

2320 RB CAPT CRIFTH ON DUTY
 2385 RB from Queen in clear UQ st BF Read NMP2, 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 RR JG 21/65 ↑ FOR SAR - OBJECT / LOCATION
 UNKN -
 0730 FR ARMY HELD 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 RR MSG Ruff to duty
 2245 RR WUR / WOLCOM info posted
 2320 RR 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 WCR
 0105 RB JG 21 ↑ for orbit
 0107 RB JG 65 ↑ for orbit
 0111 RB JG 72 ↑ " "
 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 0955N 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

NAME RANK

SSN

DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
3 NOV	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	661 THRU 668	DNB-BAN-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 PHAU VAN HOA SGT HOANG TRUNG DUNG SGT TRU HUE PHUOC SGT LONG H.V. AC HONG N.V. THANH L.V.	120/73	7 COMBAT SAVES
25 NOV 71	SURICK GEORGE Theriot THOMAS PROSE STEED	366 70	676 THRU 689		0955N 10559E	14 COMBAT SAVES
30 NOV	WALL DAKE GARCIA NARDI ALDEAN	788 73	690	AIC STEED Sgt [unclear] 37 ARRS		153 SAC ACN COMBAT

37 ARRSQ HISTORY, 1 OCTOBER - 31 DECEMBER 1971

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

2 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

37 ARRSQ HISTORY, 1 OCTOBER - 31 DECEMBER 1971

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

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

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

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

0530 FR J.G. 70 & 73 DEPARTED C-115 FOR CH-73 ETA 0640Z
 0740 Lfy. QUEEN ADVISED NO CONTACT WITH JG 70.
 CALLED BEIN HOA. JG 73 SCRAMBLED TO SEARCH
 FOR JG 70. KING BIRD¹ IS SEARCHING ALSO.
 0750 Lfy. NAVY GUNSHIP HAS VISUAL CONTACT WITH JG 70.
 0800 Lfy. POSITION OF JG 70 IS 148/13/102.
 0810 Lfy. JG 64 ON ^{ON HIS WAY} ~~SCENE~~. WRECKAGE SITED
 0817 Lfy. IN WATER
 0817 Lfy. SEAVOLF 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 SEAVOLF HAS SGT THERIOT ON BOARD AND J.G. 73
 HAS ~~4 P.O.~~ ON BOARD.
 0840 Lfy. JG 73 ETA ~~FOR~~ 5 NOV 5 0845.
 NOTE: Additional Log Entries Attached.

26 NOV 71

25/2230 RR msg Ruff to duty
 25/2245 RR maint status posted / wr status posted
 25/2250 RR item report to JOKER (maj Lewis)
 25/2303 RT JG 64 OFFBIENHOR FOR 102
 25/2352 DP ITEM 5 YE at AZ UPFK DN RW
 26/0135 DP CALLED QUEEN JG 66 CAM RANN B AT 1130, TONS. N. 1340
 PPR Rfy.
 26/0038 MS JG 21 + 65 ↑ AIRBORNE
 26/0129 DP JG 66 AIRBORNE
 26/0355 DP JG 65 + 21 down at 0405Z
 26/0452 FR J.G. 73 WILL NOT RETURN TONIGHT BECAUSE OF
 FURTHER INTREGATION. J.G. 73 WILL RETURN

NOVEMBER 1971

SURVIVORS

NAME RANK

OSN

DATE	CREW	JG #	SAVE #	ORGANIZATION	LOCATION	TYPE SAVE
8 NOV	GRIFFITH SARTORI GARCIA ALDEAN NARDI	65	661 THRU 668	DNB-BAN-HUE LT. 219 SP + 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 PHAU VAN HOR SGT HOANG TRUNG DUNG SGT TROU HUE PHUOR SGT LOUAI H.V. AC HONG N.V. THANH L.V.	120/73	7 COMBAT SAVES
25 NOV 71	SURACK GEORGE THORNTON THOMAS FLOSS STEED	366 70	676 THRU 689		C955N 10559E	14 COMBAT SAVES
25 NOV	WALL DAKE GARCIA NARDI ALDEAN	788 73	690	AIC STEED SP-1 STEED 37 ARRS		1 ONE HON 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 raked 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 Vict 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 P. Keane

