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SEARCH AND RECOVERY

22 Jun 71

(C) Compared to recent periods the Search and Recovery effort was relatively light and amounted to approximately one half of the effort expended in each of the previous two periods. The wing participated in four successful Search and Recovery missions and one other unsuccessful effort to rescue an injured member of Task Force I. That effort was unique to the mission in so far as no aircraft was down and the objective was not a flyer. #82

(S) A special four man team known as Task Force I parachuted into an area approximately 55 miles west of DaNang Air Base, Republic of Vietnam. The area was extremely hostile and two of the paratroopers were injured during contact phase of their landing. A decision was made to extract the team and two of the members, one injured, were removed immediately. A Search and Recovery (SAR) was generated for Sierra, the other injured soldier. Sandy 09/10 were enroute to Nakhon Phanom RTAFB from DaNang Air Base and were diverted to the area along with Jolly Green 73/70. The weather was extremely poor, darkness was approaching and the SAR forces were unable to continue the effort that day. Voice contact was established with the injured survivor and the other team member and they were told to wait for a first-light effort the following day. #83

(S) The following morning, 23 June, the forces returned to the area but contact with Sierra was never established and his fate was undetermined. After a major search effort the SAR was terminated and the fourth man was extracted by other resources. Six A-1 sorties participated in the effort and flew 14.4 hours. #84

82 Observation, 56th SPOW Historian.

83 SARCO Report, Task Force I (Sierra), 22 Jun 71, Document 310.

84 Ibid.

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S T A T E M E N T

SARCO REPORT

SANDY 09/10

MAJ POTTON/CAPT OBERLIN

At 0415L we were launched out of Da Nang Air Base for the Covey 504 A & B SAR. The Jolly Greens were already on a special orbit when the SAR kicked off. So we met them at 350/30/94, the initial orbit point given to us by King. We were the first Sandys to get to the area so we asked and got the O.K. to press on into the survivors area, 304/44/94.

We had a little trouble at first in finding the area as CH 94 would not lock on. We finally got a D. F. steer from Nail 22 and Covey 554, the on-scene FACs. Covey 554 led me right to the survivors area and I could see one chute. I then took on-scene command and began to talk to the survivors. The best I could figure was that both pilots were near the one chute and only about 30 meters apart.

The FACs had not taken any ground fire and the survivors had not seen or heard a thing. We worked the area over a little bit more and then I sent Sandy 10 out to get the choppers. While Sandy 10 was out getting the Jollys, I put down a dud M-47 for the I.P. and worked the area over some more. Covey 504A said he had movers up the ridge from him and I worked it over with 20mm and CBU-25. Sandy 10 brought the Jollys into the I.P. and I put down a trail of W.P. rockets to the survivors area. Sandy 10 then led Jolly 64 in and I had 504A pop his smoke. He was easy to spot and was on the chopper in no time. Covey 504B was a lot harder to find as we couldn't see his smoke and he was very hard to understand on the radio. After what seemed like an eternity 504B saw the chopper and started to give us good vectors. The pick up was made and we put ordnance down on the way out.

The only ground fire that was seen was a little small arms on the way out.

We escorted the Jollys to a refueling and then to DaNang with out any further problems.

Paul H. Patton

~~CONFIDENTIAL~~

FROM: DOTS (Major Roberts)

DECLASSIFIED

SUB: SARCO Report for Covey 504 A/B

TO: DO

1. A successful rescue was made for Covey 504 A/B on 4 June 1971. The aircraft, an OV-10, sustained battle damage and both crewmembers were forced to bail out at approximately the 300/47/94. This report will cover activities relating to the SAR. All times are NKP local.
2. A call was received by the SARCO at approximately 1100L on 4 Jun 71, and he was told that a possible SAR existed. Sandy 9 and 10 were launched from DaNang along with Jolly Green 64 and 72 from that location. Sandy 5 and 6 were launched from Ubon along with 2 Jolly Greens from that location. The Jolly Greens aborted so DaNang launched two more as back-ups. The time of this action was 1132L. Sandy 9 and 10 arrived on scene at 1148 and Sandy 9 assumed OSC at 1150.
3. The initial report indicated that the Sandies were taking 23mm and 37mm fire. This later proved to be in error. Jack then began to call for Smoke. Two aircraft were in the process of being uploaded. Little more information was received until 1205L when Jack issued an order to hold the Smokes. A radio call at 1212L said the weather in the objective area was deteriorating rapidly. At 1218L Phase Bravo for 504A was initiated. Alpha was on board at 1223L. No more information was received until 1232L when a call from Jack confirmed 504/B was on board the Jolly Green also. Joker terminated the SAR at 1235L.
4. All agencies involved in this operation functioned very well from the SARCO point of view. A cooperative spirit existed throughout the effort resulting in a professional and expeditious effort.

