

Date of rescue or mission of mercy: 7 August 1971
FIRST name, MIDDLE initial, LAST name, RANK of rescue pilot and crew members:
PILOT: Charles W. Miller, Capt CO-PILOT: Ralph H. Bell, Capt
CREWMEN: SSgt Wallace H. Long, SSgt John W. Bryant, SSgt Louis J. Maloney
and Sgt Terry R. Miller
Name and location of activity: Det 7, 3 ARRG DaNang AFld, RVN.
Location of rescue: South China Sea
Day or night: Day Time: 1420 Local 0620 Zulu
Sea state or description of terrain: Sea state was small white caps, wind 10 - 15 kts estimate.
Altitude: 20 feet Visibility: estimate 7 miles
Water temp: est. 70°F Air temp: 95°F Wind velocity: 10-15 kts
Other weather conditions: No significant weather surface to 1000 ft.
Distance flown to and from rescue: 10 miles No. of personnel rescued: ONE
Military or civilian: Vietnamese Military Names and ranks: Tran Tuan Khai, Viet Sgt
S/H 1/2657

Detailed narrative description of rescue or mission of mercy, paying particular attention to any condition which makes this rescue outstanding, or "other-than-routine:" (USE ADDITIONAL PAGES IF REQUIRED) The flight crew was alerted of a man about a mile off shore stranded in a raft. The HH-43E was scrambled and was at the scene in 11 mins. The survivor was sighted immediately at the point given in the initial distress call but apparently drifting further out to sea. The loud hailer was used to determine the condition of the victim. The victim was lying face down in the raft dressed only in jockey shorts. Two passes were made using the loud hailer speaking in both English and Vietnamese because the victim had the physical appearance of a Vietnamese. He made no response to these passes. This forced the crew to prepare for a possible inert recovery using the fastest penetrator with a flotation collar. On final approach the rotor downwash caused the raft to rock violently. The survivor became semi-conscious again and fell out of the raft which was promptly blown 100 yds by the downwash. Quick response from the crewmember on the hoist (SSgt Bryant) maneuvered the penetrator up to the victim who made a last grab for it. The Helicopter was hovered to a very low high height above the survivor as he feebly clung to the device in the most improper position. The other crewmembers were prepared to jump if the victim fell again but the rapid coordination between the low hover and the hoist operation brought the victim aboard. Due to his long exposure to the sun and sea the survivor was only semi-conscious. The survivor was rushed to his landing zone where attendants were waiting. Post mission information was that he was treated for heat exhaustion and exposure and responding well.

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

MISSION NARRATIVES

This quarter the unit had five numbered missions.

Mission #7-3-006, 5 Jul 71: The unit was notified of a possible MED EVAC just after a rocket attack. In spite of the possibility of another attack and the fact that the base lighting was blacked out, Pedro 61 took off from the alert pad and proceeded to the 366 USAF Dispensary pad. Two critically injured survivors were loaded and Pedro 61 was flown to the 95th Medical Evacuation Hospital pad. After the survivors were offloaded by hospital personnel, Pedro 61 returned to the alert revetment and refueled for a standby status. Two combat saves were credited.

Mission #7-3-007, 7 Aug 71: The unit was alerted by the crash net that a man was sighted in a lift raft near Marble Mountain. After takeoff, Marble Tower was contacted and directed Pedro 60 to the vicinity of the survivor. The forest penetrator was lowered and the survivor grabbed the device. At this time he was brought on board. The medic diagnosed the man to be in fair condition, suffering from exhaustion and exposure. The survivor was delivered to Landing Zone 60A, where he was met by attendants. Pedro 60 then returned to Da Nang Airfield.

Mission # A-3-30, 3 Sep 71: The alert crew diverted from a local flight to the 366 USAF Dispensary. After landing at the Dispensary pad, the survivor, a civilian employee of Air America, was involved in a motorcycle/truck accident. He had multiple fractures, arterial bleeding, and required immediate surgery to prevent the loss of his leg or life.

Rescue Units Combine

The first unit to accomplish a "save" from within the borders of North Vietnam and more than 1,000 other saves during its seven-year history was recently (August 10) merged with another helicopter unit.

Detachment 7, 3rd Aerospace Rescue and Recovery Group (ARRG) flying HH-43 Pedro helicopters arrived at Da Nang October 21, 1964 as one of the first two rescue units in the Republic of Vietnam. It was then known as Det. 5, Pacific Air Rescue Center.

In its first three years in-country the unit made numerous rescues. Many of them were combat saves, including the first one from North Vietnam on May 2, 1965, although they also flew aeromedical evac-

uation flights and flood relief missions. During the last four years the small "Pedros" have decreased their activities, with the 37th Aerospace Rescue and Recovery Squadron here taking over most of the combat role.

The 37th ARRS is also part of the 3rd ARRG, Tan Son Nhut AB, and in the interest of manpower economy, the smaller unit was combined with the 37th which flies the large, twin-engined HH-53 Super Jolly Green Giant helicopters.

The squadron is now responsible for all U.S. Air Force helicopter operations at this sprawling airfield. This includes all rescues and airborne fire suppression activities which were formerly handled by the "Pedros."



file
12B
v.B

Aug 71

DO

RCS: ARRS V-6 Report

3rd ARRGp (JRCC)

DATE: 18 August 1971

MISSION NUMBER: B-03-025

FLIGHT DESIGNATION: Jolly Green 57

MISSION OBJECTIVE: Tiger 11 A & B

LOCATION: 17-08N 103-00E

SAVES: 2 Non-combat saves

1. Summary of SAR Actions: A successful SAR was accomplished for Tiger 11 A & B who had crashed their T-28 aircraft in a rice paddy 20 miles southeast of Udorn RTAFB, Thailand. At 0610Z Jolly Green 57 heard King 21 notify Jack that an aircraft was down on 130 radial/40 to 50 nm/channel 70. I notified King 21 that we were SAR configured and available. He directed me to proceed to the area and assumed on scene command. For some reason I could not hear Tiger 11 on Guard so I asked King to have Tiger come up Delta freq. (282.8) I established radio contact with Tiger 11 and told him I would be in his area in about 20 minutes. His position was revised to the 140 radial/35 nm/channel 70. Upon reaching that position I turned northwest in the direction of my ADF cut on Tiger 11. It was later determined that the last tacan radial and DME was at least 15 nm in error. Tiger 11 had radio and visual contact with a C-47 aircraft (call sign Twiggy) and vectored it to his position. I sighted the C-47 about the time he passed over Tiger's position. Tiger 11 A & B were standing on the wing of their aircraft and ready for pick-up. We had them signal the villagers (approx 75) to move away from the crash site before we made our approach. I then turned the aircraft over to Capt MacAulay who was on an Aircraft Commander upgrade flight. He picked-up Tiger 11B at 0638Z and I made the pick-up on Tiger 11A at 0640Z using the standard jungle penetrator. Our PJ's checked them over and both were in excellent shape. We departed the area at 0641Z and took the survivors to Udorn RTAFB where they were met by a Flight Surgeon and taken to the hospital for a physical examination.

