

37 ARRSQ HISTORY, 1 OCTOBER - 31 DECEMBER 1971

rendezvoused with SEA Wolf helicopter and was briefed on the SAR situation. Approach and landing at the crash site were without incidents and fourteen survivors taken on board. The Jollies proceeded to Binh Thy to unload the survivors and assess battle damage. Jolly Green 70 discovered five hits and Jolly Green 73 one, but the damage wasn't critical and the return to Bien Hoa was begun.

The weather had deteriorated and both aircraft were again forced to fly low. After transiting through a heavy rain shower Capt Richard L. Wall, Jolly Green 73 AC, lost all visual and radio contact with Jolly Green 70. A run through of all normal frequencies proved fruitless and Jolly Green 73 proceeded to Bien Hoa for fuel.

On the ground it was determined that Jolly Green 70 had crashed in the Son Nha Bhe River at the same position where visual contact had been lost. Several aircraft were already in the suspected SAR area and Jolly Green 73 launched to join them. Despite poor weather Capt Wall and crew spotted a survivor, Pararescueman A1C Richard L. Steed, on the river bank and an immediate pick-up was made. The search was continued and it was learned that a Navy helicopter had rescued the Flight Engineer, Sgt Hank L. Theriot, who had been taken to Vung Tau. Low fuel finally forced Capt Wall to return to Bien Hoa. Subsequent search and investigation revealed that Jolly Green 70 had been downed by enemy ground fire.

29 NOV A lunch time scramble at the Bien Hoa FOL sent Capt Steven R. Tyler and crew heading for the heart of Cambodia to rescue a downed American A-37 pilot on 29 Nov. Enroute to the scene all applicable

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checklists were run and both Jolly Greens were ready for the rescue attempt upon arrival at the initial holding point. While the area was being prepared by both fast and slow moving TAC AIR the Jollys were moved to a position almost directly over the SAR area. Capt Tyler was briefed and was making his final preparations for a run in when the survivor advised that there was intense ground fire in the area and that he was with a group of armed friendlies that could take him to a more secure area. After the survivor was relocated and it was determined that the area was relatively secure Capt Tyler initiated an autorotative descent around clouds to a barren dirt field. The survivor boarded the aircraft and a near vertical departure was made from the area. The survivor was treated for second degree burns on his face, neck, and arms during the return flight to Bien Hoa.

On 31 December 1971 Jolly Green 73 and 65 were launched from Da Nang AFB to recover two army helicopter crews downed in the vicinity of Khe Sahn. The crews had been briefed on the severity of hostile action in the area prior to takeoff. The Jollies held above a high overcast waiting for the Sandies to confirm that the pickup zone was ready. The Jollies were then advised to descend and establish themselves in a holding area several miles south of the survivors position. It had been determined that even though several survivors were wounded it would be possible to use the forest penetrator for the pickup. Sandy lead advised Capt Peter H. Chapman and crew that it looked good for the pickup attempt since no ground fire had been detected during the last thirty minutes and that varied ordnance had been expended around the survivors. Following Sandy 8 Jolly Green 73 made a high speed low altitude run in toward the pickup point. Shortly

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DATE: 29 November 1971

MISSION NUMBER: A-03-021 November 1971

AIRCRAFT DESIGNATION: King 23

DISTRESSED AIRCRAFTS: HAWK 5

LOCATION: WU 153840

SAVES: 1 COMBAT SAVES JOLLY GREEN

While on orbit between CH 89 and 99 we received a call from Hillsboro at 0400Z that HAWK 5 had bailed out, position 026/60/85, was on the ground in good condition and a RUSTIC FAC was working with him. King 23 departed orbit and arrived overhead the SAR area at 0440Z. While enroute, Jolly Greens 56 & 60 and Sandys 5 & 6 from CH 93 were scrambled as well as Jolly Greens 64 & 66 and HAWK's from CH 73. ETA's for JG 56 & 60 and Sandys was 0530Z and JG's 64 & 66 ETA 0505Z. RUSTIC 55 was on scene commander and had excellent voice contact with the one survivor on the ground. HAWK 5's position was verified as WU 153840. HAWK 5 indicated many unfriendly troops in the area near his position. RUSTIC 55 marked area of survivor with WP rockets and brought in fast mover resources that offered their services and who were brought in by King 23. Sandys 5 & 6 left JG's 56 & 60 so they could get on scene earlier and arrived with JG's 66 & 64 at 0505Z. RUSTIC 55 briefed Sandy 5 and JG's were given holding points. Sandy 5 assumed on scene command. Enemy activity was still vigorous and several Hawks made straffing passes to keep them away from Hawk 5. About this time friendly troops arrived in the area and began to work their way toward Hawk 5. RUSTIC 14 had voice communication with the troop commander and relayed this information to Sandy 5 and Hawk 5. Enemy activity lessened and at 0532Z Phase Alpha began and JG 66 was about to come in for pick up, but by that time (0520Z) the friendly troops had made contact with HAWK 5 and thought it best to put him in an armored personnel carrier and drive to a safe area where the pick up could be made easier. Sandy 5 agreed and the forces were held until Hawk 5 was moved toward a safe town. A landing site was agreed on by Sandy 5, Hawk 5 and the troop commander. JG 66 started Phase Alpha again at 0603Z and Phase Bravo was completed at 0608Z. JG 66 reported light small arms fire as they departed and his right gunner returned the fire. JG 66 reported Hawk 5 had a few second degree burns on face, skinned elbow, but was smiling and ok. He then RTE'd at high altitude to CH 73 with ETA of 0710Z. Sandy 5 coordinated with RUSTIC 55 that the pick up was completed and rescue forces RTE'd also.