John C. Roberts

JOHN C. ROBERTS, Major, USAF
SARCO

~~CONFIDENTIAL~~

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4 JUN 71

DATE: 4 Jun 71

MISSION: 304/44/CH 94

AIRCRAFT ASSIGNMENT: King 24

DISTRESSED AIRCRAFT: Covey 504

LOCATION: 304/44/CH 94 or YB15687

SAVES: 2 Combat

I was on King 24 on 4 Jun 71 descending through FL 060 east of CH 69 to refuel JG 64/72 when I monitored a "MAYDAY" call on guard at 0335Z from Linfield 210 an A-7, who reported that his FAC, Covey 504, had been shot down at 304/44/CH 94 (YB15687) and he had seen two good parachutes. I immediately began a climb to the south and several other aircraft came up on guard including Covey 554, Nail 22, and Covey 221. None of the FACs were on scene at the time and I appointed Nail 22 on scene commander at 0342Z since he was closest to the area. Covey 221, meanwhile, volunteered to return to the CH 94 area to find some Army helicopters that could make the pick-up. Nail 22 reached the scene first and located the first parachute at 0355Z. JG 64/72 were instructed to proceed to CH 94 and Sandys 9/10 were launched from CH 77 along with JG 60/30 and Sandy 5/6 from CH 93. Nail 22 located the second parachute at 0405Z and since Covey 554 knew the area in detail and had greater endurance, I appointed him On Scene Commander at 0410Z after he had the chutes in sight. At this time he talked to the survivors (who were very close together) and determined that they were both O.K. and had two radios apiece plus a spare battery. The weather in the area was only fair with a 1500-2000 foot ceiling which continued to drop throughout the mission. The terrain was 660 feet with a 3000 foot ridge 1 KM west. Several aircraft with ordnance were on scene and, although the area was considered only moderately hostile, I had Covey 554 put in a Falcon 50/51 flight at 0415Z to neutralize any resistance.

King 21 was instructed to shift his orbit east to monitor the SAIL and a request was made to launch King 27. At 0420Z JG 64/72 were holding east of the scene awaiting Sandy 9/10, enroute from CH 77. Also JG 67/65 were launched from CH 77 and were airborne at 0437Z. Sandy 9/10 arrived on scene at 0403Z and had joined up with Nail 22 at 0443Z. At 0446Z Sandy 9 had one chute in sight and at 0455Z he was talking to the survivors, afterwards assuming the On Scene Command. At 0500Z, Covey 221 arrived with several Army helicopters and gunships but since the survivors were located beneath a canopy and the Army helicopters had no hoists, I held them near the scene and decided to use the Jelly Greens. Nail 22 cleared the scene at 0508Z as he was low on fuel. Sandy 9 deemed the area quiet enough to attempt a pick-up and at 0516Z all on scene forces were on guard frequency moving in for the "A" man. He was picked up at 0524Z by JG 64 and after a short period, the Jelly Green was over "B" man who told him to lower the penetrator. At 0533Z "B" man was on board and all forces departed the scene. King 24 was on hand to refuel the Jelly Greens. Both survivors were in excellent shape,

one having a small scratch on his leg. The SAR forces returned to CH 77. Covey 554 and 221 departed with 221 returning to CH 94 with the Army helicopters. JG 60/30 air started back into CH 92. JG 67/65 followed the recovery forces back to CH 77. From the "MIDAY" to the last pickup, exactly two hours had elapsed.

It is strongly felt that without the planning and direction of King 24 these two pickups might not have occurred. Suggest King 24 crew be credited with two combat saves.

