rescues LOH team

DA NANG AFLD — A standard airborne alert flight unexpectedly turned into a life saving mission recently when rescue crews from the 37th Aerospace Rescue and Recovery Squadron "Jolly Greens" picked up three U.S.

Army helicopter crewmen from their crashed light observation helicopter, 15 miles east of Quang Tri.

The HH-53 Super Jolly Green Giant rescue helicopter was headed north along the coast when one of the parascuemen on board spotted a red flare about 200 yards inland from the beach, according to **Capt. Glen W. Walder, aircraft commander** of the rescue chopper.

"We notified our control point that we had spotted a flare and were going in to investigate," recalled Captain Walder. "As we approached the beach we could see three men waving their arms near the wreckage of their helicopter." The three rescued men, **WO1 Cjarni O. Bradwell, Sgt. Gary L. Westphal and Spec. 5 Alvin R. Simon**, moved to a clearing just north of the wreckage and ignited a yellow smoke flare to indicate wind direction and signal the rescue helicopter to land.

The rescued men are assigned to Company D, Third Squad, Fifth Cavalry, at Quang Tri.

The area was considered relatively safe and the big rescue helicopter was receiving no ground fire, so the crew scanned the clearing for obstructions and the decision was made to land. SSgt. Roy A. Taylor, one of the PJs, left the aircraft and met the survivors. He found them safe and uninjured, so after gathering their equipment from the wreckage they were brought on board.

Other crew members on the rescue aircraft included **Capt. Robert W. Uljua, co-pilot**, and the flight engineer, **A1C George P. Ojala**.

This marked save numbers 619, 620 and 621 for men of the Jolly Greens.

rogram. Emphasis
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successfully vali-
most 15 times their
0,000. The group is
Air Force commu-
aff services with-
ietnam.



U.S. Air Force Photo by SSgt. Thonius C. Weigand

Phan Rang AB airmen celebrated the successful mission. The drive still drew challenges right down to Donald E. Libby and Sgt. William D. Baisley Jr. "traded" ranks and sang Auld Lang Syne for a The drive drew a grand total of \$54,031.54 for 11 who are afflicted with a rare hereditary kidney

then we came in and dropped our bombs in pairs at a time," recalled the jet fighter.

"The FAC had the enemy spotted and moved his marker rockets up the hill to their positions," said the pilot. "He really did a fantastic job."

Dragonflies aid ARVN in Cambodia

BIEN HOA—Toan Thang 1/71, operation of the Army of the Republic of Vietnam, received a boost recently when two A-37 Dragonflies attacked a known enemy location in Cambodia and killed 10 enemy soldiers.

The Dragonfly flight was from the 8th Special Operations Squadron here. Lead pilot of the successful attack was Capt. John H. Lamb. The mission was scrambled by a forward air controller from the 19th Tactical Air Support Squadron, assigned here.

In addition to the 10 enemy soldiers killed, the A-37 attack was credited with destroying two fighting positions. The action took place 20 miles north of the Chup Rubber Plantation near Phkam Phong Cham.

Captain Lamb described his mission, "We were scrambled for a troop in contact situation. We met our FAC about 95 miles northwest of Bien Hoa and found we were supporting ARVN troops on the ground. The target was close to the ARVN troops."

"Within three minutes from the time the FAC marked the target for us we had dropped all our bombs, completely saturating the enemy area. As we left the target area, the FAC commended us for doing a fine job."

[top] [bottom]

Date	Mission #	Sortie Length	Total A-1 Time	Total Com
20 May	78	4.5		
299.8	233.0	A-1E 139-665		

My journal entry for 20 May 1972

Sandy 10 on [Capt] Ron Smith's wing... SAR for Bowleg 02 ...Worked with [Maj] Zeke Encinas and [1Lt] Lance Smith in the SAR area which was 35 nm west of Hanoi, north of Banana Valley...Tex (Brown) and his lead had found the survivors and had them nearly ready for pickup when Ron and I arrived... We suppressed some ground fire prior to the pickup and I emptied my LAU 3s on a group of hootches [fighting positions] where we were taking fire... I laid a smoke screen [with CBU-22] at the "execute" call... Bowleg 02B stopped talking just prior to execute and was captured... Zeke and Lance brought the Jolly in and Ron set up a right hand daisy chain with everyone else left... [After the pickup] we egressed south, then west... We emptied the rest of our ordnance on some additional ground fire just south of Banana Valley...We all cleaned our wings on the way home to save gas... I was lowest of the four [Sandys] on gas so I also jettisoned my SUU-11 gun pod (\$18,000)... I landed at NKP with less than 100 pounds (15 gallons) of fuel remaining... DFC

Press Coverage of the Bowleg 02 SAR

Bowleg 02 SAR Map

Mission background:

The F-4D #65 9600, of the 432 TRW departed Udorn at 1102, 20 May 72, in a flight of four [Bowleg] flying MiG Cap for other F-4's on a strike mission near Hanoi. At about 1220, shortly after reaching the target area, the flight was engaged by a MiG-21 aircraft. A MiG fired a missile at Bowleg [top] [bottom],

02, Lt Markle took evasive action, but was hit and both crewmembers ejected. Both crewmembers established communications with the SAR forces. At about 1730, shortly before Lt Markle [Bowleg 02A] was rescued, Capt Williams [Bowleg 02B] transmitted that there were people in his immediate vicinity. A short time later, Lt Markle heard a single shot from a small caliber weapon, and two seconds later heard what sounded like a flare being fired. There was no further contact with Capt Williams.