* Please Stand

NEXT

BACK

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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 3 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, Sainville, 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 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
BIEN HOA, 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 POLUTELY (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. NEITHER OF US REMEMBERS WHO GOT THE FE.
GEORGE SHIPPER CAME DOWN FROM DANANG & WE WENT OUT NEXT
DAY (MAYBE 2 DAYS) ON A NAYY BOAT & DOWE THE RIVER. AGAIN
CAME UP WITH NOTHING (EXCEPT I ALMOST GOT SUCKED INTO BOAT
PROP & LOST MY LEGS! BUT THAT'S ANOTHER STORY!). NEITHER 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 SARTORI GARCIA ALDEAN NARDI	65	661 THRU 668	DNB-BAN-HUE LT. 219 SP + 7	345/120/73 ASN# 03016, 8 NOV 71	3 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 TROU HUE PHUOR SGT LOUAI H.V. AIC HONG N.V. THANH L.V.	120/73	7 COMBAT SAVES
25 NOV 71	SURACK GEORGE THORICZ THOMAS FLOSS STEED	366 70	676 THRU 689		0955N 10559E	14 COMBAT SAVES
25 NOV	WALL DAKE GARCIA NARDI ALDEAN	788 73	690	AIC STEED SARTORI 37 ARRS		14 COMBAT SAVES

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

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Revised 1/20/98

<http://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



Findings From Our Recent Trip To Washington, DC

[Home](#)

[Another
Casualty
of
Vietnam-
Our
Mom](#)

[Findings
about
our
Dad](#)

[That
Others
May
Live-
Those
who
Gave
All](#)

[All \(my
first 9
adopted
heros- all
pj's\)](#)

[My
10th
Adopted
Hero](#)

[Sign](#)

[Our
Guest
Book](#)

[View
Our
Guest
Book](#)

[Letters
To Dad](#)

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 HSMITH, 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

Webring

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 past 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 lose 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.

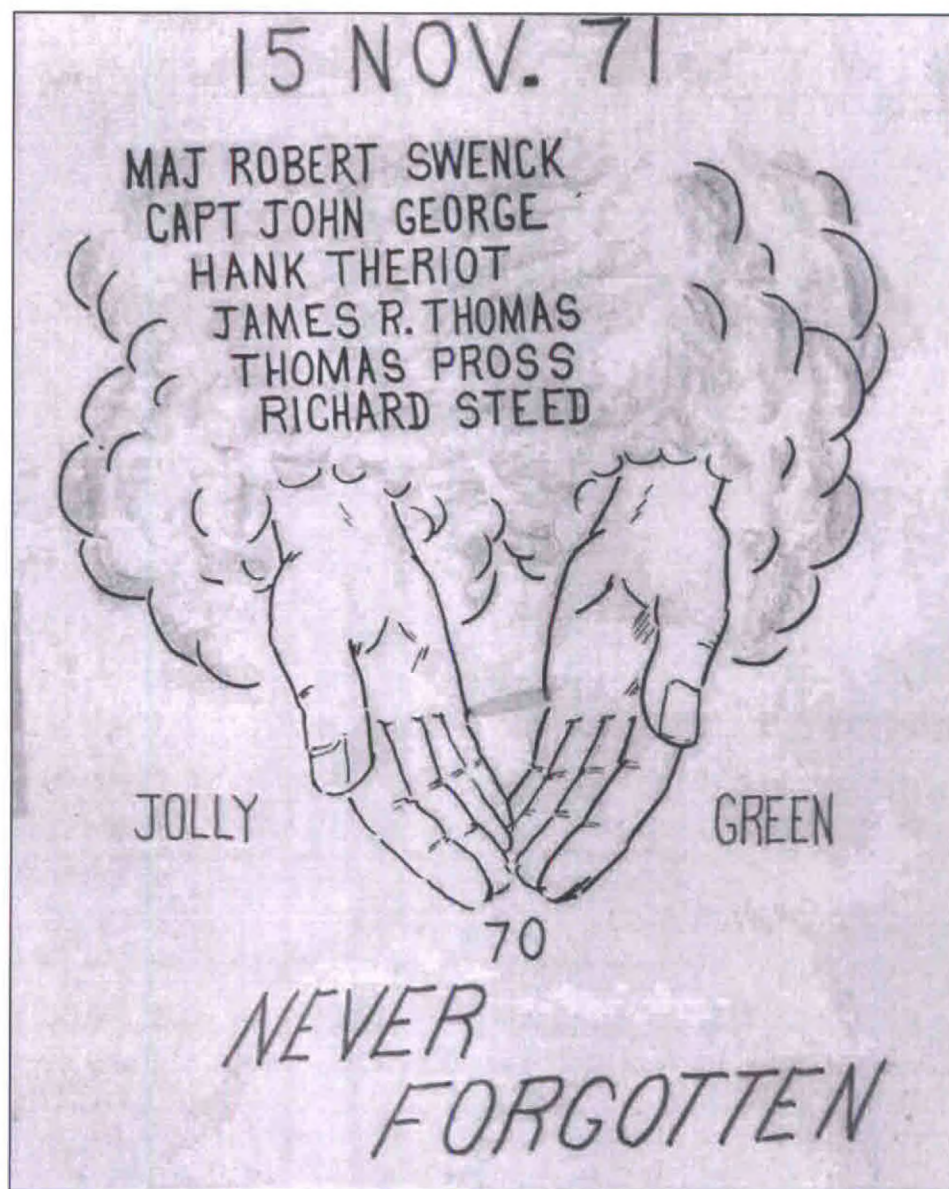
They encountered a heavy rain storm on the flight back, when the chopper took more fire and the pilot was hit. It began a slow, controlled descent and impacted in the Nha Be River. Once it hit the water it did a severe end over flip, and the chopper sank immediately. Three men, Capt. John W. George, 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

