CHAPTER V

MISSION NARRATIVES

SAR activity for the quarter started on 8 Nov 71 when Captain Rodney S. Griffith and crew were scrambled at the Bien Hoa FOL. The objective for the mission was a downed VNAF H-34 helicopter located deep in Cambodia. Enroute to the crash site the crew was advised that the survivors were in contact with the enemy and being forced to leave the wreckage. At this time the on scene commander, a Mike FAC, began putting the TAC Air provided by both fast and slow movers. Upon arrival in the SAR area the Jollys rendezvoused with two Ubon base Sandys who began preparing the area for the pickup attempt. Ordnance was placed within close proximity to the survivors, and a smoke screen laid between the survivors and known enemy positions. At this time the Sandys briefed the Jollys on the pickup and an ingress was initiated. As the Jolly approached the pickup point the crew vision became obscurred by the smoke screen which drifted over the survivors location. At this time Sandy lead advised the Jolly to make an immediate egress from the area. As Capt Griffith began the pullout the co-pilot spotted the survivors yellow smoke and red marker pannel approximately 50 meters away. The helicopter was slowed and a landing made in a small clearing adjacent to the survivors's markers. As the survivors scrambled on board through the aft ramp the Sandy's and Cobra gunships continued to expend around the pickup area. Ground fire was reported throughout the pickup phase, but was not observed by Capt Griffith and crew as a result of the smoke screen. Once the eight survivors were safely on board a

high speed low altitude egress from the area was made and the aircraft recovered uneventfully at Bien Hoa AB.

Four days later Capt Griffith and crew were again scrambled from the Bien Hoa FOL. A VNAF UH-1F was reported down twenty miles northeast of Bien Hoa. A RASH FAC Briefed the Jollies on the situation while they proceeded to the area. An army hunter-killer team began preparing the area while the Jollies readied their aircraft for the rescue attempt. The survivors were located in the trees at the edge of a large clearing. Immediately upon arrival they were advised that the area had been thoroughly prepared and were cleared in for the pickup. An autorotative decent and power recovery to a landing was made in the immediate vicinity of the survivors who rapidly boarded through the crew entrance door. During the recovery, ground fire was reported north of the LZ but was never confirmed by the crew. Egress was made from the area and seven survivors brought safely back to Bien Hoa.

On 25 November 71 Jolly Green 70 and 73 were scrambled out of the Bien Hoa FOL for a Navy CH-46 shot down ninety miles south with twenty-one people on board. Major problems encountered enroute were navigation being hampered by low ceilings and poor visibility. As a result both aircraft, forced to fly at 100-300 feet AGL, were exposed to enemy ground fire as they approached the down helicopter. King advised the Jollies to withdraw to a safe holding point to await area preparation. Major Robert B. Swench the Alpha Low AC on Jolly Green 70 was advised that Dustoff and Sea Wolf helicopters had extracted seven injured survivors and that his assistance would be required to pickup the remaining personnel. Jolly Green 70

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(SECOND 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 Kracheh, Cambodia, on 8 November 1971. On that date, Airman Aldean's outstanding airmanship and extensive technical skill, displayed under the extremely hazardous conditions of making a pick up in a known hostile area, culminated in the rescue of eight Vietnamese crewmembers whose H-34 Helicopter had been shot down. With complete disregard for his own personal safety, and despite the threat of hostile ground fire Airman Aldean exposed himself in the open door of the helicopter to man his defensive gun position and provide suppressive fire throughout the landing and recovery of all survivors. The outstanding heroism and selfless devotion to duty displayed by Airman Aldean reflect great credit upon himself and the United States Air Force.

Bob -

THIS WAS MISSION WE HAD BEEN TOLD GOING IN THAT SURVIVORS WERE AMERICAN. ABLE TO LAND IN A CLEARING. NARDI WAS ON RAMP GUN, I WAS ON L-SIDE GUN. I SAW EM BREAK TREELINE FIRST AND HAD TO YELL AT GEMP THAT THEY WERE ASIAN & CARRYIN AK's. IF HE'D HAVE SEEN EM FIRST, HE'D HAVE HOSED EM! WAS A REPATRIATED EX NVA ROAD WATCH' TEAM. AT LEAST I HAD BEEN KILLED IN FIREFITE AFTER THEY WENT DOWN. WE LANDED IN REMOTE AREA AT BIEN HOA & THEY GOT OFF QUIETLY. NO HANDSHAKE OR FLYBY. (TALKED TO GEMP ON PHONE TODAY'S HE REMEMBERS!)

CA

PILOTS BURKE - GRIFFITH
SAYDOR
FE
GARCIA
P.J.'s
NARDI - ALDEAN

(C) The first of three SAR [illegible] on 7 February [illegible] on the 8th of the month. The crew and passengers of an Air [illegible] helicopter, with the call sign of King Bee, were downed in central Cambodia about 60 miles northeast of Phnom Penh. The helicopter had a crew of three and five passengers.[27]

(C) Sandys C5 and C6 were launched from Ubon where they had been on alert. Upon arriving in the vicinity of the downed helicopter they were aided in locating the correct position by a local FAC, Mike C5. The Sandys proceeded to scrutinize the area with gunfire until the Jolly Greens, also launched from Ubon, arrived on the scene.[28]

(C) No hostile fire was encountered in the area of the downed helicopter and the Jolly Greens made the pickup of all who had been on board King Bee. The Sandys continued to make fire suppression passes while the pickup was being made, however, no opposition was encountered at any time.[29]

---

27. Details provided by Maj. D.V. Miller, 56th Wing SARCC, 22 Feb 72.
28. Told.
29. Ibid.

NOVEMBER 1971

DATE	CREW	JG #	SAVE #	SURVIVORS NAME RANK SSN ORGANIZATION	LOCATION	TYPE SAVE
8 NOV	GRIFFITH	65	661	ANB-BW-HUE	345/120/73	8
	SARTORI		THRU	LT. 219 SQ		COMBAT
	GARCIA		668	+ 7	ASN #	SAVES
	ALDEAN				03016,	
	NARDI				8 NOV 71	
12 NOV 71	GRIFFITH	65	669 THRU 675	2LT TRUNG MINH DUC	120/73	7 Combat SAVES
	SARTORI			2LT PHAN VAN HOA		
	GARCIA			SGT HOANG TRUNG DUC		
	ALDEAN			SGT TRAN HUE PHUOC		
	NARDI			SGT LOUIE H.V.		
				A2C HONG N.V.		
				TRAN L.V.		
25 NOV 71	SULLIVAN	366 MC	676		C955N	14
	GEORGE		THRU		10559E	COMBAT
	THERIOT		689			SAVES
	THOMAS					
	FLOSS					
	STEED					
25 NOV	WALL	785 MC	670	A1C STEED		1 SAVE ION COMBAT
	OAKE			37 ARCS		
	GARCIA					
	NARDI					
	ALdean					



ALDEAN #1. JPG

SARTORI

ALDEAN NIARDI GRIFFITH

SUR SUR SUR

[redacted]

Date: 8 November 1971

Mission Number: 03-016-8 November 1971

Aircraft Designation: King 24

Distressed Aircraft: King Bee w/Ground Team

Location: 115 DME on the 342 Radial CH 73

Saves: 8 Combat

(S) At 0725Z Joker diverted King 24 to proceed to the 155/170/93 advising that a King Bee had been shot down with 7 SOB. Jolly Green 65 and 70 were enroute from CH 73 and Sandys 5 and 6 were being scrambled from CH 93. Mike 64 was on scene and the survivors were reported to be under attack.

We proceeded to the crash scene and established contact with Ramrod and Pyramid. We requested information on the situation and the frequency of Mike 64 from Ramrod. Ramrod informed us that King Bee, a CH 34 was down and we could talk to Mike 64 on 280.9U. A discrete GCI frequency, 372.0U, was obtained from Pyramid. Ramrod said that they could not come up that frequency.

At 0735Z initial contact was established with Granny 01, and Mike 65 who was Mike 64s replacement. At that time both Granny and Mike 65 were enroute to the scene. At 0738 we established contact with Mike 64 and designated him OSC. All SAR Forces on 280.9 were told to QSY King 24 on 364.2.

During this time Ramrod informed us that they were RTB and to effect further coordination with Sundog Alpha on 121.6V. At this time King 24's ETA to OS was 0750Z.

At 0740Z Jolly Green 65 and 70 were contacted on Hotel A and told to QSY King 24 127.7V with 364.2U as SAR primary.

At 0741Z Mike 64 informed us that there were 6 people on the ground (3 chopper crewmembers and 3 members of the ground team). Mike 64 also said that the survivors were moving to a clear area for use as a landing zone and that they were being pursued by the enemy. King Bee had been shot down while attempting to extract the ground team.

Weather OS was 4500' broken with good visibility, altimeter 2990. Terrain was flay 100' elevation with 100' trees. The hostile situation consisted of small arms fire.

[redacted]

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

[redacted]

At 0744Z [illegible] Law 56 (High Lover turned out to be Law 56) was [illegible] voice contact with the survivors. M65 said that a Huey Gunship would be available within 5 min. if required.

At 0745Z Sandy 5 and 6 were airborne CH 93 and Hawks were requested. At 0748Z we requested that King 27 be launched.

Further ordinance (soft preferable) was requested from Sundog Alpha. Ramrod then began to talk to Mike FACS and King on 364.2. We requested that he coordinate on discrete GCI freq. 372.0. Communication with Ramrod was poor and [illegible] were made to relay [illegible]. Our requests for TAC Air were denied by Sundog Alpha and Ramrod.

At 0751Z we requested that CBU 14, 30 and SUU 25 be unloaded. At 0752Z Granny 01 was put in hot with Nape and High Drags.

We attempted to contact Pawnee Target because of difficulty in obtaining TAC Air, however they could not be raised on listed frequencies. Law 56 reported that the enemy was close to the survivors and that the survivors were still under fire.

At 0806Z we requested that Joker coordinate with Blue Chip for TAC Air that was needed urgently. At 0808Z we were informed that Hawk 01 and Hawk 03 were being launched as TAC Air, we also requested a gas be fragged on the Hickory anchor for SAR support.

At 0810Z M64 RTB and M65 was appointed OSC. We asked for a backed up position of the LZ but M64 said he would have to give it in the clear. We then asked for TACAN radial & DME only. He reported it as 342/115/102 (later he revised it to 342/115/73), at this time Granny Flt was winchester and RTB'd. M65 informed us that Raider 26 (4 huey Cobras) was 5 min. out.

At 0812Z Gunfighter 01 checked in with 16 Snake and Nape, M65 started to work them as soon as they were available.

At 0813Z we were informed that King 27 was off CH 71 at 0811Z, ETA 0900Z. At 0815Z we were informed by Joker that Hickory 46 could AR Gunfighter 01 at anytime.

At 0820Z Gunfighter 01 was sent to the tank and Raider 26 was put to work, at 0830Z Hawk 01 was OS and was immediately put to work and the Raiders held close by. Hawk 01 had M82's, Nape and Nails.

At 0825Z JG 65 and 70 were established in holding 5 NM East of LZ. ETA for Sandy 5, 6 was 0900Z.

Three more flights of TAC Air were requested from Sundog Alpha. We were informed that we would have Clammy flt, Hawk 03 and Redbird 09.

[redacted]

GROUP-4
Downgraded at 3 year interv[illegible]
Declassified after 12 ye[illegible]

[redacted]

At 0835Z [illegible] were informed that neither CBU 14/B or ALL [illegible] were available. We then requested a fast mover smoke [illegible].

At 0835Z Clammy flt checked in with M82 and BLU 27. At 0837 Hawk 03 checked in with M82 slicks, AG, and pistol. At 0842Z Sandy 5 and 6 checked in on 127.7 with a 1230Z bingo. bingo for JG 65 and 70 was 1100Z. A replacement FAC had been requested previously and we were informed by Sundog Alpha that Sundog 08 would be OS at 1000Z. Law 56 informed us that there were 8 survivors and that they were all in good condition waiting at the LZ with a panel out.

At 0855Z Hawk 01 RTB'd and Raider 26 (then a flight of 2 Cobras) began to troll the area.

At 0900Z Sandy 5 & 6 began to work with M65. King 27 arrived OS. At 0900Z, BLU 52 was again requested with the approaching darkness in case we had to bed down the survivors.

After coordination with Sandy 5 evaluating wind and time remaining we cancelled our request for fast mover smoke. Sandy 5 & 6 began trolling for ground fire. JG 65 and 70 checked in on 364.2 at this time and phase A was completed.

Phase B began at 0918Z. Sandy 5 saw ground fire west of LZ and expended on it. Raider 26 (now a flight of 4 Cobras) worked with Sandy 5 & 6 in phase B.

At 0920Z Clammy 1 & 2 were sent to the tank and at 0921Z Lowboy flt checked in with 12 MK82's Ext and 12 MK82's nnn extended. LOWBOY flt had very little fuel so he was also sent to the tank. Hawk 03 and Red Bird 09 were in holding. Red Bird 09 had wall to wall high drag bombs.

At 0925Z smoke had been deployed by Sandys 5 & 6 and the survivors reported negative fire in their immediate vicinity. Survivors were asked to pop a smoke at 0935Z. Some one called that they were taking ground fire 50 meters to the NE and Sandy 5 went in hot. At 0935Z Raiders were bingo and had to RTB. At 0940Z phase bravo was complete.

At 0940Z Gunfighter 01 checked back in. He had landed at CH 93 and refueled. He was released at 0942Z. Hawk 03 was asked to escort JG 64 & 70 to CH 73, ETB 1125Z under the guidance of King 27. Redbird 09 was sent to Law 56 to destroy the CH34 and all participants were informed they the SAR was terminated and that they were released. Sandy 5 & 6 RTB'd to CH93.

Several problems were encountered in this mission basically due to a lack of knowledge of what to expect in a Cambodian operation. The Jollys were launched out of CH 73 without the SAR dedicated Hawks, when they were requested they were not available and only became available later as TAC Air. If the Jollys

[redacted] SECRET

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

could have made a quick pick up [illegible] 30 min. for the Sandys or go in unescorted. I [illegible] this situation should not have occured. We also had problems getting the air, we felt that Hamrod and Sundog Alpha were not Familiar with Kings role and how they should assist us, I felt that CBU 19/30 should have been used and that BLU 52 also should have been available in case we had to bed down the survivors. If we will not be able to use this ordinance in Cambodia someone should have told us before hand. At least some type of smoke flight should be made available for all missions. We used to expect BLU 52 on Cobra F4's from Phu Cat. Phu Cat is closing now and Joker said that they were trying to locate BLU 52. Information on the location BLU 52 should be researched and made available to all using agencies. In requesting authentication from Joker there was an excessive time delay. Request that Joker radio operations have all encoding and decoding devices immediately available and are familiar with their use.

I feel that the mission was overall very successfully handled. Without the assistance of AHRS, the recovery of 8 personnel could not have been completed that day. If the 8 survivors did have to spend the night I feel that it is very questionable wether or not they would have been alive the next day due to the intense enemy activity in the area.

King 24 Crewmembers

AC/AMC Capt Robert J. Hager
CP 1 Lt James V. Jordan
N Major Thomas E. Doherty
RO SSgt John E. Freeman
FE SSgt George T. Whitlow
FE SSgt Louie B. Payne
LM SSgt Jaime Rivera

SAR Resources

Jolly Green 65/70
Sandy 5/6

Other Resources available not used

Clammy 01 Lowboy
Sundog 08

ROBERT J. HAGER, Capt., USAF
Aircraft Commander/Airborne Mission Commander

King 27 Crewmembers

AC/AMC Capt Don H. Owen
CP 1 Lt Thomas J. Parks III
N Capt John C. Thomas
RO SSgt James Chrisan
FE TSgt Edward L. Pike
FE SSgt Bobby E. Stubbs
LM TSgt Claude R. Perrand

Other Resources used

Mike 64/65 Gunfighter 01
Law 56 Red Bird 09
Raider 26 Hawk 01/03
Granny 01

SECRET [redacted]
GROUP-4
Downgraded at 3 year intervals
Declassified after 12 years



U.S. Air Force Photo By Capt Ron Peck

Safely snatched from the jaws ..., Vietnamese airmen chat with their rescuers at Bien Hoa.

Joint effort pays off

8 NOV 71 SAR

Seven saved in one mission

BIEN HÒA -- Rescue crews from the 37th Aerospace Rescue and Recovery Squadron on alert here recently rescued seven crewmen and passengers of a downed Republic of Vietnam Air Force (VNAF) helicopter from possible capture or death by nearby enemy forces.

The VNAF helicopter was hit at 8:57 a.m., the seven airmen aboard it were on their way to safety via an HH-53 Super Jolly Green Giant helicopter. During those 31-minutes however, a lot happened.

As soon as the VNAF chopper went down, an emergency call went to 3d Aerospace Rescue and Recovery Group headquarters Joint Rescue Coardination Center (JRCC) at Tan Son Nhut. Maj. Jimmy Lewis, the duty controller, immediately located the site and his map while MSgt. Darryl D. Tincher plotted the position on the center's search and rescue map.

Major Lewis then punched the hot-line button for Bien Hoa, ordering the two HH-53s on alert there to launch. The next order of the day was to get air cover over the downed crewmen. To do this, Major Lewis contacted the U.S. Army liaison officer with the JRCC, Lt. Col. Gus Greyhosky, and asked that Army gunships be diverted to the rescue site.

Near Major Lewis, intelligence officers plotted the area again and evaluated it as "hot"... known enemy troop concentrations, within range of possible enemy mortars, good chance of ground fire.

Minutes after the crash, an Air Force OV-10 Bronco forward air control aircraft was on the scene, and notified the JRCC that there was enemy small-arms fire in the area, some as close as 50 yards north of the downed men.

JRCC had by then diverted a specially modified HC-130 Hercules aircraft to act as airborne command and control center for the rescue.

More minutes passed until finally voice contact was made with the Vietnamese crewmen. There was no injuries but they could hear enemy fire very close to them. They had not as yet made contact.

While the Jolly Greens were churning their way to the area, U.S. Army Cobra gunships had reached the scene and began working with their cohort, a tiny OH-6 low observation helicopter to surpress the enemy's fire and keep them away from the downed chopper.

The Jolly Greens arrived soon after. One of the big helicopters stood off to provide cover while the other went in for the rescue.

Aboard the rescue chopper making the pickup were Captains Rodney S. Griffith, aircraft commander, and Michael C. Sartori, co-pilot. Crewmen included Sgt. David Garcia, flight engineer, and pararescuemen TSgt. Eugene L. Nardi and A1C Charles B. Aldean.

Captain Griffith brought the HH-53 in for a landing near the downed VNAF chopper, and the Vietnamese airmen quickly scrambled aboard. This was the second rescue mission of the week for the men at Bien Hoa earlier this week they pulled another eight men to safety, continuing to live up to their Service's motto - "That others may live."

high speed low altitude egress from the area was made and the aircraft recovered uneventfully at Bien Hoa AB.

12 Nov 71 Four days later Capt Griffith and crew were again scrambled from the Bien Hoa FOL. A VNAF UH-1F was reported down twenty miles northeast of Bien Hoa. A RASH FAC Briefed the Jollies on the situation while they proceeded to the area. An army hunter-killer team began preparing the area while the Jollies readied their air=craft for the rescue attempt. The survivors were located in the trees at the edge of a large clearing. Immediately upon arrival they were advised that the area had been thoroughly prepared and were cleared in for the pickup. An autorotative decent and power recovery to a landing was made in the immediate vicinity of the survivors who rapidly boarded through the crew entrance door. During the recovery, ground fire was reported north of the LZ but was never confirmed by the crew. Egress was made from the area and seven survivors brought safely back to Bien Hoa.

On 25 November 71 Jolly Green 70 and 73 were scrambled out of the Bien Hoa FOL for a Navy CH-46 shot down ninety miles south with twenty-one people on board. Major problems encountered enroute were navigation being hampered by low ceilings and poor visibility. As a result both aircraft, forced to fly at 100-300 feet AGL, were exposed to enemy ground fire as they approached the down helicopter. King advised the Jollies to withdraw to a safe holding point to await area preparation. Major Robert B. Swench the Alpha Low AC on Jolly Green 70 was advised that Dustoff and Sea Wolf helicopters had extracted seven injured survivors and that his assistance would be required to pickup the remaining personnel. Jolly Green 70

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)

TO

CHARLES B. ALDEAN

Airman First Class Charles B. Aldean distinguished himself by extraordinary achievement while participating in aerial flight as a Pararescue Specialist on an HH-53 Rescue Helicopter near Bien Hoa, Republic of Vietnam, on 12 November 1971. On that date, Airman Aldean's outstanding airmanship and extensive technical skill, displayed under hazardous conditions, culminated in the rescue of seven Vietnamese aircrewmen from their crashed helicopter. Airman Aldean exposed himself to hostile ground fire while manning his defensive gun position throughout the rescue effort, thus insuring the successful recovery of the seven airmen. The professional competence, aerial skill, and devotion to duty displayed by Airman Aldean reflect great credit upon himself and the United States Air Force.

Bob -

NARUI ON
THIS ONE ALSO.
BUT ORDERS ONLY
GO UP TO SSGT.
HE WAS TSGT.

OJALA FE

I ALWAYS THOUGHT
THIS WAS MISSION
WE HAD BEEN ON
WHY JIM THOMAS
WENT DOWN, BUT
MUST HAVE BEEN
DIFFERENT ONE
AS DATES DON'T
MATCH.

AA



FILE = 12NOV 71

Drug test program expanded

TAN SON NHUT -- In a continuing effort to suppress the use of drugs, Seventh Air Force has recently expanded the urinalysis testing program by adding three new testing categories.

The first is random sampling. Each Seventh Air Force base has been directed to randomly select personnel assigned to their respective installation and test them on a no notice basis.

The second category is command-directed. Under this program, commanders are now authorized to single out those who are suspected of being a drug user. This test will also be on a no notice basis.

The final and most important category is the no notice testing of an entire unit. The drug incident rate of each unit in the Republic of Vietnam will be closely monitored. If there is a significant increase in the rate of a specific unit, then that unit will be tested. Additionally, other units which are randomly selected will also be tested.

This new portion of the urinalysis testing is now in operation, and several units at each Seventh Air Force base have already been tested. In the very near future, U.S. Air Force personnel throughout the Republic may be subject to one of these tests. This expanded program will be a continuous and comprehensive effort to identify the drug user.

Also, drug abuse prevention officials stress the importance of U.S. Air Force personnel being aware that they must have a confirmed nagative urinalysis test before departing from the Republic of Vietnam.



U.S. Air Force Photo By Capt R

Safely snatched from the jaws ..., Vietnamese airmen chat with their rescuers at Bien Hoa.

Joint effort pays off

12 NOV 71 SAR

Seven saved in one mission

BIEN HÒA – Rescue crews from the 37th Aerospace Rescue and Recovery Squadron on alert here recently rescued seven crewmen and passengers of a downed Republic of Vietnam Air Force (VNAF) helicopter from possible capture or death by nearby enemy forces.

The VNAF helicopter was hit at 8:57 a.m., the seven airmen aboard it were on their way to safety via an HH-53 Super Jolly Green Giant helicopter. During those 31-minutes however, a lot happened.

As soon as the VNAF chopper went down, an emergency call went to 3d Aerospace Rescue and Recovery Group headquarters Joint Rescue Coordination Center (JRCC) at Tan to get air cover over the downed crewmen. To do this, Major Lewis contacted the U.S. Army liaison officer with the JRCC, Lt. Col. Gus Greyhosky, and asked that Army gunships be diverted to the resc

Near Major Lewis, inte officers plotted the area aga evaluated it as "hot"... known troop concentrations, within r possible enemy mortars, good of ground fire.

Minutes after the crash, Force OV-10 Bronco forw control aircraft was on the sce notified the JRCC that the enemy small-arms fire in th some as close as 50 yards nort downed men.

JRCC had by then div specially modified HC-130 H aircraft to act as airborne c and control center for the resc

More minutes passed unti voice contact was made w

Airman's Medal earned by two

UBON RTAFB -- A daring crash-scene rescue of two crew members of a blazing F-4C Phantom aircraft in May earned the Airman's Medal for heroism for two NCOs assigned to the 8th Tactical Fighter

officers plotted the area again and evaluated it as "hot"... known enemy troop concentrations, within range of possible enemy mortars, good chance of ground fire.

Minutes after the crash, an Air Force OV-10 Bronco forward air control aircraft was on the scene, and notified the JRCC that there was enemy small-arms fire in the area, some as close as 50 yards north of the downed men.

JRCC had by then diverted a specially modified HC-130 Hercules aircraft to act as airborne command and control center for the rescue.

More minutes passed until finally voice contact was made with the Vietnamese crewmen. There was no injuries but they could hear enemy fire very close to them. They had not as yet made contact.