This mission was my second close to Hanoi and the tension was high. Bowleg 02 was number 2 in a flight of four F-4D Phantom IIs from the 555 TFS who were on a MiG sweep. Just 10 days earlier, First Lieutenant John Markle (Bowleg 02A) had a MiG 21 kill while flying with the "A" team of MiG hunters from the Triple Nickel at Udorn. This group included soon to be USAF aces Steve Ritchie, Chuck Debellevue, and Jeff Feinstein. On this day, Markle and his patter (WSO), Capt Jim Williams were down and we were there to try and get them out.

I was reminded by Ron Smith that Zeke's wingman was Lance Smith, not Tex Brown (sorry guys). Smith's recollection of this SAR gives another perspective of the rescue. In addition, John Markle also provides his insight with his recollection of the events pertaining to his rescue.

Since the flight time to the SAR area was an hour and twenty minutes each way (that's two hours and forty minutes of just going and coming), we had to act quickly once in the area in order to pull off the rescue. part of the problem with this particular SAR is that just as other Sandys would get ready to attempt a rescue, they would not have a safe margin of fuel reserve and would have to leave empty handed. Ron Smith reminded me that to circumvent this problem, we launched as a four ship so that we all would arrive with the same fuel state and would hopefully be able to orchestrate a pickup.

There was a considerable amount of resistance in the SAR area as might be expected so close to the North Vietnamese capital. Virtually all Sandys were at lease fired upon and several took hits. There were also SA-2s [top] [bottom]

launched in the general direction, but I suspect that the fighters covering the SAR overhead were the ones being targeted.

Generally we returned to base with the SUU-11 minigun, the 300 gallon centerline fuel tank, the 150 gallon fuel tank on the right stub, and the LAU-68 reusable rocket launchers on stations 5 and 8. But for this mission, I cleaned them all off since I was so low on fuel. They didn't call them drop tanks for nothing.

We cruise climbed on the way home and I was given the lead so as to minimize fuel consumption since I was the lowest on fuel of the four of us. NKP tower cleared both the runway and the parallel taxiway in case that runway should suddenly become unavailable for use. I landed straight in on the runway and shut down in the dearm area since my gauge showed zero fuel remaining.

The difference between the amount of fuel added by ground crews after landing and the total capacity of the internal tank was 98 pounds. In a jet this would have been critical, but in a recip, I maybe could have flown around, oh maybe another 5 minutes!!

The Skyraider gave us all confidence. it could take lots of punishment and could give it out too. And of course it didn't hurt to have the Jolly Green Giants near by either. ROP was to pick up the guy who was on the ground the shortest time because the longer a person was on the ground, the harder it was to get him out. A real confidence builder to say the least.

This mission was inside Route Pack 5 and qualified those of us who flew on this mission as members of the Red River Valley Fighter Pilots Association (the River Rats). For obvious reasons, the membership in this organization is mostly fast mover drivers.

Awards and decorations were funny (odd, not ha ha). A lot of it had to do with how aggressive the awards and decs officer was. If the missions weren't written up well, or not at all, forget it. At the time, awards and [top] [bottom]