~~CONFIDENTIAL~~

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 DECLASSIFIED AT TWO
YEAR INTERVALS
DECLASSIFIED 310577

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 ceilings 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

~~CONFIDENTIAL~~

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

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 turbulence 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)	<u>Ships</u>
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

~~CONFIDENTIAL~~

GROUP 4
 Downgraded at 3 year intervals
 Declassified after 12 years

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

RUWTFJA/USAFMPC-KANDOLPH AFB TEX/DPMCS

$\frac{1}{3}$

MOUNTAIN AREAS, 500 FT. IN THE DESTINATION AREA.

 * CONFIDENTIAL *
 * [REDACTED] *
 * 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
12.22.53Z
MSG # 001433
FROM: AESC

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

2/3

(6) SURVIVAL EQUIPMENT: US ARMY STANDARD
(7) LAST KNOWN POSITION: 16-15N 107-53E

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY, OL-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) 39 ARRS - 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 ARRS - 2 - HH-53

G. SUMMARY OF SAR ACTIONS:

1. ON 28 NOV 71 THERE WAS A COMMUNICATION CHECK ON OVER-
DUE CH-47, PLAYTEX 866. FIRST LIGHT ON 29 NOV 71 KING 21
ARRIVED IN AREA TO BE AML. 101ST ABN DIV PROVIDED HELI-
COPTER COVERAGE OF THE HUE AREA. TWO (2) HH-53'S FROM 37 ARRS
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 # 001433
FROM: AESC

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

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

CONFIDENTIAL

MESSAGE NOTIFICATION	
Individual Contacted:	H.M.
Local Time and Date:	6535 30 NOV 71

OTTCZYUW RUMUJNAU361 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 ARKS/CUMMANT POST SCOTT AFB ILL

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

RUCIMAA/MAC/MAOCLV

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

RUHHABA/41ARRWG CONTROL CENTER DOC HICKHAM AFB HI

RUHHABA/CINPAC/CC

RUMUJNA/101ST ABN DIV CAMP EAGLE RVN

RHMSMVA/MACV SAIGON RVN

RUEKAAA/AFEOC FT RITCHIE MD

RUMFRBA/CTF 17

RUHGOSA/CTG 17.0

RUMFTGT/CTU 10.8.9

RUMQJAA/39 ARKS COM KAHN BAY AB RVN

RUMMRSA/COMNAV 4B SAIGON

RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC

RUMUJBA/37ARKS 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 RUMUJNAU361 C O N F I D E N T I A L
RUMOSKA/OL-B/3ARRGP UDORN RTAFB THAILAND
RUWTFJA/USAFMPC/RANDOLPH AFB TEX/DPMCS
RUMOREA/56SOW DOO NAKHON PHANOM RTAFB THAILAND

BT

~~CONFIDENTIAL~~

CONFIDENTIAL/JOPREP JIFFY/OL-A, 3ARRGP/RESCUE A-3-038/1000Z 30 NOV 71.