While the Jolly Greens were churning their way to the area, U.S. Army Cobra gunships had reached the scene and began working with their cohort, a tiny OH-6 low observation helicopter to surpress the enemy's fire and keep them away from the downed chopper.

The Jolly Greens arrived soon after. One of the big helicopters stood off to provide cover while the other went in for the rescue.

Aboard the rescue chopper making the pickup were Captains Rodney S. Griffith, aircraft commander, and Michael C. Sartori, co-pilot. Crewmen included Sgt. David Garcia, flight engineer, and pararescuemen TSgt. Eugene L. Nardi and A1C Charles B. Aldean.

Captain Griffith brought the HH-53 in for a landing near the downed VNAF chopper, and the Vietnamese airmen quickly scrambled aboard. This was the second rescue mission of the week for the men at Bien Hoa earlier this week they pulled another eight men to safety, continuing to live up to their Service's motto - "That others may live."

MISSION NUMBER: B-3-039-[illegible] Nov. 71

FLIGHT DESIGNATION: KING 27

MISSION OBJECTIVE: RAVEN 32

LOCATION: 050/25/99

SAVES: ONE(COMBAT)

1. At 0937Z King 27, which was covering the King Frag Orbit received a broken call of "King, King" on guard frequency. Guard channel was immediately selected on one of the UHF radios. As the radio channelized another guard transmission of "Mayday, Mayday, Mayday, this is Raven 32 I'm hit bad; I'm going down" was received. King 27 responded on guard asking Raven 32 for his position. Raven 32 responded that he was north of Seno, at about 050/25/CH99, his Xray was dead, that he was hit bad, and going down. At this time Raven 30 called Raven 32 on guard channel. King 27 asked Raven 30 for his position; Raven 30 replied "About 40 miles southeast of Raven 32." King 27 directed Raven 30 to proceed to Raven 32's position. HOBO 42 and 43 contacted King on guard frequency and asked if they could be of assistance. King 27 directed them to proceed to Raven 32's position.

2. King 27 again called Raven 32. Raven 32 replied that he was hit, had arterial bleeding, and his backseater was dead. King 27 told Raven 32 "you can make it; just hold on". King 27 requested launch of the CH39 Jollys and Sandies. King 27 also contacted Smokey Control and Churchbells at Savannakhet, requesting they locate a doctor or whatever medical talent was available and get it out to Savannakhet airport (L-39). Raven 32 was again called by King 27; Raven 32, much calmed, said he thought he "might make it." King urged him on and told him the Jolly Greens were already on their way to help him. King 27 advised Churchbells that it would

CONFIDENTIAL

[redacted]

be at least 20 minutes before [illegible] could reach L-39 to Air Evac Raven 32.

5. Raven 32 announced he [illegible] slight [illegible] to. It was confirmed that a doctor had been located and would be available at L-39 to to assist Raven 32. Churchbells advised King 27 that PFB, a porter, would be available to Air Evac Raven 32. Raven 32 landed at 0950Z. Raven 30 landed behind Raven 32 and was asked to keep King 27 advised of what was happening on the ground with Raven 32. Hobo 42 43 were held airborne over L-39 to serve as escort for PFB.

6. Churchbells advised King that Raven 32's blood type was a negative and that PFB would take Raven 32 to Nakhon Phanom. At 1005Z PFB was airborne with Raven 32 and a doctor on board. The destination of PFB was changed to Udorn. Hobo 42 and 43 escorted PFB to Udorn. PFB landed at Udorn at 1110Z where Raven 32 was transferred to [illegible] Ambulance.

KING 27 (CHURCHBELLS)

AMD Capt Constant

[illegible] Major Thorsen

NAV Major Katz

RO SSGT Borland

FE TSGT Lamb
FE SSGT Olah

[illegible]

PFB (PORTER)

DENNIS L. CONSTANT, CMSgt, USAF
Aircraft Commander/Airborne

[redacted]

[redacted]

FROM: 40th ARRSq (30)

SUBJECT: RCS: ARRS V-6 Report

TO: 3rd ARRGp (JRCC)

DATE: 16 November 1971
MISSION NUMBER: B-3-040
FLIGHT DESIGNATION: Jolly Green 30
MISSION OBJECTIVE: Med Evac
LOCATION: 17°23'N 104°39'E
SAVES: 1 Non-combat

1. Summary of SAR Actions. 40 ARRSq was notified by 56th SOW Dispensary at 0900L of a need to medevac Air Force Sgt Misner, Thomas P., 533-56-0019 who had internal bleeding to Udorn RTAFB. 3 ARRGp was notified of request and it was approved by JCKER. Jolly Green 30 was diverted from training sortie for medevac. Patient onloaded at 0940. Dr. Jerry W. Howington, FS, 249-60-3659 and four PJ's accompanied patient. Jolly Green 30 departed at 0955. Doctor advised pilot that helicopter should not exceed 5000 ft. Airspeed held at 85 knots to decrease the effect of turbulance. Landed at Udorn RTAFB at 1050L. Patient off-loaded to ambulance. Helicopter departed at 1235L for Camp Hunky to complete sling training.

2. One sortie and .9 hours.

3. Two ambulances and four ground personnel.

4. N/A

5. N/A

6. Crew composition: Jolly Green 30.

AC Major Hartstein, Frederick C.
CP Lt Col Holland, Anthony E.
FE TSgt Russell, Rufus B.
RS TSgt Neal, Eldridge M.
RS SSgt Fisk, Wayne L.
RS Sgt Lackeos, John S.
RS Sgt Williamson, Dennis C.

Frederick C Hartstein
FREDERICK C HARTSTEIN, Major, USAF
Aircraft Commander

[redacted]

No brief 15 Nov 71
Gen

IMMEDIATE

**********[redacted]**********

PT 00850
OTTCZYUW RUMMRSA8480 3161811-CCCC--RUWTBMA.
ZNY CCCCC
O 121800Z NOV 71
FM 3ARRGP TAN SON NHUT AFLD RVN
TO RUEFHQA/CSAF
RUHHBBA/PACAF/DOH HICKHAM AFB HI
RUWTBMA/HQ ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL
RUCPAAA/MAC/MAOCCP
RUHHBBA/41 ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI
RUHHHQA/CINCPAC/CC/H.M. SMITH HI
RHMSMVA/MACV SAIGON VIETNAM
RUEKAAA/USAF/AFEOC/FT RITCHIE MD
RUMOJAA/39ARRS CAM RANH BAY AB RVN
RUMUJNA/OL-A 3 ARRGP SON TRA AB RVN
RUMOSRA/OL-B 3 ARRGP UDORN RTAFB THAI
ZEN/423 TRANSPORT SQ/VNAF/TAN SON NHUT AFLD RVN
BT
C O N F I D E N T I A L/JOPREP JIFFY/JRCC/RESCUE 03-018, 12 NOV, 0740Z
1. (RESCUE OPENING REPORT: 12 NOV 71.
2. MISSION NUMBER: 03-018-12 NOV 71.

Classified by 0U4O5
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS
DECLASSIFIED ON 31 Oct 77 12
12 Nov 71 19 13

OPR	CYS
ARRS	1
INFO	CYS

DO Legal

PAGE 2 RUMMRSA8480 C O N F I D E N T I A L
3. (C) SITUATION: VNAF C-123, XVFRU, ON FLIGHT FROM TAN SON NHUT TO NHA TRANG, FAILED TO LAND AT NHA TRANG FOLLOWING LANDING CLEARANCE REQUEST AT 0254Z. PORTCALL RADAR HAD PAST RADAR POSITION AT 230/20/105 AT 0254Z.
A. DESCRIPTION OF SAR OBJECTIVE:
(1) C-123/568RU/CAMOFLAGED/XVFRU
(2) IFR, AIRWAYS, TAN SON NHUT TO NHA TRANG.
(3) 1ST LT NGO-VINH-TRUNG, 423 TRANSPORT SQUADRON (TSN), VNAF.
(4) 8 TOTAL, 4 CREW, 4 PASSENGERS
(5) WEATHER IN NHA TRANG AREA: TWO THOUSAND SCATTERED, THREE THOUSAND BROKEN, SEVEN THOUSAND OVERCAST, SIX MILES VISIBILITY IN RAINSHOWERS. WING: 330/10.
(6) NO SURVIVAL EQUIPMENT CARRIED.
(7) LAST KNOWN POSITION: RADAR POSITION 230/20/105 (BP 7528)
B. ACTIONS TAKEN:
(1) JOKER, NOTIFIED AT 0740Z BY SAIGON CENTER
(2) SAR FORCES NOT ALERTED. SEE PARAGRAPH F.
(3) N/A
C. PERSONNEL INFORMATION:
(1) EIGHT (8) PERSONS INVOLVED, ALL MISSING AT THIS TIME.

PAGE 3 RUMMRSA8480 C O N F I D E N T I A L
E. FUTURE PLANS:
(1) ANTICIPATE INITIAL SEARCH AREA FAN SHAPED, CENTERED ON NHA TRANG, EXTENDING APPROXIMATELY 15 NM FROM 315 DEGREE COUNTER-CLOCKWISE TO 045 DEGREES. AREA DIVIDED INTO THREE SEARCH AREAS. SEARCH PLANNED TO BEGIN APPROXIMATELY 0200Z, 13 NOV, IF FORECASTED LOW CEILINGS CLEAR SUFFICIENTLY.

IMMEDIATE

**********CONFIDENTIAL**********

DOWNGRADED AT 2 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

IMMEDIATE

BT 00310

[redacted]

(2) USAF KING AIRCRAFT WILL COORDINATE SEARCH EFFORT. VNAF PROVIDING NHA TRANG BASED SEARCH AIRCRAFT, TWO UG-1H, AND ONE C-123.

F. SUMMARY OF SAR ACTIONS:

(1) C-123, ETA NHA TRANG 0300Z, REPORTED MISSING BY SAIGON CENTER AT 0740Z. INITIAL JOKER EFFORTS LIMITED TO COMMUNICATIONS AND RAMP CHECKS PLUS COORDINATION WITH VNAF TAN SON NHUT COMMAND POST. VNAF REQUESTED SAR ASSISTANCE TO COORDINATE 13 NOV DAYLIGHT SEARCH IN IMMEDIATE NHA TRANG AREA, BASED ON LAST PORTCALL RADAR POSITION. SEARCH ASSETS AND INITIAL GRID PLANNING ACCOMPLISHED BY VNAF WITH JOKER AND USAF ADVISORY GROUP ASSISTANCE. UHF AND FM COMMUNICATIONS PLANNED TO BE UTILIZED WITH HF CONTACT WITH JOKER AND STOKER. GP-4

BT

#8480

NNNN

2/2

MESSAGE NOTIFICATION

Individual Contacted: [redacted]

Local Time and Date: [redacted]

IMMEDIATE

[redacted]

IMMEDIATE [redacted]

PT 00233
OTTCZYUW RUMMRSA8640 3181353-CCCC--RUWTBMA.
ZNY CCCCC
O 141530Z NOV 71
FM 3ARRGP TAN SON NHUT AFLD RVN
TO RUEFHQA/CSAF
RUHHABA/PACAF/DOH/HICKAM AFB HI
RUWTBMA/HQ ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL
RUWTBMA/MAC/MAOCCP
RUHHABA/41 ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI
RUHHHQA/CINCPAC/CC/H M SMITH HI
RHMSMVA/MACV SAIGON RVN
RUEKAAA/USAF/AFEOC/FT RITCHIE MD
RUMOJAA/39 ARRS CAM RANH BAY RVN
RUMOJNA/OL-A 3 ARRGP SON TRA AB RVN
RUMOSRA/OL-B 3 ARRGP UDORN RTAFB THAI
BT
C O N F I D E N T I A L/JOPREP JIFFY/JRCC/RESCUE
03-018, 120740Z NOV
1. RESCUE PROGRESS REPORT 2: 13 NOV 71
2. MISSION NUMBER: 03-018-12 NOV 71.
3. SITUATION: VNAF C-123 MISSING ON FLIGHT FROM TAN SON NHUT TO

PAGE 2 RUMMRSA8640 C O N F I D E N T I A L
NHA TRANG.
A. DESCRIPTION OF SAR OBJECTIVE:
(1) C-123/568RU/CAMOUFLAGED/XVFRU
B. ACTION TAKEN:
(1) NO SAR FORCES LAUNCHED
C. PERSONNEL INFORMATION:
(1) EIGHT VNAF PERSONNEL MISSING.
D. FLYING ACTIVITY: THERE WAS NO FLYING TODAY DUE TO WEATHER CONDITIONS IN THE SEARCH AREA.
F. FUTURE PLANS:
(1) 62ND TAC WG PLANS TO CONCENTRATE TOMORROW'S SEARCH ACTIVITIES ON AN AREA BETWEEN 10 AND 20 MILES SOUTHEAST OF NHA TRANG ON BOTH SIDES OF THE PROPOSED FLIGHT PATH OF THE SEARCH OBJECTIVE. TENATIVE PLANS ARE FOR VNAF TO TRY TO SUPPLY THEIR OWN COMM CAP TOMORROW.
(2) FORCES AVAILABLE FOR 14 NOV:
2 UH1H.
2 O-1
2 U-17
POSSIBLY 1 C-119 FOR COMM CAP.

PAGE 3 RUMMRSA8640 C O N F I D E N T I A L
G. SUMMARY OF SAR ACTIONS: THERE WAS NO SEARCH ACTIVITY TODAY DUE TO WEATHER CONDITIONS IN THE SEARCH AREA.
GP-4
BT
#8640
PT 00233

IMMEDIATE [redacted]

03-018
12 NOV 71
Pg #2
McBrief
15 NOV 71

ORR	CYS
ARRS	1
INFO	CYS
DO	4
DOC	1
CSEH	1
	7

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS
DECLASSIFIED ON 3 Dec 79

ARRS

MESSAGE NOTIFICATION
Individual Contacted:
Local Time and Date:

IMMEDIATE

[redacted]

MESSAGE NOTIFICATION
Individual Contacted: R.G.
Local Time and Date: 13 20 NOV 71

PT 00713
OTTCZYUW RUMMRSA8565 3171834-CCCC--RUWTBMA.
ZNY CCCCC
O ~~131800Z~~ NOV 71
FM 3ARRGP TAN SON NHUT AFBLD RVN
TO RUEFHQA/CSAF
RUHHABA/PACAF/DOH HICKAM AFB HI
RUWTBMA/HQ ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL
RUWTBMA/MAC/MAOCCP
RUHHBBA/41 ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI
RUHHHQA/CINCPAC/CC/H M SMITH HI
RHMSMVA/MACV SAIGON RVN
RUEKAAA/USAF/AFEOC/FT RITCHIE MD
RUMOJAA/39ARRS CAM RANH BAY AB RVN
RUMUJNA/OL-A 3 ARRGP SON TRA AB RVN
RUMOSRA/OL-B 3 ARRGP UDORN RTAFB THAI
BT
C O N F I D E N T I A L/JOPREP JIFFY/JRCC/RESCUE
03-018, 120740Z NOV
1. RESCUE PROGRESS REPORT 1: 13 NOV 71.
2. MISSION NUMBER: 03-018-12 NOV 71.
3. SITUATION: VNAF C-123 MISSING ON FLIGHT FROM TAN SON

OPR	CYS
ARRS	1
INFO	CYS
DO	1
DOC	1

PAGE 2 RUMMRSA8565 C O N F I D E N T I A L
NHUT TO NHA TRANG.
A. DESCRIPTION OF SAR OBJECTIVE:
(1) C-123/568RU/CAMOUFLAGED/XVFRU
B. ACTIONS TAKEN:
(1) NO SAR FORCES LAUNCHED
C. PERSONNEL INFORMATION:
(1) EIGHT VNAF PERSONNEL MISSING.
D. FLYING ACTIVITY: TOTAL FLYING TIME 22.1 HOURS, ALL BY VNAF AIRCRAFT, 62ND TAC WG VNAF, UH-1H, 4 SORTIES, 6.1 HRS.
62ND TAC WG VNAF, O-1, 4 SORTIES, 8 HRS.
62ND TAC WG VNAF, U-17, 4 SORTIES, 8 HRS.
F. FUTURE PLANS:
(1) 62ND TAC WG PLANS TO CONCENTRATE TOMORROW'S SEARCH ACTIVITIES ON AN AREA BETWEEN 10 AND 20 MILES SOUTHWEST OF NHA TRANG ON BOTH SIDES OF THE PROPOSED FLIGHT PATH OF THE SEARCH OBJECTIVE. TENATIVE PLANS ARE FOR VNAF TO TRY TO SUPPLY THEIR OWN COMM CAP TOMORROW.
(2) FORCES AVAILABLE FOR 14 NOV:
2, UH-1H
2, O-1

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

R

PAGE 3 RUMMRSA8565 C O N F I D E N T I A L
2, U-17
POSSIBLY 1 C-119 FOR COMM CAP.
G. SUMMARY OF SAR ACTIONS:
(1) TWO VNAF HELICOPTERS AND 4 LIGHT, FIXED WING VNAF AIRCRAFT FLEW A TOTAL OF 12 SORTIES FOR A TOTAL OF 22.1 HOURS SEARCHING

IMMEDIATE

[redacted]

IMMEDIATE [redacted]

PT 00713

FOR THE MISSING VNAF C-123, CALL SIGN XVFRU. THEIR SEARCH WAS ABOUT EQUALLY DIVIDED BETWEEN THE COAST WATERS JUST SOUTH OF NHA TRANG AND 30 SQUARE MILES LAND AREA IMMEDIATELY SOUTHWEST OF NHA TRANG. THE WATER AREA WAS WELL COVERED VISUALLY BUT THE LAND AREA COVERAGE WAS ONLY APPROXIMATELY 30 PCT EFFECTIVE DUE TO MARGINAL WEATHER CONDITIONS. NO USAF AIRCRAFT WAS INVOLVED IN THE SEARCH. THE SAR HC-130P THAT HAD BEEN EXPECTED TO ACT AS COMMUNICATIONS CAP WAS NOT AVAILABLE DUE TO MAINTENANCE DIFFICULTIES.

(2) SAME AS ITEM D.

(3) TOTAL 60 SQUARE MILES APPROXIMATELY 30 OVER WATER AND 30 OVER LAND SOUTHWEST OF NHA TRANG.

GP-4

BT

#8565

NNNN*

IMMEDIATE [redacted]

- IMMEDIATE
319 DAY 1971
19.33.07Z
MSG # 002013
FROM: AESC

[redacted] CONFIDENTIAL

OTTCZYUW RUMMRSA8738 3191816-CCCC--RUCIMAA.
ZNY CCCCC
O 151800Z NOV 71
FM 3 ARRGP TSN AFLD RVN
TO RUEFHQA/CSAF
RUHHABA/PACAF/DOH/HICKAM AFB HI
RUCIMAA/HQ ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCWAAA/HQ USAF ALT MAXWELL AFB AL
RUCPAAA/MAC/MAOCCP
RUMMOMA/41 ARRWG/CONTROL CENTER/DOC/HICKHAM AFB HI
RUHHBBA/CINCPAC/CC/H M SMITH HI
RUMMMVA/MACV SAIGON RVN
RUEKAAA/USAF/AFEOC/FT RITCHIE MD
RUMOJAA/39 ARRS CAM RANH BAY RVN
RUMUJNA/O A ARRGP SON TRA AB RVN
RUMOSRA/OL B ARRGP UDORN RTAFB THAI
BT
C O N F I D E N T I A L/JOPREP JIFFY/JRCC/RESCUE
03-018, 120740Z NOV.
1. RESCUE PROGRESS REPORT 3: 15 NOV 71.
2. MISSION NUMBER: 03-018-12 NOV 71.
3. SITUATION: VNAF C-123 MISSING ON FLIGHT FROM TAN SON NHUT

DO
No Brief
16 Dec 71
Case
1
2

OPR	CYS
AFRS	1
INFO	CYS
	1

9
N

PAGE 2 RUMMRSA8738 C O N F I D E N T I A L
TO NHA TRANG.
A. DESCRIPTION OF SAR OBJECTIVE:
(1) C-123/56SRU/COMOUFLAGED/XVFRU
B. ACTION TAKEN:
(1) NO SAR FORCES LAUNCHED.
C. PERSONNEL INFORMATION:
(1) EIGHT VNAF PERSONNEL MISSING.
D. FLYING ACTIVITY: TOTAL FLYING TIME 24.9 HOURS. ALL BY VNAF AIRCRAFT.
62ND TAC WG VNAF, O-1, 6 SORTIES, 9.9 HRS.
" " " " UH-1, 4 " 5.7 HRS.
" " " " C-47, 2 " 9.3 HRS.
F. FUTURE PLANS:
(1) VNAF WILL SUPPLY THEIR OWN SEARCH AIRCRAFT AS WELL AS A C-123 FOR COMM CAP. AREAS WILL BE STRICTLY DEPENDING UPON WEATHER.
(2) FORCES AVAILABLE FOR 16 NOV.

MESSAGE NOTIFICATION
Individual Contacted:
Local Time and Date:

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

- IMMEDIATE
319 DAY 1971
19.33.07Z
MSG # 002013
FROM: AESC

[redacted] CONFIDENTIAL

DOWNGRADED AT 2 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

- IMMEDIATE
19 DAY 1971
19.33.07Z
MSG # 002013
FROM: AESC

****
* CONFIDENTIAL *
****

2 UH-1H.
2 L-19.
1 C-123 FOR COMM CAP.
G. SUMMARY OF SAR ACTIONS:

2/2

PAGE 3 RUMMRSA8738 C O N F I D E N T I A L
(1) TWO VNAF HELICOPTERS, 2 O-1'S, AND 1 C-47 FLEW A TOTAL OF 12 HOURS. SEARCHING FOR THE MISSING VNAF C-123. THE SEARCH WAS MAINLY CONCENTRATED SOUTH AND SOUTHWEST OF CAM RHAN BAY, AND APPROXIMATELY 35 TO 40 MILES SOUTHWEST OF NHA TRANG WITH NEGATIVE RESULTS DUE TO MARGINAL WEATHER IN THE AREA. THE C-47, WHILE ACTING AS COMM CAP, SEARCHED SW ALONG THE COAST TO PHAN RHANG ALSO WITH NEGATIVE RESULTS.
(2) SAME AS ITEM D.
(3) UNK.
GP-4
BT
#8738

NNNN

- IMMEDIATE
319 DAY 1971
19 33.07Z
M # 002013
FROM: AESC

****
* CONFIDENTIAL *
****

- IMMEDIATE
320 DAY 1971
16.01.54Z
MSG # 002117
FROM: AESC

****
* CONFIDENTIAL *
****

OTTCZYUW RUMMRSA8835 3201535-CCCC--RUCIMAA.
ZNY CCCCC
O 161400Z NOV 71
FM 3ARRGP TSN AFLD RVN
TO RUEFHQA/CSAF
RUHHABA/PACAF/DOH/HICKHAM AFB HI
RUCIMAA/HQ ARRS/COMMAND POST/SCOTT AFB IL
INFO RUCWAAA/HQ USAF ALT MAXWELL AFB AL
RUCPAAA/MAC/MAOCCP
RUHHBBA/41 ARRWG/CONTROL CENTER/DOC/HICKHAM AFB HI
RUHHHQA/CINCPAC/CC/H M SMITH HI
RUMMMVA/MACV SAIGON RVN
RUEKAAA/USAF/AFEOC/FT RICHIE MD
RUMOJAA/39 ARRS CAM RANH BAY RVN
RUMUJNA/OL A ARRGP SON TRA AB RVN
RUMOSRA/OL B ARRGP UDORN RTAFB THAI
BT
C O N F I D E N T I A L/JOPREP JIFFY/JRCC/RESCUE
03-018, 120740Z NOV.
1. RESCUE SUSPENDING REPORT: 16 NOV 71.
2. MISSION NUMBER: 03-018-12 NOV 71.
3. SITUATION: VNAF C-123 MISSING ON FLIGHT FROM TAN SON NHUT

PAGE 2 RUMMRSA8835 C O N F I D E N T I A L
TO NHA TRANG.
C. PERSONNEL INFORMATION:
(1) EIGHT VNAF PERSONNEL MISSING.
D. FLYING ACTIVITY: TOTAL FLYING TIME 12.1 HOURS, ALL BY VNAF AIRCRAFT:
62ND TAC WG VNAF, UH-1H, 4SORTIES, 3.6 HRS.
62ND TAC WG VNAF, O-1, 4 SORTIES, 7.5 HRS.
62ND TAC WG VNAF, C-123, 1 SORTIES, 1.0 HRS.
E. SAVES DATA: NO SAVES CLAIMED
F. SUMMARY OF SAR ACTIONS:
(1) TWO VNAF HELICOPTER, TWO VNAF LIGHT, FIXED WING AND ONE VNAF TRANSPORT AIRCRAFT FLEW A TOTAL OF 9 SORTIES FOR A TOTAL OF 12.1 HOURS SEARCHING FOR THE MISSING VNAF C-123, CALL SIGN XVFRU. EFFORTS CONCENTRATED IN MOUNTAINOUS TERRAIN WEST AND SOUTH OF NHA TRANG, ORIENTED ALONG THE 230 DEGREE RADIAL OF NHA TRANG TACAN. WEATHER PERMITTED FIRST ADEQUATE

- IMMEDIATE
320 DAY 1971
16.01.54Z
MSG # 002117
FROM: AESC

****
* CONFIDENTIAL *
****

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

OPR	CYS
ARRS	1
INFO	CYS
	1

12
N. Brunt 17 Nov 71
DOT
1/2
Misc

- IMMEDIATE
3_d DAY 1971
16.01.54Z
MSG # 002117
FROM: AESC

****
* C[redacted] *
* CONFIDENTIAL *
****

COVERAGE IN THESE AREAS. THE C-123 ACTED AS COMMUNICATIONS CAP AS WELL AS ACTIVE SEARCH DUTIES. SAR, USAF HC-130P, WAS NOT UTILIZED DUE TO MAINTENANCE DIFFICULTIES.
(2) SAME AS ITEM D.