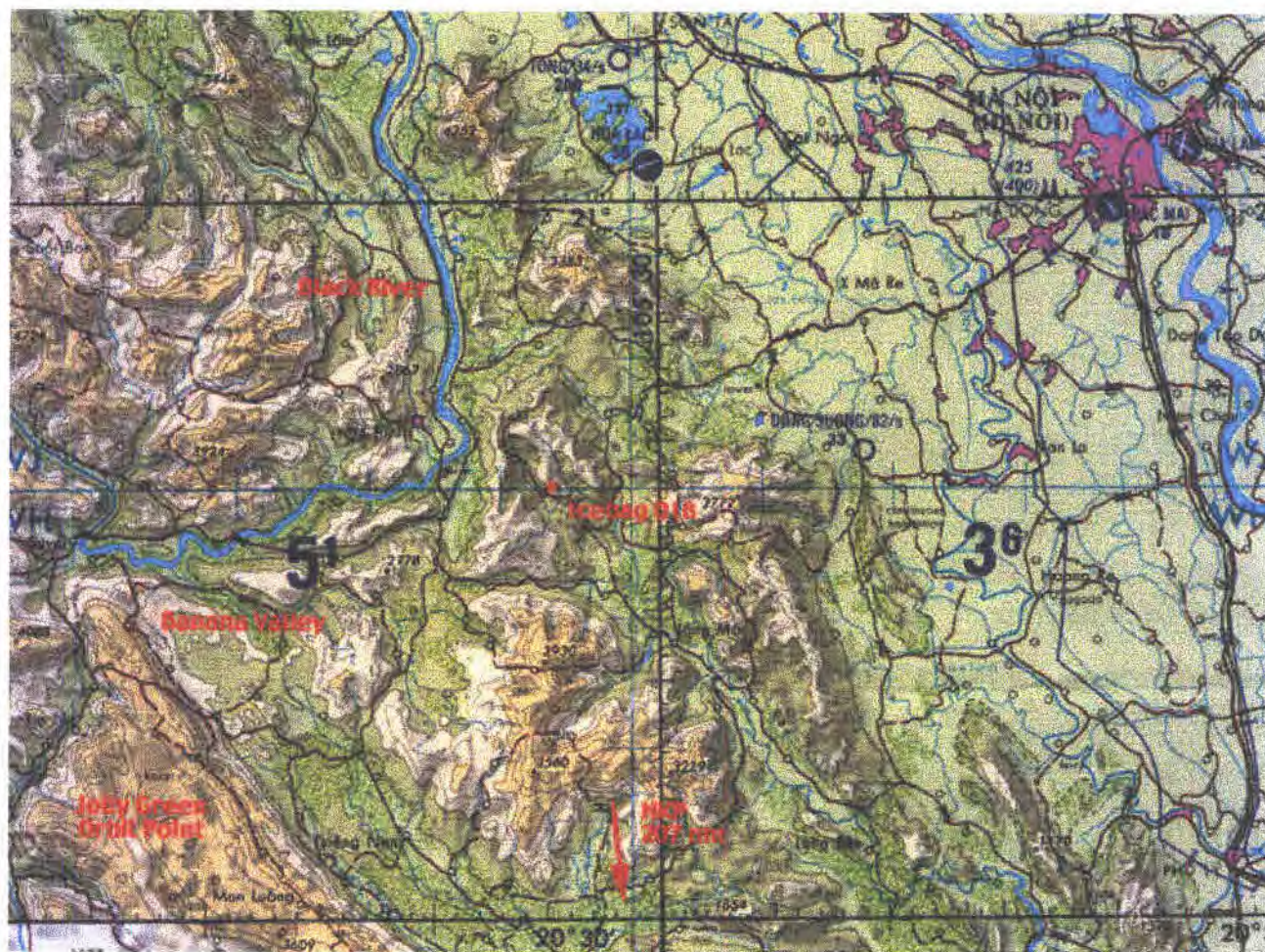
decorations were the least of our worries. Since I was part of the SAR package on a pickup of a MiG killer 35 nm from Hanoi, I guess it rated a DFC. Oh well. Each of us that flew over there knew when we did a good job, and when we were just along on the mission. Suffice it to say, I flew better missions which were totally unrewarded (with medals) and the reward was in the self satisfaction of a job well done. (key the violins!)

Det 4, 3ARRGp Historical Input 1 Apr - 30 Jun 72

Appendix II

SARS in which Det 4 has participated

<u>MISSION</u>	<u>DATE</u>	<u>SAVES</u>
SPECTRE 22	1 Apr	15 combat
BAT 21	2 Apr	1 combat
BLUE GHOST 39	2 Apr	-
BLUE GHOST 28	2 Apr	2 combat
PAVE NAIL 38	3 Apr	1 combat
VAMPIRE 46	4 Apr	1 non-combat
JOLLY GREEN 67	6 Apr	-
COVEY 282	7 Apr	-
BENGAL 502	9 Apr	1 combat
MUSKET 01	9 Apr	2 combat
COSMIC 16	20 Apr	1 combat
VAMPIRE 50	22 Apr	1 combat
SCORPIAN 115	29 Apr	-
COACHMAN 22	29 Apr	4 combat
RED HAWK 6	29 Apr	4 combat
ICEBAG 04	11 May	-
GOPHER 01	11 May	-
BOWLEG 02	20 May	1 combat
OWL 14	23 May	-
OYSTER 01	1 Jun	1 combat
LOVER 03	1 Jun	2 combat
RITAOT	13 Jun	-
cathay airlines convair 880	15 Jun	-
SPECTRE 11	18 Jun	3 combat
HOB0 82	18 Jun	-
SANDY 7	20 Jun	1 combat
NICKEL 102	20 Jun	1 combat
WHOLEY 03	21 Jun	-
SALTER 04	24 Jun	-
CHAPPAKAWA SKY	24 Jun	1 non-combat
CHAPPAKAWA MOON	24 Jun	1 non-combat
LOUGY 03	24 Jun	-
LAREDO 17	25 Jun	-
DOLBY 01	27 Jun	-
TROY 04	27 Jun	-
VALENT 03	27 Jun	1 combat
VALENT 04	27 Jun	1 combat
COVEY 27	30 Jun	1 combat



The Players

Icebag 01A - [Maj William Talley](#) (not on tape) (POW, released in 1973)

Icebag 01B - Major James P. Padgett (POW, released in 1973)

Sandy 01-02 - Captain Don Morse and Lt Byron Hukee

Sandy 03-04 - Major Don Milner and ??