2. 40th ARRSq/one sortie/1.7 hours.

3. None

4. & 5. N/A

6. Crew Composition, Jolly Green 57.

IP Capt Harold O. Jones
CP Capt Allan K. MacAulay
FE Sgt Michael Stagliano
PJ MSgt Donald R. Snyder
PJ TSgt Michael P. McManus

HAROLD O. JONES, Captain, USAF
Aircraft Commander

~~CONFIDENTIAL~~

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 ⁶² effort which was completely uncontested.

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

62. Ibid

~~CONFIDENTIAL~~

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 ⁵⁹ approaching.

(C) Sandy 10 and Raven 33 escorted Romeo 87 and the survivor to Savannaket, 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 ⁶⁰ expended and the SAR was completely unopposed.

(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

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 E. 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)

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 check-lists 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

AUG 71

SURVIVORS

NAME RANK

SSN

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

TOTAL MONTHLY SAVES 13

DATE: 1 August 1974

MISSION NUMBER: 1-02-4-1-1-1

FLIGHT DESIGNATION: 1102

MISSION ORIGINATOR: 1102

LOCATION: CH 108 AREA

SAVES: 1102 (3)

At 0456Z a call from 681 that 681 a beachcraft barron was lost and requesting assistance. VHF contact was established on CHICK primary and changed to 123.1. 681 stated that his last known position was 150/20/108. He thought he was somewhere south of CH 108. We requested numerous "hold downs" on VHF in an attempt to confirm his position, which appeared to be southeast of CH 108, he was at this time turned to a heading of 300 degrees at approximately 0500Z. Upon request he stated he had 1+30 fuel and three souls on board. We requested that he squawk emergency on his IFF SIF, but we had negative reference. At approximately 0516Z it was determined that his last stated position of 150/20/108 was incorrect and he was thus instructed to fly in a left hand rice track pattern and maintain VFR. We went out on 119.1 for any AA fixed wing in the area of CH 108 (L20A). There were no aircraft in the vicinity that could help at this time. Continuing toward CH 108, we determined that our #1 VHF DF was unreliable and #2 DF was correct, after checking with a PHK, Porter, to confirm the bearing information. We received to 12,500 and fixed 681's position at L23, which he confirmed after having some ground sightings (0531). He was then instructed to fly 100 degrees heading for L20Z. At approximately 60 miles from 681 we picked up his IFF on our APX 65 and confirmed his position and heading of 100 degrees. At this time he was approximately 65 miles from L20A. He had no bearing information and was flying IMC 90% of the time. He gave a visual sighting on us moments after our radar intercept and we flew 12 to 15 miles in trail approximately 2000 feet above. Our flight conditions were VMC, although 681 was IMC at 10,000 approximately 15 miles from L20A. We gave him a heading of 070 to take him out of the clouds and slightly north of the field, as there was a large cell build up to the south of L20A. He then stated that he knew where he was and proceeded to L20A visually landing at approximately 0605Z with 20 minutes of fuel remaining.

GROUP-4

at 3 year intervals.
This assistance is 12 years

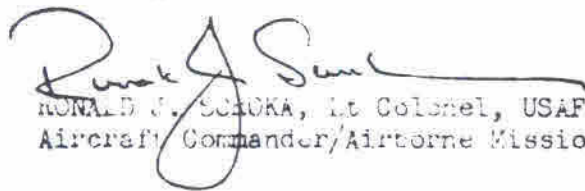
King 24 Crewmembers

King Forces

AMC Lt Colonel Ronald J. Schoka
CP 1st William G. Barker
NAV Captain Joel L. Marshall
RO TSgt John R. Dine
FE TSgt Ruben F. Alford
FE TSgt Samuel J. Ford
LM TSgt Alfred A. Stone

King 73

King 24



RONALD J. SCHOKA, Lt Colonel, USAF

Aircraft Commander/Airborne Mission Commander

DATE: 22 Aug 71

MISSION NUMBER: 1-3-027-22 Aug 71

FLIGHT DESIGNATION: KING 21

MISSION OBJECTIVE: T-28 Tail Number 732

LOCATION: 1535N 10119E

SAVES: 2 Non-Combat

At approximately 0450Z, Jack advised King 21 that a T-28, tail number 732 was overdue at CH 125. He departed CH 70 at 0227Z with 1+00 enroute; had filed an IFM flight plan and had not been in radio contact with any facility since the CH 70 tower had cleared him for take-off. Jack also added that the pilot spoke little or no English, but possibly spoke French. King 21 departed the normal orbit at 0407Z to make a route search along airway W-2 between CH 70 and CH 125. King 24 contacted Bangkok Center and was advised they had no flight progress on 732 since departure from CH 70. The airfields, Nam Phong and Khon Kaen, along the airway were checked on VHP (118.1) with negative results. King 24 called Brigham and Invert and neither had radio contact with 732. Korat tower, Tahkli tower and Koke Kathien tower were checked with negative results. King 21 advised that Korat Approach Control had an unidentified radar contact at 310/45/125 heading northeast. Radar contact was lost shortly thereafter. At 0425Z, Korat tower advised they had radio contact with 732 on their ground frequency (275.8) but were unable to get information from him because of a language problem. King 21 contacted 732 on 275.8 and after some difficulty got 732 to count to five and succeeded in getting a D/F bearing. A series of counts and bearings followed and 732 was vectored to CH 125. King 24 requested Pedro's to be launched from CH 125 as 732's fuel state could not be accurately determined other than "no fuel left". King 21 requested Korat tower to launch an aircraft with a D/F capability as none were airborne in the Korat area. Klong 73 advised he would be airborne shortly and was directed to proceed south of Korat to insure 732 did not overfly Korat. 732 continued with short counts as directed by King 21 and headings to CH 125 were provided. King 21 descended to 3500' MSL to attempt a visual rendezvous. The language problem was such that 732 could not give his altitude, flight conditions, or airspeed; headings were all he seemed to understand. At 0439Z, Korat approach advised they had an unidentified radar contact 5 NM south of CH 125. King 21 directed 732 to reverse course (heading 360) and positive radar was confirmed. At 0441Z Korat tower had 732 in sight and cleared him to land. King 24 also established visual contact in the CH 125 traffic pattern and provided 732 with landing instructions. 732 landed safely at 0443Z at CH 125.