2/2

PAGE 3 RUMMRSA8835 C O N F I D E N T I A L
(3) UNK.
(4) VNAF HAS RELEASED USAF SAR RESOURCES FROM SAR EFFORT ALTHOUGH VNAF CONTINUES AN ACTIVE SEARCH.
GP-4
BT
#8835

DOCP
DOCR
INTERN

NNNN

- IMMEDIATE
20 DAY 1971
.01.54Z
MSG # 002117
FROM: AESC

****
* [redacted] *
* CONFIDENTIAL *
****

DECLASSIFIED
[redacted]

- IMMEDIATE
321 DAY 1971
14.13.52Z
MSG # 004175
FROM: AESC

JTTCZYUW RUMMRSA8910 3211317-CCCC--RUCIMAA.
ZNY CCCCC
O 171300Z NOV 71
FM 3ARRGP TSN AB RVN
TO RUEFHQA/CSAF
RUHHABA/PACAF/DOH/HICKAM AFB HI
RUCIMAA/HQ ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCWAAA/HQ USAF ALT MAXWELL AFB AL
RUCIMAA/MAC/MAOCLP
RUHHBBA/41 ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI
RUHHHQA/CINCPAC/CC/HM SMITH HI
RHMSMVA/MACV SAIGON RVN
RUEKAAA/USAF/AFEOC/FT RICHIE MD
RUMOJAA/39ARRS CAM RANH BAY RVN
RUMOJNA/OL-A ARRGP SON TRA AB RVN
RUMOSRA/OL-B ARRGP UDORN RTAFB THAI
BT
C O N F I D E N T I A L JOPREP JIFFY/JRCC/RESCUE
03-018, 120740Z NOV.
1. RESCUE CLOSING REPORT: 17 NOV 71.
2. MISSION NUMBER: 03-018-12 NOV 71
3. SITUATION: VNAF C-123 MISSING ON FLIGHT FROM TAN SON NHUT

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

PAGE 2 RUMMRSA8910 C O N F I D E N T I A L
O NHA TRANG.
C. PERSONNEL INFORMATION:
(1) EIGHT VNAF PERSONNEL DECEASED
(2) REPORTED BY VNAF TACC, TAN SON NHUT AFLD RVN, LOCATED AT 0300Z, 17 NOV 71, AT 1209N/10908E.
(3) 62ND TAC WG VNAF CONFIRMED SIGHTING OF WRECKAGE.
(4) WRECKAGE SIGHTED ON SOUTH SIDE OF 3209FT HILL, APPROXIMATELY 6 NM SOUTH ON THE 220 DEGREE RADIAL OF NHA TRANG TACAN. NO ATTEMPT MADE TO RECOVER WRECKAGE THIS DATE.
D. FLYING ACTIVITY:
(1) UNKNOWN.
E. SAVES DATA: NO SAVES CLAIMED.
F. SUMMARY OF SAR ACTIONS:
(1) VNAF TACC, TAN SON NHUT AFLD RVN, REPORTED TO JRCC THAT THE MISSING VNAF C-123 AIRCRAFT WAS LOCATED AT 1209N/10908E AT 0300Z, 17 NOV 71, BY A VNAF UH-1H. WRECHAGE WAS

- IMMEDIATE
321 DAY 1971
14.13.52Z
MSG # 004175
FROM: AESC

[redacted]

DECLASSIFIED

- IMMEDIATE
321 DAY 1971
14.13.52Z
MSG # 004175
FROM: AESC

****
* C [redacted] *
****

CONFIRMED TO BE THAT OF XWFRU. GROUND TEAM TO BE PLACED ON OBJECTIVE 18 NOV 71. NO SURV[redacted]MORE.
(2) UNKNOWN
(3) UNKNOWN

2/2

PAGE 3 RUMMRSA8910 ~~C O~~ N F I D E N T I A L
(4) USAF AIRCRAFT NOT UTILIZED IN THIS SEARCH. THIS REPORT SUBMITTED FROM INFORMATION RECEIVED FROM VNAF TACC.
GP-4
BT
#8910

17 NOV 1971

A	I	
		DO
		DOT
		DOP
		DOA
		DOO
		DOS
		DOX

NNNN

- IMMEDIATE
321 DAY 1971
14.13.52Z
MSG # 004175
FROM: AESC

****
* [redacted] *
****

[redacted]

(C) On 15 November 1971, Falcon 21, an F-4, was destroyed in the crash which followed a mid-air collision in the Steel Tiger area of Laos. Two survivors were reported on the ground. Sandys 02 and 06 out of Ubon were on orbit at the time, and they were diverted to the crash site.[30]

(C) When the Sandys arrived at the scene of the accident it was reported to them that an Army helicopter had picked up one survivor and was searching for the other. The Sandys orbited the location for 30 minutes until they were informed that no objective remained for the SAR effort. They then returned to Ubon with a strike mission authorized and carried out on the way.[31]

---

30. Details provided by Maj. C.F. Miller, 56th Wing SAWOC, 22 Feb 72.

31. Ibid.

(C) A SAR was declared at 1430 local time on 19 December 1971 when Falcon 66 was shot down by a MIG while flying MIG CAP for a DOZ mission in the vicinity of Sam Neua, Laos. Falcon 67, wingman of Falcon 66, reported that he saw two chutes open as Falcon 66 went down but that no beepers were heard and no radio communications established. Falcon 67 returned to his base without refining the location of the chutes he had seen.[52]

(C) Sandys 03 and 04 had launched at 1350 on a routine mission to the Barrel Roll. Fifteen minutes after takeoff they were notified by KING of the SAR for Falcon 66 and were directed to a location 102 miles at 045 degrees from DIAN channel 108. This was in the area southeast of Sam Neua. Upon their arrival at the designated location contact was made with an Air American aircraft with the call sign "Arthur" who was searching for the survivors. The Sandys and Arthur split up the area and continued the search. They were soon joined by Nail 44 who was assigned to remain near Sam Neua and listen for some communication from the survivors.[53]

(C) Shortly after the arrival of Nail 44 a beeper was heard by both the Nail and the Sandys. It was traced to an area southeast of Sam Neua and voice contact was established shortly

---

52. SUMO Report for Falcon 66/76/75, 19 Dec 71, (Doc 17).
53. Ibid.

thereafter. Dr. Overgard's aircraft, the [illegible] of Falcon 74 Delta. He explained that Falcon 74 and 75 had joined the search for Falcon 66, but Unit 74 had run out of fuel and been forced to eject. Since no word had been received from Falcon 66, the search then became one to locate the [illegible] from Falcon 74. With the Sandys, the Hail, and Arthur searching, the location of Falcon 74 Delta was, at 1625, established to be about nine miles southwest of Ban Karai. Visual conditions were poor with broken to undercast conditions prevailing. Sandy 03, however, decided to go under the low cloud, to try to locate the chutes by visual search rather than by radio cues. While at low altitude under the clouds his aircraft developed difficulty, indicated by an oil warning light, and he was required to jettison his ordnance and return to base with Sandy 04. Co-scene command was then passed to Hail 14.[54]

(C) Hail 14 continued to talk with Brave so as to refine his location. During these conversations Alpha also identified himself as being down in the same general area and able to communicate. The search by Hail 14 and Arthur was joined by Hail 09, however, due to the location close to the border of North Vietnam, operations were hampered by numerous SAM and AAA warnings. At 1648 Hail 14 refined the survivors' position to be UH 6202. The weather at that time was poor but workable, and no

---

54. Ibid.
55. Ibid.

CONFIDENTIAL

ground fire was noted in the area. A decision to stay for a minute before dark was made.[55]

(C) Jolly Greens 52 and 56 were called into the area from where they had been holding near Lima Site 32. They departed from the site at 1730 with a new team of Sandy 01 and 02 inbound also. The weather closed in and darkness arrived and by 1805 conditions made it impossible to continue with the pickup. It was decided to wait until first light in the morning. The Jolly Greens and Sandys returned to NKP for the night and Hanoi 01 survived one more day.[56]

(C) During the search of the afternoon no word had been received from Falcon 66, and hope of rescue of that crew began to fade. By mid afternoon a third Falcon aircraft was also identified as missing. Falcon 75, the wingman of 74 had not only run low on fuel, but had lost navigational aids as well, and at last contact had departed the Sam Neua area heading over North Vietnam for the sea in hope of a "feet wet" rescue. When he departed the area he was known to be almost out of fuel. By evening no contact had been established with the crews of either Falcon 66 or 75.[57]

(C) As darkness came the two survivors reported they could hear people moving around them. The inhabitants of the area were known to be hostile, and it became essential to isolate the two crewmen until rescue could be made in daylight. The use of MK-52 and CBU-1A was approved, and a protective ring was applied around

---

56. Ibid.
57. Ibid.

and on the area of the survivors, directed by the Hi-A on-scene commander. While it served its purpose, it was to cause problems the next day.[58]

(C) MIGs entering the area on several occasions forced the Wails to jettison their ordnance and take evasive action. In spite of those difficulties the Wails directed the application of the area denial munitions around Vulcan 74 Alpha and Bravo and hard ordnance on hostile positions and known enemy gun locations.[59]

(C) The first light SAR effort was carefully planned during the night to utilize two Jolly Greens and four Sandys. The Jolly Greens were to hold in a safe area over Lima Site 32 so as to be near the pickup site when needed. Other Sandys and Wails were programmed to assist in refinement of the search.[60]

(C) Before dawn on the 19th, a four plane formation of Sandys and Wails launched from UTP in time to arrive over the crash site at the end of darkness. Weather in the area was worse than the day before, with a solid low cloud deck. At first light Sandy 01 went under the clouds and after many very low passes located 74 Alpha in a position barely visible under the clouds. Bravo reported that he was close by, but that the clouds were right on the treetops in his location. The Jolly Greens were called in and Jolly Green 62 went under the clouds to make the rescue. He was guided to 74 Alpha and went into hover over him

---

58. Ibid.
59. Ibid.
60. Ibid.

[redacted]

[illegible] to be the jungle penetrator. The down wash of the rotor blades stirred up a cloud over the ground which enveloped the helicopter and objective. It was the BLU-82 which had been dropped during the night to protect the survivors from hostile intruders. The Jolly Green was forced to withdraw, with the crew suffering from the effects of the BLU-82. Alpha also suffered from the same ill effects to the degree that he could hardly talk on his radio.[61]

(U) The crew of Jolly Green 62 secured their gas masks to recover from the BLU-82. They then put on gas masks and again started towards the objective area. The turbulence in the area had deteriorated even more, so Lt. Gibson felt that low slow was impossible. Jolly Green 62 reached Alpha again and went into a hover at which point a burst of small arms fire took out one of his engines and forced him out of the area. He was escorted to Lima Site 32 by the Sandy 03/04 flight and as he drew near that site additional ground fire was encountered from the surrounding area. Sandy 03 returned fire with his 20mm cannon and mini-gun and Jolly Green 62 was able to make an emergency landing for repairs to the engine.[62]

(U) Clouds closed in over the area shortly after the aborted pickup attempt, and little could be done for the time being.

---

61. Intd.
62. Intd.

Falcon 74. [illegible] advised to move to a better [illegible] away from his position [illegible] the highest [illegible] his position. [illegible] later reported that he had been [illegible] a village [illegible] while trying to find a better location. [illegible] to [illegible]. There was also [illegible] [illegible] by Sandy [illegible] and [illegible]. [illegible] out of the area [illegible]. Although [illegible] by the [illegible] force, the [illegible] a setback to the rescue effort. There were [illegible] apparent [illegible] effective [illegible] had been [illegible].62

(C) Weather continued bad for the rest of the morning, and no further rescue attempts were made. At [illegible] was given on-scene command by Sandy 15 who had to return to base for fuel. He had Sandy 15 and [illegible] 33 available, as well as a Jolly Green then holding in a safe area. They were joined at 1255 by [illegible] 39 who assisted in directing a [illegible] of [illegible] in dropping [illegible] on and around the survivors.63

(C) In the early afternoon [illegible] 33 found a [illegible] spot in

---

62. Ibid.
63. Ibid.

the waterfront. He led Snake 44 up the spit and followed him down, leaving Pave Nail 39 on top to direct the effort. Conditions under the clouds were poor, with mountain peaks obscured and broken clouds in the valleys, but there were indications that visibility was improving. The Jolly Greens were called in from their holding point at Lima Site 32, about thirty minutes away. While the Jolly Greens were on the way, Snake 44 tried to locate the objective under the clouds with the aid of Pave Nail 39 over the clouds to guide him to the correct position. Snake 44 was unable to locate Alpha or Bravo, and at 1400 he was required to return to base for fuel.[65]

(C) Sandys 03 and 04 next arrived on the scene, followed shortly by Jolly Greens 55 and 61 who were escorted by Sandys 17 and 18. While 09, 33, and 39 were also in the area to assist. Due to previous holding time, the Jolly Greens now had limited time remaining on station and it seemed to be a "now or never" time to make another rescue attempt that day. It was now Sandy 03's turn to go under the clouds to conduct the search. He found conditions much as Snake 44 had described them, with low visibility and clouds in the higher areas. After many unfruitful attempts, often finding himself in dead end canyons but always guided back towards the survivors by Pave Nail 09 and his radio vectors, Sandy 03 was informed to be overhead by Alpha. The parachutes were located, and Sandy 04 was directed to guide Jolly Green 55 into the area. The Sandy 03 made passes to mark

---

65. Ibid.

Declassified

[illegible] any ground fire. There was no reaction to the rescue by Sandy 03, and Jolly Green 55 was led to the chute. [illegible] Sandys 01 and 04 orbited around him. Alpha had a red [illegible] smoke but no smoke appeared, and Alpha could not hear the helicopter. The search again started with the survivor continuing to give directions to 05 that would lead him to where the clouds were on the treetops. The chutes were nowhere in sight now. The Jolly Green was instructed to hover as close as he could to the edge of the clouds in the direction of Alpha and look for the chute from a stable position close to the ground. As he moved in the clouds lifted from 50 to 100 feet, but not enough to see the chute or survivor. The sound of the helicopter engines proved to be the key factor, and Alpha was able to talk the Jolly Green in to his location. The rescue was made with the Sandys ready to provide fire power if required.[66]

(C) Bravo came up on radio while the Jolly Green was in a hover over Alpha. He gave a vector to bring the Jolly Green over his position, and soon he too was picked up. By the completion of Bravo's rescue, Alpha's previous position was again obscured in the clouds and the overcast was again thickening. All forces returned to base after a difficult but successful SAR.[67]

(C) Throughout the two day SAR effort no contact was made

---

66. Ibid.
67. Ibid.

SECRET

[redacted]

Date: 25 November 1971

Mission Number: 03-019-25 November 1971

Aircraft Designation: King 21

Mission Objective: CH-46 Cuckly 477

Location: 142/18/Ch 115 UTM: WR 908880

Saves: 21 Combat. Seven credited to non-USAF helicopters. Fourteen credited to USAF helicopter Jolly Green 70.

At 0148Z, 25 November 1971, while on normal orbit controlling search aircraft on the Gunfighter 61 mission, we were requested by Joker to proceed to the Ch 115 (Binh Thuy) area where a SAR was in progress for a downed aircraft with 21 SOB's. Location passed was 30 miles south of Ch 115. Joker had already launched Jolly Greens 70 and 73 from Ch 73. Initial callsign passed for the downed aircraft was Cuddy 477(a C-7A). Since we were well beyond UHF-VHF range I instructed the Radio Operator to obtain as much information as possible since details were quite sketchy. Our ETA to the area was 0306Z.

While proceeding to the area I requested a slow FAC in the area from Joker. I also inquired to the possibility of getting Sandy aircraft from Ch 93 to proceed to the area to provide escort and SARCAP for the Jollies. Joker was unable to obtain the requested resources so I requested launch of the Hawks (A-37's) from CH 73 and requested Joker to obtain additional soft ordinance from DASC 4 in case it would be needed.

At this time we were still beyond UHF-VHF range but got HF contact with Jolly Green 70 and 73 who were nearing the SAR scene at 0245Z. They reported the weather was very marginal and that they were staying low under a 100-200 foot ceiling. I cancelled the request for Hawks because of the weather but kept them on a standby posture. Just prior to the arrival of The Jollies in the area, we learned that Navy aircraft were already in the area and were communicating FM which we were without. I requested that Jolly Green or Joker try to get all aircraft involved up on 364.2 and I would talk to them as soon as we were within range. Jolly Green 70 reported that some of the Navy aircraft werw unable to come up on that frequency but that 344.0 could be used. By this time I was able to get UHF contact with the other aircraft.

Aircraft in the area at this time were Sealord 6 (UH-1), Black Pony 105,115 (OV-10), Seawolf 94 and 99 (UH-1), Dustoff 70 and 78, and Jolly Greens 70 and 73. I appointed Sealord 6 as On Scene Commander. Jolly Green 70 heard a beeper at 0235Z and started a DF homing maneuver on it although the crash position had been located. Shortly after commencing this he took small arms fire and received one hit in his external fuel tank. This was confirmed visually by Jolly Green 73 but damage was not extensive. Joker at this time ordered the Jollies away from the area to

[redacted]

GROUP-4
...at 3 year intervals,
...ied after 12 years.

[redacted]

hold high and dry and we gave them a holding point away from the scene.

We determined at this time that terrain in the area was mostly rice paddies with a tree line adjacent to the paddy that the downed aircraft was on. We also determined from Sealord 6 that the downed aircraft was a Navy CH-46 (not a C-7A as indicated by the previously passed callsign) and that there were friendlies near the aircraft with the hostile fire coming from a location approximately one kilometer east of the scene. We received a revision of the position at 14/18/Ch 115 UTM WR 908880. Sealord 6 was overhead accompanied by Seawolf 94 and 99 with guns. He determined that the area was safe enough for a pickup attempt and at 0300Z, Dustoff 70 landed and picked up three survivors who were most seriously wounded (this included the pilots of the CH-46). Sealord 6 picked up four survivors with minor wounds. Dustoff 70 proceeded to Binh Thuy with his survivors and Sealord 6 remained at the scene. Since Joker had previously ordered the Jollies out of the area we contacted Joker to obtain a clearance for them to go in and pick up the fourteen survivors remaining. Joker approved the request and Sealord 6 directed Jolly 70 to the location. Jolly Green 73 remained airborne cover. Jolly 70 picked up the remaining survivors (ten U.S., four indigenous) at 0308Z and remained on the ground until 0314Z to check his damage and to remove some material from the downed aircraft. He was accompanied on the ground by Navy Helo 271 who landed also to check gunfire damage which he had received while flying east of the scene. He was also able to provide gun support while on the ground. While 70 and 271 were on the ground Seawolf 94 and 99 orbited overhead between the location of the two aircraft and the source of the previous hostile fire. At 0314Z, Jolly Green 70 accompanied by Jolly Green 73 left the area to proceed to Binh Thuy to drop off the survivors and also to check battle damage as previously instructed by Joker. Navy 271 remained on the ground until 0327Z and then proceeded to Binh Thuy.

Sealord 6 was near bingo fuel at 0332Z and left the scene. Aircraft remaining at this time were Seawolf 94 and 99, Sealord 1, Black Pony 105 and 115. Seawolf Operation (Sector TAC Operation Center) had arranged for security of the downed aircraft and friendly troops were in the area. At 0336Z all aircraft were released from the scene and returned to Binh Thuy. King 21 proceeded back to normal orbit position to resume the control of search aircraft in the other operation.

Additional Comments:

Our response in this mission was delayed by the distance involved in reaching the area from normal orbit position. King 24 on ground alert at Ch 71 could probably have reached the scene much sooner. Because of the delay in reaching the scene, much of the coordination was already accomplished before our arrival. Also our aircraft was equipped with FM radio but it was inoperative. The mission could have been better

[redacted]

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

accomplished if [illegible]
downed aircraft [illegible]
Cuckly 477.

Crewmembers:

AMC-Capt David J. Preston
CP-1Lt James V. Jorman
N-Maj. James [illegible]
FE-SSgt Bobby [illegible]
FE-SSgt Joseph M. McG[illegible]
RO-SSgt Louis A. [illegible]
RO-SSgt Rosco Williams
IM-TSgt Gary L. [illegible]

SAR Forces Not [illegible]

Black Pony 105, 115
Sealord 1

David J. Preston, Capt., USAF
Aircraft Commander/Airborne Mission Commander

[redacted]

[illegible] intervals,
[illegible] for 12 years.

2320	RB	CAPT GRIFFITH ON DUTY
2385	RB	from Queen in clear UQ ST BF Read NMPL, XCFS
0110	RB	JG 21 ↑ for orbit
0150	RB	JG 72 ↑ " "
0330	RB	JG 21 & 72 ↓ from orbit
0715	FR	J.G. 21 & 65 ON COCKPIT ALERT BY QUEEN
0720	FR	JG21/65 ↑ FOR SAR - OBJECT/LOCATION UNKN-
0730	FR	ARMY HELO DOWN AT 145/15/77 20 PAX 1 WIA 5 GUNSHIPS IN AREA/SANDY'S SCRAMBLED
0740	FR	DUSTOFF PICKUP MAN WIA. J.G. 21 & 65 HEADING FOR HOME. NO FURTHER ASSISTANCE NEEDED.
0755	FR	J.G. 21 & 65 ↓ FM SAR-E
0845	FR	TELEPHONIC REPORT TO JOKER

25 NOV 71

2230	RB	MSG Cuff to duty
2345	RB	WEA/NOTAM INFO posted
2320	RB	ITEM Report to DT@ JOKER
2325	RB	Capt Sutton on duty
2345	RB	Item 5 Queen XI AN EORG TULS
0100	RB	JG 64 ↑ to UCR
0105	RB	JG 21 ↑ for orbit
0107	RB	JG 65 ↑ for orbit
[illegible]	[illegible]	[illegible] ↑ [illegible]
0345	RB	JG 72 ↓
0355	RB	JG 21 + JG 65 ↓
LATE ENTRY	FR	J.G. 70 & 73 SCRAMBLED FM VUBH AT 0150Z
LATE ENTRY	FR	J.G. 70 14 SAVES. AREA 0953N 10559E. TYPE A/C C-7 C/S CUDDY 477. JOLLY GREENS WENT INTO CH-115 MSN NBR. 03-019 25 NOV 71. BOTH J.G. 70 & 73 HAD BATTLE DAMAGE.

NOVEMBER 1971

DATE	CREW	JG #	SAVE #	NAME RANK / SSN / ORGANIZATION	LOCATION	TYPE SAVE
3 NOV	GRIFFITH	65	661	DNB-BW-HUE	345/120/73	8
	SARTORI		THRU	LT. 219 SQ		COMBAT
	GARCIA		668	+ 7	MSN #	SAVES
	ALDEAN				03016,	
	NARDI				8 NOV 71	
12 NOV 71	GRIFFITH	65	669 THRU 675	2LT TRUNG KINH DUC	120/73	7 Combat SAVES
	SARTORI			2LT PHAU VAN HOA		
	GARCIA			SGT HOANG TRUNG DUNG		
	ALDEAN			SGT TRAN HUE PHUOC		
	NARDI			SGT LONG H.V.		
				A2C HONG N.V.		
				THANH L.V.		
25 NOV 71	SUENK	366 70	676		C955N	14 COMBAT SAVES
	GEORGE		THRU		10559E	
	THERIOT		689			
	THOMAS					
	PROSS					
	STEED					
29 NOV	WALL	788 73	690	A1C STEED Sgt [redacted]		1 SAVE [redacted] COMBAT
	OAKE			37 ARCS		
	GARCIA					
	NARDI					
	ALdean					

high speed low altitude egress from the area was made and the aircraft recovered uneventfully at Bien Hoa AB.