PROBLEM AREAS:

A tanker for fast mover resources was requested from Paris control at approximately 0450Z. We were advised that Blue Chip could not get a tanker and at 0550Z were told by Paris it was still on the runway. In this area,

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GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

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slow mover resources were almost non-existent and if fast movers are utilized, a tanker should be made available for refueling.

There appears to be no specific agency to contact for resources in Cambodia. Ramrod seems to be non-existent, but nothing official has been received by 39th ARRS concerning this. Sundog Alpha came up on frequency with some information, but again nothing is known or passed to 39th crews regarding this. Who controls in Cambodia?

A distinct lack of GCI made for some confusion with the many resources in the area. If weather is marginal under these conditions it would be impossible to circulate them as needed.

Gunships were requested through Paris and we were informed they were on the way, but after about 10 minutes were told they could not get border clearance.

A-37 Hawks were requested with the JG's from CH 73, but were never received. No reasons were given.

Some of the HAWK strike aircraft were running low on fuel and planned to land at Phnom Penh for fuel. In light of recent enemy activity in this area should King crews advise Hawks or any other resource aircraft not to land there?

In view of the several SARS in Cambodia, I feel it necessary to address some of the problem areas that have been developing on these SARS, or else a King crew will be nothing more than a spectator to the happening without being able to exert control and coordination so necessary in efforts such as these.

RESOURCES

RUSTIC 55 - 0710
RUSTIC 14 - 0710
RUSTIC 21 - 0710
PACER FLIGHT - F4's
HUCK 01
HAWK 06

APACHE FLIGHT - Huey slick, 2 Cobras
BASS FLIGHT - 2F-4's
RED TOP FLIGHT - 2F-4's
SUNDOG ALPHA - C130
SANDY 5 and 6
Jolly Greens 66, 64, 36, and 60

CREWMEMBERS

AC Lt Col Ervin L. Klingenberg Jr.
CP 1Lt Lee M. Desormay

M (Maj.) Thomas E. Doherty
BO TSgt Jimmy N. Freeman

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GROUP-4

Downgraded at 3 year intervals.
Declassified at or 12 years.

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4 December 1971

SUBJECT: Sandy 5 and 6 (SAR Report Hawk 05)

1. At 1055L, 29 Nov 71, Wolfpack alerted us to launch ASAP. We were airborne at 1112L from Ubon, and directed by King to head south. Shortly thereafter, King gave us specific instructions to proceed to 036/60/85.
2. One hour after takeoff we arrived in the area and got a first hand brief on the situation by Rustic 55. He and Rustic 14 (who RTE'd for battle damage) had all but silenced the ground fire in the area with numerous fast mover strikes. Hawk 05 was already on his survival radio and did an excellent job of vectoring me to his position. I had him pinpointed in a minimum amount of time. The second time I came over his position, I noticed approximately 50 troops moving down a road toward his position. Just as I was rolling in on these troops, Rustic 55 advised me they were friendly. My pass was aborted with no firing. The friendly team reached the survivor approximately 5 minutes later with an armored personnel carrier. I had been trolling the area and was receiving no ground fire. I positioned an IP smoke and a too far smoke, and briefed the SAR forces. A few seconds before execution, the survivor reported ground fire. The ground troops wanted to move him to a friendly town approximately 3 miles south. I agreed with this. Once in town, the survivor moved into an open area in the center of town and I directed Jolly Green 66 to autorotate down to the LZ. The survivor was picked up without any problems at 1308L.

Frank S. Lambeth, Jr.

FRANK S. LAMBETH, JR., Captain, USAF
Sandy 5

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56 SOW

Oct - Dec 71

K-WG-56-H1st SCS (Maj Miller/2754)

4 December 1971

SUBJECT: SARCO Report, Hawk 05

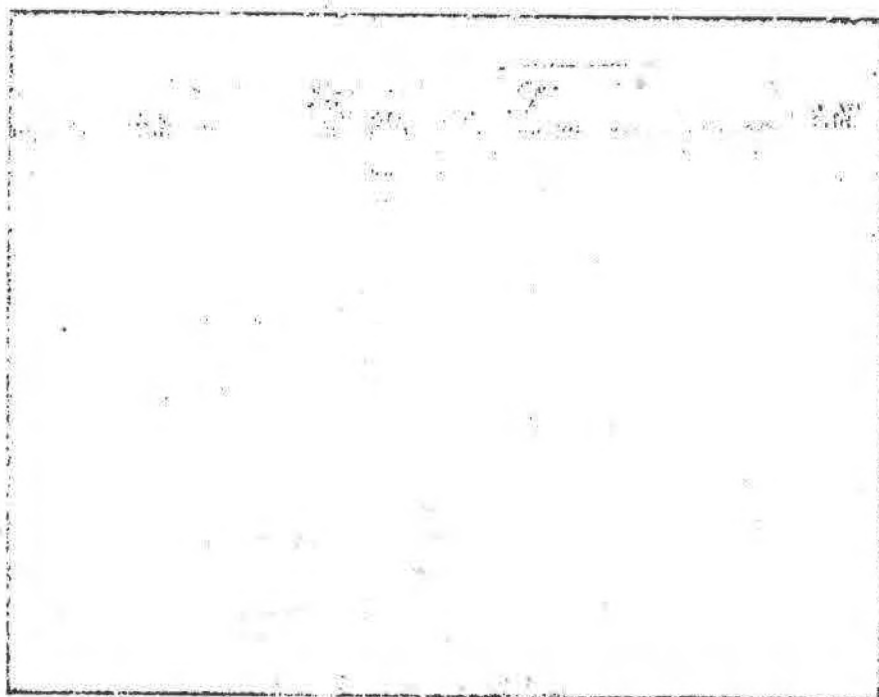
TO: 56th SOW (DO)

1. Command Post was notified at 1115L, 29 November, 1971, that a SAR was in progress for Hawk 05, an AT-37 with one crewmember. He had ejected and was spotted by a Rustic FAC at 036/60/85.
2. Sandy 05 & 06, Jolly Green 56 & 60, were launched by Joker and were airborne from Ubon at 1112L.
3. Sandy 01 & 02 were on orbit and were recovered at Ubon. They landed at 1155L and were re-fueled and ready at 1215L.
4. Sandy 05 assumed on-scene-command at 1230L. Jolly Green 64 & 66 were on scene and Jolly Green 66 executed pick-up attempt at 1233L and aborted this attempt at 1234L.
5. A friendly armored personnel carrier transported the pilot to a safer area and a successful pick-up was accomplished by Jolly Green 66 at 1308L. SAR successfully terminated.