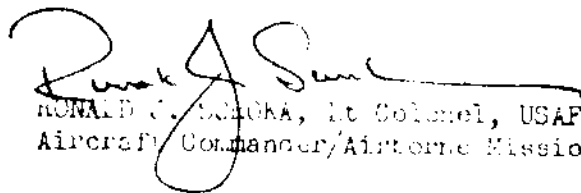
King of Brownstone

Forces

AMC Lt Colonel R. H. [unclear]
CP Lt William H. [unclear]
NAV Captain Jack [unclear]
KO 1st Lt John H. [unclear]
FE 1st Lt Robert L. [unclear]
FE 1st Lt Daniel L. [unclear]
LM 1st Lt Alfred L. [unclear]

King 73

King 24


RONALD J. SCHICK, Lt Colonel, USAF

Aircraft Commander/Airborne Mission Commander

Thai Base Club Bombed

BANGKOK (UPI) — A spokesman for the U.S. Embassy confirmed Saturday that an explosion at a secret base in northeast Thailand Wednesday night killed two Thai employes and injured 25 other people, including 14 U.S. Air Force men.

The spokesman said the explosion, which may have been caused by a bomb, occurred shortly before midnight in a non-commissioned officers club at Nakhon Phanom Air Base near the Laotian border.

He said three Thais and three Americans seriously injured in the blast were reported in satisfactory condition. Eleven Americans and eight Thais received minor injuries.

The Thai casualties were employes of the club. The blast occurred in a small room near the club's main dining room.

Identities of the victims were not immediately available.

The embassy spokesman said the explosion was not the result of any attack from outside the base.

U.S. Air Force and Thai police were investigating the possibility that the bomb could have been planted by Communist terrorists.

Nakhon Phanom province was the scene of two terrorist attacks last week against Thai government soldiers and policemen.

Seven Thai soldiers were killed Thursday when their jeep ran over a land mine. One policeman was killed and another injured last Sunday when terrorists attacked a police station and burned it to the ground.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 56TH SPECIAL OPERATIONS WING (HACAF)
APO SAN FRANCISCO 96319

ONLY TO
ATTN OF: CC

6 September 1971

SUBJECT: Letter of Appreciation

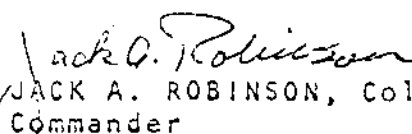
TO: Lt. Col. J. H. I. Morse
Commander
40th ARRS

1. Please pass on my sincere appreciation to the pararescue jumpers of your organization who participated in the response to the explosion at the NKP Non-Commissioned Officers' Club on 1 September 1971.

2. Of particular significance was the quick and effective response of three men of your squadron who were present in the Club at the time of the incident. TSgt Colin A. Lane, TSgt Eldridge M. Neal, and SSgt Joseph S. Stanaland stepped in to apply their leadership and medical skills in a highly professional manner. There is no doubt that their actions prevented a further loss.

3. In the time of need and hurried activity that followed the explosion, three other pararescuemen provided invaluable assistance at the Base Dispensary. SSgt Wayne L. Fisk, A1C Raymond J. Crow Jr., and A1C William M. Hughes Jr., used their medical abilities where they were needed most, and made a vital contribution.

4. Our Wing has long recognized the importance of the men of your squadron in carrying out our mission here at NKP. The response of your pararescuemen in this incident was a further demonstration that they will effectively and professionally do what is necessary to get the job done. We are proud to have the "Jolly Greens" at NKP.


JACK A. ROBINSON, Colonel, USAF
Commander

DATE: 2 Sep 71

MISSION NUMBER: 1-05-028-2 Sep 71

FLIGHT DESIGNATION: KING 21

MISSION OBJECTIVE: FALCON 86

LOCATION: 1927N 10311E

SAVES: Two (2)

At 0410Z RAVEN 21 reported that a fighter, Falcon 86, had gone down at 040/23/108, UG 123536. He said he saw two good chutes. Raven 21 was assigned On Scene Commander and told to QSY 282.8. At this time the co-pilot transmitted in the clear on 119.1 for any A/A Helicopter near the 040/23/108. 96W, A H34, answered the call and proceeded to said location; where as 96W immediately picked up Falcon 86 bravo. At approximately the same time, H74, an A/A Huey picked up Falcon 86 Alpha.

Both crewmembers were off the ground at 0417Z. They were taken to L276, and from there to L20A by Hotel Papa, a twin otter. Raven control stated that there was a Doctor at L20A and as both crew members were injured they were immediately flown into L20A.

King 21 Crewmembers

AMC Capt Robert J. Waldren
CP 1Lt Ronald H. Johnson
NAV Maj Robert A. Metz
NAV Capt Dale M. Condie
MO TSgt Paul McLeod
FE TSgt Donald H. Crawford
FE TSgt Carrall W. Wilmoth
LM SSgt Michael A. Gartland

SAF Forces

Raven 21
Hotel Papa
H74 Air America Huey
96W Air America H34

Robert J. Waldren

ROBERT J. WALDREN, Captain, USAF
Aircraft Commander/Airborne Mission Commander

CONFIDENTIAL

GROUP-4
Downgraded at 3 year intervals.
Declassified after 12 years.

DATE: 2 Sep 71

MISSION NUMBER: 1-03-026-2 Sep 71

FLIGHT DESIGNATION: KING 21

MISSION OBJECTIVE: FALCON 86

LOCATION: 1927N 10311E

SWAB: Two (2)

At 0410Z, KING 21 reported that a fighter, Falcon 86, had gone down at 040/23/108, UG 123556. He said he saw two good minutes. Haven 21 was assigned On Scene Commander and told to USY 282.8. At this time the co-pilot transmitted in the clear on 119.1 for any A/A Helicopter near the 040/23/108. 96W, A H34, answered the call and proceeded to said location; where as 96W immediately picked up Falcon 86 Bravo. At approximately the same time, H74, an A/A Huey picked up Falcon 86 Alpha.

Both crewmembers were off the ground at 0417Z. They were taken to L276, and from there to L20A by Hotel Papa, a twin otter. Haven control stated that there was a Doctor at L20A and as both crew members were injured they were immediately flown into 20A.