12 Nov 71 Four days later Capt Griffith and crew were again scrambled from the Bien Hoa FOL. A VNAF UH-1F was reported down twenty miles northeast of Bien Hoa. A RASH FAC Briefed the Jollies on the situation while they proceeded to the area. An army hunter-killer team began preparing the area while the Jollies readied their aircraft for the rescue attempt. The survivors were located in the trees at the edge of a large clearing. Immediately upon arrival they were advised that the area had been thoroughly prepared and were cleared in for the pickup. An autorotative decent and power recovery to a landing was made in the immediate vicinity of the survivors who rapidly boarded through the crew entrance door. During the recovery, ground fire was reported north of the LZ but was never confirmed by the crew. Egress was made from the area and seven survivors brought safely back to Bien Hoa.

On 25 November 71 Jolly Green 70 and 73 were scrambled out of the Bien Hoa FOL for a Navy CH-46 shot down ninety miles south with twenty-one people on board. Major problems encountered enroute were navigation being hampered by low ceilings and poor visibility. As a result both aircraft, forced to fly at 100-300 feet AGL, were exposed to enemy ground fire as they approached the down helicopter. King advised the Jollies to withdraw to a safe holding point to await area preparation. Major Robert B. Swench the Alpha Low AC on Jolly Green 70 was advised that Dustoff and Sea Wolf helicopters had extracted seven injured survivors and that his assistance would be required to pickup the remaining personnel. Jolly Green 70

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.

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

25 NOV CONTINUED

0550	FR	J.G. 70 & 73 DEPARTED CG-115 FOR CG-73 ETA 0640.
0740	Ley.	QUEEN ADVISED NO CONTACT WITH JG 70. CALLED BEIN HOA. JG 73 SCRAMBLED TO SEARCH FOR JG 70. KING BIRD'S IS SEARCHING ALSO.
0750	Ley	NAVY GUNSHIP HAS VISUAL CONTACT WITH JG 70.
0800	Ly.	POSITION OF JG 70 IS 148/13/10.
0810	Ly.	JG 64 ON ~~SCENE~~ ON HIS WAY. WRECKAGE SITED
~~0817~~		IN WATER
0817	Ly.	SEAWOLF HAS ONE SURVIVOR ON BOARD. WRECKAGE BY A SMALL VILLAGE ON LAND & WATER.
0818	FR	KING 22 HAS A BEEPER.
0823	FR	J.G. 73 HAS PICKED UP 1 SURVIVOR.
0829	FR	SEAWOLF HAS SAT THERIOT ON BOARD AND J.G. 73 HAS [redacted] A/P.O. ON BOARD.
0840	Ly	JG 73 ETA ~~FOR~~ SUVS 0845. NOTE: Additional log entries Attached.

26 NOV 71

25/2230	RR	msg Ruff to duty
25/2245	RR	Maint Status posted/ops status posted
25/2250	RR	ITEM Report to Tower (maj Lewis)
25/2303	RR	JG 64 OFFBIEN HOR FOR 102
25/2352	DP	ITEM 5 ... YE ... at AZ UPFK DN RW
26/0135	DP	CALLED QUEEN JG 66 CAM RAHN B AT 1130, TONS N 1340 PPR req.
26/0038	MS	JG21 + 65 ↑ airborne
26/0129	DP	JG66 AIRBORNE
26/0355	DP	JG 65+21 down at 0405?
26/0445Z	FR	J.G. 73 WILL NOT RETURN TONIGHT BECAUSE OF FURTHER INTREGATION. J.G. 73 WILL RETURN

NOVEMBER 1971

SURVIVORS
NAME RANK
SSN

DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
8 NOV	GRIFFITH	65	661	DNB-BAU-HUE	345/120/73	8
	SARTORI		THRU	LT. 219 SQ		COMBAT
	GARCIA		668	+ 7	ASN #	SAVES
	ALDEAN				03016,	
	NARDI				8 NOV 71	
12 NOV 71	GRIFFITH	65	669 THRU 675	2LT TRUNG MINH DUC	1/20/73	7 Combat SAVES
	SARTORI			2LT PHAN VAN HOA		
	GARCIA			SGT HOANG TRUNG DUC		
	ALDEAN			SGT TRAN HUE PHUOC		
	NARDI			SGT LOUIS H.V.		
				A2C HONG N.V.		
				THANH L.V.		
25 NOV 71	SULLIVAN	366 FC	676		C955N	14 COMBAT SAVES
	GEORGE		THRU		10559E	
	THERIOT		687			
	THOMAS					
	PEOSS					
	STEED					
25 NOV	WALL	788 73	67C	AIC STEED		1 SAVE NON COMBAT
	OAKE			37 ARCS		
	GARCIA					
	NARDI					
	ALdean					

Notes: at Lima Site 20, crashed on landing, hit ground, spun right, rolled down hill, flipped, burst into flames. Two flight engineers survived.

Tail No.: 68-10366 Model: HH-53C Date of Loss: 25 Nov 71 Unit: 37th ARRS
Country of Loss: Gia Dinh, SVN Call Sign: Jolly Green 70

Pilot: Robert B. Swenck (02W-72)
Co-Pilot: John W. George (02W-72)
P.J.: Thomas D. Prose (02W-72)
P.J.: James R. Thomas (02W-72)

Notes: SAR mission, crashed Song Na River

Tail No.: Model: UH-1N Date of Loss: 04 Dec 71 Unit: 20th SOS, Ban Me Thuot

Country of Loss: Gia Dinh, SVN Call Sign: Green Hornet

Gunner: Thomas E. Fike (02W-84)

Notes: Tim Fike was the last Hornet lost. If I remember right it was in Dec 71. It was his last mission before rotating home (it was to be a milk run out of Saigon and back). His crew was shot down as they were returning to Saigon. The pilot thought that they had seen a rocket launcher set up in a rice paddy. The went in low level to check it out (flying a slick), and a bad guy popped up and racked the bottom of the chopper. Tim Fike was killed, the other gunner (King) was seriously wounded and at least one of the pilots was wounded in the leg. From "Jim" (Official Squadron History does not have this information in files – History ends Sept 1971)

Tail No.: 68-10359 Model: HH-53C Date of Loss: 27 Mar 72 Unit: 40th ARRS
Country of Loss: Cambodia Call Sign: Jolly Green 61

Pilot: David E. Pannabecker (02W-120)
Co-Pilot: Richard E. Dreher (02W-119)
Flight Engineer: James Manor (02W-120)
P.J.: Raymond J. Crow, Jr. (02W-119)
P.J.: Raymond A. Wagner (02W-120)

Notes: crashed from unknown causes

Tail No.: 68-10365 Model: HH-53C Date of Loss: 6 Apr 72 Unit: 37th ARRS
Country of Loss: Quang Tri, SVN Call Sign: Jolly Green 67

Pilot: Peter H. Chapman, II (02W-130)
Co-Pilot: John H. Call, III (02W-130)
Flight Engineer: Roy D. Prater (02W-131)
P.J.: Allen J. Avery (02W-130)
P.J.: William R. Pearson (02W-132)

Robert LaPointe

From: "Lori" <cbaldea@mn.mediaone.net>
To: "LaPointe" <rlapointe@gci.net>
Sent: Saturday, May 06, 2000 12:25 PM
Attach: chuck & me.jpg
Subject: Fw: Hi

Bob, Heres some stuff on missions you asked for. Picture is after 12nov71 mission; Pilots- Griffith& Sartori; PJ's- Nardi& Aldean ; not pictured FE-Garcia.

8Nov71 mission in Cambodia Nardi & I both remember we were expecting Americans. When they broke tree line, were Viet's wearing combo good guy-bad guy uniforms & were all carrying AK's. Came in ramp by Nardi. He kept close watch on em because we still weren't sure who they were, & I layed down covering fire with mini on way out. They were off loaded pretty hush hush at Bien Hoa. We were told later they were a 'road watch' team of repatriated bad guys.

24May71 Your mission report covers it pretty well.

29Nov71 Cambodia If you remember being at Bien Hoa shortly after Jim Thomas's bird went down, the unidentified picture of pilot on your web site could have been this guy. Was burned, & I dressed his arm & cleaned up his face a little.

25Nov71 Nardi & I hi bird. Thomas , Prose , Steeds lo bird made succesful pickup. Both took hits on way in. Stopped at small army base to check for damage & had quick Thanksgiving Turkey.[Was Thanksgiving Day] On way back to Bien Hoa weather real bad. They went down. We returned & couldnt see anyone in water. I went in river but very strong current & poor visibility & couldnt locate for sure where wreckage was. Also put me down on shore but again unable to locate survivors. Short time later we did pick up Steed who apparently had been taken to different location on shore by Viet fisherman. Keep up good work. See you in Sept thanks Charlie Aldean

----- Original Message -----
From: <Genonardi@aol.com>
To: <cbaldea@mn.mediaone.net>
Sent: Monday, April 24, 2000 3:40 PM
Subject: Hi

> Here is the picture you asked about
>

377th ARRS
Memorial Service

North Hanger, DaNang Airfield
Republic of Vietnam

5 December 1971 1530 Hours

ORDER OF SERVICE

*	Presentation of Colors	Color Guard
*	Hymn	"Just As I Am, Without One Plea"
*	Invocation	Chaplain Carl T. Hawkins
	Responsive Reading	"The Christian Hope"
*	Hymn	"The Strife is O'er, The Battle Done"
	Scripture Reading	TSgt Raymond Gore
	Tribute	Lt. Colonel William Harris
*	Hymn	"The Air Force Hymn"
*	Benediction	Chaplain Thomas F. Keane

* *

* Please Stand

MAJOR, ROBERT B SWENCK - Aircraft Commander - Killed in action 25 November 1971. Major Swenck was born on 18 March 1933 in Louisville, Kentucky. He attended Grade and High School at Okaloma School in Louisville. He was a graduate of Western Kentucky State College and was commissioned in 1956 through the Reserve Officer Training Corps Program. Major Swenck earned his pilot's wings in January of 1957. Major Swenck's decorations include the Silver Star, the Distinguished Flying Cross with 1 OLC, the Airman's Medal, the Air Medal with 8 OLC, and the Air Force Commendation Medal. This was Major Swenck's second combat tour in Vietnam. He served in SEA previously, flying the Huey Gunship. He is survived by his wife Donna, and 3 daughters, who reside at 9509 Plumwood Road, Sainsville, Kentucky 40291.

* *

CAPTAIN, JOHN W GEORGE - Copilot - Killed in action 25 November 1971. Captain George was born on 10 June 1945 in Dover, Tennessee. He attended Big Rock Elementary School in Big Rock, Tennessee and Stewart County High School in Dover. He was a graduate of the University of Tennessee in Knoxville and was commissioned in 1967 through the Reserve Officer Training Corps Program. Captain George earned his pilot's wings in February 1969 and this was his first tour in SEA. He is survived by his parents, Mr and Mrs Ray George, his wife Elizabeth and a daughter, who reside at P.O. Box 66, Big Rock, Tennessee 37023.

* *

A1C THOMAS D PROSE - Pararescueman - Missing in action since 25 November 1971. Airman Prose was born on 9 April 1951 in Springfield, Illinois. He graduated from Girard High School in Girard, Illinois and attended Lincoln Community College in Springfield. Airman Prose entered Basic Training at Lackland AFB in March 1970. His decorations include the Air Medal with 1 OLC. He is survived by his Father, Lawrence E Prose and five brothers, who reside at RR # 2 Girard, Illinois 62640 and his Mother, Mrs. Jacqueline L. Epley.

* *

SSgt JAMES R THOMAS - Pararescueman - Missing in action since 25 November 1971. SSgt Thomas was born on 5 July 1943 in Marianna, Florida. He attended grade school and High School in Florida and entered Basic Training at Lackland AFB in August 1961. SSgt Thomas's decorations include the Air Medal with 1 OLC and the Air Force Commendation Medal with 2 OLC. His wife Julia and 2 daughters reside at 406 Sherry Circle N.W., Fort Walton Beach, Florida.

NEXT BACK INDEX

Bob –

Things movin pretty fast. Sent you e-mail few days ago & just talked to Gene Naroi & Jim Thomas's daughter Kim.

Gene & I were #1 bird dog Jim crashed. We'd had a pickup early & stopped at an army base to refuel. Was Thanksgiving day & had turkey. On way back to Bienhoa, weather was terrible, & we were really movin, low along river. Lost contact & we were back at scene within couple of minutes. I was ready to jump in river, when Gene politely (Ha!) told me unless I wanted to lose my privates landing on wreckage I'd better use the Penetrator! Visibility was zero in water & current was very strong. Unable to locate wreckage/survivors so hoisted me up & put me down Penetrator on shore. Again couldn't find anything. Naroi confirmed that a fishing boat had picked up steed & taken him to shore. We picked up steed in small village. Niether of us remembers who got the fe. George Shipper came down from Danang & we went out next day (maybe 2 days) on a navy boat & dove the river. Again came up with nothing (except I almost got sucked into boat prop & lost my legs! But thats another story.!). Niether Gene or I remember anyone finding wreckage, hooking it up & then having cable break (losing it) a few days later.

Hope this stuff helps. Keep up the good work! Kim & Gene told me about PJ reunion in Canada in Sept. Sure is gonna be great to see you guys!!!

Thanks
Charlie Alden

What happened On That Day

On November 25. 1971 (Thanksgiving Day). while on a TDY assignment, he was on a rescue mission with five other crew members which successfully retrieved 13 soldiers whose helicopter had been shot down. The chopper, a HH-53C (Jolly Green 70). took ground fire during the rescue. The crew stopped at a forward base camp to make sure the chopper was safe to fly. The soldiers got off at that time. My dad and the crew of the Jolly Green 70 were offered Turkey sandwiches before their flight to their home base at Bien Hoa. They ate their sandwiches, inspected their chopper and headed home.

They encountered a heavy rain storm on the flight back, when the chopper took more fire and the pilot was hit. It began a slow, controlled descent and impacted in the Nha Be River. Once it hit the water it did a severe end over flip, and the chopper sank immediately. Three men, Capt. John W. George. Maj. Robert B. Swenck, and A1C Thomas D. Prose were killed immediately. There were two survivors, the flight engineer and a third Pararescueman. My father was never recovered. There was a fisherman who said that he saw three white skinned survivors; two were holding on to the tail of the plane and the other man was by the floating cockpit. He mentioned that one of the men was wearing a T-shirt. According to statements and records, my dad was the only one that day in a T-shirt when the chopper went down. The fisherman helped the third Pararescueman into his boat, then they went for the other men by the tail section. They were unable to locate anyone. As it turned out, the flight engineer had swam to shore and hid himself for about an hour until he heard the sweet sounds of a Huey Helicopter. You see, there were hostiles in the area and one side of the bank was friendly but the other was not. The search continued over the next five days to no avail. my dad has never been found. They tried to raise the wreckage once, but the cable broke and the chopper sank into an even deeper, rougher part of the river. They have never made a second attempt to my families knowledge.

NOVEMBER 1971

SURVIVORS
NAME RANK
SSN

DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
8 NOV	GRIFFITH	65	661	DNB-BW-HUE	345/120/73	8
	SARTORI		THRU	LT. 219 SQ		COMBAT
	GARCIA		668	+ 7	ASN #	SAVES
	ALDEAN				03016,	
	NARDI				8 NOV 71	
12 NOV 71	GRIFFITH	65	669 THRU 675	2 LT TRUNG MINH DUC	120/73	7 Combat SAVES
	SARTORI			2 LT PHAU VAN HOA		
	GARCIA			SGT HOANG TRUNG DUNG		
	ALDEAN			SGT TRAN HUE PHUOC		
	NARDI			SGT LOUIE H.V.		
				A2C HONG N.V.		
				THANH L.V.		
25 NOV 71	SULLIVAN	366 FC	676		C955N	14 COMBAT SAVES
	GEORGE		THRU		10559E	
	THERIOT		689			
	THOMAS					
	FLOSS					
	STEED					
25 NOV	WALL	785 FS	67C	AIC STEED		1 [redacted] SAVE NON COMBAT
	OAKE			37 ARCS		
	GARCIA					
	NARDI					
	ALdean					

1/18/98

Pararescuemen Technical Sergeant James R. Thomas and Airman First Class Thomas D. Prose were lost, along with the pilots returning from a mission on 25 November 1971. Pararescueman Rich Steed and Flight Engineer Theriqux survived. The crew had rescued the crew of an army Chinook helicopter in the Delta, and were returning when their HH-53 Super Jolly Green Giant helicopter was hit, the pilots killed, and it crashed in the Na Be River.

Jim Thomas' third grandson, James, was born in January of 1997 to Mrs. Kimberly Thomas-Bowles. Jim was survived by his wife, Julie and his two daughters, Kimberly and Lisa. Lisa was instrumental in helping Julie through some very rough times. Julie adopted another daughter in 1980 named Symphony, for whom Jim has always been "Daddy Jim." According to Lisa, "Symphony is only 18 so we won't let her have kids yet. Ha Ha." Lisa's two sons are CJ (Christopher James), age 4 currently, and Ryan, a 2 year old. These kids are "the lights of our lives, and I know, would be of Jim's." according to Julie.

The crews from the 37th ARRSq won the Presidential Unit Citation, Outstanding Unit Citation, and had over 613 "saves," or lives saved from its crews efforts. Jim Thomas had a number of those saves credited to him.

The motto of the Aerospace Rescue and Recovery Service is:

"These things we do, That Others May Live.

Webmaster, John C. Ratliff

©1998 John C. Ratliff

Revised 1/20/98

httm://www.sorcom.com/~searat/Jim.html

contact searat@sorcom.com

Not Jim!

In Honor of Jim Thomas



Mrs. Julie Thomas wrote our Pararescue Association one day

Asking if any of us had information about her husband she could gather.

I had slides from my experiences far away

In a place called Vietnam where he was lost in a river's water.

I looked at my slides to see

And found one with the name tag of "James Thomas."

But I wasn't sure, for with my memory

After over twenty years it was a guess.

So I copied the slide,

And sent her the picture, along with another.

I had to confide

That I did not know if it was him, or some other.

But it matched.

She wrote back and told me that the person was her husband who had died.

But she couldn't have watched

My reaction to her letter--I cried!

For at last, over twenty years thereafter,

I had learned the fate of a beloved Pararescueman,

A man who had died in the service of others who matter

More to him than his own life but this wasn't his plan.

As I read the letter, I said,

"Not him, Not Jim!"

And shed some more tears as I laid

the letter down to compose my thoughts from that time.

Jim was a family man, jovial and merry,

The kind of guy who let others know

Just how much he could carry

With an attitude which always said, "Go!"

A big man, with a smile which shined,

A slap on the back,

Encouragement when he grinned,

Which was often, even when we were down and in the sack.

Jim Thomas was lost when his pilots were shot

and the helicopter headed for a gentle crash in a Vietnam river.

Some survived the crash, perhaps even Jim, but he was not

later recovered, and was lost forever.

For one river side was friendly,

The other

The enemy,

And for this he and his family had to suffer.

Jim was a Pararescueman,

One who had earlier that day

Distinguished himself along with his fellow crewmen

By rescuing fellow Americans from enemy fire in a extraordinary way.

They took many a hit,

But were successful with those they rescued.

The ride back to base was supposed to fit

A peaceful, relaxed journey, for they were tired.

But it wasn't to be,

And they were lost.

And now, so many years later I had a key

To some of Jim's life in the pictures from the past.

I enlarged those pictures and sent them on

Not knowing how they, or my letter would be received.

But the response after many a dawn

Was more than I could have conceived.

Kimberly, Jim's daughter wrote back,

Telling me that my photograph was the one

That had accompanied her when she too was on her back

Giving birth to her first child, Jim's third grandson.

She said in her way,

"It helped me tremendously

knowing that a little part of my Dad was there that day."

And again tears came to my eyes audaciously.

I had one other photograph,

Which only showed Jim's form from behind;

All that can be recognized of him, almost his autograph

Was his "Thumbs Up!" sign.



To all you out there seeking heroes,

Look no further than Jim Thomas.

Who like any of us "others"

Was a man we wish to be "as good as."

And look at his attitude's signature,

Observe the positive in life.

One other of Jim's traits should become your feature,

That caring is more important than strife.



John C. Ratliff



Home

Another Casualty of Vietnam- Our Mom

Findings about our Dad

That Others May Live- Those who Gave All (my first 9 adopted heros- all pj's)

My 10th Adopted Hero

Sign Our Guest Book

View Our Guest Book

Letters To Dad

Findings From Our Recent Trip To Washington, DC

On June 15th, 1998, my family made a trip to Washington, DC for the purpose of meeting with Casualty control, the DoD, JTF-FA, DPMO and other organization regarding my fathers case.
What we have learned, I want to share with you. Please write your Congressmen, Senators, Governors and anyone else you think may be able to help us!!! Time is running out on my dad's case. The following are quotes from different letters that we have received. However they are written VER BATUM and at your request, I will be more than happy to forward them to you for your own personal review.
This first letter, comes from the JTF-FA (Joint Task Force- Full Accounting).

Special note: Some time in July, the JTF-FA will be meeting to decide on some cases for possible re-evaluation. My dad's case is supposed to be brought up during this meeting. Please write the JTF-FA and let them know that you care and that they should at the very least investigate the possible grave site mentioned below.

The address for the JTF-FA is:

CDR JTF-FA
BOX 64044
CAMP HMSMITH, HAWAII 96861-4044

Narrative

"On 25 November, 1971, Staff Sergeant james R. Thomas was a crew member aboard a HH-53 Helicopter (serial number 68-10366) returning to base after completing its rescue mission. The aircraft encountered heavy rain showers and crashed in the son Nha Be in the vicinity of grid coordinates XS953730, approximately 9 kilometers south-southeast of Nha Be, Ho Chi Minh City Municipality. Two crew members survived the crash and were rescued. Rescue operations resulted in the recovery of the bodies of three other crew members. Staff Sergeant Thomas was not located. A vietnamese fisherman who participated in the rescue operations reported observing three Americans in the river, two of whom were rescued. The third american was reported to be wearing a Tee-shirt and was not accounted for. One of the survivors reported Staff Sergeant Thomas was wearing a Tee-shirt at the time of the crash".

This second correspondence, comes from the DoD (Department of

Awards I Have received

Favorite Links

Webrings

Kim's Vietnam Poetry

Family Photo's

A tribute to Dad by John Ratliff (retired PJ)

A tribute to Dad by one who cares

Kim's Tribute to Three Fallen Officers

Kim's Missing Children Page

Return to SDIT National

Return to SDIT-Florida Index Page

Defense) dated July 3, 1997. I am writing this specifically for the intent of a narrative that was given to our government by a vietnamese fisherman. Please note the above ORIGINAL grid coordinates and the one listed in this narrative.

Narrative

"A source, (183-032, April 1983), reported that in May 1975 a body of an alleged US serviceman floated by his fishing position in the vicinity of XS950805. The source claimed he buried the body on the bank because it was bad luck for fishing if he had not done so. the source stated that he didn't think the body came from the helicopter wreck because it had floated downstream pas the wreckage. while the location near Nha Be is consistent with this case, the details of it floating downstream and the time frame do not match the details of this case".

Even though the years on this case do not match, if you disregard that, the coordinates are very close to where the helicopter my dad was in sank after an attempt to tow it UPSTREAM to a naval base out of Nha Be. Even the gentleman I spoke to who was a representative of the JTF-FA could not explain to my family why they deemed this non relevant to my father's case.

This last letter comes from Mr. James Wold, Deputy Assistant Secretary of Defense (POW/MIA Affairs)

"Unfortunately, our analysis has identified some cases where all available evidence indicates there is no reasonable expectation that identifiable remains will ever be recovered. This is true in the case of Technical Sergeant James R. Thomas, United States Air Force, REFNO 1780".

"Given the circumstances of the loss and the fact that his remains were not recovered at the time, we have concluded that your husband's remains are not recoverable".

Not recoverable, that's what Mr. Wold thinks. Funny that they only tried to recover his body ONE time after the original loss before coming to this wonderful conclusion. How can we find the Titanic but loose my dad's chopper after the original attempt to raise the wreckage? I'm sure if my father were Mr. Wold's son, more effort would have taken place. More than one search conducted, not so quick to flush him down the proverbial governmental toilet!!!!

Please write anyone you can think of. Let them know that my dad

email me below:



deserves better than to be casually written off due to the governments laziness in not wanting to spend more money on possible sightings and grave sites!!! Look at the letters above. On a map the body that the fisherman buried is indeed RELEVANT to my father's case. Please help me to make sure that our government investigates this report and this grave site!!! For if it is not my father, it is someone else's' son, brother, husband, father.

Thank You!!!!