FOR THE COMMANDER

C. V. Miller
CRAIG V. MILLER, Major, USAF
SARCO, 1st SCS

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[illegible]

REFERENCE HAWK ON 4001 ON 29 NOV 71. THE FOLLOWING CINCPACAF MSG IS RETRANSMITTED FOR YOUR INFORMATION AND DISSEMINATION TO ALL PARTICIPATING. P.S. QUOTE:

REF BARRGE JCCG (S) 'GG 291530Z NOV 71

2. BE ASSURED THAT THIS DAILY DEDICATION HAS NOT GONE UNRECOGNIZED.
PACAF AND 41ARRWG SHARE IN EXPRESSING SINCERE THANKS FOR A JOB

WELL DONE.

UNQUOTE.

BT

#4413

4444

IN 00743/DEC 22

125K

Operations

	11/1/81	11/2/81
Gender		
Ops		
Maint		
Supply		
Safety		
Ordinary Room		

23 DEC 1977

~~UNCLASSIFIED E F I~~

223

22 DEC 1971 15 28

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(THIRD OAK LEAF CLUSTER)

TO

CHARLES B. ALDEAN

Airman First Class Charles B. Aldean distinguished himself by heroism while participating in aerial flight as a Pararescue Specialist on an HH-53 Rescue Helicopter near Phum Kampong Thma, Cambodia, on 29 November 1971. On that date, Airman Aldean's outstanding airmanship, sound judgment, and exemplary leadership, displayed under the extremely hazardous conditions of making a pick up in a known hostile area, culminated in the rescue of a United States Air Force pilot from certain death or capture by hostile armed forces. With complete disregard for his own personal safety, and despite the threat of intense small arms and anti-aircraft artillery fire, Airman Aldean exposed himself on the open ramp of the helicopter to man his defensive gun position throughout the rescue of the survivor. The outstanding heroism and selfless devotion to duty displayed by Airman Aldean reflect great credit upon himself and the United States Air Force.

BOB - IM SURE
BOTH NARDI & I
HAD ROTATED HOME
WHEN ORDERS CAME IN.
WE WERENT REAL
BUSY THEN SO I
THINK OUR 71108
ORDERS HAD CRAW
FROM THIS ONE 71129
ON THEM, BUT NARDI'S
& MINE CAME BACK
TO STATES.

PILOTS FOLEY/TYLER
FE DRAVER

PJ'S NARDI, YOUNG, ALDEAN

*NOTE ON YOUR WEB
SITE YOU HAVE AN
UNIDENTIFIED PHOTO OF
A RESCUED PILOT. IF
YOU CAN REMEMBER
COMING TO BRENHUA
A FEW DAYS AFTER
JIM THOMAS CRASHED
(11-25-71) PICTURE IS OF
PILOT WE GOT ON 11-29-71
HAWK 05 MISSION. HIS

FACE & ARM WERE
BURNED WHEN HIS PLANE
ON FIRE BEFORE HE PUNCHED
OUT. I REMEMBER DRESSING
HIS ARM JUST LIKE IN PICTURE.

CA

Flight to Lamang via Chkl 71 - 487.
Only 3 crew. PC/CP/HM. Estimates
Channel 71 0505Z

27/0345 ER MSG Left to duty
27/0405 ER JG 21 ↓ FROM ORBIT logged 2.8
27/0407 ER JG 65 ↓ FROM ORBIT logged 2.7
27/0845 ER JG 23 ↓ FROM V/BH logged 4.9
27/1015 ER passed DARR TO JOKER
27/1020 ER passed Mx/Hy schedule to Queen.

28 NOV 71

27/2240 FR SSGT FULCHER ON DUTY
27/2310 FR PASSED SAR & MAINT STATUS TO QUEEN
27/2326 RHA ITEMIL AF SET CD BQRC JPMO
28/0115 DEM JG 65 & JG 21 AIRBORN
28/0355 DEM JG 65 & JG 21 DOWN 21 Logged 2.8 65 logged 2.1

28/2230 ER 29 NOV 71

MSGT Left to duty

28/2300 ER ITEM 16 YR² set Dim TRSKA DUGB
28/0057 SAR JG 72 AIRBORNE
28/0105 SAR J.G. 21 AIRBORNE
29/0435 FR J.G. 21 & 72 ↓ FM SAR
29/0525 LY JG 65 ↑ FOR SEARCH
29/0520 LY JG 66 & 64 LAUNCHED AND PHASE
ALPHA STARTED.
29/0540 LY ~~THE~~ SURVIVOR WILL BE MOVED TO A MORE
SECURE AREA BY APC.
29/0610 LY ADVISED JG 66 MADE PICKUP AND
TOOK FIRE AT THE 3 O'CLOCK POSITION.
29/0620 FR J.G. 67 ↑ FOR SEARCH
29/0750 FR J.G. 65 FIRST STAGE SERVO LIFE CAME ON
NO RETURNING TO HOME BASE.
29/0809 FR J.G. 65 ↓ FM SEARCH AND EMERGENCY SAFETY