KING 21 Crewmembers

SWAB Forces

AC Capt Robert J. Waldren
CP 1st Ronald H. Johnson
AW Maj Robert L. Metz
HAW Capt Dale M. Jondie
AC TSgt Paul McLeod
FL TSgt Donald A. Crawford
FL TSgt Carroll A. Alkouth
EL TSgt Michael A. Gartland

Haven 21
Hotel Papa
H74 Air America Huey
96W Air America H34

Robert J. Waldren
ROBERT J. WALDREN, Captain, USAF

Aircraft Commander/Airborne Mission Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/06/77

IMMEDIATE

* ~~CONFIDENTIAL~~ *

DECLASSIFIED

PT 00361

TCZYUW RUMOSRA0274 2450915-CCCC--RUWTBMA.

ZNY CCCCC

0 020820Z SEP 71

FM OL B 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/CSAF/AFXOTZB

RUHHABA/CINCPACAF/DOH

RUWTBMA/HQ ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUHHHQA/CINCPAC/CC

RHMFM TA/7/13AF/DOM/UDORN RTAFB THAI

RUHHABA/41ARRWG/CONTROL CENTER/DOC/HICKAM AFB HAWAII

RUEKAAA/FT RITCHIE MD AFECC

RUWTFJA/DPMCS/RANDOLPH AFB TES/USAFMPC

RUCWAAA/HQ USAF ALT/MAXWELL AFB ALA

RUWTBMA/MAC/MACCCB

RRMSMVA/MACV SAIGON RVN

RUMMRSA/7AF/DO/CC/DOO/IN/DOCT.DP/TAN SON NHUT AB RVN

RUMMRSA/3ARRGP/TAN SON NHUT AB RVN

RUMUJNA/OL A 3ARRGP/SON TRA AB RVN

ZEN/13TFS/UDORN RTAFB THAI

RUMOJAA/39ARRS/CAM RANH BAY AB RVN

RUMOUVA/AIRA VIENTIANE LAOS

BT

PAGE 2 RUMOSRA0274 C O N F I D E N T I A L

C O N F I D E N T I A L JOPREP JIFFY/OL-B 3ARRGP/RESCUE 042/2 SEP 71/

020415Z.

1. RESCUE OPENING-CLOSING REPORT/2 SEP 71

2. MISSION NUMBER: 83-028-2 SEP 71

3. SITUATION: CREW BAILED OUT OF FALCON 86 (F4D) OVER LAOS.

A. DESCRIPTION OF SAR OBJECTIVE

(1) F-4D/FALCON 86/NBR 66-8731/CAMOUFLAGED

(2) TACTICAL FLIGHT PLAN

(3) PILOT: MAJ JAMES R COMPTON, 13TFS UDORN RTAFB THAI.

(4) 2 S0B

(5) WEATHER NO FACTOR

(6) STD USAF SURVIVAL EQUIP

(7) POSITION 1927N 10311E

B. ACTIONS TAKEN

(1) CONTROLLING AGENCY: OL-B, 3 ARRGP NOTIFIED AT 020412Z BY KING 21 (HC130P).

(2) SAR FORCES ALERTED: JOLLY GREEN 56 AND 60 (HH53)

PLUS SANDYS 3, 4, 7, 8 (A1E) AT 020415Z.

(3) SAR FORCES DIVERTED: KING 21 PROCEEDED TO SCENE 020412Z.

C. PERSONNEL INFO:

PAGE 3 RUMOSRA0274 C O N F I D E N T I A L

(1) 2 PERSONS INVOLVED/2 LOCATED/2 RECOVERED/2 SAVED.

(2) SAR OBJECTIVE LOCATED BY RAVEN 21 (O-1) AT 020414Z, POS 1927N 10311E.

(3) ALFA MAN RECOVERED BY CIVILIAN H 34 HELICOPTER, CALL SIGN

IMMEDIATE

* ~~CONFIDENTIAL~~ *

DECLASSIFIED

82
71 SEP 12 10:29

ARRS	1
DB	4
DBS	7
CSEH	1

MESSAGE NOTIFICATION	
Individual Contacted:	R.C.
Local Time and Date:	2600 2 Sep 71

Classified by
SUBJECT TO DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 77

~~CONFIDENTIAL~~

IMMEDIATE

* C O N F I D E N T I A L *

FT 0361

HP 74, BY LANDING. BRAVO MAN RECOVERED BY CIVILIAN BELL 204 CALL SIGN 96W, BY LANDING.

(4) SURVIVORS TAKEN TO LIMA SITE 276, TRANSFERRED TO CIVILIAN PORTER CALL SIGN HOTEL PAPA, THENCE TO LIMA SITE 98, TRANSFERRED TO CIVILIAN C 123 CALL SIGN 374 AND TRANSPORTED TO UDORN, THAILAND D. FLYING ACTIVITY:

(1) 39ARRS/HC130P/ 1 SORTIE/ 1.3 HOURS

(2) CIVILIAN AIRCRAFT DATA UNAVAILABLE

F. SAVES DATA

(1) DATA ON CREWS MAKING SAVES UNAVAILABLE

(2) PERSONS SAVED:

(A) MAJ JAMES R COMPTON, USAF, NATIONALITY USA
CAPT RONALD E FITZGERALD, USAF, NATIONALITY, USA

(B) TWO COMBAT SAVES

G. SUMMARY OF SAR: OL-B, 3ARRGP NOTIFIED BY KING 21 AT 020414Z (HC130P) THAT THE CREW OF FALCON 86 (F4D) BAILED OUT

2/2

PAGE 4 RUMOSRA0274 C O N F I D E N T I A L

AT 1927N 10311E. KING 21 ASSUMED AMC DUTIES IMMEDIATELY AND WAS IN CONTACT WITH RAVEN 21 (O-2) ON SCENE FAC. TWO GOOD CHUTES WERE REPORTED AND RAVEN 21 HAD SURVIVORS IN SIGHT ON THE GROUND IMMEDIATELY. TWO CIVILIAN HELICOPTERS NEARBY HAD BOTH SURVIVORS ON BOARD BY 0423Z. AFTER TRANSFER TO A PORTER THEY WERE FLOWN TO LIMA SITE 98 AND EXAMINED BY A SURGEON. BOTH SURVIVORS WERE TAKEN BROUGHT TO UDORN RTAFB BY C-123, ARRIVING AT 0555Z. CONDITION OF SURVIVORS: MAJOR COMPTON, BROKEN LEFT LEG. CAPT FITZGERALD BROKEN LEFT LEG, POSSIBLE INTERNAL INJURIES. CRASH POSITION REPORTED TO BE 1928N 10313E. NO AERIAL REFUELINGS ACCOMPLISHED.