The Rainbow Ribbon

POW/MIA



T/Sgt. James Richard Thomas was born on July 05, 1943 in Marianna, Florida to Buford James and Daisy Erline Thomas. As a young child, he was sent to live in the Florida Baptist Children's Home in Lakeland, Florida. He remained there until the age of 16 (the age when they "kick" the children out into the world). During his teen years, he was a reckless and even danger seeking child. One way he looked for thrills was by swinging from a rope in front of cars traveling on the road just barely missing them. His time in the Children's Home was something else entirely. Expected to wake long before dawn to walk a field to the place where the cows' were held for milking, the children were expected to get their daily chores done before the school bus picked them up.

In August 1961, at the age of 18 and fresh out of High School he joined the United States Air Force.

After basic training, he started his military career as a Reciprocating Engine Mechanic based at Hickam AFB, Hawaii for the 76th ARSq.
While stationed at Hickam, he made friends with several men in his squadron who were with an elite group known as PARARESCUE. He admired their look, their commitment to saving others and upon re-enlistment in 1965, he was accepted into Pararescue Training. Over the next 17 months, he would learn the following: The Pararescue/Combat Control Indoctrination Course (10 weeks), US Army Airborne Parachutist School (3 weeks), US Army Combat Divers School (4 weeks), US Navy Underwater Egress Training (1 day), US Air Force Basic Survival School (2 ½ weeks), US Army Military Free fall Parachutist School (5 weeks), Special Operations Combat Medic Course (22 weeks), Pararescue Recovery Specialist Course (20 weeks).
The day he graduated from PJ school was one of the happiest days of his life. He was so proud to wear the Maroon Beret which signifies the Pararescuemen, he walked around base with a big smile on his face.
He soon excelled in this field, and by 1968, he was an instructor at Eglin Air Force Base in Ft. Walton Beach, Florida.
He was also a prime team member on the NASA **Apollo Launch Site Recovery Force for** Apollo **Missions** 7, 8, 9, 10, 11, 12, 13 **and** 14.

In March 1971, he left his wife and two daughters for duty in Vietnam. He was assigned to the 37th ARRS out of Da Nang.

~Click the Bracelet to read what happened to MY DAD~

On November 25, 1971 (Thanksgiving Day), while on a TDY assignment, he was on a rescue mission with five other crew members which successfully retrieved 13 soldiers whose helicopter had been shot down. The chopper, a HH-53C (Jolly Green 70), took ground fire during the rescue. The crew stopped at a forward base camp to make sure the chopper was safe to fly. The soldiers got off at that time. My dad and the crew of the Jolly Green 70 were offered Turkey sandwiches before their flight to their home base at Bien Hoa. They ate their sandwiches, inspected their chopper and headed home.

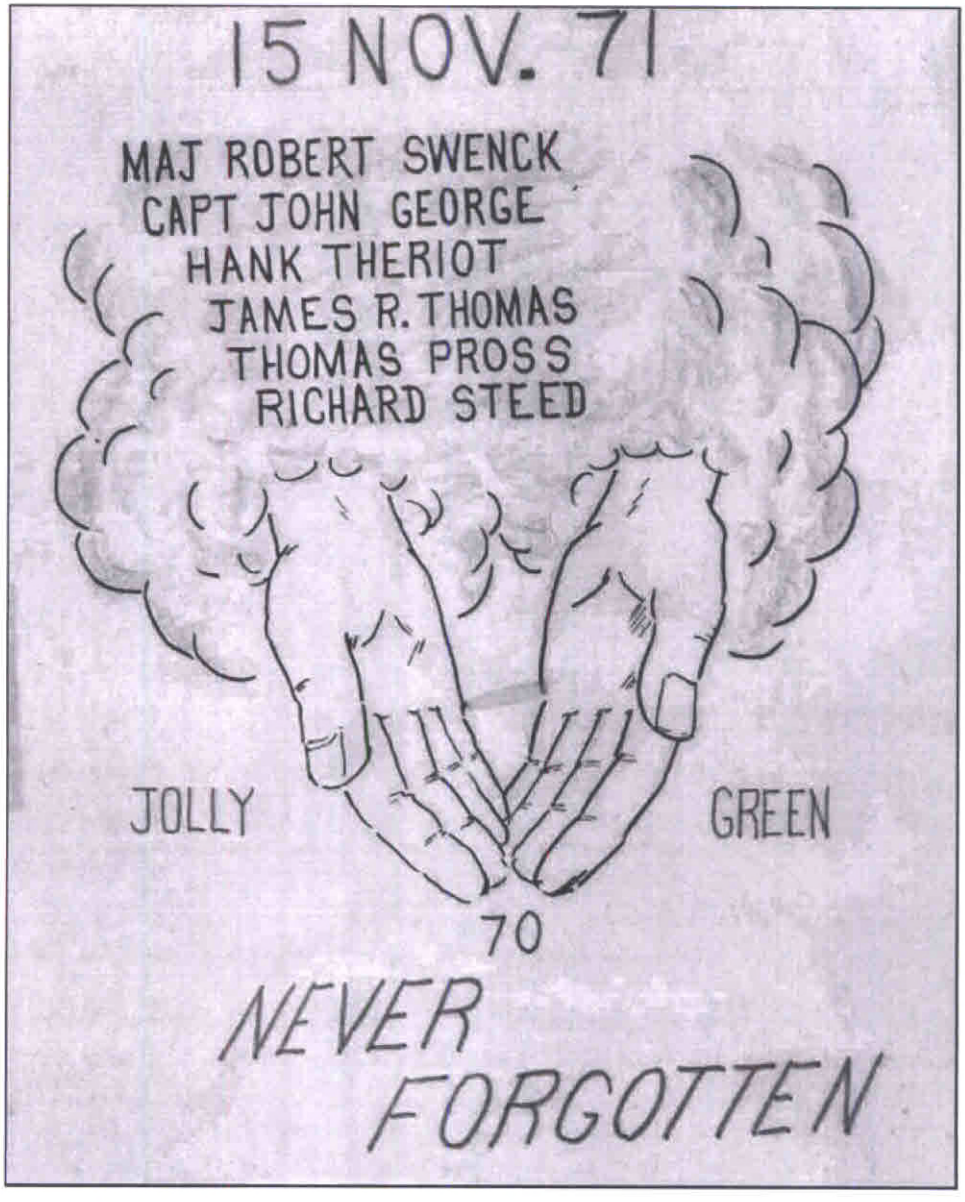
They encountered a heavy rain storm on the flight back, when the chopper took more fire and the pilot was hit. It began a slow, controlled descent and impacted in the Nha Be River. Once it hit the water it did a severe end over flip, and the chopper sank immediately. Three men, Capt. John W. George, Maj. Robert B. Swenck, and A1C Thomas D. Prose were killed immediately. There were two survivors, the flight engineer and a third Pararescueman. My father was never recovered. There was a fisherman who said that he saw three white skinned survivors; two were holding on to the tail of the plane and the other man was by the floating cockpit. He mentioned that one of the men was wearing a T-shirt. According to statements and records, my dad was the only one that day in a T-shirt when the chopper went down. The fisherman helped the third Pararescueman into his boat, then they went for the other men by the tail section. They were unable to locate anyone. As it turned out, the flight engineer had swam to shore and hid himself for about an hour until he heard the sweet sounds of a Huey Helicopter. You see, there were hostiles in the area and one side of the bank was friendly but the other was not. The search continued over the next five days to no avail, my dad has never been found. They tried to raise the wreckage once, but the cable broke and the chopper sank into an even deeper, rougher part of the river. They have never made a second attempt to my families knowledge.

Pararescue has a code. It reads as follows:

It is my duty as a Pararescueman to save a life and aid the injured. I will perform my assigned duties quickly and efficiently, placing these duties before personal desires and comforts. these things I do, "That Others May Live."

My father lived by this code and on that day he and the others on Jolly Green 70 gave all..."That Others May Live."

Main Page Go



AF Museum Photo

15Nov71.jpg

[redacted]

DATE: 29 November 1971

MISSION NUMBER: A-3-038 November 71

AIRCRAFT DESIGNATION: King 21

DISTRESSED AIRCRAFTS: CH-47 - Playtex 866

LOCATION: 130°-100° Radial 10-15 Miles Hue Tacan

SAVES: NONE

Classified by_____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED 31 DEC 77

At 0430, 29 Nov. 71, we were briefed by Jack that we would be diverted from the normal King 21 orbit to cover the search for an Army CH 47 - Call Sign - Playtex 866 that had been missing on a flight from Danang to Hue Phu Bai. The last reported contact was at 0530Z 29 November on the 130° radial of Hue NDB. King 21 arrived in the area of the search at 0730 local and made contact with PECAN - a ship off the coast acting as on-scene commander. At that time there were no aircraft in the area due to bad weather conditions. Contact was made with Hue approach control who confirmed the last call of Playtex 866. He reported on the 130° radial of Hue NDB at 0530Z, said he was declaring an emergency and going Tactical IFR. There was no indication of the nature of the emergency. Contact was then made with Danang VFR control to attempt to determine the exact route of flight. They indicated that they did not have radio or voice contact with Playtex 866 at any time. The weather in the area at the time of last contact was reported to be 500 to 1000 overcast - visibility 3-4 miles and both cielings and visibility lower in rain showers. Queen had a report that some fishermen observed a low flying helicopter pass over head about that time and he was heading out to sea. This area was on about the 100° radial of Hue NDB and on the coast. About 0830 local, several Army helicopters (6) arrived in the area led by Smokey 26 - a UH1H. A search area was set up and co-ordinated with Smokey 26 and each aircraft covered an area 10 kilometers square. Several sightings were made of old wrecks in the area of ZD 169058 and ZD 151054 but were confirmed as previous crashes. During the morning hours, attention was focused in the area of the coast and low lands where the Playtex was last reported. The high areas were obscured by low clouds. At 1130 local King 21 was diverted from the mission to cover the orbit due to another SAR in progress. Upon returning around 1300 local we were informed by Sailfish 18 (101st Airborne Cmd Post) that the Army had called off the search for the day as the weather was too bad. During the afternoon, three aircraft were used to continue the search and the area was expanded to include the sea. Several items were found floating off shore but could not be readily identified as being on board the aircraft. They consisted of 6 - 7 boxes of "Booster Bomb Nose" M-148. Lot 2020, and numerous cans about 10-15" long and 5-8" in diameter. These were suspected to be contents of the boxes as several had broken. These were located on the 090 radial for 18 miles from Hue Tacan. A piece of plywood about 6'x6' was discovered about 2 miles further out and several pieces of white styrofoam and a piece of cloth about the 26 mile area on the 087 radial. The ship- PECAN was vectored to the areas of debris but nothing

[redacted]

GROUP 4
Downgraded at 3 year intervals
Declassified after 12 years

[redacted]

could be identified. Jolly Green recovered one box of Booster Bomb Nose M-148 for later identification. King 21 departed the area at 1615 local due to lack of fuel. The weather in the search area remained 500 to 1000 ft overcast with 3-4 miles visibility - lower in rain showers, and moderate to severe turbulance was encountered in mountainous areas.

King 21 Crewmembers

AC/AMC	Lt Col Edgar C. Benson Jr.	FE	TSGT Kenneth G. Spiegel
CP	1Lt James F. May	LM	TSGT Johnny B. Mullins
N	Capt Joel F. Hancock	FE	TSGT Edgar L. Trout Jr.
N	Maj James J. Kelly	N	Capt Thomas T. Ishii Jr.
RO	MSGT Thomas R. Kimbrell	RO	SSGT Rosco Williams
RO	TSGT Lester L. Ruark	FS	Col Lewis Smith
FE	MSGT Sidney A. Presley		

Other Resources Used

Smokey 26 + 6 UH1H's (Army)
Helix 15
Jolly Green 72/21 (AM) 65/67 (PM)
Flatboat 33 (2 Gunships)

Ships

PECAN

Edgar C. Benson

EDGAR C. BENSON, Lt Col., USAF
Aircraft/Airborne Mission Commander

[redacted]

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

- IMMEDIATE
333 DAY 1971
12.22.53Z
MSG # 001433
FR(AESC

[redacted]

OTTCZYUW RUMUJNA0346 3331005-CCCC--RUCIMAA.
ZNY CCCCC
O 291000Z NOV 71
FM OL-A/3ARRGP SON TRA AB RVN
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/PACAF/HICKHAM AFB HI/DOH
RUCIMAA/HQS ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL
RUCIMAA/MAC/MAOCCP
RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP
RUHHABA/41ARRWG CONTROL CENTER DOC/HICKHAM AFB HI
RUHHHQA/CINCPAC/CC
RHMSMVA/MACV SAIGON RVN
RUEKAAA/AFEOC FT RITCHIE MD
RUMJRBA/CTF 77
RUHGOSA/CTG 77.0
RUMOJAA/39ARRS CUM RAHN BAY AB RVN
RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC
RUMUMMA/101ST ABN DIV PHU BAI RVN
RUMUJBA/37ARRS DANANG AB RVN
RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND
RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS

OPR	SYC
ARRS	1
INFO	CYS
DO	4
DOC	1
CSAF	1
T	

1/3

PUT

PAGE TWO RUMUJNA0346C O N F I D E N T I A L
RUMOREA/56SOW 000 NAKHON PHANOM RTAFB THAILAND
BT
C O N F I D E N T I A L
CONFIDENTIAL/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038/0047Z NOV 71.
1. RESCUE OPENING REPORT 29 NOV 71.
2. MISSION NUMBER: A-3-038-29 NOV 71.
3. SITUATION: A OH-47A HELICOPTER IS MISSING AND PRESUMED DOWN BETWEEN DANANG AND HUE-PHU BAI, POSSIBLY IN THE SOUTH CHINA SEA.
A. DESCRIPTION OF SAR OBJECTIVE:
(1) CRAFT/AC TYPE: OH-47A/BROWN/PLASTIC/688
(2) TACTICAL FLIGHT PLAN FROM LANDING ZONE 'CHARGER PAD' TO HUE-PHU BAI AIRFIELD
(3) PILOT: UNKNOWN AT THIS TIME
(4) POB: 3S
(5) WEATHER VERY POOR, RAIN WITH CEILING DOWN TO ZERO IN MOUNTAIN AREAS 5000FT IN THE DESTINATION AREA.

- IMMEDIATE
333 DAY 1971
12.22.53Z
MSG # 001433
FROM: AESC

[redacted]

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

- IMMEDIATE
333 DAY 1971
12[redacted]2.53Z
MSG # 001453
FROM: AESC

****
* [redacted]L *
* CONFIDENTIAL *
****

2/3

(6) SURVIVAL EQUIPMENT: US ARMY STANDARD
(7) LAST KNOWN POSITION: 16-15N 107-53E
B. ACTIONS TAKEN:
(1) CONTROLLING AGENCY, DL-A, 3ARRGP, NOTIFIED AT 280850Z NOVEMBER 1971 BY DANANG TOWER THAT A PLAYTEX 688 HAD NOT

PAGE THREE RUMUJNA0346 C O N F I D E N T I A L
ARRIVED AT THE HUE-PHU BAI AIRPORT.
(2) FOLLOWING SAR FORCES ALERTED:
(A) 39 ARRS AT 29/0001Z NOV 71.
(B) 37 ARRS AT 29/0001Z NOV 71
(C) 101ST ABN DIV AT 29/0002Z NOV 71
(D) 20 TASS AT 29/0003Z NOV 71
(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:
(A) 39 ARRS AT 29/0047Z 1 HC-130
(B) 37 ARRS AT 29/0105Z 4 HH-53
(C) 101 ABN DIV AT 29/0105Z 2 U-2
F. FUTURE PLANS:
(1) PLAN TO SEARCH COASTAL AREAS AND LAND AREAS AT FIRST [redacted]T DEPENDING ON WEATHER.
(2) SAR FORCES FOR 30 NOV 1971.
(A) 39ARRSQ - 1 - HC-130P
(B) 20 TASS - 3 - OV -10
(C) 101ABN DIV - UNKNOWN- UH-1H/LOCH'S
(D) 1 CAV DIV - UNKNOWN - UH-1H/LOCH'S
(E) US NAVY - UNKNOWN - UNKNOWN
(F) VN NAVY - UNKNOWN - UNKNOWN

PAGE FOUR RUMUJNA0346 C O N F I D E N T I A L
(G) 37 ARRSQ - 2 - HH-53
G. SUMMARY OF SAR ACTIONS:
1. ON 28 NOV 71 THERE WAS A COMMUNICATION CHECK ON OVERDUE CH-47, PLAYTEX 86b, FIRST LIGHT ON 29 NOV 71 KING 21 ARRIVED IN AREA TO BE ANL. 101ST ABN DIV PROVIDED HELICOPTER COVERAGE OF THE HUE AREA. TWO (2) HH-53'S FROM 37 ARRSQ HELPED IN SEARCH IN FEET WET AREA OVER COAST. WEATHER IN MOST OF THE AREA WAS 500 FEET OVERCAST WITH 1000FT VISIBILITY. WATER AREAS HAD GOOD COVERAGE AND SEVERAL ITEMS HAVE BEEN

- IMMEDIATE
333 DAY 1971
12.22.53Z
MSG # 001453
FROM: AESC

****
* [redacted]A L *
* CONFIDENTIAL *
****

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003652
FROM: AESC

C[redacted]IAL

MESSAGE NOTIFICATION
Individual Contacted: H.M.
Local Time and Date: 0535 30 NOV 71

OTTCZYUW RUMUJNA0361 3341015-CCCC--RUCIMAA.
ZNY CCCCC
O 301010Z NOV 71
FM OL-A/3ARRGP SUN TRA AB RVN
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/PACAF/HICKHAM AFB HI/DOH
RUCIMAA/HQS ARRS/COMMAND POST SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ACT MAXWELL AFB AL
RUCIMAA/MAC/MAOCLB
RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN /DOCT/DP
RUHHABA/41ARRWG CONTROL CENTER DOC HICKHAM AFB HI
RUHHBGA/CINPAC/CC
RUMUMJA/101ST ABN DIV CAMP EAGLE RVN
RHMSMVA/MACV SAIGON RVN
RUEKAAA/AFEOC FT RITCHIE MD
RUMFRBA/CTF 77
RUHGOSA/CTG 77.0
RUMFTGT/CTU 70.8.9
RUMOJAA/39 ARRS COM RAHN BAY AB RVN
RUMMRSA/COMNAV 4B SAIGON
RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC
RUMUJBA/37ARRS DANANG AB RVN

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

PAGE TWO RUMUJNA0361 C O N F I D E N T I A L
RUMOSRA/OL-B/3ARRGP UDORN RTAFB THAILAND
RUWTFJA/USAFMPC/RANDOLPH AFB TEX/DPMCS
RUMOREA/56SOW DOO NAKHON PHANOM RTAFB THAILAND
BT
C O N F I D E N T I A L
CONFIDENTIAL/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038/1000Z 30 NOV 71.
1. RESCUE PROGRESS REPORT NBR 1.
2. MISSION NUMBER: A-3-038/0047Z 29 NOV 71.
3. SITUATION: CH47 HELICOPTER IS MISSING AND PRESUMED DOWN BETWEEN DANANG AND HUE PHU BAI POSSIBLY IN THE SOUTH CHINA SEA.
C. PERSONNEL INFO: 33 PERSONS INVOLVED.
(2) SAR OBJECTIVE: PLAYTEX 866, HAS NOT BEEN LOCATED AT THIS TIME.
D. FLYING ACTIVITY: FOR 29 NOV 71 ENDING LAST LIGHT.
(1) 101ABN DN - 3 SORTIES FOR 12.1 HOURS.
(2) 37ARRSQ - 4 - SORTIES FOR 14.2 HOURS.
(3) 39ARRSQ - 1 SORTIE FOR 9.7 HOURS.

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003652
FROM: AESC

C[redacted]IAL

1 Cy reproduced by ARRS/DOAS 30 NOV 71.

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003652
FROM: AESC

****
* CONFIDENTIAL *
****

A-3-038
29 Nov 71

F. FUTURE PLANS: (1) PLAN TO CONTINUE THE SEARCH OF THE LAND ROUTE BETWEEN DANANG TO HUE WITH ARMY HELICOPTERS AND A OVER WATER SEARCH UTILIZING HH53 HELICOPTERS AND NAVY SHIPS AS SOON AS WEATHER PERMITS. (2) SAR FORCES FOR 1 DEC 71.

PAGE THREE RUMUJNAU361 C O N F I D E N T I A L
(A) 39 ARRSQ - 1 - HC130P
(B) 37 ARRSQ - 2 HH53
(C) 101 ABN DIV - 4 -6 - UH1H/LOCH
(D) 1ST CAV DIV - 2 - 4 -UH1H/LOCH
G. SUMMARY OF SAR ACTIONS: (1) AT FIRST LIGHT PRIOR TO LAUNCH TIME A WEATHER CHECK WAS MADE AT DANANG, HUE/PHU-BAI AND THE RESCUE AREAS. THE CEILINGS AND VISIBILITIES AT LAUNCH BASES WERE BELOW MINIMUMS. THE WEATHER IN THE SEARCH AREAS NEVER IMPROVED ENOUGH THROUGHOUT THE DAY TO PERMIT ANY TYPE OF FLYING. THE WINDS OVER THE SEARCH AREA OVER THE SOUTH CHINA SEA CREATED HIGH SEAS, WHITE CAPS AND BLOWING MIST SO AS TO REDUCE VISIBILITY TO ALMOST ZERO AND NEGATE ANY SURFAC SEARCH. SEA SURFACE CONDITIONS WERE REPORTED TO QUEEN BY US NAVAL SHIPS ON SCENE. THE CORRECT CALL SIGH OF THE SUSPECTED DOWN AIRCRAFT IS PLAYTEX 866.
GP-4
BT
#0361

2/2

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003652
FROM: AESC

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

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

****
* [redacted] *
****

OTTCZYUW RUMUJNA0017 3351020-CCCC--RUCIMAA.
ZNY CCCCC
O 0109452 DEC 71
FM OL-A 3 ARRGP SON TRA AB RVN
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/PACAF HICKHAM AFB HI/DOH
RUCIMAA/HQS ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL
RUCIMAA/MAC/MAOCCP
RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP
RUHHABA/41ARRWG/CONTROL CENTER DOC/HICKHAM AFB HI
RUHHHQA/CINCPAC/CC
RUMUMJA/101ST ABN DIV DAMP EAGLE RVN
RHMSMVA/MACV SAIGON RVN
RUEKAAA/AFEOC FT RITCHIE MD
RUMFRBA/CTF 77
RUHGOSA/CTG 77.0
RUMFSBB/CGU 70.8.9
RUMOJAA/39ARRS CAM RAHN BAY AB RVN
RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC
RUMUGKA/COMNAV 4B SAIGON
RUMUJBA/37ARRS DANANG AB RVN

OPR	CYS
AFRS	1
INFO	CYS
DO	4
DOC	1
CSEH	1
	7

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

PAGE 2 RUMUJNA0017 C O N F I D E N T I A L
RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND
RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS
RUMOREA/56SOW/DOO/NAKHON PHANOM RTAFB THAILAND
BT
C O N F I D E N T I A L/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038/
1000Z 1 DEC 71.
1. RESCUE PROGRESS REPORT NBR: 2
2. MISSION NUMBER: A-3-038 - 0043 29 NOV 71.
3. SITUATION: A CH-47 HELICOPTER IS MISSING AND PRESUMED DOWN BETWEEN DANANG AND UEE-PHU BAI, POSSIBLY IN THE SOUTH CHINA SEA.
   C. PERSONNEL INFO:
      (1) 33 PERSONS INVOLVED
      (2) PLAYTEX 866 HAS NOT BEEN LOCATED AT THIS TIME.
   D. FLYING ACTIVITY: FOR 01 DEC AND ENDING LAST LIGHT.
      (1) 101 ABN DIV - 1 SORTY FOR 1.2 HRS.
      (2) 37 ARRSQ - 4 SORTIES FOR 5.0 HRS.