Jolly Green

Laredo 17 - F-4 'Fast FAC'

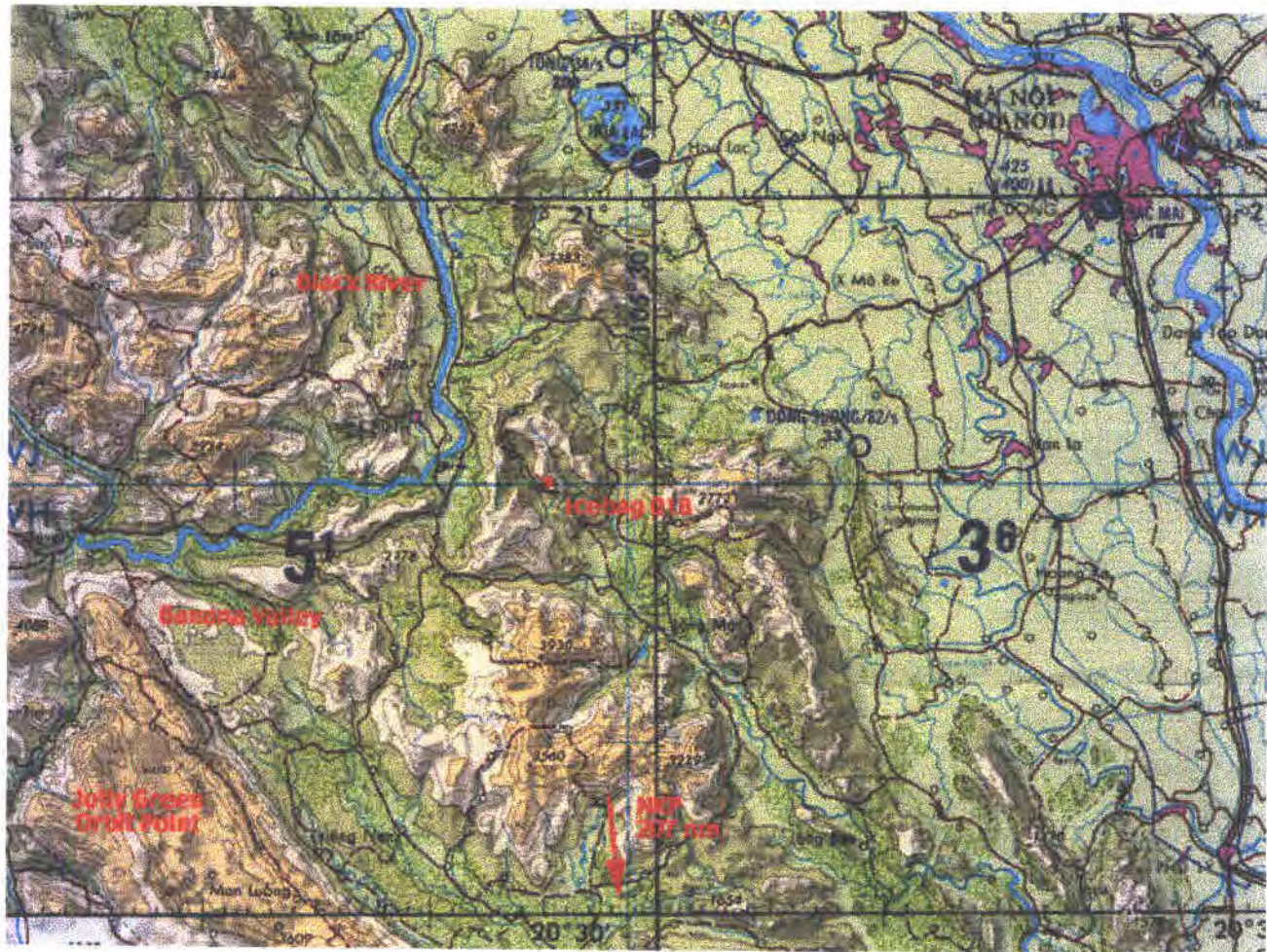
Nail 39 - OV-10 FAC from NKP

[Play Icebag 01B Tape](#)

<http://www.skyraider.org/skyassn/sar/tapes/icebag1/icebag1.mmm>

1/22/99

(20 minutes 55 seconds, 1.2 mi)



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finally locating the survivor, who had neither radios nor flares, TSgt Henry C. Kirk III (PJ), was lowered and found himself near an enemy encampment and that the survivor had been defending himself with an M-79 grenade launcher. The survivor, who was suffering from shock and possible broken ribs, was extracted and flown to Qui Nhon AB for treatment.

