



U.S. Air Force Photo by MSgt. Sam Sears

Bien Hoa's Pedro rescue helicopter was on the spot when 1st Lt. Carl O. Walinski was forced to land his OV-10 Bronco with the nose gear up recently. A little

shaken but unhurt, the lieutenant remarked, "Pedro was a comforting sight."

Picked up twice in 16 days

FAC pair rescued near Dak To

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DA NANG AFLD — "I was thinking maybe we had run out of luck," recalled Capt. Arthur S. Moxom after he and Maj. Samuel R. Ross were rescued from an enemy infested area near Dak To recently.

It was the second rescue of the two forward air controllers in 16 days. They were first shot down by enemy antiaircraft fire near Boloven's Plateau in Laos. They were pulled to safety by rescue crews of the 37th Aerospace Rescue and Recovery Squadron, the "Jolly Greens" of Da Nang.

Sixteen days after their first brush with death, the two men again became the subjects of a massive search and rescue operation.

While on a visual reconnaissance

mission in the tri-border region where the boundaries of Laos, Cambodia and Vietnam meet, they developed problems in the left engine of their twin-engine OV-10 Bronco.

After a futile attempt to revive the engine, they dropped the external rocket pods and fuel tanks to lighten the aircraft in order to keep enough altitude to fly to Pleiku AB.

"Our main concern was trying to hold level flight, which became increasingly difficult as time went on," said the major. "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 the mountaintops in the area, trying to bring the crippled aircraft to a safe landing.

Finally, the ridges were above the aircraft and it began to roll at the low level, so the crewmen decided to eject.

"I ejected first," explained Captain Moxom, "and as I was coming down I saw the plane impact on a ridge. I didn't see Major Ross' parachute 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. Right before I hit the

ground, I spotted him. It was then that I realized I had no idea where I was going to land, and I looked down and saw I was headed towards water.

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

"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!' This was the first time I fully realized it had happened twice."

Rescue forces had been alerted and immediately went to work. Crews from the 37th ARRS, their previous rescuers, were on the way and nearby U.S. Army helicopters headed for the SAR area.

Helicopter gunships and A-1 Sandys from the 56th Special Operations Wing saturated the enemy-infested area to locate and suppress any enemy gunfire before the rescue aircraft arrived.

An Army UH-1 Huey helicopter took them to Dak To where the "Jolly Greens" picked them up and returned them to Da Nang.



OV-10 Pair Saved Twice In 16 Days After Ejecting

DA NANG AFLD, Vietnam — "I was thinking maybe we had run out of luck," Capt. Arthur L. Moxon related after he and Maj. Samuel R. Ross had been rescued from an enemy infested area near Dak To. It was the second time in only 16 days the two forward air controllers (FACs) were forced to parachute from a damaged aircraft.

Major Ross, 35, and Captain Moxon, 24, from the 20th Tactical Air Support Sq. here, were shot down by enemy anti-aircraft fire June 4 over an area heavily populated with enemy troops. They were pulled to safety after two hours on the ground by rescue crews of the 37th Aerospace Rescue and Recovery Sq., the "Jolly Greens," from Da Nang AflD. (Air Force Times of June 30).

Sixteen days after their first brush with death, the two men again became the subject of a massive search and rescue (SAR) operation.

While on a visual reconnaissance mission over Military Region II near where the boundaries of Laos, Cambodia and South Vietnam meet, they developed problems in the left engine of their twin-engine OV-10.

Uncertain if they had been hit by ground fire, they made a futile attempt to revive the engine. "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 AB," said Major Ross.

"Our main concern was trying to hold level flight, which became increasingly difficult as time went on," he stated. "We were 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, they dodged the mountain tops, trying

to bring the crippled aircraft to a safe landing. An HC-130 that serves as the control point for SAR efforts maintained constant contact with the endangered crew and directed 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 decided 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, so the 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' parachute, 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 I had no idea where I was going to land, and I looked down and saw that I was headed towards 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 require inflating 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 looked at each other, and my first thought was, 'Oh no! We don't want to go through this again,'" commented the captain.

"This was the first time I fully realized it had happened twice. Until the last minute before we ejected, I was fully confident that the aircraft would fly. I was more nervous on the ground this time, probably from the previous experience," related the captain.

Rescue forces had been alerted and immediately went to work. Crews from the 37th ARRS, their previous rescuers, were on the way and nearby U.S. Army helicopters headed for the SAR area.

Helicopter gunships and A-1s from the 56th Special Operations Wg. also arrived and remained on alert over the enemy-infested area to locate and suppress any gunfire before the rescue aircraft arrived.

A UH-1 helicopter from B Troop, 7th Reg., of the 7-17th Air Cav. Div. at Camp Holloway near Pleiku, came in and hovered a few inches above the water as the men waded through the mud and scrambled aboard.