King 24 Crewmembers

AG/AMC	Capt Nash
CP	Capt Futey
R	Maj Good
RO	Sgt Chrisan
RO	Sgt Hunt
FE	Sgt Stubbs
FE	Sgt Ward
LM	Sgt Presson

Forces Utilised

King 26
 King 24
 Falcon 50/51
 Linfield 210/215
 Covey 554
 Covey 221
 Panther Flight (Army Helicopter)
 JG 64/72
 JG 67/65
 Stormy 01
 Tiger 05
 Nail 22
 Gunfighter 30/31
 Sandy 9/10
 Sandy 5/6

ANTHONY P. NASH, Captain, USAF
 Aircraft Commander/Airborne Mission Commander

1944-1945

LOCATION: 304/44/CH 94 or YE315047

I was on King 24 on 4 Jun 71 descending through FL 080 east of CH 69 to refusal JG 64/72 when I monitored a "MAYDAY" call on guard at 0335Z from Linfield 210 an A-7, who reported that his FAC, Covey 504, had been shot down at 304/44/CH 94 (YB315687) and he had seen two good parachutes. I immediately began a climb to the south and several other aircraft came up on guard including Covey 554, Nail 22, and Covey 221. None of the FAGE were on scene at the time and I appointed Nail 22 on scene commander at 0342Z since he was closest to the area. Covey 221, meanwhile, volunteered to return to the CH 94 area to find some Army helicopters that could make the pick-up. Nail 22 reached the scene first and located the first parachute at 0355Z. JG 64/72 were instructed to proceed to CH 94 and Sandys 9/10 were launched from CH 77 along with JG 60/30 and Sandy 5/6 from CH 93. Nail 22 located the second parachute at 0405Z and since Covey 554 knew the area in detail and had greater endurance, I appointed him On Scene Commander at 0410Z after he had the chuter in sight. At this time he talked to the survivors (who were very close together) and determined that they were both O.K. and had two radios apiece plus a spare battery. The weather in the area was only fair with a 1500-2000 foot ceiling which continued to drop throughout the mission. The terrain was 660 feet with a 3800 foot ridge 1 KM west. Several aircraft with ordnance were on scene and, although the area was considered only moderately hostile, I had Covey 554 put in a Falcon 50/51 flight at 0415Z to neutralize any resistance.

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DATE: 20 JUN 71

24 JUN 71

MISSION NUMBER: A-3-023-20 JUN 71

AIRCRAFT DESIGNATION: KING 24

DISTRESSED AIRCRAFT: COVEY 504

LOCATION: 310/70/107

SAVES: 2 CONBAT

At approximately 0430Z, King 24 was at 050/20/103 preparing to descend for A/R with JO 70 and 44. King 24 received a call from Hilleboro indicating Covey 504 had shut-down his left engine for fluctuation of oil pressure and was going to RTB to CH 107. King 24 contacted Covey 504 and confirmed the shut down. Covey 504 was on GW-30 with 2 SOB. His position was 310/70/107 and requested negative assistance. King 24 proceeded in the direction of CH 107 and advised Covey 504 to monitor Hilleboro's VHF and SAR primary 304.8. King 24 obtained the CH 107 weather and passed it on to Covey 504. At approximately 0445, Covey 504 reported that he had talked to Covey 502 and was cleared to RTB to CH 87 due to CH 107 weather. At 0450 Covey 504 reported negative TALK on CH 107 and requested position. Peacock had negative radar contact with 504's emergency squawk. King 24 picked up 504's emergency squawk on the APL-65 and passed position 305/77/107. Covey 504 acknowledged and indicated his altitude was 5500 feet. At 0500 Covey 504 indicated he was descending to 4700 feet and requested position and vectors to CH 107. Peacock had negative radar contact and King 24 passed position 300/30/107, vector 110. Covey 562 and Covey 577 came up and King 24 directed them to attempt to rendezvous with 504. At approximately 0502, 504 reported he was unable to maintain altitude and was diverting to CH 94. He requested position and vectors. Peacock still had negative radar and King 24 passed position and vectors. At 0504 Covey 504 reported altitude 3600 feet and descending. King 24 passed position 230/15-16/94 vector 050. Covey 562 unable to intercept due to weather. Phantom Hawk 13 was in area and was given vectors to intercept Covey 504. At 0507, Covey 504 reported IAS 82 knots, knots, unable to maintain altitude and would attempt to re-start feathered engine. King 24 gave him position 250/14/94, vector 070. At 0510, King 24 passed over Covey 504 at 250/12/94 (IFF Interrogator) and had negative radio contact with Covey 504. At 0512 King 24 heard a loud and sustained beeper. King 24 made contact with Covey 504 and he reported both were down and in good shape; were together on side of a hill near a stream and both chutes would be visible from the air. Phantom Hawk 13 was in area and started search for Covey 504 A and E. King 24 requested JO's and Sandys from CH 77 and requested gun ships