MESSAGE NOTIFICATION
Individual Contacted: SW
Local Time and Date: 5:45 1 DEC 1971

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

****
* [redacted] *
****

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

****
* [redacted] *
* C O N F I D E N T I A L *
*
****

2/2

E. FUTURE PLANS:
(1) PLAN TO CONTINUE THE SEARCH OF THE LAND ROUTE BETWEEN DANANGE TO HUE WITH ARMY HELICOPTERS AND AN OVER WATER SEARCH UTILIZING HH-53S HELICOPTERS AND NAVY SHIPS AS SOON AS THE

PAGE 3 RUMUJNA0017 C O N F I D E N T I A L
WEATHER PERMITS.
(2) SAR FORCES FOR 2 DEC 1971
(A) 39 ARRSQ - 1 - HC-130P
(B) 37 ARRSQ - 2 - HH-53
(C) 101 ABN DIV - 4 TO 6 - UH-1H/LOCHS
(D) 1ST CAV DIV - 2 TO 4 - UH1H/LOCHS
SUMMARY OF SAR ACTIONS:
(I) AT FIRST LIGRT PRIOR TO LAUNCH TIME A WEATHER CHECK WAS MADE AT DANANG, HUE/PHU BAI AND THE SEARCH AREA. HUE WAS BELOW MINIMUMS AND DANANG WAS BARELY ABOVE. TWO JOLLY GREENS FLEW IN THE MORNING ON A FRAGGED MISSION NEAR THE SEARCH AREA. RETURNING FROM THAT MISSION THEY FLEW BY THE SEARCH AREA AND (WITH 200 TO 300 FOOT CEILINGS) SPOTTED SOME 'GREEN' WRECKAGE ON A BEACH. THEY WERE AT BINGO FUEL, SO TOOK PICTURES OF WREKAGE AND RETURNED TO DANANG. AGTER REFUELING THEY TOOK OFF AGAIN TO RE-INVESTIGATE THE WRECKAGE AND ONE HUEY FROM HUE/PHU BAI JOINED THEM. THE WRECKAGE WAS CONFIRMED BY THE HUEY AS NOT CH-47. LATER, FLYING UP THE BEACH THE HUEY LANDED IN SEVERAL PLACES AND DID PICKUP MORE DEBRIS. IT WAS JUDGED LATER NOT TO BE FROM A CH-47 ALSO. BECAUSE OF LIMITED WEATHER THE JOLLY GREENS RETURNED THEN TO

PAGE 4 RUMUJNA0017 C O N F I D E N T I A L
DANANG. NO AIR REFUELINGS WERE ACCOMPLISHED.
GP-4
BT
#0017

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

****
* *
* [redacted] *
* *
****

2320	RB	CAPT GRIffith ON DUTY
2385	RB	from Queen in clear UQ ST BF Read NMPL, XCFS
0110	RB	JG 21 ↑ for orbit
0150	RB	JG 72 ↑ " "
0330	RB	JG 21 & 72 ↓ from orbit
0715	FR	J.G. 21 & 65 ON COCKPIT ALERT BY QUEEN
0720	FR	JG 21/65 ↑ FOR SAR - OBJECT/LOCATION UNKN-
0730	FR	ARMY HELO DOWN AT 145/15/77 20 PAX 1 WIA 5 GUNSHIPS IN AREA/SANDY'S SCRAMBLED
0740	FR	DUSTOFF PICKUP MAN WIA. J.G. 21 & 65 HEADING FOR HOME. NO FURTHER ASSISTANCE NEEDED.
0755	FR	J.G. 21 & 65 ↓ FM SAR-E
0845	FR	TELEPHONIC REPORT TO JOKER

25 NOV 71

2230	RL	MSG Luff to duty
2345	RL	WEA/NOTAM INFO posted
2320	RL	ITEM Report to DT@ JOKER
2325	RL	Capt Sutton on duty
2345	RL	Item 5 Queen XI AN EORG TULS
0100	RB	JG 64 ↑ to VJCR
0105	RB	JG 21 ↑ for orbit
0107	RB	JG 65 ↑ for orbit
[illegible]	[illegible]	[illegible] ↑ [illegible]
0345	RB	JG 72 ↓
0355	RB	JG 21 + JG 65 ↓
LATE ENTRY	FR	J.G. 70 & 73 SCRAMBLED FM VUBH AT 0150Z
LATE ENTRY	FR	J.G. 70 14 SAVES. AREA 0953N 10559E. TYPE A/C C-7 C/S CUDDY 477. JOLLY GREENS WENT INTO CH-115 MSN NBR. 03-019 25 NOV 71. BOTH J.G. 70 & 73 HAD BATTLE DAMAGE.

NOVEMBER 1971

DATE	CREW	JG #	SAVE #	NAME RANK / SSN / ORGANIZATION	LOCATION	TYPE SAVE
3 NOV	GRIFFITH	65	661	DNB-BW-HUE	345/120/73	B
	SARTORI		THRU	LT. 219 SQ		COMBAT
	GARCIA		668	+ 7	ASN #	SAVES
	ALDEAN				03016,	
	NARDI				8 NOV 71	
12 NOV 71	GRIFFITH	65	669	2LT TRUONG MINH DUC	120/73	7
	SARTORI		THRU	2LT PHAN VAN HOA		COMBAT
	GARCIA		675	SGT HOANG TRUONG DUNG		SAVES
	ALDEAN			SGT TRAN HUE PHUOC		
	NARDI			SGT LONG H.V.		
				A2C HONG N.V.		
				THANH L.V.		
25 NOV 71	SUCIK	366 70	676		0955N	14
	GEORGE		THRU		10559E	COMBAT
	THERIOT		689			SAVES
	THOMAS					
	PRESS					
	STEED					
30 NOV	WALL	788 73	690	A1C STEED		1 SAVE
	DAKE			~~SJ HUE THUOT~~		[redacted]
	GARCIA			37 ARCS		
	NARDI					COMBAT
	ALDEAN					

high speed low altitude egress from the area was made and the aircraft recovered uneventfully at Bien Hoa AB.

24Nov71 Four days later Capt Griffith and crew were again scrambled from the Bien Hoa FOL. A VNAF UH-1F was reported down twenty miles northeast of Bien Hoa. A RASH FAC Briefed the Jollies on the situation while they proceeded to the area. An army hunter-killer team began preparing the area while the Jollies readied their aircraft for the rescue attempt. The survivors were located in the trees at the edge of a large clearing. Immediately upon arrival they were advised that the area had been thoroughly prepared and were cleared in for the pickup. An autorotative decent and power recovery to a landing was made in the immediate vicinity of the survivors who rapidly boarded through the crew entrance door. During the recovery, ground fire was reported north of the LZ but was never confirmed by the crew. Egress was made from the area and seven survivors brought safely back to Bien Hoa.

On 25 November 71 Jolly Green 70 and 73 were scrambled out of the Bien Hoa FOL for a Navy CH-46 shot down ninety miles south with twenty-one people on board. Major problems encountered enroute were navigation being hampered by low ceilings and poor visibility. As a result both aircraft, forced to fly at 100-300 feet AGL, were exposed to enemy ground fire as they approached the down helicopter. King advised the Jollies to withdraw to a safe holding point to await area preparation. Major Robert B. Swench the Alpha Low AC on Jolly Green 70 was advised that Dustoff and Sea Wolf helicopters had extracted seven injured survivors and that his assistance would be required to pickup the remaining personnel. Jolly Green 70

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.

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

25 NOV CONTINUED

0550	FR	J.G. 70 & 73 DEPARTED CA-115 FOR CA-73 ETA 0640
0740	Ley.	QUEEN ADVISED NO CONTACT WITH JG 70. CALLED BEIN HOA. JG 73 SCRAMBLED TO SEARCH FOR JG 70. KING BIRD 23 IS SEARCHING ALSO.
0750	Ley	NAVY GUNSHIP HAS VISUAL CONTACT WITH JG 70.
0800	Ly.	POSITION OF JG 70 IS 148/13/10.
0810	Ly.	JG 64 ON ~~SCENE~~ ON HIS WAY. WRECKAGE SITED
~~0817~~		IN WATER
0817	Ly.	SEAWOLF HAS ONE SURVIVOR ON BOARD. WRECKAGE BY A SMALL VILLAGE ON LAND & WATER.
0818	FR	KING 22 HAS A BEEPER.
0823	FR	J.G. 73 HAS PICKED UP 1 SURVIVOR.
0829	FR	SEAWOLF HAS SAT THERIOT ON BOARD AND J.G. 73 HAS [redacted] ON BOARD.
0840	Ly.	JG 73 ETA ~~FOR~~ SUVS 0845. NOTE: Additional Log Entries Attached.

26 NOV 71

25/2230	RR	msg Ruff to duty
25/2245	RR	Maint Status posted/wx status posted
25/2250	RR	ITEM Report to Joker (maj Lewis)
25/2303	RR	JG 64 OFFBIEN HOR FOR 102
25/2352	DP	ITEM 5 ... YE at AZ UPFK DN RW
26/0135	DP	CALLED QUEEN JG 66 CAM RAHN B AT 1130, TONS N 1340 PPR req.
26/0038	MS	JG 21 + 65 ↑ airborne
26/0129	DP	JG 66 AIRBORNE
26/0355	DP	JG 65 + 21 down at 0405?
26/0445Z	FR	J.G. 73 WILL NOT RETURN TONIGHT BECAUSE OF FURTHER INTREGATION. J.G. 73 WILL RETURN

NOVEMBER 1971

SURVIVORS
NAME RANK
SSN

DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
8 NOV	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	661 THRU 668	DNB-BAU-HUE LT. 219 SQ + 7	345/120/73 ASN # 03016, 8 NOV 71	8 COMBAT SAVES
12 NOV 71	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	669 THRU 675	2LT TRUNG MINH DUC 2LT PHAN VAN HOA SGT HOANG TRUNG DUNG SGT TRAN HUE PHUOC SGT LOUIS H.V. AIC HONG N.V. TRAN L.V.	1/20/73	7 Combat SAVES
25 NOV 71	SULLIVAN GEORGE THERIOT THOMAS FLOSS STEED	366 FC	676 THRU 687		C955N 10559E	14 COMBAT SAVES
25 NOV	WALL OAKE GARCIA NARDI ALdean	788 73	67C	AIC STEED 37 ARCS		1 SAVE NON \ COMBAT

Notes: at Lima Site 20, crashed on landing, hit ground, spun right, rolled down hill, flipped, burst into flames. Two flight engineers survived.

Tail No.: 68-10366 Model: HH-53C Date of Loss: 25 Nov 71 Unit: 37th ARRS
Country of Loss: Gia Dinh, SVN Call Sign: Jolly Green 70

Pilot: Robert B. Swenck (02W-72)
Co-Pilot: John W. George (02W-72)
P.J.: Thomas D. Prose (02W-72)
P.J.: James R. Thomas (02W-72)

Notes: SAR mission, crashed Song Na River

Tail No.: Model: UH-1N Date of Loss: 04 Dec 71 Unit: 20th SOS, Ban Me Thuot

Country of Loss: Gia Dinh, SVN Call Sign: Green Hornet

Gunner: Thomas E. Fike (02W-84)

Notes: Tim Fike was the last Hornet lost. If I remember right it was in Dec 71. It was his last mission before rotating home (it was to be a milk run out of Saigon and back). His crew was shot down as they were returning to Saigon. The pilot thought that they had seen a rocket launcher set up in a rice paddy. The went in low level to check it out (flying a slick), and a bad guy popped up and racked the bottom of the chopper. Tim Fike was killed, the other gunner (King) was seriously wounded and at least one of the pilots was wounded in the leg. From "Jim" (Official Squadron History does not have this information in files – History ends Sept 1971)

Tail No.: 68-10359 Model: HH-53C Date of Loss: 27 Mar 72 Unit: 40th ARRS
Country of Loss: Cambodia Call Sign: Jolly Green 61

Pilot: David E. Pannabecker (02W-120)
Co-Pilot: Richard E. Dreher (02W-119)
Flight Engineer: James Manor (02W-120)
P.J.: Raymond J. Crow, Jr. (02W-119)
P.J.: Raymond A. Wagner (02W-120)

Notes: crashed from unknown causes

Tail No.: 68-10365 Model: HH-53C Date of Loss: 6 Apr 72 Unit: 37th ARRS
Country of Loss: Quang Tri, SVN Call Sign: Jolly Green 67

Pilot: Peter H. Chapman, II (02W-130)
Co-Pilot: John H. Call, III (02W-130)
Flight Engineer: Roy D. Prater (02W-131)
P.J.: Allen J. Avery (02W-130)
P.J.: William R. Pearson (02W-132)

Robert LaPointe

From: "Lori" <cbaldea@mn.mediaone.net>
To: "LaPointe" <rlapointe@gci.net>
Sent: Saturday, May 06, 2000 12:25 PM
Attach: chuck & me.jpg
Subject: Fw: Hi

Bob, Heres some stuff on missions you asked for. Picture is after 12nov71 mission; Pilots- Griffith& Sartori; PJ's- Nardi& Aldean ; not pictured FE-Garcia.

8Nov71 mission in Cambodia Nardi & I both remember we were expecting Americans. When they broke tree line, were Viet's wearing combo good guy-bad guy uniforms & were all carrying AK's. Came in ramp by Nardi. He kept close watch on em because we still weren't sure who they were, & I layed down covering fire with mini on way out. They were off loaded pretty hush hush at Bien Hoa. We were told later they were a 'road watch' team of repatriated bad guys.

24May71 Your mission report covers it pretty well.

29Nov71 Cambodia If you remember being at Bien Hoa shortly after Jim Thomas's bird went down, the unidentified picture of pilot on your web site could have been this guy. Was burned, & I dressed his arm & cleaned up his face a little.

25Nov71 Nardi & I hi bird. Thomas , Prose , Steeds lo bird made succesful pickup. Both took hits on way in. Stopped at small army base to check for damage & had quick Thanksgiving Turkey.[Was Thanksgiving Day] On way back to Bien Hoa weather real bad. They went down. We returned & couldnt see anyone in water. I went in river but very strong current & poor visibility & couldnt locate for sure where wreckage was. Also put me down on shore but again unable to locate survivors. Short time later we did pick up Steed who apparently had been taken to different location on shore by Viet fisherman. Keep up good work. See you in Sept thanks Charlie Aldean

----- Original Message -----
From: <Genonardi@aol.com>
To: <cbaldea@mn.mediaone.net>
Sent: Monday, April 24, 2000 3:40 PM
Subject: Hi

> Here is the picture you asked about
>

377th ARRS
Memorial Service

North Hanger, DaNang Airfield
Republic of Vietnam

5 December 1971 1530 Hours

ORDER OF SERVICE

*	Presentation of Colors	Color Guard
*	Hymn	"Just As I Am, Without One Plea"
*	Invocation	Chaplain Carl T. Hawkins
	Responsive Reading	"The Christian Hope"
*	Hymn	"The Strife is O'er, The Battle Done"
	Scripture Reading	TSgt Raymond Gore
	Tribute	Lt. Colonel William Harris
*	Hymn	"The Air Force Hymn"
*	Benediction	Chaplain Thomas F. Keane

* *

* Please Stand

MAJOR, ROBERT B SWENCK - Aircraft Commander - Killed in action 25 November 1971. Major Swenck was born on 18 March 1933 in Louisville, Kentucky. He attended Grade and High School at Okaloma School in Louisville. He was a graduate of Western Kentucky State College and was commissioned in 1956 through the Reserve Officer Training Corps Program. Major Swenck earned his pilot's wings in January of 1957. Major Swenck's decorations include the Silver Star, the Distinguished Flying Cross with 1 OLC, the Airman's Medal, the Air Medal with 8 OLC, and the Air Force Commendation Medal. This was Major Swenck's second combat tour in Vietnam. He served in SEA previously, flying the Huey Gunship. He is survived by his wife Donna, and 3 daughters, who reside at 9509 Plumwood Road, Sainsville, Kentucky 40291.

* *

CAPTAIN, JOHN W GEORGE - Copilot - Killed in action 25 November 1971. Captain George was born on 10 June 1945 in Dover, Tennessee. He attended Big Rock Elementary School in Big Rock, Tennessee and Stewart County High School in Dover. He was a graduate of the University of Tennessee in Knoxville and was commissioned in 1967 through the Reserve Officer Training Corps Program. Captain George earned his pilot's wings in February 1969 and this was his first tour in SEA. He is survived by his parents, Mr and Mrs Ray George, his wife Elizabeth and a daughter, who reside at P.O. Box 66, Big Rock, Tennessee 37023.

* *

A1C THOMAS D PROSE - Pararescueman - Missing in action since 25 November 1971. Airman Prose was born on 9 April 1951 in Springfield, Illinois. He graduated from Girard High School in Girard, Illinois and attended Lincoln Community College in Springfield. Airman Prose entered Basic Training at Lackland AFB in March 1970. His decorations include the Air Medal with 1 OLC. He is survived by his Father, Lawrence E Prose and five brothers, who reside at RR # 2 Girard, Illinois 62640 and his Mother, Mrs. Jacqueline L. Epley.

* *

SSgt JAMES R THOMAS - Pararescueman - Missing in action since 25 November 1971. SSgt Thomas was born on 5 July 1943 in Marianna, Florida. He attended grade school and High School in Florida and entered Basic Training at Lackland AFB in August 1961. SSgt Thomas's decorations include the Air Medal with 1 OLC and the Air Force Commendation Medal with 2 OLC. His wife Julia and 2 daughters reside at 406 Sherry Circle N.W., Fort Walton Beach, Florida.

Bob –

Things movin pretty fast. Sent you e-mail few days ago & just talked to Gene Naroi & Jim Thomas's daughter Kim.

Gene & I were Hi Bird day Jim crashed. We'd had a pickup early & stopped at an army base to refuel. Was Thanksgiving day & had turkey. On way back to Bienhoa, weather was terrible, & we were really movin, low along river. Lost contact & we were back at scene within couple of minutes. I was ready to jump in river, when Gene politely (Ha!) told me unless I wanted to lose my privates landing on wreckage I'd better use the penetrator! Visibility was zero in water & current was very strong. Unable to locate wreckage/survivors so hoisted me up & put me down penetrator on shore. Again couldn't find anything. Naroi confirmed that a fishing boat had picked up steed & taken him to shore. We picked up steed in small village. Niether of us remembers who got the fe. George Shipper came down from Danang & we went out next day (maybe 2 days) on a navy boat & dove the river. Again came up with nothing (except I almost got sucked into boat prop & lost my legs! But thats another story.!). Niether Gene or I remember anyone finding wreckage, hooking it up & then having cable break (losing it) a few days later.

Hope this stuff helps. Keep up the good work! Kim & Gene told me about PJ reunion in Canada in Sept. Sure is gonna be great to see you guys!!!

Thanks
Charlie Alden

What happened On That Day

On November 25. 1971 (Thanksgiving Day), while on a TDY assignment, he was on a rescue mission with five other crew members which successfully retrieved 13 soldiers whose helicopter had been shot down. The chopper, a HH-53C (Jolly Green 70), took ground fire during the rescue. The crew stopped at a forward base camp to make sure the chopper was safe to fly. The soldiers got off at that time. My dad and the crew of the Jolly Green 70 were offered Turkey sandwiches before their flight to their home base at Bien Hoa. They ate their sandwiches, inspected their chopper and headed home.

They encountered a heavy rain storm on the flight back, when the chopper took more fire and the pilot was hit. It began a slow, controlled descent and impacted in the Nha Be River. Once it hit the water it did a severe end over flip, and the chopper sank immediately. Three men, Capt. John W. George, Maj. Robert B. Swenck, and A1C Thomas D. Prose were killed immediately. There were two survivors, the flight engineer and a third Pararescueman. My father was never recovered. There was a fisherman who said that he saw three white skinned survivors; two were holding on to the tail of the plane and the other man was by the floating cockpit. He mentioned that one of the men was wearing a T-shirt. According to statements and records, my dad was the only one that day in a T-shirt when the chopper went down. The fisherman helped the third Pararescueman into his boat, then they went for the other men by the tail section. They were unable to locate anyone. As it turned out, the flight engineer had swam to shore and hid himself for about an hour until he heard the sweet sounds of a Huey Helicopter. You see, there were hostiles in the area and one side of the bank was friendly but the other was not. The search continued over the next five days to no avail, my dad has never been found. They tried to raise the wreckage once, but the cable broke and the chopper sank into an even deeper, rougher part of the river. They have never made a second attempt to my families knowledge.

NOVEMBER 1971

DATE	CREW	JG #	SAVE #	SURVIVORS NAME RANK / SSN ORGANIZATION	LOCATION	TYPE SAVE
8 NOV	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	661 THRU 668	DNB-BAU-HUE LT. 219 SQ + 7	345/120/73 ASN # 03016, 8 NOV 71	B COMBAT SAVES
12 NOV 71	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	669 THRU 675	2LT TRUNG MINH DUC 2LT PHAU VAN HOA SGT HOANG TRUNG DUNG SGT TRAN HUE PHUOC SGT LOUIE H.V. A2C HONG N.V. THANH L.V.	120/73	7 COMBAT SAVES
25 NOV 71	SULLIVAN GEORGE THERIOT THOMAS FLOSS STEED	366 TC	676 THRU 687		C955N 10559E	14 COMBAT SAVES
25 NOV	WALL OAKE GARCIA NARDI ALdean	785 73	67C	A1C STEED ~~SP~~ 37 ARCS		1 [redacted] SAVE NON \ COMBAT

1/18/98

Pararescuemen Technical Sergeant James R. Thomas and Airman First Class Thomas D. Prose were lost, along with the pilots returning from a mission on 25 November 1971. Pararescueman Rich Steed and Flight Engineer Theriqux survived. The crew had rescued the crew of an army Chinook helicopter in the Delta, and were returning when their HH-53 Super Jolly Green Giant helicopter was hit, the pilots killed, and it crashed in the Na Be River.

Jim Thomas' third grandson, James, was born in January of 1997 to Mrs. Kimberly Thomas-Bowles. Jim was survived by his wife, Julie and his two daughters, Kimberly and Lisa. Lisa was instrumental in helping Julie through some very rough times. Julie adopted another daughter in 1980 named Symphony, for whom Jim has always been "Daddy Jim." According to Lisa, "Symphony is only 18 so we won't let her have kids yet. Ha Ha." Lisa's two sons are CJ (Christopher James), age 4 currently, and Ryan, a 2 year old. These kids are "the lights of our lives, and I know, would be of Jim's." according to Julie.

The crews from the 37th ARRSq won the Presidential Unit Citation, Outstanding Unit Citation, and had over 613 "saves," or lives saved from its crews efforts. Jim Thomas had a number of those saves credited to him.

The motto of the Aerospace Rescue and Recovery Service is:

"These things we do, That Others May Live.

Webmaster, John C. Ratliff

©1998 John C. Ratliff

Revised 1/20/98

httm://www.sorcom.com/~searat/Jim.html

contact searat@sorcom.com

Not Jim!

In Honor of Jim Thomas



Mrs. Julie Thomas wrote our Pararescue Association one day

Asking if any of us had information about her husband she could gather.

I had slides from my experiences far away

In a place called Vietnam where he was lost in a river's water.

I looked at my slides to see

And found one with the name tag of "James Thomas."

But I wasn't sure, for with my memory

After over twenty years it was a guess.

So I copied the slide,

And sent her the picture, along with another.

I had to confide

That I did not know if it was him, or some other.

But it matched.

She wrote back and told me that the person was her husband who had died.

But she couldn't have watched

My reaction to her letter--I cried!

For at last, over twenty years thereafter,

I had learned the fate of a beloved Pararescueman,

A man who had died in the service of others who matter

More to him than his own life but this wasn't his plan.

As I read the letter, I said,

"Not him, Not Jim!"

And shed some more tears as I laid

the letter down to compose my thoughts from that time.

Jim was a family man, jovial and merry,

The kind of guy who let others know

Just how much he could carry

With an attitude which always said, "Go!"

A big man, with a smile which shined,

A slap on the back,

Encouragement when he grinned,

Which was often, even when we were down and in the sack.

Jim Thomas was lost when his pilots were shot

and the helicopter headed for a gentle crash in a Vietnam river.

Some survived the crash, perhaps even Jim, but he was not

later recovered, and was lost forever.

For one river side was friendly,

The other

The enemy,

And for this he and his family had to suffer.

Jim was a Pararescueman,

One who had earlier that day

Distinguished himself along with his fellow crewmen

By rescuing fellow Americans from enemy fire in a extraordinary way.

They took many a hit,

But were successful with those they rescued.

The ride back to base was supposed to fit

A peaceful, relaxed journey, for they were tired.

But it wasn't to be,

And they were lost.

And now, so many years later I had a key

To some of Jim's life in the pictures from the past.

I enlarged those pictures and sent them on

Not knowing how they, or my letter would be received.

But the response after many a dawn

Was more than I could have conceived.

Kimberly, Jim's daughter wrote back,

Telling me that my photograph was the one

That had accompanied her when she too was on her back

Giving birth to her first child, Jim's third grandson.

She said in her way,

"It helped me tremendously

knowing that a little part of my Dad was there that day."

And again tears came to my eyes audaciously.

I had one other photograph,

Which only showed Jim's form from behind;

All that can be recognized of him, almost his autograph

Was his "Thumbs Up!" sign.



To all you out there seeking heroes,

Look no further than Jim Thomas.

Who like any of us "others"

Was a man we wish to be "as good as."

And look at his attitude's signature,

Observe the positive in life.

One other of Jim's traits should become your feature,

That caring is more important than strife.



