

K-WG-56-HI move to a small clearing approximately 75 yards west of his position.

Sandy 09 moved to the edge of the clearing and the pick-up phase was executed. The survivor was directed to expend a marking flare and did so but the smoke dissipated before the helicopter pilot could make visual contact. The helicopter held in the area and Sandy 09 was directed to expend a night marking flare. This time Romeo 87 spotted him and landed the helicopter in the extremely small area. Sandy 09 boarded the aircraft and the forces egressed from the area at 1810L as the other A-1's and Jolly Greens were approaching.⁵⁹

(C) Sandy 10 and Raven 33 escorted Romeo 87 and the survivor to Savannakot, Laos, and Sandy 10 returned to Nakhon Phanom RTAFB with minimum fuel. Sandy 03/04 and Jolly Green 52/61 were directed to pick up the survivor and return him to Nakhon Phanom RTAFB. Five A-1's, including Sandy 10, participated in the effort and flew a total of 6.8 hours. Other than marking devices, no ordnance was expanded and the SAR was completely unopposed.⁶⁰

(C) The only other SAR occurred on 20 August when a helicopter, Crazy Horse 19, was reported down on the 287 degree radial 15 miles from Tacan Channel 103. Jack scrambled Sandy 09/10 from Da Nang Air Base, Republic of Vietnam, at 1140L and directed Sandy 01/02 and Sandy 03/04 to maintain alert at Nakhon Phanom RTAFB. Jolly Green 72/65 also launched from Da Nang Air Base, and as the four aircraft were outbound to the objective area they were diverted

59. Ibid

60. Ibid

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to 195 degree radial, 11 miles from Tacan Channel 77 where another helicopter, Blue Star 790, had been shot down with 13 persons aboard. The helicopter crew was in good physical condition and took up defensive positions while waiting for the rescue forces. Sandy 09/10 arrived in the area and searched for some time prior to locating the downed aircraft on a sand bar near the Hoy An River. ⁶¹

(C) The survivors reported no sign of enemy activity in the immediate area and after making several low passes Sandy 09 decided the area was permissive and directed Jolly Green 72 to make an approach over the river and land just south of the downed helicopter. Jolly Green 72 agreed and the effort was accomplished without resistance. The 13 survivors boarded the helicopter and were transported to Da Nang Air Base. Sandy 09/10 diverted to the original objective area along with two other Jolly Green helicopters. However, as they reached the holding point at approximately 1340L the SAR was terminated by Queen who stated that the Crazy Horse 19 crew had already been picked up by other U.S. Army helicopters working in the area. Only two A-1s participated in the routine effort which was completely uncontested. ⁶²

61. SARCO Report for Crazy Horse 19 and Blue Star 790, 20 Aug 71, (Doc. 27)

62. Ibid

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37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

winch. After the vessel was located, a PJ was lowered to assist the seaman who was subsequently hoisted on board and flown to the 95th Medical Evacuation Hospital. Credit was given for one non-combat save.

Eleven additional non-combat saves were recorded by the squadron as a result of the combined efforts of Major Robert H. Heiges and Lt Col Harold R. Walthall on 26 Jul 71 when they evacuated eight passengers and three crew members from an Army UH-1H that had made a forced landing on the beach near Hai Van Pass. The two alpha alert aircraft responded to the call for assistance while they were enroute to their fraggd airborne alert orbit. SAR checklists were run enroute to the scene due to the possibility of hostile forces in the area. After a thorough evaluation of the site was made, Major Heiges executed an approach and landing and took on eight passengers from the downed aircraft. While Major Heiges was returning these people to the Da Nang area, Lt Col Walthall remained on scene to provide cover for the UH-1H crew members until an Army recovery team could be brought in. When the team arrived, they were unable to extract all the remaining crew members due to aircraft limitations. Lt Col Walthall answered the call for assistance, landed on the beach and recovered three additional personnel.

Combat saves, 13 of them to be exact, became the order of the day on 20 Aug 71 for Major Gerald J. Lange and crew on a mission that graphically demonstrated the flexibility required of the SAR force.

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

The alpha alert aircraft on this mission was initially scrambled in response to a SAR situation developing in the DMZ. While enroute the Jolly Greens intercepted a "May Day" call from an Army Huey that had taken ground fire and was going down in the vicinity of Freedom Hill. At this time the SAR forces were diverted to the Da Nang area. The Sandy aircraft located the downed helicopter on a sand bar on the south side of the Son Thu Ban River, a known hostile area. Both Sandy's thoroughly checked the area for hostile forces after which Sandy 10 led Major Lange to the crash site. The landing site was evaluated on final and the survivor's were taken on board immediately after touchdown. All the survivors were uninjured and they were taken directly back to Da Nang.