and slicks from Kontum and Carbon Outlaw. Phantom Hawk 33 reported he was familiar with the area and considered it to be permissive for an immediate pick-up. At 1520, Carbon Outlaw advised that gun ships and slicks were being launched. Phantom Hawk 33 sighted chutes at 0525 and was in radio contact with Covey 504. Weather was reported to be 1000 scattered to broken, visibility O.K. with rain showers to the east. Phantom Hawk 33 located the survivors and was designated On Scene Commander at 0527. Best position available was YB7512(248/16/94), 200-300' below a 2500' peak. At 0529, Undertaker 29, Hunter Killer Team with two slicks checked in with King 24 and were 10 miles from the scene. Kontum advised area had been seeded with mines, and King 24 passed this to Covey 504 on guard with a caution to stay put and not move around. Covey reported movers east of position, up the stream. Undertaker 29 confirmed slicks had penetrator capability and Phantom Hawk 33 reported pick-up from a hover would be possible. Undertaker 29 was at scene at 0542 and revised position to YB8120(260/12/94). Gladiator 20 flight (Gun ships) checked in and were told to hold clear. Phase Alpha commenced at 0543 with Fall Bearer 37 making the pick-up and Undertaker and Scalp Hunter providing cover. Phase Bravo started at 0548 and completed at 0550Z. Both survivors were in good shape and would be RTB'd to CH 94, ETA 0605Z. JO 70/64 had AR'D with King 27 and were inbound to CH 94 to pick-up survivors for further RTB to CH 77. SAR forces were released at 0552Z and Phantom Hawk 33 advised he had pictures of the crash scene and would have them available at 225th SAC at Tuy Hoa AB, RVN.

It should be noted that Major Good's skillful use of the API-65 provided the only positive positions for Covey 504 initially, throughout King 24's intercept and for the bailout position. His performance was outstanding. The API-65 proved to be of unquestioned value and every effort should be made to maintain this equipment in the highest state of readiness in the future.

King 24 Crewmembers

AWC Lt Col Soroka
 IP Maj Sharkey
 CP Capt Futer
 NAV Maj Good
 RO Paulsen SSgt
 FE Payne SSgt
 FE Crawford TSgt
 LM Durbin MSgt

FOR THE COMMANDER

SAR Forces

King 27, JO 70/64
 Phantom Hawk 33
 Covey 562
 Undertaker 29
 Fall Bearer 37
 Scalp Hunter 37
 Gladiator 20

RONALD J. SOROKA, Lt Colonel, USAF
 Aircraft Commander/Airborne Mission Commander

DECLASSIFIED

3rd ARRG, 1st AF, 1st AF, 1st AF

CHAPTER II

C. B. TROTT

SECRET

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 M. 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 ARRS 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.

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.

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>
614	Indigenous Person	--	9 Apr 71	A-3-016-09
615	Indigenous Person	--	9 Apr 71	A-3-016-09
616	Indigenous Person	--	9 Apr 71	A-3-016-09
617	Indigenous Person	--	9 Apr 71	A-3-016-09
618	Richard E. Forman	1 Lt	18 Apr 71	A-3-017
619	Alvin R. Simon	SP/5	12 May 71	A-3-018
620	Gary Westphal	Sgt	12 May 71	A-3-018
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

"This was about the first time I realized that it had happened again. Until the last minute before we ejected I was fully confident that the aircraft would fly.

"I was much more nervous on the ground this time, probably from the experience on the ground the last time," commented the captain. "I was thinking that maybe we ran out our luck."