Crew Rosters

AC Maj Robert H. Heiges	AC Maj Charles E. Posey
CP Capt Roger T. Colgrove	CP Capt John R. Weimer
HM TSgt James B. Barrett	HM A1C George P. Ojala
RS TSgt Henry C. Kirk III	RS TSgt Eugene L. Nardi
RS TSgt Jon H. Young	RS A1C William P. McDonald
RS A1C Charles B. Aldean	RS A1C David G. Mueller
HM A1C James K. Ashdown	

The successful ejection of two Covey (OV-10) FAC crew members on 4 Jun 71 after receiving heavy ground fire, brought the airborne alert aircraft to make the last two combat saves of the quarter. The SAR area, which was reported to contain a considerable number of anti-aircraft weapons, had received a devastating pounding from both Sandy and fast moving aircraft, thus allowing Maj Donald L. Jensen to make his rescue run shortly after arriving on the scene. The first survivor was located and extracted easily, whereas the second, due to his position in a deep, heavily foliated ravine, had his smoke signal retarded from clearly marking his position. During the extraction of the second crew member the PJ's opened fire on suspected enemy positions and slight battle damage to the Jolly Green was sustained. Additional ground fire was noted during the egress phase and this was also returned by the PJ's.

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CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
TO
CHARLES B. ALDEAN

Airman First Class Charles B. Aldean distinguished himself by heroism while participating in aerial flight as a Pararescue Specialist on an HH-53 Rescue Helicopter near Phan Rang, Republic of Vietnam, on 24 May 1971. On that date, Airman Aldean's outstanding airmanship and extensive technical skill, displayed under the extremely hazardous conditions of making a pick up in a known hostile area, culminated in the rescue of a United States Army aircrew member from probable death or capture by hostile armed forces. With complete disregard for his own personal safety, and despite the threat of hostile ground fire, Airman Aldean exposed himself on the open ramp of the helicopter to man his defensive gun position throughout the search for and rescue of the survivor. The outstanding heroism and selfless devotion to duty displayed by Airman Aldean reflect great credit upon himself and the United States Air Force.

BOB -
KIRK - YOUNG
ALDEAN P.S.
ASTHOWN FE
KIRK WENT
DOWN ON
FENETRAK
FOR THIS
ONE.
CA

[illegible]