GP-4

BT

#0274

NNNN#

~~CONFIDENTIAL~~

* C O N F I D E N T I A L *

IMMEDIATE

~~CONFIDENTIAL~~

SEARCH AND RECOVERY

(C) Search and Recovery (SAR) activity reached a near record low during the quarter as the Sandy aircraft (A-1's of the 1st Special Operations Squadron) launched for only two efforts and were alerted for a third. That effort was for Falcon 86 Alpha and Bravo who egressed from their F-4 aircraft in the vicinity of Tacan Channel 108 in the Barrel Roll section of Laos. Their position was 23 miles from Channel 108 on the 040 degree radial. Jack declared the SAR and scrambled Sandy 01 and 02 at 1112L on 2 September 1971. However, the two survivors were safely recovered by an Air America helicopter at 1122L and the Sandy launch order was cancelled.⁵⁴

(C) A second effort was conducted for Sandy 09 who bailed out of his A-1 aircraft after experiencing control problems.⁵⁵ Sandy 09/10 were returning to Nakhon Phanom RTAFB after an uneventful alert tour at Da Nang Air Base, Republic of Vietnam, and were released to work with Raven 31, a Forward Air Controller (FAC) who was providing close air support for friendly indigenous troops. Sandy 09 encountered his control problems immediately after making an ordnance pass and bailed out 70 miles from Nakhon Phanom RTAFB on the 130 degree radial of Tacan Channel 89. Sandy 10 took charge as On-Scene Commander and a SAR was declared 1720L on 28 July 1971.⁵⁶

-
54. SARCO Report for Falcon 86, 2 Sep 71, (Doc. 25)
55. See Aircraft Losses, Chapter III, for details
56. SARCO Report for Sandy 09, no date, (Doc. 26)

~~CONFIDENTIAL~~

Date of rescue or mission of mercy: 3 September 1971

FIRST name, MIDDLE initial, LAST name, RANK of rescue pilot and crew members:

PILOT: Ralph H. Bell, Captain

CO-PILOT: Charles W. Miller, Captain

CREWMEN: Richard G. Cobbett, Sgt - Randle M. Olson, SSgt - Robert Cruz, SSgt
Terry R. Miller, Sgt.

Name and location of activity: 37 ARRS - Pedro Division, DaNang Aflld, RVN

Location of rescue: DaNang Aflld

Day or night: Night

Local time: Departed- 1930

Survivor picked up- 1930

Survivor disembarked- 1940

Sea state or description of terrain: Hard surface helipads with obstructed approaches

Altitude: 300 ft maximum

Visibility: 7 miles

Water temp: N/A

Air temp: 28°

Wind velocity: 090/10

Other weather conditions: Very thin stratus causing haze and reflecting landing lights.

Distance flown to rescue site: 5 miles

Total distance flown during mission: 10 miles

No. of personnel rescued: ONE

Military or civilian: Civilian - Air America

Names and ranks: Fernando S. Velasco.

Detailed narrative description of rescue or mission of mercy, paying particular attention to any condition which makes this rescue outstanding, or "other-than-routine:" (USE ADDITIONAL PAGES IF REQUIRED) At 1930L the alert crew was diverted from a local flight to the 366th USAF Dispensary. An immediate landing was made and a severely injured civilian was unloaded by the medic and flight mechanic. The victim's injuries were the result of an accident in which his motorcycle collided with a pickup truck. He had multiple fractures, arterial bleeding and required immediate surgery to prevent the loss of his leg or his life. The victim was offloaded at the 95th U.S. Hospital by the firefighters and the waiting attendants took charge. The mission was terminated at 1945L landing back at DaNang Aflld. The time from alert to delivery of the patient to the 95th Hospital was 10 minutes. The mission No was A-3-30 and 3rd ARRGp (JRGCC) credited this mission as a non-combat save.



37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

MISSION NARRATIVES

This quarter the unit had five numbered missions.

Mission #7-3-DD6, 5 Jul 71: The unit was notified of a possible MED EVAC just after a rocket attack. In spite of the possibility of another attack and the fact that the base lighting was blacked out, Pedro 61 took off from the alert pad and proceeded to the 366 USAF Dispensary pad. Two critically injured survivors were loaded and Pedro 61 was flown to the 95th Medical Evacuation Hospital pad. After the survivors were offloaded by hospital personnel, Pedro 61 returned to the alert revetment and refueled for a standby status. Two combat saves were credited.

Mission #7-3-DD7, 7 Aug 71: The unit was alerted by the crash net that a man was sighted in a lift raft near Marble Mountain. After takeoff, Marble Tower was contacted and directed Pedro 60 to the vicinity of the survivor. The forest penetrator was lowered and the survivor grabbed the device. At this time he was brought on board. The medic diagnosed the man to be in fair condition, suffering from exhaustion and exposure. The survivor was delivered to Landing Zone 60A, where he was met by attendants. Pedro 60 then returned to Da Nang Airfield.

Mission # A-3-30, 3 Sep 71: The alert crew diverted from a local flight to the 366 USAF Dispensary. After landing at the Dispensary pad, the survivor, a civilian employee of Air America, was involved in a motorcycle/truck accident. He had multiple fractures, arterial bleeding, and required immediate surgery to prevent the loss of his leg or life.

DO

7 SEP 1971

RCS: ARRS V-6 Report

3 ARRGp (JRCC)

DATE: 5 September 1971

MISSION NUMBER: B-3-029

FLIGHT DESIGNATION: Jolly Green 55

MISSION OBJECTIVE: Knife 33/Emergency Civilian Medevac

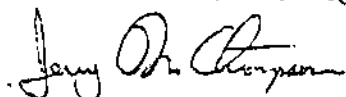
LOCATION: That Phanom (16 56N - 104 43E)

SAVES: One

1. At the time of notification, Jolly Green 55 was flying a local training mission and completing a GCA approach to Nakhon Phanom RTAFB. The tower notified Jolly Green 55 at 1140L that a SAR was in progress. Jolly Green 55 contacted King 21 on VHF and was directed to the 170 radial for 25 miles off of channel 89. The Jolly was also advised that knife 33 was down in a safe area with 11 survivors and no injuries. Nail 31 was in the area as on scene commander and Knife 32 was enroute. There were no difficulties encountered throughout the mission and the weather was no factor. After arriving on the scene Knife 32 became mission commander. Jolly Green arrived at 1200L. At this time it was reported that a Thai civilian had received critical head wounds from the crash of Knife 33. Because of the paramedic capability of Jolly Green 55 he was asked to land in a near by field and transport the individual to the NKP RTAFB Hospital. An approach was made and a landing accomplished at 1210L. Jolly Green departed at 1215L and arrived at NKP RTAFB at 1227L, where the hospital staff took charge of the patient. Radio discipline was good and cooperation and coordination of support was excellent. No air refueling was required. The full extent of the injuries to the survivor could not be immediately determined. He had very bad head wounds and was delivered to the aircraft in an unconscious state on a stretcher. During the return flight the 2 Paramedics indicated that his condition was very critical. The patient's life signs were monitored and no inflight medication was given.