The helicopter took them to Dak To where the "Jolly Greens" picked them up to return them to Da Nang.



ONCE AGAIN Capt. Arthur L. Moxon, left, and Maj. Samuel R. Ross breathe sighs of relief on arrival at Da Nang AflD. after being rescued for the second time in 16 days.

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Rescued in Laos

HAPPINESS IS arriving safely at Da Nang Afd., Vietnam, after parachuting into an enemy-infested area near Bolovens Plateau in Laos. Forward air controllers Maj. Samuel R. Roff, right, and 1st Lt. Arthur L. Moxon were forced to eject from their OV-10 after it was hit by ground fire while they were directing an air strike against enemy positions. They were rescued by Super Jolly Green Giant chopper crews from the 37th ARRS. Commented Major Roff: "When we heard the Jolly Greens were coming, I was so damned happy I couldn't believe it."





Bob Laymon tagged you and 2 others in a **post**: "📺👉 **TODAY IN SEA-SAR WAR HISTORY** ➤ Friday, 4 June 1971 . An HH-53C (Call sign Jolly Green 64) of the 37th ARRS and crewed by Maj. Donald L. Jensen (P), USCG-Joseph L. Crowe Jr. (CP), Jerry L. Burchfield (FE), George R. Ande (PJ), Michael D. Morris (PJ), Allen J. Avery and J. W. Wines (AP 📺) rescued a FAC pilot and co-pilot, Major B. R. Ross and 1st Lt. Arthur L. Moxon, after they had successfully ejected from their battle damaged OV-10A (Call sign Covey 504) over a heavily defended area near the village of Ban Thakkapang, on the Bolovens Plateau in southern Laos. . Citations: "Vietnam Air Losses" by Chris Hobson, JRCC Save Form & "PJ's in Vietnam" by Robert L. LaPointe".

Bob wrote: "📺👉 **TODAY IN SEA-SAR WAR HISTORY** ➤ Friday, 4 June 1971 . An HH-53C (Call sign Jolly Green 64) of the 37th ARRS and crewed by Maj. Donald L. Jensen (P), USCG-Joseph L. Crowe Jr. (CP), Jerry L. Burchfield (FE), George R. Ande (PJ), Michael D. Morris (PJ), Allen J. Avery and J. W. Wines (AP 📺) rescued a FAC pilot and co-pilot, Major B. R. Ross and 1st Lt. Arthur L. Moxon, after they had successfully ejected from their battle damaged OV-10A (Call sign Covey 504) over a heavily defended area near the village of Ban Thakkapang, on the Bolovens Plateau in southern Laos. . Citations: "Vietnam Air Losses" by Chris Hobson, JRCC Save Form & "PJ's in Vietnam" by Robert L. LaPointe"

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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.

Crew Rosters

AC Maj Donald L. Jensen
 CP LCDR Joseph L. Crowe Jr. (USCG)
 HM SSgt Jerry L. Burchfield
 RS A1C George R. Ande
 RS SSgt Micheal D. Morris
 RS TSgt Allen J. Avery
 AP SSgt James W. Wines

AC Maj Robert H. Heiges
 CP Capt John N. Komich
 HM MSgt Samuel J. Halphen
 RS A1C Ralph R. Moreno
 RS TSgt Charles S. Salome
 RS MSgt Richard M. Crowley

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.

Col H. Patton

~~CONFIDENTIAL~~

FROM: DOTS (Major Roberts)

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

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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