A call for assistance initiated by Pamper GCI brought about eight more non-combat saves when LCDR Roderick Martin and crew came to the aid of the personnel aboard an Army UH-1H that had made an emergency landing on the beach in the vicinity of Hue. SAR checklists and gun arming were accomplished enroute to the scene and a through survey of the area was made upon arrival. After it was determined that the area was clear of enemy activity, a landing was made on the beach and eight of the 10 personnel on board were flown to the Hue Airport.

A scramble at the Bien Hoa FOL lead by LCDR Joseph L. Crowe brought to a close SAR activity for the quarter with two combat saves in Cambodia. The survivors, two OV-10 FAC crew members, were located in a city that was held by friendly forces, but known to be

37th Keeps 13 Lucky

20 AUG 71 SAR

The 37th Aerospace Rescue and Recovery Squadron here added 13 names to its growing list August 20, when four U.S. Army and nine Army of the Republic of Vietnam (ARVN) soldiers were rescued from their crippled helicopter.

According to Maj. Gerald J. Lange, of Selma, Ala., aircraft commander on the HH-53 Super Jolly Green Giant helicopter making the rescue, "We were on a search and rescue mission to the Demilitarized Zone when, about 15 or 20 miles north of Da Nang we were told to return to pick up the crew of a downed Army helicopter.

"We were told it was in the vicinity of the Freedom Hill bridge," continued Major Lange. "We continued in that direction and soon located the downed helicopter on a sand bar.

"It was a relatively simple rescue," added the major. "We made a descending turn, set the Green Giant down on the sand bar and the soldiers scrambled aboard. We then proceeded back to base."

There were enemy soldiers approximately two miles east of the rescue site.

First Lt. Larry W. Niebuhr, pilot of the Army helicopter, said, "We had been transporting ARVN soldiers all day. We were on our third trip when we began picking up enemy ground fire. One of the bullets hit an oil line, and we lost all oil pressure. The aircraft began to lose altitude and all we could do was land it.

"We put down on the sand bar south of Freedom Hill and were only down about 15 minutes before we were picked up," he added.

Co-piloting the Super Jolly Green Giant was Capt. Ronald L. Van Iperin of George, Iowa. Other crewmembers were TSgt. Eugene Nardi and A1C Daniel G. Manion, pararescuemen; Sgt. Hank L. Theriot, mechanic; and SSgt. Roger L. Goodwin, a combat

photographer from the 600th Photo Squadron, Tan Son Nhut AB, who had been filming the rescue operation.

Other U.S. Army men picked up in the rescue were WO-1 Landis L. Lingren, SP4 Martin Wilson and SP4 David Silva, all of the 48th Assault Helicopter Company, Marble Mountain.



An unidentified member of the 37th Aerospace Rescue and Recovery Squadron helps a soldier of the Army of the Republic of Vietnam to some water after the soldier and 12 other individuals were picked up by a 37th aircrew. (U.S. Air Force Photo)

Lt. Col. William L. Moore, back to camera, commander of the 37th Aerospace Rescue and Recovery Squadron, congratulates Maj. Gerald Lange, left center, aircraft commander, and WO-1 Landis L. Lingren, one of the rescued soldiers, on a successful mission. A total of 13 saves were racked up by the squadron on that mission. U.S. Air Force Photo)



AUG 71

SURVIVORS

NAME RANK

SSN

DATE	CREW	JG	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
20	LANGE	72	638	LINGREN, LANDIS L.	1552 N	13
	VAN IPEREN		639	WO-1 XXXXXXXXXX	108.12 E	COMBAT
	Theriot		640			
	NARDI		641	NIEBUHR, LARRY W		
	MANION		642	1/1T XXXXXXXXXX		
			643	WILSON, MERTON D.		
			644	SP4 XXXXXXXXXX		
			645	SILVA, DAVID		
			646	SP4 XXXXXXXXXX		
			647	48 ASLT HELO Co.		
			648	PLUS		
			649	9 South VN		
			650	ARVN		
				("BLUE STAR 790")		
				MSN#		
				A-3-029		

TOTAL MONTHLY SAVES 13