John C. Ratliff



Home

Another Casualty of Vietnam- Our Mom

Findings about our Dad

That Others May Live- Those who Gave All (my first 9 adopted heros- all pj's)

My 10th Adopted Hero

Sign Our Guest Book

View Our Guest Book

Letters To Dad

Findings From Our Recent Trip To Washington, DC

On June 15th, 1998, my family made a trip to Washington, DC for the purpose of meeting with Casualty control, the DoD, JTF-FA, DPMO and other organization regarding my fathers case.
What we have learned, I want to share with you. Please write your Congressmen, Senators, Governors and anyone else you think may be able to help us!!! Time is running out on my dad's case. The following are quotes from different letters that we have received. However they are written VER BATUM and at your request, I will be more than happy to forward them to you for your own personal review.
This first letter, comes from the JTF-FA (Joint Task Force- Full Accounting).
Special note: Some time in July, the JTF-FA will be meeting to decide on some cases for possible re-evaluation. My dad's case is supposed to be brought up during this meeting. Please write the JTF-FA and let them know that you care and that they should at the very least investigate the possible grave site mentioned below.

The address for the JTF-FA is:

CDR JTF-FA
BOX 64044
CAMP HMSMITH, HAWAII 96861-4044

Narrative

"On 25 November, 1971, Staff Sergeant james R. Thomas was a crew member aboard a HH-53 Helicopter (serial number 68-10366) returning to base after completing its rescue mission. The aircraft encountered heavy rain showers and crashed in the son Nha Be in the vicinity of grid coordinates XS953730, approximately 9 kilometers south-southeast of Nha Be, Ho Chi Minh City Municipality. Two crew members survived the crash and were rescued. Rescue operations resulted in the recovery of the bodies of three other crew members. Staff Sergeant Thomas was not located. A vietnamese fisherman who participated in the rescue operations reported observing three Americans in the river, two of whom were rescued. The third american was reported to be wearing a Tee-shirt and was not accounted for. One of the survivors reported Staff Sergeant Thomas was wearing a Tee-shirt at the time of the crash".

This second correspondence, comes from the DoD (Department of

Awards I Have received

Favorite Links

Webrings

Kim's Vietnam Poetry

Family Photo's

A tribute to Dad by John Ratliff (retired PJ)

A tribute to Dad by one who cares

Kim's Tribute to Three Fallen Officers

Kim's Missing Children Page

Return to SDIT National

Return to SDIT-Florida Index Page

Defense) dated July 3, 1997. I am writing this specifically for the intent of a narrative that was given to our government by a vietnamese fisherman. Please note the above ORIGINAL grid coordinates and the one listed in this narrative.

Narrative

"A source, (183-032, April 1983), reported that in May 1975 a body of an alleged US serviceman floated by his fishing position in the vicinity of XS950805. The source claimed he buried the body on the bank because it was bad luck for fishing if he had not done so. the source stated that he didn't think the body came from the helicopter wreck because it had floated downstream pas the wreckage. while the location near Nha Be is consistent with this case, the details of it floating downstream and the time frame do not match the details of this case".

Even though the years on this case do not match, if you disregard that, the coordinates are very close to where the helicopter my dad was in sank after an attempt to tow it UPSTREAM to a naval base out of Nha Be. Even the gentleman I spoke to who was a representative of the JTF-FA could not explain to my family why they deemed this non relevant to my father's case.

This last letter comes from Mr. James Wold, Deputy Assistant Secretary of Defense (POW/MIA Affairs)

"Unfortunately, our analysis has identified some cases where all available evidence indicates there is no reasonable expectation that identifiable remains will ever be recovered. This is true in the case of Technical Sergeant James R. Thomas, United States Air Force, REFNO 1780".

"Given the circumstances of the loss and the fact that his remains were not recovered at the time, we have concluded that your husband's remains are not recoverable".

Not recoverable, that's what Mr. Wold thinks. Funny that they only tried to recover his body ONE time after the original loss before coming to this wonderful conclusion. How can we find the Titanic but loose my dad's chopper after the original attempt to raise the wreckage? I'm sure if my father were Mr. Wold's son, more effort would have taken place. More than one search conducted, not so quick to flush him down the proverbial governmental toilet!!!!

Please write anyone you can think of. Let them know that my dad

email me below:



deserves better than to be casually written off due to the governments laziness in not wanting to spend more money on possible sightings and grave sites!!! Look at the letters above. On a map the body that the fisherman buried is indeed RELEVANT to my father's case. Please help me to make sure that our government investigates this report and this grave site!!! For if it is not my father, it is someone else's' son, brother, husband, father.

Thank You!!!!





The Rainbow Ribbon

POW/MIA



T/Sgt. James Richard Thomas was born on July 05, 1943 in Marianna, Florida to Buford James and Daisy Erline Thomas. As a young child, he was sent to live in the Florida Baptist Children's Home in Lakeland, Florida. He remained there until the age of 16 (the age when they "kick" the children out into the world). During his teen years, he was a reckless and even danger seeking child. One way he looked for thrills was by swinging from a rope in front of cars traveling on the road just barely missing them. His time in the Children's Home was something else entirely. Expected to wake long before dawn to walk a field to the place where the cows' were held for milking, the children were expected to get their daily chores done before the school bus picked them up.

In August 1961, at the age of 18 and fresh out of High School he joined the United States Air Force.

After basic training, he started his military career as a Reciprocating Engine Mechanic based at Hickam AFB, Hawaii for the 76th ARSq.
While stationed at Hickam, he made friends with several men in his squadron who were with an elite group known as PARARESCUE. He admired their look, their commitment to saving others and upon re-enlistment in 1965, he was accepted into Pararescue Training. Over the next 17 months, he would learn the following: The Pararescue/Combat Control Indoctrination Course (10 weeks), US Army Airborne Parachutist School (3 weeks), US Army Combat Divers School (4 weeks), US Navy Underwater Egress Training (1 day), US Air Force Basic Survival School (2 ½ weeks), US Army Military Free fall Parachutist School (5 weeks), Special Operations Combat Medic Course (22 weeks), Pararescue Recovery Specialist Course (20 weeks).
The day he graduated from PJ school was one of the happiest days of his life. He was so proud to wear the Maroon Beret which signifies the Pararescuemen, he walked around base with a big smile on his face.
He soon excelled in this field, and by 1968, he was an instructor at Eglin Air Force Base in Ft. Walton Beach, Florida.
He was also a prime team member on the NASA **Apollo Launch Site Recovery Force for** Apollo **Missions** 7, 8, 9, 10, 11, 12, 13 **and** 14.

In March 1971, he left his wife and two daughters for duty in Vietnam. He was assigned to the 37th ARRS out of Da Nang.

~Click the Bracelet to read what happened to MY DAD~

On November 25, 1971 (Thanksgiving Day), while on a TDY assignment, he was on a rescue mission with five other crew members which successfully retrieved 13 soldiers whose helicopter had been shot down. The chopper, a HH-53C (Jolly Green 70), took ground fire during the rescue. The crew stopped at a forward base camp to make sure the chopper was safe to fly. The soldiers got off at that time. My dad and the crew of the Jolly Green 70 were offered Turkey sandwiches before their flight to their home base at Bien Hoa. They ate their sandwiches, inspected their chopper and headed home.

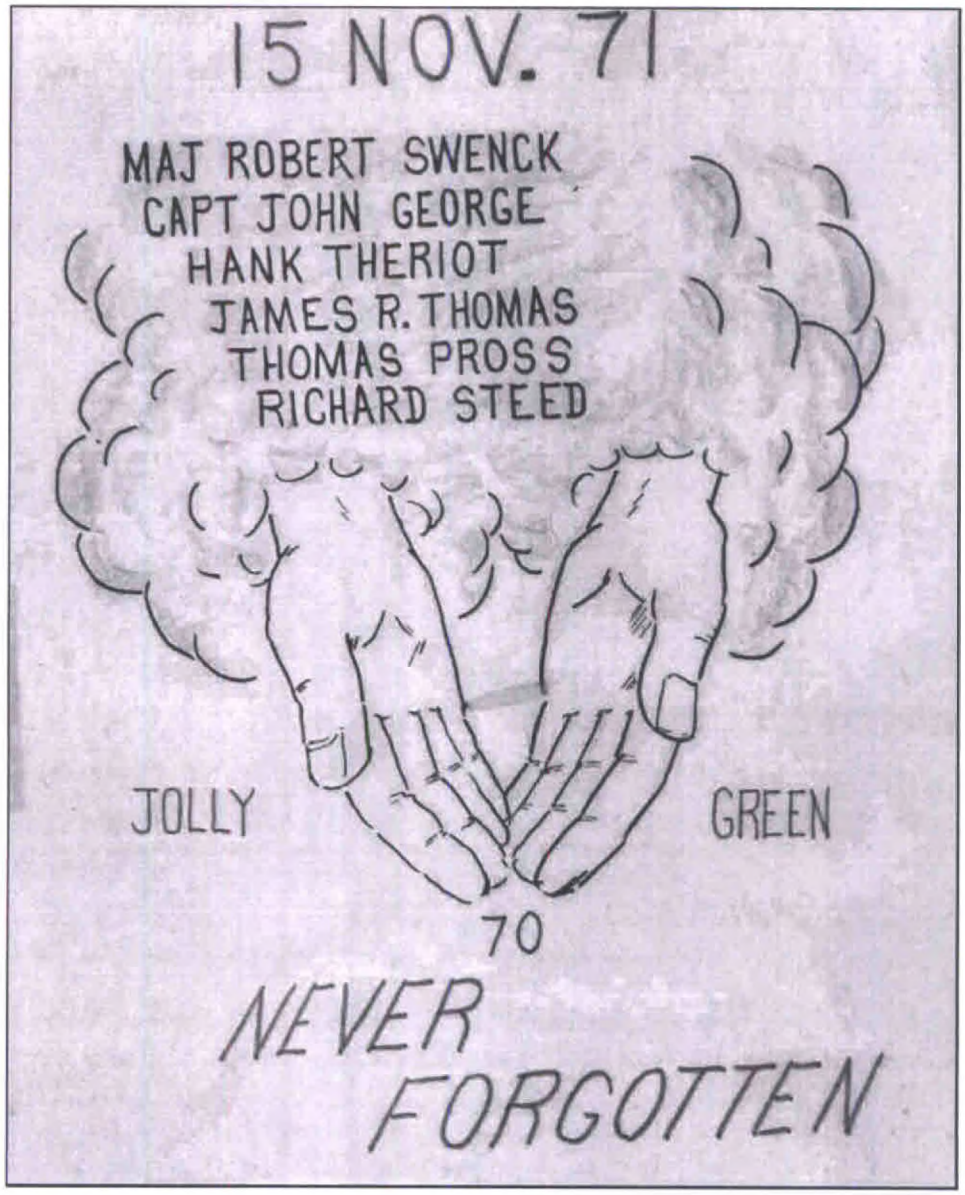
They encountered a heavy rain storm on the flight back, when the chopper took more fire and the pilot was hit. It began a slow, controlled descent and impacted in the Nha Be River. Once it hit the water it did a severe end over flip, and the chopper sank immediately. Three men, Capt. John W. George, Maj. Robert B. Swenck, and A1C Thomas D. Prose were killed immediately. There were two survivors, the flight engineer and a third Pararescueman. My father was never recovered. There was a fisherman who said that he saw three white skinned survivors; two were holding on to the tail of the plane and the other man was by the floating cockpit. He mentioned that one of the men was wearing a T-shirt. According to statements and records, my dad was the only one that day in a T-shirt when the chopper went down. The fisherman helped the third Pararescueman into his boat, then they went for the other men by the tail section. They were unable to locate anyone. As it turned out, the flight engineer had swam to shore and hid himself for about an hour until he heard the sweet sounds of a Huey Helicopter. You see, there were hostiles in the area and one side of the bank was friendly but the other was not. The search continued over the next five days to no avail, my dad has never been found. They tried to raise the wreckage once, but the cable broke and the chopper sank into an even deeper, rougher part of the river. They have never made a second attempt to my families knowledge.

Pararescue has a code. It reads as follows:

It is my duty as a Pararescueman to save a life and aid the injured. I will perform my assigned duties quickly and efficiently, placing these duties before personal desires and comforts. these things I do, "That Others May Live."

My father lived by this code and on that day he and the others on Jolly Green 70 gave all..."That Others May Live."

Main Page Go



AF Museum Photo

15Nov71.jpg

[redacted]

DATE: 29 November 1971

MISSION NUMBER: A-3-038 November 71

AIRCRAFT DESIGNATION: King 21

DISTRESSED AIRCRAFTS: CH-47 - Playtex 866

LOCATION: 130°-100° Radial 10-15 Miles Hue Tacan

SAVES: NONE

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED 31 DEC 77

At 0430, 29 Nov. 71, we were briefed by Jack that we would be diverted from the normal King 21 orbit to cover the search for an Army CH 47 - Call Sign - Playtex 866 that had been missing on a flight from Danang to Hue Phu Bai. The last reported contact was at 0530Z 29 November on the 130° radial of Hue NDB. King 21 arrived in the area of the search at 0730 local and made contact with PECAN - a ship off the coast acting as on-scene commander. At that time there were no aircraft in the area due to bad weather conditions. Contact was made with Hue approach control who confirmed the last call of Playtex 866. He reported on the 130° radial of Hue NDB at 0530Z, said he was declaring an emergency and going Tactical IFR. There was no indication of the nature of the emergency. Contact was then made with Danang VFR control to attempt to determine the exact route of flight. They indicated that they did not have radio or voice contact with Playtex 866 at any time. The weather in the area at the time of last contact was reported to be 500 to 1000 overcast - visibility 3-4 miles and both cielings and visibility lower in rain showers. Queen had a report that some fishermen observed a low flying helicopter pass over head about that time and he was heading out to sea. This area was on about the 100° radial of Hue NDB and on the coast. About 0830 local, several Army helicopters (6) arrived in the area led by Smokey 26 - a UH1H. A search area was set up and co-ordinated with Smokey 26 and each aircraft covered an area 10 kilometers square. Several sightings were made of old wrecks in the area of ZD 169058 and ZD 151054 but were confirmed as previous crashes. During the morning hours, attention was focused in the area of the coast and low lands where the Playtex was last reported. The high areas were obscured by low clouds. At 1130 local King 21 was diverted from the mission to cover the orbit due to another SAR in progress. Upon returning around 1300 local we were informed by Sailfish 18 (101st Airborne Cmd Post) that the Army had called off the search for the day as the weather was too bad. During the afternoon, three aircraft were used to continue the search and the area was expanded to include the sea. Several items were found floating off shore but could not be readily identified as being on board the aircraft. They consisted of 6 - 7 boxes of "Booster Bomb Nose" M-148. Lot 2020, and numerous cans about 10-15" long and 5-8" in diameter. These were suspected to be contents of the boxes as several had broken. These were located on the 090 radial for 18 miles from Hue Tacan. A piece of plywood about 6'x6' was discovered about 2 miles further out and several pieces of white styrofoam and a piece of cloth about the 26 mile area on the 087 radial. The ship- PECAN was vectored to the areas of debris but nothing

GROUP 4
Downgraded at 3 year intervals
Declassified after 12 years

[redacted]

[redacted]

could be identified. Jolly Green recovered one box of Booster Bomb Nose M-148 for later identification. King 21 departed the area at 1615 local due to lack of fuel. The weather in the search area remained 500 to 1000 ft overcast with 3-4 miles visibility - lower in rain showers, and moderate to severe turbulance was encountered in mountainous areas.

King 21 Crewmembers

AC/AMC	Lt Col Edgar C. Benson Jr.	FE	TSGT Kenneth G. Spiegel
CP	1Lt James F. May	LM	TSGT Johnny B. Mullins
N	Capt Joel F. Hancock	FE	TSGT Edgar L. Trout Jr.
N	Maj James J. Kelly	N	Capt Thomas T. Ishii Jr.
RO	MSGT Thomas R. Kimbrell	RO	SSGT Rosco Williams
RO	TSGT Lester L. Ruark	FS	Col Lewis Smith
FE	MSGT Sidney A. Presley		

Other Resources Used

Smokey 26 + 6 UH1H's (Army)	Ships
Helix 15	
Jolly Green 72/21 (AM) 65/67 (PM)	PECAN
Flatboat 33 (2 Gunships)	

Edgar C. Benson

EDGAR C. BENSON, Lt Col., USAF
Aircraft/Airborne Mission Commander

[redacted]

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

- IMMEDIATE
333 DAY 1971
12.22.53Z
MSG # 001433
FR(AESC

***** CONFIDENTIAL *****

OTTCZYUW RUMUJNA0346 3331005-CCCC--RUCIMAA.
ZNY CCCCC
O 291000Z NOV 71
FM OL-A/3ARRGP SON TRA AB RVN
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/PACAF/HICKHAM AFB HI/DOH
RUCIMAA/HQS ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL
RUCIMAA/MAC/MAOCCP
RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP
RUHHABA/41ARRWG CONTROL CENTER DOC/HICKHAM AFB HI
RUHHHQA/CINCPAC/CC
RHMSMVA/MACV SAIGON RVN
RUEKAAA/AFEOC FT RITCHIE MD
RUMJRBA/CTF 77
RUHGOSA/CTG 77.0
RUMOJAA/39ARRS COM RAHN BAY AB RVN
RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC
RUMUMMA/101ST ABN DIV PHU BAI RVN
RUMUJBA/37ARRS DANANG AB RVN
RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND
RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS

OPR	OWL
ARRS	1
INFO	CYS
DO	4
DOC	1
CSAF	1
7	

1/3

PUT

PAGE TWO RUMUJNA0346C O N F I D E N T I A L
RUMOREA/56SOW,UDO NAKHON PHANOM RTAFB THAILAND
BT
C O N F I D E N T I A L
CONFIDENTIAL/JUPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038/0047Z NOV 71.
1. RESCUE OPENING REPORT, 29 NOV 71.
2. MISSION NUMBER: A-3-038, 29 NOV 71.
3. SITUATION: A HH-43 HELICOPTER IS MISSING AND PRESUMED DOWN BETWEEN DANANG AND HUE-PHU BAI, POSSIBLY IN THE SOUTH CHINA SEA.
A. DESCRIPTION OF SAR OBJECTIVE:
(1) CH-47/68-15866/BROWN/PLAYTEX 688
(2) TACTICAL FLIGHT PLAN FROM LANDING ZONE 'CHARGER PAD' TO HUE-PHU BAI AIRFIELD
(3) PILOT: UNKNOWN AT THIS TIME
(4) POB: 33
(5) WEATHER VERY POOR, RAIN WITH CEILING DOWN TO ZERO IN MOUNTAIN AREAS, 5000 FT IN THE DESTINATION AREA.

- IMMEDIATE
333 DAY 1971
12.22.53Z
MSG # 001433
FROM: AESC

***** CONFIDENTIAL *****

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

- IMMEDIATE
353 DAY 1971
12[redacted]2.53Z
MSG # 001453
FROM: AESC

****
* [redacted]AL *
* CONFIDENTIAL *
****

2/3

(6) SURVIVAL EQUIPMENT: US ARMY STANDARD
(7) LAST KNOWN POSITION: 16-15N 107-53E
B. ACTIONS TAKEN:
(1) CONTROLLING AGENCY, UL-A, 3ARRGP, NOTIFIED AT 280850Z NOVEMBER 1971 BY DANANG TOWER THAT A PLAYTEX 688 HAD NOT

PAGE THREE RUMUJNA0346 C O N F I D E N T I A L
ARRIVED AT THE HUE-PHU BAI AIRPORT.
(2) FOLLOWING SAR FORCES ALERTED:
(A) 39 ARRS AT 29/0001Z NOV 71.
(B) 37 ARRS AT 29/0001Z NOV 71
(C) 101ST ABN DIV AT 29/0002Z NOV 71
(D) 20 TASS AT 29/0003Z NOV 71
(3) FOLLOWING SAR FORCES WERE LAUNCHED OR DIVERTED:
(A) 39 ARRS AT 29/0047Z 1 HC-130
(B) 37 ARRS AT 29/0105Z 4 HH-53
(C) 101 ABN DIV AT 29/0105Z 2 U-2
F. FUTURE PLANS:
(1) PLAN TO SEARCH COASTAL AREAS AND LAND AREAS AT FIRST LIGHT DEPENDING ON WEATHER.
(2) SAR FORCES FOR 30 NOV 1971.
(A) 39ARRSQ - 1 - HC-130P
(B) 20 TASS - 3 - OV -10
(C) 101ABN DIV - UNKNOWN- UH-1H/LOCH'S
(D) 1 CAV DIV - UNKNOWN - UH-1H/LOCH'S
(E) US NAVY - UNKNOWN - UNKNOWN
(F) VN NAVY - UNKNOWN - UNKNOWN

PAGE FOUR RUMUJNA0346 C O N F I D E N T I A L
(G) 37 ARRSQ - 2 - HH-53
G. SUMMARY OF SAR ACTIONS:
1. ON 28 NOV 71 THERE WAS A COMMUNICATION CHECK ON OVERDUE CH-47, PLAYTEX 86b. FIRST LIGHT ON 29 NOV 71 KING 21 ARRIVED IN AREA TO BE ANL. 101ST ABN DIV PROVIDED HELICOPTER COVERAGE OF THE HUE AREA. TWO (2) HH-53'S FROM 37 ARRSQ HELPED IN SEARCH IN FEET WET AREA OVER COAST. WEATHER IN MOST OF THE AREA WAS 500 FEET OVERCAST WITH 1000FT VISIBILITY. WATER AREAS HAD GOOD COVERAGE AND SEVERAL ITEMS HAVE BEEN

- IMMEDIATE
353 DAY 1971
12.22.53Z
MSG # 001453
FROM: AESC

****
* [redacted]AL *
* CONFIDENTIAL *
****

- IMMEDIATE
354 DAY 1971
10.58.44Z
MSG # 003652
FROM: AESC

[redacted]

MESSAGE NOTIFICATION
Individual Contacted: H.M.
Local Time and Date: 0535 30 NOV 71

OTTCZYUW RUMOJNA0361 3341015-CCCC--RUCIMAA.
ZNY CCCCC
O 301010Z NOV 71
FM OL-A/3ARRGP SUN TRA AB RVN
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/PACAF/HICKHAM AFB HI/DOH
RUCIMAA/HQS ARRS/COMMAND POST SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ACT MAXWELL AFB AL
RUCIMAA/MAC/MAOCLB
RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN /DOCT/DP
RUHHABA/41ARRWG CONTROL CENTER DOC HICKHAM AFB HI
RUHHBGA/CINPAC/CC
RUMOJMA/101ST ABN DIV CAMP EAGLE RVN
RHMSMVA/MACV SAIGON RVN
RUEKAAA/AFEOC FT RITCHIE MD
RUMFRBA/CTF 77
RUHGOSA/CTG 77.0
RUMFTGT/CTU 70.8.9
RUMOJAA/39 ARRS COM RAHN BAY AB RVN
RUMMRSA/COMNAV 4B SAIGON
RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC
RUMOJBA/37ARRS DANANG AB RVN

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

PAGE TWO RUMOJNA0361 C O N F I D E N T I A L
RUMOSRA/OL-B/3ARRGP UDORN RTAFB THAILAND
RUWTFJA/USAFMPC/RANDOLPH AFB TEX/DPMCS
RUMOREA/56SOW DOO NAKHON PHANOM RTAFB THAILAND
BT
C O N F I D E N T I A L
CONFIDENTIAL/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038/1000Z 30 NOV 71.
1. RESCUE PROGRESS REPORT NBR 1.
2. MISSION NUMBER A-3-038/0047Z 29 NOV 71.
3. SITUATION: CH47 HELICOPTER IS MISSING AND PRESUMED DOWN BETWEEN DANANG AND HUE PHU BAI POSSIBLY IN THE SOUTH CHINA SEA.
C. PERSONNEL INFO: 33 PERSONS INVOLVED.
(2) SAR OBJECTIVE; PLAYTEX 866, HAS NOT BEEN LOCATED AT THIS TIME.
D. FLYING ACTIVITY: FOR 29 NOV 71 ENDING LAST LIGHT.
(1) 101ABN DN - 3 SORTIES FOR 12.1 HOURS.
(2) 37ARRSQ - 4 - SORTIES FOR 14.2 HOURS.
(3) 39ARRSQ - 1 SORTIE FOR 9.7 HOURS.

- IMMEDIATE
354 DAY 1971
10.58.44Z
MSG # 003652
FROM: AESC

[redacted]

1 Cy reproduced by ARRS/DRAS 30 NOV 71.

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003652
FROM: AESC

****
* [redacted] *
****

A-3-038
29 Nov 71

F. FUTURE PLANS: (1) PLAN TO CONTINUE THE SEARCH OF THE LAND ROUTE BETWEEN DANANG TO HUE WITH ARMY HELICOPTERS AND A OVER WATER SEARCH UTILIZING HH53 HELICOPTERS AND NAVY SHIPS AS SOON AS WEATHER PERMITS. (2) SAR FORCES FOR 1 DEC 71.