2. Crew Composition Jolly Green 55:

AC Major, Jerry R. Thompson,
CP Major Gary L. Gamble,
FE SSgt Raymond Duarte,
RS Sgt William D. Brinson,
RS ALC Michael D. Vogeles,



JERRY R. THOMPSON, Major, USAF
Aircraft Commander

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 check-lists 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 Adds Eight More Saves

Less than five minutes after a U.S. Army helicopter made an emergency landing, its crew and passengers were picked up by a U.S. Air Force rescue helicopter, commanded by a U.S. Coast Guardman.

The eight soldiers landed their malfunctioning UH-1F "Huey" on a beach less than 10 miles east of Hue and sent out a distress signal. "Super Jolly Green Giant" heard the soldiers' Mayday and went in for the pick-up.

The HH-53, commanded by Lieutenant Commander Roderick Martin, 33, of Lighthouse Point, Fla., had been flying over the South China Sea south of Hue when the signal was monitored.

"After hearing the signal, we flew over the beach looking for the downed helicopter," said U.S. Air Force Capt. Norman R. Foley, 32, of Los Angeles, the "Jolly Green's" co-pilot.

Commander Martin added, "After flying about five minutes we saw them on a narrow beach. By the time we landed they were nearly surrounded by curious Vietnamese fishermen. There must have been 50 of them in a circle around the downed crewmen."

A pararescueman on the "Jolly Green," TSgt. Allen J. Avery, 28, of Auburn, Mass., added that there was no trouble picking the soldiers up.

For the other pararescueman on the hel-
(Contd. on Pg. 8)

(Contd. from Pg. 1)

icopter, AIC William R. Pearson, 20, of Warner, N.H., it wasn't so routine. "It was the second save I've been on since coming into the 37th ARRS three and a half months ago," he commented.

The flight engineer, SSgt. William A. Simm, 33, of Pittsburgh, is on his second tour with the rescue squadron, while Commander Martin is an exchange pilot. "I've been with the 37th for six months, but this was my first save as an aircraft commander," he said, smiling.

21 SEP 9

CREW	JG	SAVE #	NAME RANK SSN ORGANIZATION	LOCATION	UNDER FIRE SEP. 7
MARTIN	65	651	STEPHENSON,		
FOLEY		THRU	DAVID E.	090/09/69	
SIMM		658	XXXXXXXXXX		
PEARSON					
AVERY			DODD, RONALD D. XXXXXXXXXX		
			SICKLER, JAMES W. XXXXXXXXXX		
			HENDERSON, BARRY XXXXXXXXXX		
			MC GEE CHARLES M. JR. XXXXXXXXXX		
			KLEBER, DAVID G. XXXXXXXXXX		
			CPT		
			JAGC		
			CAMPBELL XXXXXX S.P.		
			1LT XXXXXXXXXX		
			101 ST FATH FINDERS		
			DYKE DONALD M. MSGT XXXXXXXXXX		
			101 ST AVE GP.		

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

The survivor was offloaded at the 95th Medical Evacuation Hospital and Pedro 60 returned to the alert pad.

Mission # A-3-032, 10 Sep 71: The alert crew was notified by the 366 Command Post that a Viet Cong suspect had been shot in the chest and was still alive. His location was approximately 75 feet outside the base perimeter. The Command Post requested a Med Evac from the location to the 95th Medical Evacuation Hospital for medical aid and questioning. Pedro 60 was scrambled and arrived at the scene. The survivor and a security guard were unloaded and Pedro 60 departed for the 95th. The survivor was offloaded at the 95th and Pedro 60 returned to the alert pad.

Mission # A-3-033, 14 Sep 71: The Pedro alert crew was notified by the 366 USAF Dispensary that an airman had been struck in the face by a C-123 aircraft strut. He sustained a lacerated lip, a fractured maxilla, his number nine tooth was missing, and his tenth, eleventh, and twelfth teeth were pushed back. The unit was notified by Dispensary personnel that a Med Evac was necessary to accomplish emergency oral surgery. The patient was unloaded Pedro 61 and taken to the 95th Medical Evacuation Hospital. After the patient was delivered to awaiting attendants, Pedro 61 returned to the alert pad.

Date of rescue or mission of mercy: 10 Sep 71
 FIRST name, MIDDLE initial, LAST name, RANK of rescue pilot and crew members:
 PILOT: Charles W. Miller, Captain CO-PILOT: Michael E. Schmidt, Captain
 CREWMEN: Flight Mechanic: Leon J. Rasko, A1C, Fire Fighter: Louis J. Matsumura, SSgt, Fire Fighter: Donald G. Treadwell, Sgt, Med Tech: Grant J. Matsunaga, Sgt
 Name and location of activity: 37 ARMS - Pedro Division
 Location of rescue: Dakong AFB, RVN Day or night: Night
 Local time: Departed- 0303 Survivor picked up- 0310 Survivor disembarked- 0317
 Sea state or description of terrain: Congested area near base perimeter.
 Altitude: 200 feet Visibility: 10 miles
 Water temp: N/A Air temp: 28 degrees C Wind velocity: 130/10
 Other weather conditions: Not a factor
 Distance flown to rescue site: 1 mile Total distance flown during mission: 11 miles
 No. of personnel rescued: one Military or civilian: civilian
 Names and ranks: None not available

Detailed narrative description of rescue or mission of mercy, paying particular attention to any condition which makes this rescue outstanding, or "other-than-routine:" (USE ADDITIONAL PAGES IF REQUIRED) At 0352L the Pedro alert crew was notified that a Viet Cong suspect had been shot in the chest, while attempting to penetrate the base perimeter. The suspect had been wounded seriously so the Command Post requested that he be medevaced to the 95th US Hospital for treatment and conditioning. Pedro 60 scrambled and landed approximately 75 feet outside of the base perimeter at which time the patient and one Vietnamese security guard were unloaded aboard the aircraft. Take-off from the base perimeter was accomplished at 0310L. Enroute, Sgt Matsunaga, administered aid by bandaging the chest wound, giving mouth to mouth respiration, and keeping the injured man from swallowing his tongue. At 0317L 61 landed at the 95th US Hospital where the patient was delivered to awaiting attendants. A follow-on report stated that the injured man was administered immediate surgery at the hospital and is now recovering from his wound.