				SURVIVORS		
				NAME/RANK		
				SSN		
DATE	JG #	CREW	SAVE #		LOCATION	TYPE/# SAW
29 Nov 71	66 364	TYLER	U91	ALVIN W. MOORE A		
		FOLEY	J666	CAPT MOORE	026/60/85	1 COMBAT
		DRYER		8 SOS VUBH		
		ST. MATH				
		YOUNG J.				
		ALDEAN				

DECLASSIFIED NAME OF

(C) The last of three SAR missions in November took place on the 29th. An A-37, Hawk 05, with one occupant was downed northeast of Phnom Penh in Cambodia. A SAR was declared and the Sandy alert force at Ubon RATTB was notified at 1055 local time. Sandys 05 and 06 were airborne at 1112 followed shortly afterwards by Jolly Greens 56 and 60.³²

(C) A FAC, Rustic 55, aided by Rustic 14, had located the survivor soon after he was down. The FACs had directed numerous F-4E hover strikes into the area. These had silenced both ground fire around Hawk 05 prior to arrival of the Sandys. However, Rustic 14 was hit by ground fire and returned to base because of the battle damage. Rustic 55 briefed the Sandys on the current situation when they arrived, about an hour after takeoff. Sandy 05 assumed on-scene command at 1230. Hawk 05 used his survival radio to direct the Sandys to his position. An armored personnel carrier with friendly Cambodian ground troops reached Hawk 05 shortly after the Sandys arrived overhead.³³

(C) A pickup attempt was initiated after Sandy 05 scouted the area to check for ground fire. No hostile fire was observed and Jolly Green 60 was called in for the pickup. As the Jolly Green started in Hawk 05 reported hostile ground fire and the attempt was aborted. The friendly Cambodian forces suggested that the pickup

32. SARCO Report for Hawk 05, 4 Dec 71, (Dec 14).

33. Ibid.

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by road in a town about three miles to the south where an opponent
would be encountered. The survivor was then transported on the per-
sonnel carrier to an open field in the center of the town. The res-
covery was then made by Jolly Green 66 at 1308 with no opposition,
and the SAR was successfully terminated.³⁴

~~_____~~

34. Ibid.

~~_____~~

SO G-1063, HQ 7TH AIR FORCE, APO SAN FRANCISCO 96307, 7 MAY 1972

579588403 SALOME CHARLES F 711231 DAQKJR
1ST OLC

[REDACTED] YOUNG JON H 711129 DAQKJR
2ND OLC

STAFF SERGEANT

[REDACTED] GARCIA DAVID 711108 DAQKJR

[REDACTED] WINES JAMES W 711231 DAQKJR

SERGEANT

[REDACTED] DRAYER JOHN W 711129 DAQKJR

AIRMAN FIRST CLASS

[REDACTED] ALDEAN CHARLES B 711108 DAQKJR
2ND OLC

[REDACTED] ASHDOWN JAMES K 711231 DAQKJR
1ST OLC

[REDACTED] WAGNER MICHAEL L 711231 DAQKJR

FOR THE COMMANDER

J. P. Pfautsch
M/K PFAUTSCH, SMSGT, USAF
ASST DIRECTOR OF ADMINISTRATION

DISTRIBUTION
G

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SEVENTH AIR FORCE PACAF
APO SAN FRANCISCO 96307

SPECIAL ORDER
G-1063

7 MAY 1972

BY DIRECTION OF THE PRESIDENT, EACH OF THE FOLLOWING IS
AWARDED THE DISTINGUISHED FLYING CROSS FOR HEROISM WHILE
PARTICIPATING IN AERIAL FLIGHT ON THE DATE INDICATED.

SSAN	NAME	ON	PAS
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LIEUTENANT COLONEL

[REDACTED]	CLARKE JOHN A	711011	UBRSSK
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CAPTAIN

[REDACTED]	BURKE ROBERT F 1ST OLC	711108	NARHSB
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[REDACTED]	FOLEY NORMAN R	711129	DAQKJR
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[REDACTED]	9 GRIFFITH RODNEY S	711108	DAQKJR
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[REDACTED]	HART LESLIE C	711231	DAQKJR
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[REDACTED]	SARTORI MICHAEL C	711108	DAQKJR
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[REDACTED]	SILVIA RONALD	711011	UBRSSK
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[REDACTED]	TYLER STEPHEN R 1ST OLC	711129	DAQKJR
------------	----------------------------	--------	--------

[REDACTED]	WITHERS JAMES R 6TH OLC	700610	NARMT6
------------	----------------------------	--------	--------

TECHNICAL SERGEANT

[REDACTED]	NARDI EUGENE L 5TH OLC	711108	DAQKJR
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G-1063

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SEVENTH AIR FORCE PACAF
APO SAN FRANCISCO 96307

SPECIAL ORDER
G-1123

17 MAY 1972

BY DIRECTION OF THE PRESIDENT, EACH OF THE FOLLOWING IS
AWARDED THE DISTINGUISHED FLYING CROSS FOR HEROISM WHILE
PARTICIPATING IN AERIAL FLIGHT ON THE DATE INDICATED.

SSAN	NAME	ON	PAS
	AIRMAN FIRST CLASS		
[REDACTED]	ALDLAN CHARLES D 3RD CLC	711129	DAQKJR
[REDACTED]	MCGRATH CHARLES D	710721	NAQKJS

FOR THE COMMANDER

G. K. / Mauntich
M/K PRAMITSCH, SMSGT, USAF
ASST DIRECTOR OF ADMINISTRATION

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BLMPS
PROCESSED

G-1123

2 Endless Hours on the Ground

212008

29 NOV 71 SAR

Jolly Greens Snatch A37 Pilot From Reds

By PFC. KEN SCHULTZ
S&S Staff Correspondent

TAN SON NHUT AB, Vietnam—The 37th Aerospace Rescue and Recovery Sq. here told Tuesday how they snatched a downed pilot from under the noses of a Communist unit that was closing in on him.