PAGE THREE RUMUJNAU361 C O N F I D E N T I A L
(A) 39 ARRSQ - 1 - HC130P
(B) 37 ARRSQ - 2 HH53
(C) 101 ABN DIV - 4 -6 - UH1H/LOCH
(D) 1ST CAV DIV - 2 - 4 -UH1H/LOCH
G. SUMMARY OF SAR ACTIONS: (1) AT FIRST LIGHT PRIOR TO LAUNCH TIME A WEATHER CHECK WAS MADE AT DANANG, HUE/PHU-BAI AND THE RESCUE AREAS. THE CEILINGS AND VISIBILITIES AT LAUNCH BASES WERE BELOW MINIMUMS. THE WEATHER IN THE SEARCH AREAS NEVER IMPROVED ENOUGH THROUGHOUT THE DAY TO PERMIT ANY TYPE OF FLYING. THE WINDS OVER THE SEARCH AREA OVER THE SOUTH CHINA SEA CREATED HIGH SEAS, WHITE CAPS AND BLOWING MIST SO AS TO REDUCE VISIBILITY TO ALMOST ZERO AND NEGATE ANY SURFAC SEARCH. SEA SURFACE CONDITIONS WERE REPORTED TO QUEEN BY US NAVAL SHIPS ON SCENE. THE CORRECT CALL SIGH OF THE SUSPECTED DOWN AIRCRAFT IS PLAYTEX 866.
GP-4
BT
#0361

2/2

NNNN

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003652
FROM: AESC

****
* [redacted] *
* CONFIDENTIAL *
****

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

****
* [redacted] *
* C ONFIDENTIAL *
*
****

OTTCZYUW RUMUJNA0017 3351020-CCCC--RUCIMAA.
ZNY CCCCC
O 0109452 DEC 71
FM OL-A 3 ARRGP SON TRA AB RVN
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/PACAF HICKHAM AFB HI/DOH
RUCIMAA/HQS ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL
RUCIMAA/MAC/MAOCCP
RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP
RUHHABA/41ARRWG/CONTROL CENTER DOC/HICKHAM AFB HI
RUHHHQA/CINCPAC/CC
RUMUMJA/101ST ABN DIV DAMP EAGLE RVN
RHMSMVA/MACV SAIGON RVN
RUEKAAA/AFEOC FT RITCHIE MD
RUMFRBA/CTF 77
RUHGOSA/CTG 77.0
RUMFSBB/CGU 70.8.9
RUMOJAA/39ARRS CAM RAHN BAY AB RVN
RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC
RUMUGKA/COMNAV 4B SAIGON
RUMUJBA/37ARRS DANANG AB RVN

OPR	CYS
AROPS	1
INFO	CYS
DO	4
DOC	1
CSEH	1
	7

1/2

X

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

PAGE 2 RUMUJNA0017 C O N F I D E N T I A L
RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND
RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS
RUMOREA/56SOW/DOO/NAKHON PHANOM RTAFB THAILAND
BT
C O N F I D E N T I A L/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038/
1000Z 1 DEC 71.
1. RESCUE PROGRESS REPORT NBR: 2
2. MISSION NUMBER: A-3-038 - 0047 29 NOV 71.
3. SITUATION: A CH-47 HELICOPTER IS MISSING AND PRESUMED DOWN BETWEEN DANANG AND UEE-PHU BAI, POSSIBLY IN THE SOUTH CHINA SEA.
   C. PERSONNEL INFO:
      (1) 33 PERSONS INVOLVED
      (2) PLAYTEX 866 HAS NOT BEEN LOCATED AT THIS TIME.
   D. FLYING ACTIVITY: FOR 01 DEC AND ENDING LAST LIGHT.
      (1) 101 ABN DIV - 1 SORTY FOR 1.2 HRS.
      (2) 37 ARRSQ - 4 SORTIES FOR 5.0 HRS.

MESSAGE NOTIFICATION
Individual Contacted: SW
Local Time and Date: 5:45 1 DEC 1971

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

****
* [redacted] *
* C ONFIDENTIAL *
*
****

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

****
* [redacted] *
* C O N F I D E N T I A L *
****

2/2

E. FUTURE PLANS:
(1) PLAN TO CONTINUE THE SEARCH OF THE LAND ROUTE BETWEEN DANANGE TO HUE WITH ARMY HELICOPTERS AND AN OVER WATER SEARCH UTILIZING HH-53S HELICOPTERS AND NAVY SHIPS AS SOON AS THE

PAGE 3 RUMUJNA0017 C O N F I D E N T I A L
WEATHER PERMITS.
(2) SAR FORCES FOR 2 DEC 1971
(A) 39 ARRSQ - 1 - HC-130P
(B) 37 ARRSQ - 2 - HH-53
(C) 101 ABN DIV - 4 TO 6 - UH-1H/LOCHS
(D) 1ST CAV DIV - 2 TO 4 - UH1H/LOCHS
SUMMARY OF SAR ACTIONS:
(I) AT FIRST LIGHT PRIOR TO LAUNCH TIME A WEATHER CHECK WAS MADE AT DANANG, HUE/PHU BAI AND THE SEARCH AREA. HUE WAS BELOW MINIMUMS AND DANANG WAS BARELY ABOVE. TWO JOLLY GREENS FLEW IN THE MORNING ON A FRAGGED MISSION NEAR THE SEARCH AREA. RETURNING FROM THAT MISSION THEY FLEW BY THE SEARCH AREA AND (WITH 200 TO 300 FOOT CEILINGS) SPOTTED SOME 'GREEN' WRECKAGE ON A BEACH. THEY WERE AT BINGO FUEL, SO TOOK PICTURES OF WREKAGE AND RETURNED TO DANANG. AGTER REFUELING THEY TOOK OFF AGAIN TO RE-INVESTIGATE THE WRECKAGE AND ONE HUEY FROM HUE/PHU BAI JOINED THEM. THE WRECKAGE WAS CONFIRMED BY THE HUEY AS NOT CH-47. LATER, FLYING UP THE BEACH THE HUEY LANDED IN SEVERAL PLACES AND DID PICKUP MORE DEBRIS. IT WAS JUDGED LATER NOT TO BE FROM A CH-47 ALSO. BECAUSE OF LIMITED WEATHER THE JOLLY GREENS RETURNED THEN TO

PAGE 4 RUMUJNA0017 C O N F I D E N T I A L
DANANG. NO AIR REFUELINGS WERE ACCOMPLISHED.
GP-4
BT
#0017

- IMMEDIATE
335 DAY 1971
11.04.05Z
MSG # 011643
FROM: AESC

****
* *
* [redacted] *
* *
****

- IMMEDIATE
333 DAY 1971
12.22.53Z
MSG # 001433
FM: AESC

[redacted]

PICKED UP FOR U.S. ARMY EVALUATION AS TO WHETHER THEY COULD BE RELATED TO DOWNED AIRCRAFT. IF WEATHER PERMITS THERE WILL BE A FIRST LIGHT EFFORT ON 30 NOV 71 TO CONTINUE FEET WET AND HIGH LAND AREA SEARCH. NO REFUELINGS WERE CONDUCTED.
GP-4
BT
#0346

3/3

NNNN

- IMMEDIATE
333 DAY 1971
12.22.53Z
MSG # 001433
FROM: AESC

[redacted]

- IMMEDIATE
336 DAY 1971
(52.07Z
MSG # 00307
FROM: AESC

[redacted]

DECLASSIFIED

OTTCZYUW RUMUJNA0031 3360616-CCCC--RUCIMAA.
ZNY CCCCC
O 020505Z DEC 71
FM OL A 3ARRGP SON TRA AB RVN
TO RUEFHQA/CSAF/AFXOTZB
RUHEAKA/PACAF HICKHAM AFB HAWAII/DOH
RUCIMAA/HQS ARRS/COMMAND POST/SCOTT AFB ILL
INFO RUCEAAA/HQ USAF ALT MAXWELL AFB ALA
RUCIMAA/MAC/MAOCCP
RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/DOO/IN/DOCT/DP
RUHHABA/41ARRWG/CONTROL CENTER/DOC/HICKHAM AFB HAWAII
RUHHHQA/CINCPAC/CC
RHMSMVA/MACV SAIGON RVN
RUEKAAA/AFEOC FT RITCHIE MD
RUMFRBA/CTF 77
RUMUJHFA/101ST ABN DIV CAMP HORN RVN
RUHGQSA/CTG 77.0
RUMUJBA/20 TASS DANANG AB RVN
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

OPR	CYS
DOCS	1
INFO	CYS
DO	4
DOC	1
C&A	1
	28

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

PAGE 2 RUMUJNA003I C O N F I D E N T I A L
RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS
RUMOBEA/56SOW/DOO/NAKHON PHANOM RTAFB THAILAND
BT
C O N F I D E N T I A L/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038
04A202 29 NOV 71.
1. RESCUE CLOSING REPORT 2 DEC 71.
2. MISSION NUMBER A-3-038-29 NOV 71.
3. SITUATION: A CH47 HELICOPTER DOWN.
C. PERSONNEL INFO:
(1) 33 PERSONS INVOLVED, 10 PERSONS LOCATED, 10 PERSONS
DECEASED, 23 PERSONS MISSING AT THIS TIME.
(2) SAR OBJECTIVE LOCATED BY USARMY HELICOPTER, CALL SIGN
UNKNOWN, AT 02/0222Z DEC 71 AT COORDINATES 1615N 10753E.
D. FLYING ACTIVITY:
(1) 101ST ABN DIV - 4 SORTIES FOR 17.0 HOURS.
(2) 17ARRSQ - 4 SORTIES FOR 14.2 HOURS.

14 SE 69

- IMMEDIATE
336 DAY 1971
06.52.07Z
MSG # 00307
FROM: AESC

[redacted]

DECLASSIFIED

MESSAGE NOTIFICATION	
Individual Contacted:	S. W
Local Time and Date:	0140 2 DEC 71

- IMMEDIATE
336 DAY 1971
06.52.07Z
MSG # 003667
FROM: AESC

****
* [redacted] *
* CONFIDENTIAL *
****

(3) 39ARRSG — 1 SOR [redacted]

G. SUMMARY OF SAR ACTIONS:

(1) AT APPROXIMATELY 0100Z, THE ARMY LAUNCHED SEVERAL US ARMY HELICOPTERS TO SEARCH THE AREA OF LAST KNOWN POSITION AND AT 0212Z A CRASH SITE WAS LOCATED AND SUSPECTED TO BE THAT OF PLAYTEX 866. THIS WAS LATER CONFIRMED BY LOCATION AND IDENTIFICATION OF THE TAIL

PAGE 3 RUMUJNA0031 C O N F I D E N T I A L

SECTION AND NUMBER. THE ARMY THEN REQUESTED THAT USAF AIRCRAFT, INCLUDING SEARCH AND RESCUE AIRCRAFT REMAIN CLEAR OF THE CRASH SITE AND THAT THE ARMY WOULD CONTROL ALL FURTHER RESCUE ACTIVITIES AND THAT USAF RESCUE AGENCIES MAY CLOSE THIS MISSION. THIS WAS CONCURED WITH BY THE ARCC.

(2) TOTAL FLYING ACTIVITY: SE E ITEM 3D.

GP-4
BT
#0031

NNNN

- IMMEDIATE
336 DAY 1971
06.52.07Z
MSG # 003667
FROM: AESC

****
* [redacted] *
* CONFIDENTIAL *
****

[redacted]

56 SOW
Oct – Dec 71
K-WG-56-HI

S T A T E M E N T

4 December 1971

SUBJECT: Sandy 5 and 6 (SAR Recert Hank 05)

1. At 1055L, 29 Nov 71, Wolfpack alerted us to launch ASAP. We were airborne at 1112L from Uben, 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 RTB'd for battle damage) had all but silenced the ground fire in the area with numerous fast mover strikes. Hank 05 was already up 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 friendlies. 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

[redacted]

[redacted]

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 93 we received a call from Hillsboro at 0400Z that HAWK 5 had bailed out, position WU 153840, 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 56 & 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 strafing 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 RTB'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 RTB'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,

[redacted]

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

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

[redacted] APACHE FLIGHT – Huey Slick, 2 Cobras
[redacted] BASS FLIGHT – 2F-4's
[redacted] RED TOP FLIGHT – 2F-[redacted]
[redacted] SUNDOG ALPHA – C130
[redacted] SANDY 5 and 6
[redacted] Jolly Greens 66, 64, [redacted] and 60

CREWMEMBERS

AC Lt Col Ervin L. Klingenberg Jr.
CP 1Lt Lee M. Beaorney
N Maj. Thomas E. Doherty
RO TSgt Jimmy N. Freeman

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

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 AIC 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.

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

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

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 - I'm sure both Hardt & I had rotated home when orders came in. We weren't real busy then so I think our 7/1108 orders had been from this one [redacted] on them, but Hardt's & mine came back to States.

Pilots Foley/Tyler FE Draper PJs Hardt, Young, Aldean

*Note on your web site you have an unidentified photo of a rescued pilot. If you can remember coming to Brenthoa a few days after Jim Thomas crashed (11-27-71) picture is of pilot we got on 11-29-71 Hawk 05 mission. His face & arm were burned when his plane was on fire before he punched out. I remember dressing his arm just like in picture.

CA

Amn Dickson

UNCLASSIFIED E F T O

37

0341-EEEE--RUMUJBA.

R 2209

BARR VIETNAM

AB VIETNAM

RTAFB THAILAND

AY AB VIETNAM

RTAFB THAILAND

BT

UNCLAS E F T O CC

SUBJECT: HAWK

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

SUBJ: RESCUE MISSION REPORT NUMBER 03-021 29 NOV 71

REF BARRG 291530Z NOV 71

1. THE OUTSTANDING TEAMWORK AND PROFESSIONALISM DISPLAYED ON THIS MISSION RESULTED IN THE SAFE RETURN OF AN INVALUABLE AIRCREW MEMBER. THIS IS ANOTHER EXAMPLE OF THE CONTINUOUS EFFORTS OF YOUR FORCES TO SAVE LIVES.

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

PAGE 2 RUMMRSA4413 UNCLAS E F T O

WELL DONE.

3. PLEASE CONVEY TO ALL AGENCIES AND INDIVIDUALS THIS APPRECIATION FOR THEIR UNTIRING EFFORTS.

UNQUOTE.

BT

#4413

Operations

NNNN

IN 00743/DEC 22 /ACK

#8

	Action	Info
Comdr		
Opers		
Maint		
Supply		
Safety		
Orderly Room		

22 DEC 1971 15 23

23 DEC 1971

UNCLASSIFIED E F T O

223

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

SPECIAL ORDER G 17 MAY 1972
G-1123

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	ORGN	PAS
	AIRMAN FIRST CLASS		
[redacted]	ALDEAN CHARLES P SPEC CLS	711129	DACKJR
[redacted]	[redacted] COBATH CHARLES C	710771	NAQKJS

FOR THE COMMANDER

G. K. Hamstead

M/K BEAMTECH, SMSGT, USAF
ASST DIRECTOR OF ADMINISTRATION

DISTRIBUTION:
C

BLMPS
PROCESSED

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

SPECIAL ORDER 7 MAY 1972
G-1063

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
	LIEUTENANT COLONEL		
	CLARKE JOHN A	711011	UBRSSK
	CAPTAIN		
	BURKE ROBERT F 1ST OLC	711108	NARHSB
	FOLEY NORMAN R	711129	DAQKJR
	GRIFFITH RODNEY S	711108	DAQKJR
	HART LESLIE C	711231	DAQKJR
	SARTORI MICHAEL C	711108	DAQKJR
	SILVIA RONALD	711011	UBRSSK
	TYLER STEPHEN R 1ST OLC	711129	DAQKJR
	WITHERS JAMES R 6TH OLC	700610	NARMT6
	TECHNICAL SERGEANT		
	NARDI EUGENE L 5TH OLC	711108	DAQKJR

SALOME CHARLES F 1ST OLC	711231	DAQKJR
YOUNG JON H 2ND OLC	711129	DAQKJR

STAFF SERGEANT

GARCIA DAVID	711108	DAQKJR
WINES JAMES W	711231	DAQKJR

SERGEANT

DRAYER JOHN W	711129	DAQKJR

AIRMAN FIRST CLASS

ALDEAN CHARLES B 2ND OLC	711108	DAQKJR
ASHDOWN JAMES K 1ST OLC	711231	DAQKJR
WAGNER MICHAEL L	711231	DAQKJR

FOR THE COMMANDER

M/K PFAUMTSCH, SMSGT, USAF
ASST DIRECTOR OF ADMINISTRATION

DISTRIBUTION
G

		Flight to Danang via Chkl 71 +87.
		Only 3 Crew. AC/CP/HM. Estimates
		Channel 71 0505Z
27/0345	EAR	MSG-Ltf to duty
27/0405	EAR	JG 21 ↓ FROM Orbit Logged 2.8
27/0407	EAR	JG 65 ↓ from ORBIT Logged 2.7
27/0845	EAR	JG 13 ↓ from ~~VVBH~~ Logged 4.9
27/1015	EAR	Passed ZAAR TO JOKER
27/1020	EAR	Passed Mx/Ltf Schedule to Queen.
		28 NOV 71
27/2240	FR	SSGT FULCHER ON DUTY
27/2310	FR	PASSED SAR & MAINT STATUS TO QUEEN
27/2326	AOA	ITEMIL AF SZT CD BQRC JPMO
28/0115	DEM	JG 65 & JG 21 AIRBORN [redacted]
28/0355	DEM	JG 65 & JG 21 DOWN 21 Logged 2.8 65 Logged 2.7
		29 NOV 71
28/2230	EAR	MSGT Ltf to duty
28/2300	EAR	ITEM 16 Y2K set DIM FR'SKA DUGB
28/0057	SAR	JG 72 [redacted] AIRBORNE
28/0105	SAR	J.G. 21 AIRBORNE
29/0435	FR	J.G. 21 & 72 ↓ FM SAR
29/0525	LY	JG 60 ↑ FOR SEARCH
29/0520	LY	JG 66 & 64 LAUNCHED AND PHASE ALPHA STARTER
29/0540	LY	[redacted] SURVIVOR WILL BE MOVED TO AMIRE 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 LITE CAME ON A/C RETURNING TO HOME BASE.
29/0809	FR	J.G. 65 ↓ FM SEARCH AND EMERGENCY SAFELY

DATE	JG #	CREW	SAVE #	SURVIVORS NAME/RANK SSN	LOCATION	TYPE/# SAV
29 Nov 71	66 Sqd	TYLER	691	ALVIN W. MOORE A	026/60/85	1 COMBAT
		FOLEY	J666	CAPT [redacted]		
		DRYER		8 SOS VUGP		
		STAMM				
		[redacted] YOUNG				
		ALDEN				

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 - I'm sure both Harol & I had rotated home when orders came in. We went Korat busy then so I think our 71108 orders had Laos from this one [redacted] on them, but Harol's 1st mine came Korat to States.

Pilots Foley/Tyler FE Drake

PJ's Harol, Young, Aldean

*Note on your web site you have an unidentified photo of a rescued pilot. If you can remember coming to Brenthoa a few days after Jim Thomas crashed (11-27-71) picture is of 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.

Cap

 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.

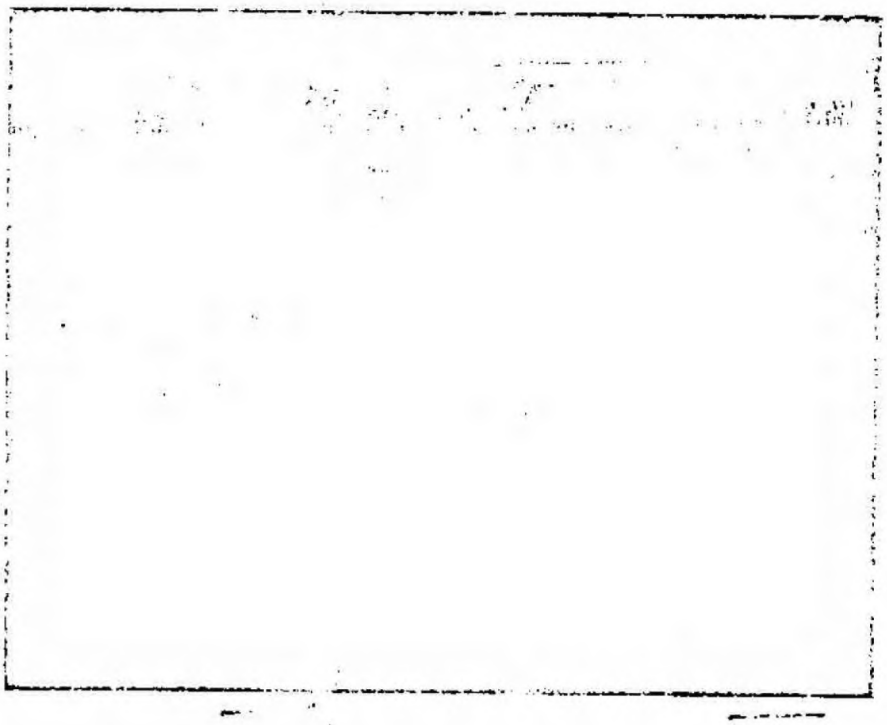
4. Sandy 05 assumed on-scene-command at 1230L. Jolly Green 64 & 66 were on scene and Jolly Green 66 executed pick-up attempt at 1233L and aborted this attempt at 1234L.

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

[redacted]

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



(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 Paddy alert force at Ubon RTAFB was scrambled 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, called by Rustic 14, had located the survivor soon after he was down. The FAC had directed numerous ARA sorties into the area. There had allegedly been 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 strafed 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. SAWCO Report for Hawk 05, 4 Dec 71, (Dec 14).
33. Ibid.

[illegible]

[illegible] would be encountered. The survivor was then transported on the personnel carrier to an open field in the center of the town. The recovery was then made by Jolly Green 66 at 1308 with no opposition, and the SAR was successfully terminated.[34]

---

34. Ibid.

[redacted]

DATE: 29 November 1971

MISSION NUMBER: A-03-021 [illegible] 1971

AIRCRAFT DESIGNATION: Klub 23

DISTRESSED AIRCRAFTS: HAWK

LOCATION: WU 173810

SAVES: 1 COMBAT SAVES [illegible]

While on orbit between CH 89 [illegible] at 0400Z that HAWK 5 had ejected, position [illegible] in good condition and a [illegible] was working with [illegible] orbit and arrived overhead [illegible] Greens 56 & 60 and Sandys 5 & 6 from CH 93 [illegible] Jolly Greens 64 & 66 and [illegible] Sandys was 0530Z and JG's [illegible] der and had excellent voice [illegible] HAWK 5's position was verified [illegible] friendly troops in the area [illegible] survivor with WP rockets and [illegible] their services and who were to [illegible] 56 & 60 so they could get on [illegible] 0505Z. RUSTIC 55 briefed [illegible] Sandy 5 assumed on scene [illegible] several Hawks made strafing [illegible] this time friendly troops arrived [illegible] toward Hawk 5. RUSTIC 1A had voice [illegible] and relayed this information to Sandy 5 [illegible] and at 0532Z Phase Alpha began and JG 66 was [illegible] but by that time (0520Z) the friendly troops had [illegible] and thought it best to put him in an armored [illegible] a safe area where the pick up could be made easier. Sandy [illegible] the forces were held until Hawk 5 was moved [illegible] site was agreed on by Sandy 5, Hawk 5 and the troop commander [illegible] started Phase Alpha again at 0603Z and Phase [illegible] JG 66 reported light small arms fire as they [illegible] returned the fire. JG 66 reported Hawk 5 had [illegible] on face, skinned elbow, but was smiling and [illegible] altitude to CH 73 with ETA of 0710Z. Sandy 5 [illegible] that the pick up was completed and rescue forces [illegible]

PROBLEM AREAS:

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

[redacted]

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

[redacted]

slow mover resources were almost non-existent and if they were all 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 - OV10
RUSTIC 14 - OV10
RUSTIC 21 - OV10
PACKER FLIGHT - F4's
HAWK 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, 56, and 60

CREWMEMBERS

AC Lt Col Irvin L. Klingenberg Jr.
CP 1Lt Leo M. Desormey
N Maj. Thomas E. Doherty
RO TSgt Jimmy N. Freeman

[redacted]

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

[redacted]

(Continuation of Crewmembers)

FE TSgt Edward [illegible]
LM TSgt Gary L. Hegwood

[illegible] Thompson
[illegible]
[illegible]

IRVIN L. KLINGENBERG JR., [illegible], USAF
Commander

[redacted]

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

2 Endless Hours on the Ground

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 [illegible] 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 injured 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.

1971

29NOV71

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. Alvia 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. 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.

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.

ARRS RP190-1

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



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.

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

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



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

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

VOL 32 #24 P 35

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 Afld.

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 safter 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, A1C Charles D. Aldean and Sgt. John Drayer made up the crew.

The record rescue — four minutes 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, en route from Rio de Janerio 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-

Your exchang
have everything we h
high fide

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. Zahrobsky, 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 mimimum 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. Alvia 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 AlC Charles D. Aldean, 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 miscue 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....