1. RESCUE PROGRESS REPORT NBR 1.

2. MISSION NUMBER A-3-038/00472 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) 37ARKSQ - 4 - SORTIES FOR 14.2 HOURS.

(3) 39ARKSQ - 1 SORTIE FOR 9.7 HOURS.

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

*
* C O N F I D E N T I A L *
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1 cy reproduced
by ARKS/DNAs
30 NOV 71

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003602
FROM: AESC

* ~~CONFIDENTIAL~~ *
* ~~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 RUMUJNAU301 C O N F I D E N T I A L

- (A) 39 ARRSW - 1 - HC130P
- (B) 37 ARRSW - 2 HH53
- (C) 101 ABN DIV - 4 - 6 - UH1H/LOCH
- (D) 1ST CAV DIV - 2 - 4 - UH1H/LOCH

5. 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 SURFACE SEARCH. SEA SURFACE CONDITIONS WERE REPORTED TO US NAVAL SHIPS ON SCENE. THE CORRECT CALL SIGN OF THE SUSPECTED DOWN AIRCRAFT IS PLAYTEX 866.

BT
#0361

NNNN

2/2

- IMMEDIATE
334 DAY 1971
10.58.44Z
MSG # 003602
FROM: AESC

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

 * ~~CONFIDENTIAL~~ *
 * c o n f i d e n t i a l *
 * *****

~~ZNY-ACCC~~

FM OL-A 3 ARRGP SON TRA AB RVN

TO RUEFHQA/CSAF/AFXDTZB

RUHHABA/PACAF HICKHAM AFB HI/DOH

RUCIMAA/HQS ARRS/COMMAND POST/SCOTT AFB ILL

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB AL

~~RUC/MAA/MAC/MAOCCP~~

RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/D00/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

RUHQSA/CTG 77.0

RUMF6BB/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

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 3/10/87

PAGE 2 RUMUJNA0017 ~~CONFIDENTIAL~~

RUMOSRA/OL-B 3ARRGP UDORN RTAFB THAILAND

RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS

RUMOREA/56SOW/D00/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.

*
* ~~CONFIDENTIAL~~ *
* CONFIDENTIAL *

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

* ~~CONFIDENTIAL~~ *
* 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 DANANG TO HUE WITH ARMY HELICOPTERS AND AN OVER WATER SEARCH UTILIZING HH-53S HELICOPTERS AND NAVY SHIPS AS SOON AS THE

PAGE 3 RUMUJNA0017 ~~CONFIDENTIAL~~
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:

(1) 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. AFTER 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 ~~CONFIDENTIAL~~
DANANG. NO AIR REFUELINGS WERE ACCOMPLISHED.

GP-4
BT
#0017

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

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

- IMMEDIATE
333 DAY 19/1
12.22.53Z
MSG # 001433
FY 1: AESC

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 REFUELLINGS WERE
CONDUCTED.

GP-4
BT
#0346

3/3

NNNN

- IMMEDIATE
333 DAY 19/1
12.22.53Z
MSG # 001433
FROM: AESC

- IMMEDIATE
336 DAY 1971
52.07Z
MSG # 003007
FROM: AESC

* [REDACTED] *
* [REDACTED] *

38
102
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/CMDR. ROBT/SCOTT AFB ILL

INFO RUCEAAA/HQ USAF ALT MAXWELL AFB ALA

RUCIMAA/MAC/MAOCCP

RUMMRSA/7AF TAN SON NHUT AFLD RVN/CC/DO/D00/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

RUMJHFA/101ST ABN DIV CAMP HORN RVN

RUHGQSA/CTG 77.0

RUMUJBA/20 TASS DANANG AB RVN

RUMQJAA/39ARRS CAM RAHN BAY AB RVN

RUMMRSA/3ARRGP TAN SON NHUT AFLD RVN/JRCC

RUMUJBA/37ARRS DANANG AB RVN

10SRA/OL-B 3ARRGP UDORN RTAFB THAILAND

PAGE 2 RUMUJNA0031 C O N F I D E N T I A L
RUWTFJA/USAFMPC RANDOLPH AFB TEX/DPMCS
RUMQBEA/56SOW/D00/NAKHON PHANOM RTAFB THAILAND
BT

C O N F I D E N T I A L / J O P R E P J I F F Y / O L - A , 3 A R R G P / R E S C U E A - 3 - 0 3 8

04202 29 NOV 71.