The pilot was flying a U.S. Air Force A37 Dragonfly when his plane was brought down in flames by 12.5mm anti-aircraft fire.

The plane crashed and burned, but search and rescue (SAR) operations for the pilot, who had ejected, began almost as soon as the call for help was received by an HC-130 Hercules plane flying out of Cam Ranh Bay.

At the call for help two broad-nosed 7th AF HH53 Super Jolly Green Giant

helicopters, armed with miniguns, were launched to rescue the downed pilot.

The two hours the pilot spent on the ground waiting to be rescued were probably the longest of his life.

The burns on his face, arms and legs were nearly forgotten during the agony of waiting.

While the Jolly Green Giants headed toward the crash site two of the maneuverable A1s, heavily armed, single-engine fighters, sped to link up with the choppers and provide protection against Communist ground fire.

A Communist infantry unit was reported moving toward the downed pilot from one direction as allied ground forces raced in from another direction.

Seventh AF F4 Phantoms and Army helicopter gunships diverted from other

operations as added protection, were only a radio call away if more firepower was needed.

Meanwhile, the pilot kept in touch with the SAR units via a radio built into his flight suit. An electronic device in the suit emitted impulses to aid in pinpointing his position.

As the A1s moved in and pounded the Red positions in an attempt to silence the ground fire, allied infantrymen reached the American pilot and moved him to a secure position.

One of the rescue helicopters awaited word to move in for the pickup, observing the colored smoke which marked a cleared landing area for the craft. The other copter remained in the distance.

The chopper spent seven minutes on the ground picking up the slightly in-

jured pilot. Communist fire could still be heard in the distance.

"The jollys always work in pairs," the AF spokesman said. "One works as a low bird and the other one is there in case the first bird gets hit or has mechanical trouble."

To the men aboard these bulky rescue helicopters, "there's no such thing as a standard mission. You play each one by ear," said Capt. Steve Tyler, 26, pilot of the chopper that eventually rescued the A37 flier.

Afterward, Flight Engineer Airman 1.C. John Drayer, 21, recalled: "You don't think about too much when you're out there. You do your job and shut out everything else."

For these men the job was done—until tomorrow.

Rescue crew saves Dragonfly pilot down in Cambodia

BIEN HOA AB, RVN -- Rescue crews saved an Air Force A-37 Dragonfly pilot (Nov. 29) after his aircraft was shot down by enemy ground fire in Kompong Thom, Cambodia.

Capt. Alvina W. Moore II was picked up in hostile territory by members of the 37th Aerospace Rescue and Recovery Squadron on alert here from Da Nang Airfield.

The pilot was on a low pass when he felt the aircraft shudder. Moments later, the pilot of an accompanying A-37 radioed Captain Moore that his aircraft was on fire.

As flames reached the cockpit, the captain ejected and parachuted into the hostile area.

Meanwhile, the wing man contacted an HC-130 Hercules rescue command aircraft from the 39th Aerospace Rescue and Recovery Squadron at Cam Ranh Bay AB. The Hercules relayed the information to the Joint Rescue Coordination Center at Tan Son Nhut AB, and two HH-53 Super Jolly Green Giants and a pair of A-1 Skyraiders were launched from Bien Hoa to make the rescue.

Captain Moore, in good condition with burns on his face, arm and leg, reported to the Hercules that there were hostile forces in the vicinity.

The A-1s escorted the HH-53s in for the pickup but heavy ground fire forced the helicopters to pull out.

As the A-1s moved in to silence the enemy guns, friendly forces on the ground entered the area and helped Captain Moore to a safer location.

On the second attempt, the pickup was successful.

While Captains Stephen Tyler, aircraft commander, and Norm Goley, copilot; flew the helicopter back to Bien Hoa, the rescued pilot was attended by TSgt. John Young and A1C Charles D. Aldean, pararescuemen. Sgt. John Drayer, flight engineer, assisted also in the rescue.

Rescue saves F-105 pilot in Laos

TAN SON NHUT AB, RVN -- One of the most dramatic air rescues in recent months took place in Laos (Dec. 11) when an Air Force F-105 Thunderchief pilot was retrieved after his aircraft was downed by a surface to air missile (SAM) near the Mu Gia Pass.

A harrowing 20 hours for the pilot on the ground in Laos preceded his rescue.

The pilot, Maj. Robert E. Belli, was supporting an interdiction mission about eight miles northwest of the pass on Dec. 10 when his aircraft was downed by a SAM from the North Vietnamese side of the border.

The 39th and 40th Aerospace Rescue and Recovery Squadrons were immediately notified of the crash and sped to the area.

The major had successfully ejected and the search and rescue (SAR) force of HH-53 Super Jolly Green Giants and HC-130 Hercules found him in hostile territory.

The SAR aircraft established both voice and beeper contact with the pilot of the downed aircraft, who reported he was in a secure position although enemy troops were in the area.

Due to deteriorating weather, the SAR aircraft were unable to extract the pilot before darkness, and he spent the night on the ground.

He reported he had a broken arm and a possible broken leg but there was little the rescue force could do for him until the weather broke.



CAPT. ALVINA W. MOORE II, r, returns to Bien Hoa AB, Republic of Vietnam, after his successful rescue from hostile territory. Capt. Stephen Tyler, l, was the aircraft commander of the HH-53 Super Jolly Green Giant that made the rescue.

Midnight Medevac By Da Nang Unit

Responding to a midnight call, an HH-43 crew from the Pedro Section, 37th ARRSq, Da Nang Airfield, medevaced three officers who had suffered severe fragmentation injuries in an explosion at the base.