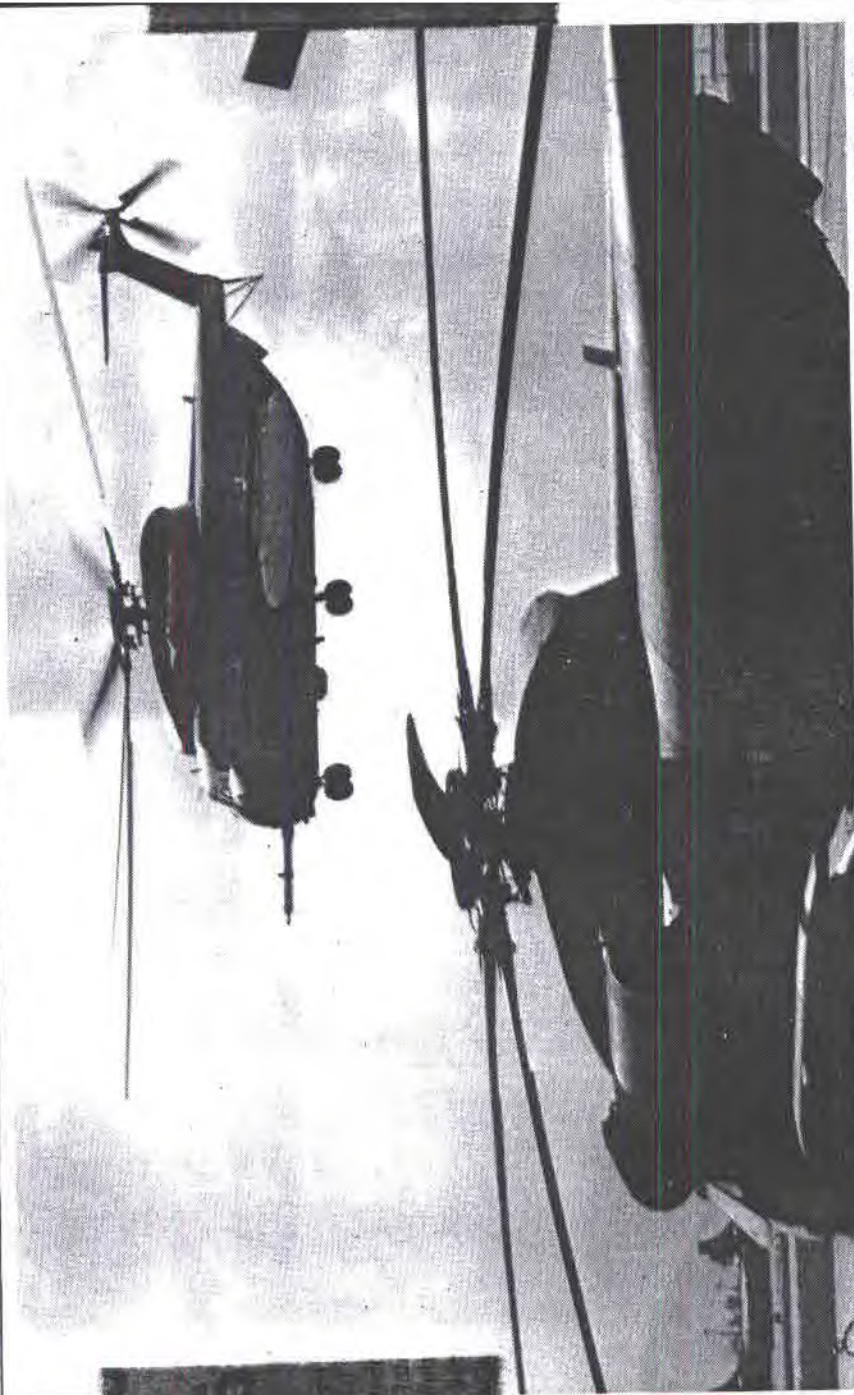
24 MAY 71

2110	CAPT TYLER ON DUTY	LRT
2155	MAINTENANCE TO QUEEN	LRT
2335	ITEM 3 NQ SET CD RUPC DLMK	LRT
2340	STATUS TO JOKER	LRT
0200	JG 70 ABN	LRT
0220	JG 45 & 86 ABN @ CLARK.	
	ETA CH 77 0715	LRT
0228	JG 67 ABN	LRT
0342	JG 73 ABN @ CH 73 FOR 0330	LRT
0400	CAPT TYLER OFF DUTY	LRT
	SSGT ARISBE OFF DUTY, ALERT SYSTEM TESTED	*
	HEADHUNTER 12 DOWN ACFT UNK REPORTED BEEPER - MAYDAY	
	2 POB HAS BEEN SPOTTED	
0420	JG 67/70 HEADING TOWARD POSITION 250/26/87, SANDY'S LAUNCHED FROM CH 77, 37 CAL & 50 CAL REPORTED IN AREA	
0425	FAST MOVERS IN AREA	
0428	SHAMROCK 67 GOING IN FOR PICKUP / PHASE ALPHA.	
0438	SANDY'S ABN / JG 67 & 70 WILL AIR FEET WET WITH KING 26	
0440	SHAMROCK 64 OVER HEAD	
0458	DUSTOFF 13 MAKING PICK UP / TAKING FIRE	
0503	DUSTOFF 13 HAS ONE SURVIVOR ON PENETRATOR	
0508	DUSTOFF 13 WILL PUT OUT WITH SURVIVOR AND DROP HIM OFF.	
	SHAMROCK 64 GOING INTO AREA	
0512	JG 70 ETA AREA SHORTLY. ANTICIPATE PICKUP QUEEN RECOMMENDS IT	
0513	JG 70 WILL GO IN FOR PICKUP	
0523	SHAMROCK 64 & JG 70 ARE BOTH IN AREA. JG 70 WILL ATTEMPT PICKUP	
0525	JG 70 REQUESTS REFUELING AFTER PICKUP.	
0527	JG 70 OVER SURVIVOR'S AT THIS TIME.	
0529	CORBA 24 IN AREA, CORBA 21 WILL REPLACE HIM / JG 70	
	HAD SURVIVOR IN SIGHT, BUT LOST HIM. ALPHA MAN INJURED (BROKEN LEG)	
0530	DUSTOFF 13 PICKUP ALPHA MAN ALREADY. (TAKING TO QUIN NABN)	