On another Pedro Division mission, an HH-43 crew evacuated an airman who had been struck in the mouth by a strut on a C-123. The flight to the hospital was made at night and over known hostile territory. Captain Bell was pilot and Captain Schmidt was copilot on the mission. Other Pedro crew members were A1C Robert S. Bos, heli-copter mechanic; Sgt Terry R. Miller and Sergeant Treadwell, firefighters, Sergeant Matsunaga, medical technician.

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.

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26
SEPT 71 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

37 ARRSQ HISTORY, 1 JULY - 30 SEPTEMBER 1971

surrounded by hostile forces. As a result of a thorough briefing by a local FAC enroute to the target area, LCDR Crowe was able to initiate a spiraling antorotative descent to a power recovery and landing at a well marked landing zone immediately upon arrival in the area. The survivors were taken on board the aircraft and returned to Bien Hoa. While enroute sporadic tracer fire was noted, but no damage was sustained by the aircraft.

CONTINUED

SEPT1971

SURVIVORS

NAME RANK

SSN

DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
26	CROWE HAMPTON SIMM MANION STEED	21	659 660	#1 1/1T TRAPP LANSFORD E. JR. XXXXXXXXXX 19 TASS #2 SGT CHAI KHORN (CAMBODIAN NATIONAL)	310/110/73 MSN # 03-013 26 SEPT 71	COMBAT

TOTAL MONTHLY SAVES SEE PREV PAGE

25 SEPT 71

CAPT HART ON DUTY

ITEM 4 CM SET CR HJAW CQID

MX STATUS TO QUEEN

QUEEN ADVISED NO AR FOR ALPHA

GO 103 AT 1025 FOR FUEL

QUEEN DELAYED TIMES FOR 103

REFUELING SET BI AVCS WHGP

JG 70 ↑ AL

JG 21 ↑ TO BIEN HOA

JG 66 ↑ AH

JG 43 ↑ TRAINER

J.G. 73 ↓ FM ~~ALPHA~~ TNG-1

J.G. 70 ↓ FM AL ORBIT

J.G. 66 ↓ FM AH ORBIT

J.G. 67 ↓ FM BIEN HOA

26 SEPT 71

CAPT. ULTRA ON DUTY, MX STATUS TO C

4:48 SET CJ RAD FB NK 2RID

STATUS TO JOKER

MSG RUFF TO duty

JG 66/64 ↑ FOR ORBIT

JG 66 ↓ FM ORBIT

JG 70 ↓ FM ORBIT

FM QUEEN: RUSTIC 47, 0V10, 310/110/73,

TOOK GND FIRE AND BOTH PILOTS BAILED OUT.

CALLED 37 FOL. Jollies Launching

27 SEPT 71

CAPT WEINER ON DUTY

Main Status to Queen

RL set CY TZLB IPA V

IMMEDIATE

* ~~SECRET~~ *

DECLASSIFIED

PT 00211

OTTSZYUW RUMUJNA0187 2712345-SSSS--RUWTBMA. SEP 29

ZNY SSSSS

O 281130Z SEP 71

FM OL-A 3ARRGP SON TRA AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUHEAKA/PACAF HICKHAM AFB HI/DOH

RUWTBMA/HQS ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

RUWTBMA/MAC/MAOCCP

RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP

RUHHABA/41ARRWG CONTROL CENTER HICKHAM AFB HI/DOC

RUHHHQA/CINCPAC/CC

RHMSMVA/MACV SAIGON RVN

RUEKAAA/AFEOC FT RITCHIE MD

RUMFRBA/CTF 77

RUHGOSA/CTG 77.0

RUMOJAA/39ARRS CAM RAHN BAY AB RVN

RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC

RUMUJBA/37ARRS DANANG AB RVN

RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND

RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS

RUMOREA/56SOW DDO NAKHON PHANOM RTAFB THAILAND

LOGGED

OPR	CYS
DO	4
INFO	CYS
DOC	1
SEH	1
ARRS	1
DBS	1

PAGE 2 RUMUJNA0187 S E C R E T

BT

S E C R E T/JOPREP JIFFY/OL-A 3ARRGP/RESCUE 034/280955Z SEP 71.

1. RESCUE OPENING/CLOSING REPORT 28 SEP 71.

2. MISSION NUMBER: A-3-034-28 SEP 71.

3. SITUATION: CLASSIFIED TEAM

A. DESCRIPTION OF SAR OBJECTIVE: CLASSIFIED TEAM. WHO

(4) POB-CLASSIFIED TEAM

(5) WEATHER: 100 FT OVERCAST

(6) SURVIVAL EQUIPMENT: UNKNOWN

(7) LAST POSITION: CLASSIFIED

WHERE

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY, OL-A, 3ARRGP, NOTIFIED AT 280530Z BY KING 21 THAT CLASSIFIED TEAM REQUESTS EVACUATION.

(2) FOLLOWING SAR FORCES ALERTED:

(A) 39ARRSQ AT 0530Z.

(B) 37ARRSQ AT 0531Z.

(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:

(A) 39ARRSQ AT 0530Z-1-HC130P.

(B) 37ARRSQ AT 0531Z-4-HH53.

(C) 20 TASS AT 0530Z-2-OV10.

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 79

PAGE 3 RUMUJNA0187 S E C R E T

(D) 56 SOW AT 0530Z-4-A1E.

(E) 224 AVN BTN AT 0530Z-1-JU21A.

C. PERSONNEL INFO: CLASSIFIED.

D. FLYING ACTIVITY:

(1) 39ARRSQ 1200Z-1400Z 28 SEP 71.

DECLASSIFIED

IMMEDIATE

CLASSIFICATION CANCELLED

Or Changed to CONFIDENTIAL

By Authority of DDD 5200-12

By _____ (Date) 9 Jul 79

CONFIDENTIAL

IMMEDIATE

PT 00211

~~SECRET~~

C 14.0
1 5.7
7 19.7
2/2 7 12.4

- (2) 37ARRSQ - 6 SORTIES FOR 14.0 HOURS.
- (3) 29TASS - 3 SORTIES FOR 5.5 HOURS.
- (4) 224 AVN BTN - 1 SORTIE FOR 1.7 HOURS.
- (5) 56 SOW - 4 SORTIES FOR 6.9 HOURS.