Capt John N. Drexler set the Pedro down on the helicopter pad near the 366th Dispensary and the first patient, who had been critically wounded, was placed aboard. He was accompanied by the flight medical officer, Capt Richard J. Emerson (MC). The HH-43 immediately took off, delivered the wounded man to the 95th USA Hospital, and returned to Da Nang. Captain Emerson remained at the hospital with his patient.

At Da Nang, Pedro picked up the second patient and delivered him to the Army hospital. Captain Emerson was returned to Da Nang. Two hours later, the Pedro Section was notified that it would be necessary to medevac the third wounded man. Again the HH-43 crew took to the air, made the pickup and airlifted the patient to the hospital. Pedro returned to the ramp shortly before 3 a.m., the aircraft was serviced and the crew assumed an alert status once again.

Accompanying Captain Drexler on the medevacs were Capt Michael F. Schmidt, copilot; A1C Robert S. Bos, flight mechanic; and Sgt Earl Brooks, Jr., medical technician.



RESCUE

NEWS LETTER OF THE AEROSPACE RESCUE AND RECOVERY SERVICE

VOL. 2, NO. 1

Scott AFB, Ill. 62225

JANUARY 1972

ARRS wraps up another year 25th anniversary highlights 1971

HQ ARRS -- "The men and women of the Aerospace Rescue and Recovery Service have provided the Air Force, the nation, and mankind with unparalleled service. Its accomplishments are particularly reflected by the gratitude of the more than 22,000 people whose lives have been saved," commented Gen. John D. Ryan, Chief of Staff, USAF, on the 25th anniversary of ARRS, March 13, 1971. "The record of ARRS stands as an inspiration to all those who serve their country."

1971 was a fitting culmination of 25 years of service to mankind, and an even better foundation for a successful future, for it was a year with epic accomplishments that will be etched forever in history.

In missions of unusual scope and diversity, ARRS crews saved the lives of 250 men in Southeast Asia and 482 men and women throughout other areas of the world. They will long remember ARRS as an example of a selfless attitude that reflects the high value the people of the United States have always placed on human life. ARRS crews not only saved lives, but served as unofficial goodwill ambassadors to all nations of the world.

Three times in less than nine months ARRS pararescuemen parachuted to Russian vessels far out in the sea to assist sick or injured sailors in critical condition. The 57th ARRSq at Lajes Airfield, Azores, and the 304th ARRSq (Reserves) at Portland International Airport, Ore., flew hundreds of miles over the Atlantic and Pacific Oceans in response to these pleas for help.

SEE...ARRS WRAPS UP Page 3

Italians honor Det 10

AVIANO AB, Italy -- Det. 10, 40th Aerospace Rescue and Recovery Wing at Aviano AB has been honored by the Italian International Organization of Mountain Spirit.

The organization, an official agency of the government of Italy, awarded the detachment with The Order and Star of the Thistle (Cardo).

SEE...DET 10 HONORED Page 6



MSGT. LEON FULLWOOD, a pararescueman, is welcomed back to his base after he descended on the HH-53's jungle penetrator to assist the injured major to safety.

Rescue saves F-105 pilot in Laos

TAN SON NHUT AB, RVN -- One of the most dramatic air rescues in recent months took place in Laos (Dec. 11) when an Air Force F-105 Thunderchief pilot was retrieved after his aircraft was downed by a surface to air missile (SAM) near the Mu Gia Pass.

A harrowing 20 hours for the pilot on the ground in Laos preceded his rescue.

The pilot, Maj. Robert E. Belli, was supporting an interdiction mission about eight miles northwest of the pass on Dec. 10 when his aircraft was downed by a SAM from the North Vietnamese side of the border.

The 39th and 40th Aerospace Rescue and Recovery Squadrons were immediately notified of the crash and sped to the area.

The major had successfully ejected and the search and rescue (SAR) force of HH-53 Super Jolly Green Giants and HC-130 Hercules found him in hostile territory.

The SAR aircraft established both voice and beeper contact with the pilot of the downed aircraft, who reported he was in a secure position although enemy troops were in the area.

Due to deteriorating weather, the SAR aircraft were unable to extract the pilot before darkness, and he spent the night on the ground.

He reported he had a broken arm and a possible broken leg but there was little the rescue force could do for him until the weather broke.

SEE ...SAVES PILOT IN LAOS Page 3

PJs jump in Pacific, save Caribou pilot pinned in cockpit

HQ ARRS -- Two Aerospace Rescue and Recovery Service pararescuemen saved an Air Force pilot (Dec. 19) when his C-7 Caribou was forced to ditch in the Pacific Ocean southwest of San Francisco after a flight from Hawaii.

TSgt. Lewis Craig and SSgt. Michael Fish jumped from an HH-53 Super Jolly Green Giant to rescue the pilot, Capt. Donald Henderson, from the cockpit of his sinking aircraft.

The cargo plane, originally from Cam Ranh Bay AB, Republic of Vietnam, was part of a flight of 12 C-7s enroute to the U.S. for maintenance. The flight had stopped at Hickam AFB, Hawaii, and was enroute to Langley AFB, Va., with a

SEE...PJs JUMP Page 4



CAPT. ALVIA W. MOORE II, r, returns to Bien Hoa AB, Republic of Vietnam, after his successful rescue from hostile territory. Capt. Stephen Tyler, l, was the aircraft commander of the HH-53 Super Jolly Green Giant that made the rescue. SEE PAGE 4 FOR STORY.

MIGHT HAVE THIS PHOTO

Pilots Saved by Choppers In Cambodia and Vietnam

BIEN HOA AB, Vietnam — Helicopters from here recently rescued an American pilot downed in Cambodia and, in record time, a Vietnamese pilot who crashed in a rice paddy.