0532	JG 70 PENETRATOR GOING DOWN.	
0539	ONLY ONE SURVIVOR ON GROUND.	
0540	JG 70 PULLING OUT JG 67 WILL GO IN. SURVIVOR IS APPARENTLY IN A DAZE, CANNOT GET ON PENETRATOR.	
0543	JG 70 IS A/R - 090/26/107	
0545	JG 67 OVER SURVIVOR, PJ ON GROUND TO HELP SURVIVOR	
0549	JG 67 HAS PICKED UP PJ & SURVIVOR NUMBER 622 SAVE	
0556	SURVIVOR IS IN GOOD SHAPE WITH POSSIBLE BROKEN RIB AND OTHER COMPLICATIONS, JOLLY'S WILL A/R & RTB. SURVIVOR WILL BE BROUGHT TO CH 81 FOR MEDICAL REASONS	
0605	JG 67 UNABLE TO TALK WITH KING 24 FOR A/R. 67 WILL GO TO CH 81 AND REFUEL	
0645	KING 51 LANDED ESCORT FOR FERRY FLIGHT	A
0655	JG 45/86 LANDED FERRY FLT.	A
0720	JG 70 LANDED LOGGED 5.4	Ac
	MISSION NUMBER A-3-020 24 MAY 71	Ac
	Battle Time JG 65/363 3.1-4 LANDINGS	Ac
	JG 73/788 3.3-10 LANDINGS	Ac
0755	JG 45/86 ABN TO U/DORN	Ac
0738	JG 67 LANDED LOGGED 5.8	Ac
1035	DAAR JRCC TOTAL 17.6	Ac
1036	LINE CHECK 5X5	Ac
1045	Sgt ARJURE OFF DUTY	Ac

— 25 MAY 71 —

12115Z	Open SATC - 1114g MURPHY took flight report
2155	1114g MURPHY on duty, 2225 MURPHY status to GARR
2337	INCIDENT TX SET BOVENFSUXX
2350	Op status to JOKER
0010	Major Liebtrot Ops facilities hep for 1114g MURPHY
0015	Sgt M-Kenny returning on JG 73 2115-5 days
0033	JG 71 Air Force to JOKER
0055	1114g CURRY MAC CoP. VIP Col Bridges Hdg. MAC



A "newbie" passes over a combat veteran HH-53 Squadron. Two new Jolly Greens recently stopped at Da Nang on the final leg of a trans-pacific flight to Udorn RTAFB, Thailand.

U.S. Air Force Photo by Sgt. John Sullivan

Ar-Army Teams Pull 2 to Safety

24 MAY 71

DA NANG AFLD, Vietnam (Special)—After being hit by enemy ground fire and crashing close to An Khe in the central highlands region of the Republic of Vietnam, two U.S. Army crewmen were pulled to safety thanks to the cooperation and teamwork of U.S. Army 498th Medical Co., An Son, helicopter crewmen and rescue crews from the U.S. Air Force's 37th Aerospace Rescue and Recovery Sq. (ARRS) at Da Nang Airfield.

The downed Army pilot from the 219th Airplane Reconnaissance Co., Pleiku, and his observer, from the 92nd Arty. Co., An Khe, were taken to Qui Nhon for treatment of injuries suffered in the crash.

When the light observation aircraft was reported downed during a reconnaissance mission, the Army helicopters in the area provided assistance to the survivors while the HH53 Super Jolly Green Giants from the 37th ARRS rushed to the scene. The crew members had gone down close to an enemy base camp and were forced to evade hostile troops in the area until the arrival of the rescue forces.

The huge HH-53 rescue helicopters were orbiting just north of Da Nang on airborne alert when they received word of the search and rescue (SAR) effort, according to U.S. Air Force Maj. Robert H. Heiges Jr., aircraft commander of the HH53 "Jolly" that picked up one of the survivors. "We set the course, and proceeded as fast as we could directly to the scene," he recalled.

Heiges' aircraft then went in to make the pickup. "The survivor appeared injured, so a para-rescuer (PJ) was lowered to aid him," related the major.

The PJ, T. Sgt. Henry C. Kirk III, was lowered on the jungle penetrator as the other PJ's, T. Sgt. Jon H. Young, and Airman 1.C. Charles B. Aldean manned the aircraft's mini-guns.

"I was spinning as they lowered the penetrator," recalled Kirk. "By the time I reached the ground, I was quite dizzy and slipped a few feet down an incline."

"My main concern was to locate the survivor. I found him and he appeared to be in good shape," he continued. "As a matter of fact, apparently he had seen me slip, because the first thing he did was ask if I was okay."

"I put him on the jungle penetrator and then climbed on it myself and we were both pulled up into the aircraft."

"It didn't seem like very long from the time we put the PJ on the ground until we were pulling them back into the aircraft," said Capt. Roger T. Colgrove, the copilot on the rescue mission. "As soon as they were on board, we got out of there as fast as we went in."

Flight engineers on the mid-afternoon rescue mission were T. Sgt. James B. Barrett and

Joint Rescue Successful

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The downed Army pilot from the 219th Airplane Reconnaissance Company, Pleiku, and his observer, from the 92d Artillery Company, An Khe, were taken to Qui Khon for treatment of unspecified injuries suffered during the crash.