The rescue forces had been alerted and went immediately to work. Rescue crews from the 37th, their previous rescuers, were on the way and U.S. Army helicopters in the area headed towards the SAR area. Army helicopter gunships and A-1E

'Sandys' from the 56th Special Operations Wing saturated the enemy-infested area to locate and suppress any enemy ground fire before the rescue aircraft arrived.

UH-1H 'Huey' helicopter from B Troop, 7th regiment of the 7/17th Air Cavalry Division at Camp Holloway near Pleiku, came in and hovered a few inches above the water as the men wallowed through the mud and scrambled aboard.

The 'Huey' took the men to Da Nang where the 'Jolly Greens' picked them up to return them to Da Nang.

37 ARRS Picks Up Dozen

The 37th Aerospace Rescue and Recovery Squadron chalked up 12 non-combat saves July 26, as two aircraft from that unit combined forces to rescue U.S. Army soldiers from a beach 18 miles south of Hue.

Piloting the HH-53 "Jolly Green Giant" rescue helicopters were Maj. Robert H. Heiges Jr., and Lt. Col. Harold R. Walthall, both of the 37th ARRS.

The soldiers were aboard a UH-1H "Huey" helicopter, when mechanical problems forced them to land on the beach.

"We had just taken off for airborne alert," stated Major Heiges, "and had completed test firing the weapons, when we heard the call for assistance.

"A light observation aircraft circling over the downed helicopter relayed the call for assistance to us," he continued.

After obtaining clearance from the local control center, Major Heiges passed over the area and decided it was a relatively secure place to set down. The crew took the necessary precautions and armed their weapons as Major Heiges set the "Jolly Green Giant" down about 75 feet from the downed helicopter. Eight of the crewmembers scrambled aboard the aircraft and were returned to Da Nang.

Pick up Dozen

(Contd. from Pg. 1)

cover for the remaining four crewmen who were attempting to make repairs.

Colonel Walthall picked up three more crewmen after repairs had been made and he and Major Heiges escorted the Huey back to Da Nang.

For Major Heiges, this was his second non-combat save. He also has one combat save to his credit as an aircraft commander.

FACs Rescued Twice in 16 Days

All pilots in Southeast Asia have a lot of respect for the men who participate in SAR (search and rescue) missions, knowing full well that if they are ever on the ground in enemy territory a max-effort will be made by these men to get them out.

Two men know only too well what a massive effort a SAR really is and can attest, through experience, to the teamwork involved. In a period of a little over two weeks they were the subjects of two SAR missions.

U.S. Air Force Maj. Samuel R. Ross and Capt. (then 1st Lt.) Arthur L. Moxon, both forward air controllers from the 20th TASS, were shot down and forced to eject from their aircraft on June 4th near Boloven's Plateau in Laos. They were pulled to safety after two hours on the ground by rescue crews from the 37th ARRS, the Jolly Greens, from Da Nang.

On June 20, exactly 16 days after their first brush with death, Major Ross and

Captain Moxon again became the subject of a massive SAR.

While on a visual reconnaissance mission in the tri-border region, where the boundaries of Laos, Cambodia and the Republic of Vietnam meet, they suddenly developed engine problems in the left engine of their twin-engine OV-10 Bronco.

Unable to determine if they had been hit by ground fire, the crew made a futile attempt to revive the engine.

"There was a sudden surge in the left engine and with the right engine going at full power it caused the aircraft to jerk to the left," recalled Major Ross.

"The engine instruments began fluctuating and oil pressure began to drop, so we had to shut down the engine," added the major. "We dropped all our external rocket pods and fuel tanks to lighten the aircraft in order to keep enough altitude to make it back to Pleiku."

The crew alerted their control point to the emergency situation and began trying to ferry the crippled aircraft to Pleiku.

"Our main concern was to try and hold

level flight, which became increasingly impossible as time went on," stated Major Ross. "We were already below most of the peaks in the area, but we were hoping to nurse the aircraft through the valleys in the area to nearby Dak To."

For nearly 30 minutes the crew dodged peaks in the area, trying to bring the crippled aircraft to a safe landing. Throughout the ordeal, "King", a HC-130 that serves as a control point for SAR efforts, was maintaining constant contact with the endangered crew and directing

them through the rugged terrain.