Capt. Alvia W. Moore II was picked up in hostile territory by members of the 37th Aerospace Rescue and Recovery Squadron, on alert here from their headquarters at Da Nang AFB.

Captain Moore was shot down by enemy ground fire near Kompong Thom, Cambodia. His wingman contacted a rescue command aircraft at Cam Ranh Bay, which passed the word to the rescue coordination center at Tan Son Nhut. The center dispatched two HH-53s and an A-1 fighter from Bien Hoa.

On the first try, the helicopters were forced away by heavy hostile ground fire. The A-1s went after the enemy guns and friendly forces on the ground found Moore and escorted him to safer territory. There, the copters picked him up.

Capt. Stephen Tyler was commander of the rescue craft. Capt. Norm Foley was copilot, and TSgt. John Young, AIC Charles D. Alden and Sgt. John Drayer made up the crew.

The record rescue — four min-

utes flat — was made by an HH-43 from Detachment 6 of the 3d Aerospace Rescue and Recovery Group.

A Vietnamese A-1 crashed off the end of the Bien Hoa runway into an unsecure area. The HH-43 happened to be making a training flight at the base and dashed to the rescue.

The crew of Maj. Kenneth S. Smith, Capt. Verl K. Diamond and SSgt. Ronald L. Wilson had the Vietnamese aboard the plane exactly four minutes after the crash.

HQ ARRS, SCOTT AFB, Ill. — Two pararescuemen saved an Air Force pilot and a Coast Guard cutter two crew members when their C-7 crashed and sank in the Pacific southwest of San Francisco.

The propeller-driven Caribou, originally from Cam Ranh Bay, Vietnam, was part of a flight of 12 C-7s enroute to Langley AFB, Va., for maintenance.

The plane suffered an oil loss

that caused an engine to freeze, and it was forced to ditch. The pilot, Capt. Donald Henderson, remained in the cockpit while the two other crew members went to the rear of the plane.

It ditched as an escorting HH-53 from the 41st ARRS at Hamilton AFB, Calif., hovered overhead. Two men scrambled out the back into a life raft, but SSgt. Michael Fish and TSgt. Lewis Craig, the pararescuemen, spotted a third man with his arm sticking out the cockpit window.

They went into the water and discovered Henderson pinned in the cabin. The two got Henderson out only moments before the C-7 sank. The Coast Guard picked up the men on the life raft.

LANGLEY AFB, Va. — Aircrews from the 316 Tactical Airlift Wing, on temporary duty at Howard AFB, C.Z., recently helped save vessels in the air and on the sea.

A ship, the Moroni-Belle 5, was adrift off Columbia. It first was spotted by a Colombian civilian aircraft which ran low on fuel before it could guide rescuers to the area. A C-130 crew from Howard flew to the area and hovered over the ship until a rescue boat arrived.

Meanwhile, a second C-130, enroute from Rio de Janeiro to Manaus, Brazil, got a Mayday call from a Brazilian airliner. It had been blown off course in a storm, and the crew suspected structural damage.

The U.S. craft located the Brazilian plane and the crew saw there was no apparent damage. The C-130 escorted the airliner to a same landing at Brasilia.

Geoceiver Puts Earth In Its Proper Place

HQ. ACGS, FORBES AFB, Kan. — A revolutionary satellite tracking receiver called the Geoceiver (geodetic receiver) is now being used by the Aerospace Cartographic and Geodetic Service, commanded by Col. L.M. Tannenbaum, for the purpose of making precision surveys in support of the SAC intercontinental ballistic missile force and both Eastern and Western Test Ranges of the Air Force's Systems Command.

The Geoceivers, which monitor radio transmissions from five Navy navigation satellites in polar orbit around the earth, will be used to position missile sites in preparations for space launches, position sensors in space, recover and compute satellite orbit positions and complete a worldwide densification of geodetic networks.

The Air Force inventory of Geoceivers is possessed by the ACGS'

its horn. The signal gets stronger as the train approaches and then fades away. From the "shift" in signals it is possible to tell when the train is abeam the person.

There are many places in the world whose location on the surface of the earth or whose location in relation to the center of the earth is not precisely known. The Geoceiver will accelerate this type of measurement activity since it is portable, and independ-

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PJs jump in shark infested sea, save 10

KADENA AB, OKINAWA -- Two pararescuemen, SSgt. Rickey D. Hindman and Sgt. William J. Preble, of the 33rd Aerospace Rescue and Recovery Squadron, went into shark infested seas to save 10 survivors from the cargo ship Yakal which sunk in a violent storm approximately 250 miles southeast of Okinawa.

The first HH-3E Jolly Green Giant with Sergeant Hindman aboard arrived at the disaster scene at 7 a.m. (Dec. 1) from Kadena AB after air refueling once while enroute.

An HC-130 Hercules of the 36th Aerospace Rescue and Recovery Squadron, Yokota AB, Japan, assigned to the mission spotted a survivor in a raft and guided the HH-3E in to make the recovery.

Capt. Frank M. Zahrobosky, aircraft commander, requested Sergeant Hindman deploy to help the survivor, who had been in the water over 30 hours. Sergeant Hindman immediately agreed and deployed. He quickly swam to the survivor and prepared him for recovery by the rescue hoist.

The helicopter flew to another group of survivors in a damaged lifeboat. Again Hindman deployed. He prepared the first two men for recovery by hoist, but the third man had a broken leg.

The sergeant signaled the flight engineer to lower his medical kit. However, during descent the straps holding the kit to the hoist broke. Hindman dove into the water and recovered the kit.

Then the pilot spotted a pack of sharks near the boat.

Hindman placed a pneumatic splint on the man's broken leg and then put him on the hoist penetrator.