4 JUN 71

REF: 6/7/71

REF: 6/7/71

AIRCRAFT IDENTIFICATION: KING 4

INTERFUSED AIRBORNE: Corey 204

LOCATION: 30N/44/CH 94 OR YB15687

SAVES: 2 Combat

I was on King 24 on 4 Jun 71 descending through FL 080 east of CH 69 to refuel JO 64/72 when I monitored a "MAYDAY" call on Guard at 0335Z from Linfield 210 an A-7, who reported that his FAC, Corey 504, had been shot down at 30N/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 Corey 554, Hall 22, and Corey 221. None of the FACs were on scene at the time and I appointed Hall 22 on scene commander at 0342Z since he was closest to the area. Corey 221, meanwhile, volunteered to return to the CH 94 area to find some Army helicopters that could make the pick-up. Hall 22 reached the scene first and located the first parachute at 0355Z. JO 64/72 were instructed to proceed to CH 94 and Sandy 9/10 were launched from CH 77 along with JO 60/30 and Sandy 5/6 from CH 93. Hall 22 located the second parachute at 0405Z and since Corey 554 knew the area in detail and had greater endurance, I appointed him on scene commander at 0410Z after he had the survivor 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 1500-3000 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 Corey 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 EAB and a request was made to launch King 27. At 0420Z JO 64/72 were holding east of the scene awaiting Sandy 9/10, enroute from CH 77. Also JO 67/65 were launched from CH 77 and were airborne at 0437Z. Sandy 9/10 arrived on scene at 0405Z and had joined up with Hall 22 at 0443Z. At 0446Z Sandy 9 had one chute in sight and at 0455Z he was talking to the survivors, afterwards ascending the on scene command. At 0500Z, Corey 221 arrived with several Army helicopters and gunships but since the survivors were located beneath a canopy and the Army helicopters had no helos, I held them near the scene and decided to use the Jolly Greens. Hall 22 cleared the scene at 0508Z as he was low on fuel. Sandy 9 descended the area quiet enough to attempt a pick-up and at 0516Z all on scene forces were on guard frequently moving in for the "A" man. He was picked up at 0524Z by JO 64 and after a short period, the Jolly Green was over "A" man who told him to lower the parachute. At 0503Z "A" man was on board and all forces departed the scene. King 26 was on hand to refuel the Jolly 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 aborted back into CH 93. JG 67/65 followed the recovery forces back to CH 71. From the "MAYDAY" 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
H	Maj Good
RO	Sgt Chrisan
RO	Sgt Hunt
FE	Sgt Stubbs
FE	Sgt Hard
LM	Sgt Presson

Forces Utilized

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

JUN 1971

SURVIVORS

NAME RANK

SSN

DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
4	JENSEN	64	623	ROSS, SAMUEL R	COVEY 504	2
	CROWE		624	~~XXXXXXXXXXXX~~ MAJOR	47/300/94	COMBAT
	BURCHFIELD			20 TASS		
	AUDE			MOXON, ARTHUR L.	(OV10)	
	AVERY			1/LT		
	MORRIS			~~XXXXXXXXXXXX~~ 20 TASS	MSN#	
					A-3-021-4JUN	

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CHRONOLOGICAL LIST OF RESCUE MISSIONS

SECRET

<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

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SECRET

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With JPRS 1000000, Apr-70

Section II

SECRET

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 E. 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.

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2350 STATUS TO QUEEN Q2C
 0010 ITEM 3 VIB SET APPROX G-M NCU DHW Q2C
 0011 JG 65 AIRBORNE Q2C
 0220 JG 72 " " AT 0215 Q2C
 0230 JG 64 " " AT 0230 Q2C
 0400 CAPT COLGROVE OFF DUTY Q2C
 0408 JG 65 LANDED Logged 4.2 Q2C
 0530 JG 77 ABN FOR FCF
 0620 JG 77 LANDED Logged 0.8 3 LNDg / 1500 ft
 0654 JG 72 LANDED Logged 4.7
 0706 JG 64 LANDED Logged 4.6
 BIEN NGA Time 711784 - Logged 0.7 2 LANDING
 1100 JG 65 TNG
 1301 JG 65 LANDED LOGGED - B.Φ
 130 LWE CHECK SRS
 1313 DRR JRCC TOTAL 18.Φ
 1330 SSgt ARISPE OFF DUTY

4 Jan 71

2258 May Murray on duty
 2305 Status to Queen
 2340 Passed Status to Joker
 0050 JG 77 Airborne
 0100 Item 3 FG 1st AWRD IX LC GW VM
 0200 362 Airborne JG 64
 0230 787 Airborne JG 72
 0340 Covey 504 2 chutes 300/47
 0350 All Chow Halls notified and breakfast
 0355 Recall Jolly 77 from Training Flt.
 0400 Jolly 72 + 64 on way to 300/47 94
 0410 4 Radios WX = DS 1500'
 0418 JG 77 down
 0430 FM Queen - Launch BL + B.H

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.

~~CONFIDENTIAL~~

FROM: DOTS (Major Roberts)

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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

DECLASSIFIED

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U.S. Air Force Photo
Major Roff, left, and Lieutenant Moxon return to Da Nang after being rescued in Laos

Jolly Greens reel in pair

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.

F-4s scramble twice on strikes near Kontum

PHU CAT — Two U.S. Air Force F-4 Phantom fighter crews from the 12th Tactical Fighter Wing's 389th Tactical Fighter Squadron killed 47 enemy soldiers and destroyed six mortar positions on two separate scramble missions north of Kontum recently.

The strikes, according to Maj. James C. Dempsey, the flight leader, were in support of the Army of the Republic of Vietnam's Firebase Five.

enemy. We again made several passes and put all our ordnance within 20 yards of the target, with two direct hits reported.

"Upon return to Phu Cat, we were notified that we killed 20 more enemy soldiers and destroyed six mortar positions," the major said.

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.

Del H. Pottor