"Finally there were no lower valleys to get into and the ridges were all above us, so about 15 miles out of Dak To, we notified King that there was no way we were going to be able to maintain level flight and get over the ridges to Dak To."

The aircraft began to roll at the low level and the two crewmen made the decision to eject.

"I ejected first and as I was coming down I saw the plane impact on a ridge. At first, I didn't see Major Ross' chute and all I could think of was that he didn't get out.

"I was looking all around trying to spot his chute, hoping that he had made it," related Captain Moxon. "Right before I hit the ground I spotted him. It was then that I realized that I had no idea where I was going to land and I looked down and saw I was headed for water.

"I tried to steer the chute towards the east but landed in the water anyway," he continued. "My first sensation was of drowning, but I felt the mud under my feet and knew it wasn't deep enough to inflate the life preservers.

"I was in mud and water up to my neck and I kind of half-swam/half-crawled to the edge. Once I got clear of the water I immediately saw Major Ross up the hill waving at me and I headed towards him.

"We both looked at each other and my first thought was, Oh no. We don't want to go through this again," commented the captain.



ROFF & MOXON SAR, JP6

ROSS

20 JUN 71

SHOT DOWN + RESCUED TWICE

4 JUNE + 20 JUNE

OV-10

4 JUN 71 SAR

Jolly Greens drop line, reel in pair of FACs

DA NANG AFLD — Rescue crews from the 37th Aerospace Rescue and Recovery Squadron "Jolly Greens" pulled two FACs to safety recently from the heavily enemy-infested area near Boloven's Plateau in Laos.

The two rescued men, Maj. Samuel R. Roff and 1st Lt. Arthur L. Moxon, ejected from their OV-10 Bronco after being hit by enemy ground fire.

When word of the downed aircraft was received, two HH-53 Super Jolly Green Giant rescue helicopters on airborne alert raced to the scene. Aided by A-1 Sandys, the Jolly Greens braved marginal weather and enemy ground fire to rescue the two downed men.

The rescued men had been directing an air strike against an enemy position in the area when they were struck by the ground fire. "We were coming in to mark the target for a second time when a loud bang and a jolt hit the aircraft," related Lieutenant Moxon.

"Apparently we had been hit on a fuel tank and under the belly of the aircraft. My left engine burst into a ball of flames and smoke started to fill the cockpit.

"We didn't want to punch out over this environment so we tried to get further east. Somehow the engine control cable had been severed and we couldn't maneuver the aircraft, so we were forced to bail out less than a mile away from where we had taken the hit," continued the lieutenant. "Going down with the parachute, I felt like a duck in a shooting gallery. I was sure someone down there had me in his sights."

He landed safely in a tree on a steep ridge line and lowered himself on to the ground to await the rescue aircraft.

The second downed pilot, Major Ross, landed slightly further up the ridge line from the lieutenant's position. "I was remembering so many things from survival school that it amazed me," commented the major. "There was a thick jungle canopy but not much where I landed. I found a large stump to use for cover and established radio contact with the aircraft in the area.

"They told me the rescue effort was already underway," he recalled.

"I don't think I can say enough to praise the teamwork of the people involved in this SAR effort. Immediately other FAC aircraft came into the area and the fast movers that we had been directing remained there as long as their fuel held out," he added.

"When we heard the Jolly Greens were coming, I was so damned happy I couldn't believe it," commented Major Roff. "I knew if anybody could get us out, they would do it. I knew what kind of people they were and there's just something about the word Jolly Green — it stays with you from the first time you hear it until the time you need their skills."

Major D.L. Jensen, who had been credited with three previous saves, was the aircraft commander on the rescue helicopter that made the pickup. His co-pilot was U.S. Coast Guard Lt. Cmdr. Joseph L. Crowe Jr., who was working with the Jolly Greens on an exchange program between the two services.

"The Sandys lined up smoke rockets into the location of the first survivor and we followed them in," recalled Major Jensen. "The first survivor popped his smoke to indicate his position and we hovered over him and made the pickup.

"The second survivor was then instructed to mark his position with smoke which he did," continued the major. "At first we had difficulty seeing it because of the thick jungle canopy, but we pretty much knew his location and went in to get him out."

Two of the pararescuemen on the rescue aircraft were TSgt. Allen J. Avery and A1C George R. Ande.