A fifth survivor was spotted clinging to a board. Again the sergeant deployed, swam the penetrator to the man, pulled him loose and fastened him to the penetrator for recovery.

This time, five blue sharks were seen within 20 yards of the two men.

A sixth survivor was spotted floating in a life preserver nearby, and again Hindman deployed into the shark infested waters. This recovery, like the others was made in minimum time.

The next two survivors were found about 15 minutes later, and the sergeant deployed into the sea for the fifth time in less than three hours to make the recovery.

The second HH-3E piloted by Capt. David E. Holt with Sergeant Preble aboard arrived on scene and the on-scene HC-130 vectored this helicopter to the ninth survivor.

Sergeant Preble was briefed on the shark threat. A hover was established over the survivor and Preble was lowered. Despite 15-foot waves which one minute submerged him and the next left him dangling above the water, he secured the survivor to the penetrator.

Meanwhile, the hoist operator spotted a 15-foot shark less than 10 yards from the two men, and directed the pilot to position the helicopter rotor wash over the shark. This frightened the shark away and provided time to make the recovery.

After an aerial refueling, the crew continued the search.

The 10th survivor was spotted sitting atop an overturned lifeboat. The helicopter hovered over the survivor and Preble again deployed into the

shark-infested waters.

He swam the penetrator to the overturned boat, pulled the survivor into the water and secured him to the penetrator. This survivor was in shock, had a broken wrist and was unable to help in any way. However, both men were recovered in minimum time.

The search for other survivors continued several days, but all that was found were the bodies of five men and debris.

Rescue crew saves Dragonfly pilot down in Cambodia

BIEN HOA AB, RVN -- Rescue crews saved an Air Force A-37 Dragonfly pilot (Nov. 29) after his aircraft was shot down by enemy ground fire in Kompong Thom, Cambodia.

Capt. Alvis W. Moore II was picked up in hostile territory by members of the 37th Aerospace Rescue and Recovery Squadron on alert here from Da Nang Airfield.

The pilot was on a low pass when he felt the aircraft shudder. Moments later, the pilot of an accompanying A-37 radioed Captain Moore that his aircraft was on fire.

As flames reached the cockpit, the captain ejected and parachuted into the hostile area.

Meanwhile, the wing man contacted an HC-130 Hercules rescue command aircraft from the 39th Aerospace Rescue and Recovery Squadron at Cam Ranh Bay AB. The Hercules relayed the information to the Joint Rescue Coordination Center at Tan Son Nhut AB, and two HH-53 Super Jolly Green Giants and a pair of A-1 Skyraiders were launched from Bien Hoa to make the rescue.

Captain Moore, in good condition with burns on his face, arm and leg, reported to the Hercules that there were hostile forces in the vicinity.

The A-1s escorted the HH-53s in for the pickup but heavy ground fire forced the helicopters to pull out.

As the A-1s moved in to silence the enemy guns, friendly forces on the ground entered the area and helped Captain Moore to a safer location.

On the second attempt, the pickup was successful.

While Captains Stephen Tyler, aircraft commander, and Norm Goley, copilot, flew the helicopter back to Bien Hoa, the rescued pilot was attended by TSgt. John Young and AIC Charles D. Alden, pararescuemen. Sgt. John Drayer, flight engineer, assisted also in the rescue.

...PJs jump

stop at McClellan AFB, Calif.

Shortly after the Caribou reached the halfway point between Hawaii and the California coast, oil loss allowed one of the engines to freeze, and the three-man crew was forced to shut it down.

The other 11 aircraft continued on, while the 12th limped across the remaining 700 miles.

After the call for help, the HC-130 Hercules, flying duckbutt for the mission, from the 41st Aerospace Rescue and Recovery Squadron at Hamilton AFB, Calif., was joined by the Super Jolly Green Giant (also from the 41st) and an HC-130 Hercules tanker from the 1550th Aircrew Test and Training Wing, Hill AFB, Utah, to provide an aerial refueling source for the helicopter.

The C-7 crew had gone through their ditching procedures, which called for the pilot to remain in the cockpit and the rest of the crew to secure themselves in the cargo area.

Thirty miles southwest of Sausalito, Calif., the C-7 skidded across the water to a stop, while the HH-53 hovered overhead, waiting to pick up the crew.

The first PJ out of the helicopter, Sergeant Fish, saw two men get out the back of the plane, and then noticed another with his arm sticking out of the broken cockpit window.

"The man (Captain Henderson) was pinned inside and couldn't get out the top window," explained Sergeant Fish. "The water level was moving up; it was up to his chin when I got there and small waves were coming up over his head."

Sergeant Fish said Henderson asked him whether he had any oxygen, and he said that he didn't but that he could get him out okay.

The sergeant got his legs inside the plane, tore away some of the debris and metal, and motioned to Sergeant Craig for additional help.

"I really didn't think I'd be able to get him out in time, but kept working at it," he commented.

But Sergeant Craig arrived to help, and the two PJs got the captain out at last and inflated his life preserver.

Meanwhile, a Coast Guard cutter had picked up the other two crewmembers from their raft.

The C-7 sank, just as the PJs and Henderson were lifted on board the helicopter, less than 15 minutes after it had ditched.

Oops! We goofed

HQ ARRS -- Oops! We goofed. Our first issue was barely off the press, when a sharp-eyed reader spotted a mistake in an article. It was just a case of an upside-down 9.

Inadvertently, the 76th ARRSq had been transferred to Andersen AFB, Guam, from Hickam AFB, Hawaii, in the article. Actually, the 79th ARRSq at Andersen was the unit involved. Hence an upside-down 9.

We apologize to both units concerned and have informed our proofreaders that the 76th is at Hickam and the 79th is at Andersen, or is it the 76th at....