When the light observation aircraft was reported downed during a reconnaissance mission, the Army helicopters in the area provided assistance to the survivors while the HH-53 Super Jolly Green Giants from the 37th ARRS rushed to the scene. The crewmembers had gone down close to an enemy base camp and were forced to evade hostile troops in the area until the arrival of the rescue forces.

The huge HH-53 rescue helicopters were orbiting just north of Da Nang on airborne alert when they received word of the search and rescue (SAR) effort, according to U.S. Air Force Maj. Robert H. Heiges Jr., 34, of Gilroy, Calif., aircraft commander of the HH-53 "Jolly" that picked up one of the survivors. "We set the course, and proceeded as fast as we could directly to the scene," he recalled.

Meanwhile, an Army "dustoff" medical evacuation helicopter in the area had picked up the downed pilot, but was unable to get the second man aboard because of a hoist malfunction.

One of the big rescue helicopters went in to locate and recover the downed artillery observer. They located him and lowered the jungle penetrator, but the rescue helicopter was forced to leave because of fuel shortage.

Major Heiges' aircraft then went in to make the pickup. "The survivor appeared injured, so a pararescueman (PJ) was lowered to aid him," related the major.

The PJ, TSgt. Henry C. Kirk, III, 25,

in good shape," he continued. "As a matter of fact, apparently he had seen me slip, because the first thing he did was ask if I was okay."

"I put him on the jungle penetrator and then climbed on it myself and we were both pulled up into the aircraft."

"It didn't seem like very long from the time we put the PJ on the ground until we were pulling them back into the aircraft," commented Capt. Roger T. Colgrove, 27, of Santa Ana, Calif., the copilot on the rescue mission. "As soon as they were on board, we got out of there as fast as we went in."

Flight engineers on the mid-afternoon rescue mission were TSgt. James B. Barrett, 30, of Meridian, Miss., and AIC James E. Ashdown, 20, of Euclid, Ohio.

JULY 1971





U.S. Air Force Photo by Sgt. John Sullivan

A "newbie" passes over a combat veteran HH-53 Super Jolly Green Giant rescue helicopter of Da Nang Afl'd's 37th Aerospace Rescue and Recovery

Squadron. Two new Jolly Greens recently stopped at Da Nang on the final leg of a trans-pacific flight to Udorn RTAFB, Thailand.

Downed near enemy base camp

24 MAY 71 SAR

Super Jolly saves hurt Army crewman

DA NANG AFLD — After being hit by enemy ground fire and crashing close to An Khe in the central highlands region of Vietnam, two U.S. Army crewmen were pulled to safety thanks to the cooperation and team-

work of the helicopter crewmen and rescue crews of the Air Force's 37th Aerospace Rescue and Recovery Squadron here recently.

When the light observation aircraft was reported downed during a reconnaissance mission, the Army helicopters in the area provided assistance to the survivors while the HH-53 Super Jolly Green Giants from the 37th ARRS rushed to the scene.

The Army crewmembers had gone down close to an enemy base camp and were forced to evade hostile troops in the area until the arrival of the rescue forces.

The huge HH-53 rescue helicopters were orbiting just north of Da Nang on airborne alert when they received word of the search and rescue effort. According to Maj. Robert H. Heiges Jr., commander of the Jolly Green that picked up one of the survivors, "We set the course and proceeded as fast as we could directly to the scene."

Meanwhile, an Army "dustoff" medical evacuation helicopter in the area had picked up the downed pilot, but was unable to get the second man aboard because of a hoist malfunction.

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"I put him on the jungle penetrator and then climbed on it myself and we were both pulled up into the aircraft," the sergeant said.

Added Capt. Roger T. Colgrove, co-pilot of the rescue mission, "It didn't seem like very long from the time we put the PJ on the ground until we were pulling them back into the aircraft. As soon as they were onboard, we got out of there as fast as we went in."

483d TAW

C-7s claim

b-u-s-y month

CAM RANH BAY — Providing vital airlift support, C-7 Caribou aircraft of the 483d Tactical Airlift Wing flew 11,267 sorties for Allied forces throughout Vietnam during May.

These sorties were recorded as the wing's five C-7 squadrons, four here and one at Phu Cat AB, shuttled supplies and passengers to remote airstrips within the country.

An excellent launch reliability, according to officials, was maintained on all sorties as the wing airlifted nearly 4,600 tons of cargo and 58,798 passengers.

The 535th Tactical Airlift Squadron transported 12,694 passengers, leading

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32d TRW gets top safety award

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il Engineering, Base Operations and from Safety. Its sole purpose has been to identify and eliminate hazards to people, aircraft and vehicles.

Delta airbase installs new GCA radar

BINH THUY — For the first time a MPN-13 precision ground control approach radar is being installed at this Delta base.

The equipment is being installed by members of the 1837th Electronics Installation Squadron from Tachikawa AB, Japan.

The new unit will provide GCA radar training on visual flight rules to Republic of Vietnam Air Force person-