E. NO SAVES.

G. SUMMARY OF SAR ACTIONS:

(1) OL-A, 3ARRGP WAS NOTIFIED ORRIGINALLY AT 0530Z THAT A PHU CAT HELICOPTER WAS DOWN WITH THE POSITION UNKNOWN. BY VANGUARD 529. KING 21 (HC-130P) WAS DIVERTED TO SCENE AT 0535Z. COVEY 246 ON GUARD (243.0) MADE VOICE CONTACT WITH GROUND PARTY. COVEY 246 (OV10) HAD A VIETNAMEESE ON BOARD WHO LEARNED THAT THE GROUND TEAM HAD TWO INJURED AND WANTED TO BE PICKED UP. WHILE WORKING IN THE AREA COVEY 246 RTB TO CH69 (HUE/PHU BAI) TO REFUEL. COVEY 267 (OV10) REPLACED COVEY 246 AND REGAINED VOICE CONTACT ON FM. COVEY 267 ATTEMPTED POSITIVE IDENTIFICATION FOR APPROXIMATELY ONE HOUR

PAGE 4 RUMUJNA0187 S E C R E T

INFORMATION LED US TO BELIEVE THE GROUND PARTY WAS A CLASSIFIED GROUND TEAM. AND NOT A DOWNED HELICOPTER. JOLLY GREEN 66 AND 67 (HH53) WERE DIVERTED TO THE SCENE. SANDY 1&2 (A1H) WERE LAUNCHED FROM CH89 (NKP) AT 0604Z. AT THIS TIME COVEY 267 DECLARED AN EMERGENCY AND RTB TO CH69. AFTER APPROXIMATELY 30 MINUTES HE WAS THEN REPLACED BY COVEY 246 AGAIN. JOKER APPROVED PICKUP BASED ON THE EVALUATION OF COVEY 246. JOLLY GREEN 66 & 67 WERE DIRECTED TO REFUEL AT CH77 (DANANG). AT 0927Z SANDY 7 & 8 AND JOLLY GREEN 67 & 73 WERE LAUNCHED FROM CH77 (DANANG) AFTER APPROXIMATELY ONE HOUR FURTHER IDENTIFICATION OF THE TEAM WAS ESTABLISHED, COVEY 246 REVEALED WEATHER IN THE AREA UNSUITABLE FOR ANY FURTHER OPERATIONS IN THE AREA. ALL SAR FORCES WERE RTB 0955Z. COVEY 246 REMAINED ON SCENE SOMMANDER. JOKER ADVISED NO FURTHER SAR EFFORT REQUIRED. NO AIR REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.

BT

#0187

NNNN#

MESSAGE NOTIFICATION	
Individual Contacted:	R.C.
Local Time and Date:	2242L/28

DOC

MESSAGE NOTIFICATION	
Individual Contacted:	R.G.
Local Time and Date:	2242L/28

CONFIDENTIAL

~~SECRET~~

IMMEDIATE

1447

DECLASSIFIED

2 SALES "AD"

IMMEDIATE

PT 00605

* ~~CONFIDENTIAL~~ *

3/2

- (1) 2 PERSONS INVOLVED, 2 LOCATED, 2 RECOVERED
- (2) SAR OBJECTIVE LOCATED BY H15 (NON USAF H-34) AT 291101Z, AT
CORRDINATED 1808N 10302E.
- (3) H-15 RECOVERED SURVIVORS BY LANDING AT OBJECTIVE SITE
- (4) SURVIVORS RETURNED TO LIMA 08

D. FLYING ACTIVITY:

- (1) 29ARRS-1 SORTIE FOR 1.5 HOURS
- (2) 40ARRS-2 SORTIES FOR 1.8 HOURS

E. SAVES DATA:

- (1) DATA ON CREW MAKING SAVES UN AVAILABLE
- (2) PERSONS SAVED: NAMES NOT RELEASABLE
- (A) AIRCREW MEMBERS
- (B) TWO NON-COMBAT SAVES

F. SUMMARY OF SAR ACTIONS:

- (1) OL-8, 3ARRGP NOTIFIED BY KING22 (HC-130P) AT 291020Z THAT RAVEN
52 (O-1) LANDED AT LIMA SITE 309 DUE TO LOSS OF OIL PRESSURE. KING

PAGE 4 RUMOSRA1164 ~~CONFIDENTIAL~~

22 DIVERTED TO SAR SCENE AT 291020Z, JOLLY GREEN 53 (HH53C) WAS
DIVERTED AND JOLLY GREEN 52 (HH53C) WAS LAUNCHED FOR POSSIBLE RECOVERY
OF SURVIVORS. AT 291045Z KING 22 LOCATED H-15 (NON USAF HELO) ANDH1
44 (NON USAF HELO), BOTH OF WHICH WERE INBOUND TO THE SAR SCENE. H-15
LOCATED RAVEN 52 AT 291101Z AND RECOVERED SURVIVORS (NO INJURIES) AT
291108Z. AFTER BEING AIRBORNE FOR 9 MINUTES. H-15 RETURNED TO LIME
SITE 309. RAVEN 52'S LOW OIL PRESSURE WAS APPARENTLY DUE TO LOSS OF
OIL RESULTING FROM LOST OIL CAP. AT 291125Z REVEN 52 WAS AIRBORNE
AGAIN LANDING AT LIME 08 AT 291147Z. AERIAL REFUELING WAS NOT
REQUIRED.

GP-4

BT

#1164

NNNN#

IMMEDIATE

* ~~CONFIDENTIAL~~ *

PT 00805
OTTCZYUW RUMOSRA1164 2721421-CCCC--RUWTBMAH 25 14:50
ZNY CCCCC

RUMJES/AIRA VIENTIANE LAOS

(3) SAR FORCES LAUNCHED:

C. PERSONNEL INFORMATION:

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE AUTATIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/28/97

MESSAGE NOTIFICATION

Individual
Contacted: EG

Local Time
and Date: 1055L

IMMEDIATE

PT 00605

* ~~CONFIDENTIAL~~ *
* ~~CONFIDENTIAL~~ *

2/12

- (1) 2 PERSONS INVOLVED, 2 LOCATED, 2 RECOVERED
- (2) SAR OBJECTIVE LOCATED BY H15 (NON USAF H-34) AT 291101Z, AT
CORRDINATED 1808N 10302E.
- (3) H-15 RECOVERED SURVIVORS BY LANDING AT OBJECTIVE SITE
- (4) SURVIVORS RETURNED TO LIMA 08

D. FLYING ACTIVITY:

- (1) 29ARRS-1 SORTIE FOR 1.5 HOURS
- (2) 40ARRS-2 SORTIES FOR 1.8 HOURS

E. SAVES DATA:

- (1) DATA ON CREW MAKING SAVES UN AVAILABLE
- (2) PERSONS ~~SAVED~~: NAMES NOT RELEASABLE
- (A) AIRCREW MEMBERS
- (B) ~~TWO NON-COMBAT SAVES DELETE~~

F. SUMMARY OF SAR ACTIONS:

- (1) OL-B, 3ARRGP NOTIFIED BY KING22 (HC-130P) AT 291020Z THAT RAVEN
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* ~~CONFIDENTIAL~~ *