1. RESCUE CLOSING REPORT 2 DEC 71.

2. MISSION NUMBER A-3-038-29 NOV 71.

3. SITUATION: A CH-53 HELICOPTER DOWN.

C. PERSONNEL INFO:

(1) 13 PERSONS INVOLVED - 10 PERSONS LOCATED - 10 PERSONS
DECEASED - 2 PERSONS MISSING AT THIS TIME

(2) SAH OBJECTIVE LOCATED BY US ARMY HELICOPTER, CALL SIGN
UNKNOWN, AT 021021Z DEC 71, AT COORDINATES 1615N 10753E.

D. FLYING ACTIVITY:

(1) 101ST ABN DIV - 4 SORTIES FOR 17.0 HOURS.

(2) 37ARRS - 4 SORTIES FOR 14.2 HOURS.

- IMMEDIATE
336 DAY 1971
06.52.07Z
MSG # 003607
FROM: AESC

* [REDACTED] *
* [REDACTED] *

DECLASSIFIED

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

- IMMEDIATE
336 DAY 1971
06.52.07Z
MSG # 003607
FROM: AESC

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

(3) 39ARRSQ - 1 SOR ~~CONFIDENTIAL~~

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 RUMIJNAD031 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 CONCURRED WITH BY THE JRC.

(2) TOTAL FLYING ACTIVITY: SEE ITEM 3D.

GP-4

BT

#0031

4/18

NNNN

- IMMEDIATE
336 DAY 1971
06.52.07Z
MSG # 003607
FROM: AESC

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

~~CONFIDENTIAL~~

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 Resort Hawk 05)

1. At 1055L, 29 Nov 71, Wollpack 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 RTE'd for battle damage) had all but silenced the ground fire in the area with numerous fast mover strikes. Hawk 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 armed 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

~~CONFIDENTIAL~~

CONFIDENTIAL

DATE: 29 November 1971

MISSION NUMBER: A-03-021 November 1971

AIRCRAFT DESIGNATION: King 23

DISTRESSED AIRCRAFTS: HAWK 5

LOCATION: BU 153840

SAVES: 1 COMBAT SAVES JOLLY GREEN

While on orbit between CH 89 and 99 we received a call from Hillsboro at 0400Z that HAWK 5 had bailed out, position 153840, 30, was on the ground in good condition and a MUSTIC FAC was working with him. King 23 departed orbit and arrived overhead the SAM 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. MUSTIC 55 was on scene commander and had excellent voice contact with the one survivor on the ground. HAWK 5's position was verified as BU 153840. HAWK 5 indicated many unfriendly troops in the area near his position. MUSTIC 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 64 & 66 at 0505Z. MUSTIC 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. MUSTIC 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 MUSTIC 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,

CONFIDENTIAL

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

~~CONFIDENTIAL~~

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 ARMS 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

BUSTIC 51 - 0110	APACHE FLIGHT - Huey 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
BUSTIC 11 - 0110	BASS FLIGHT - 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8, 21-9, 21-10, 21-11, 21-12, 21-13, 21-14, 21-15, 21-16, 21-17, 21-18, 21-19, 21-20, 21-21, 21-22, 21-23, 21-24, 21-25, 21-26, 21-27, 21-28, 21-29, 21-30, 21-31, 21-32, 21-33, 21-34, 21-35, 21-36, 21-37, 21-38, 21-39, 21-40, 21-41, 21-42, 21-43, 21-44, 21-45, 21-46, 21-47, 21-48, 21-49, 21-50, 21-51, 21-52, 21-53, 21-54, 21-55, 21-56, 21-57, 21-58, 21-59, 21-60, 21-61, 21-62, 21-63, 21-64, 21-65, 21-66, 21-67, 21-68, 21-69, 21-70, 21-71, 21-72, 21-73, 21-74, 21-75, 21-76, 21-77, 21-78, 21-79, 21-80, 21-81, 21-82, 21-83, 21-84, 21-85, 21-86, 21-87, 21-88, 21-89, 21-90, 21-91, 21-92, 21-93, 21-94, 21-95, 21-96, 21-97, 21-98, 21-99, 21-100
BUSTIC 21 - 0110	RED TOP FLIGHT - 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8, 21-9, 21-10, 21-11, 21-12, 21-13, 21-14, 21-15, 21-16, 21-17, 21-18, 21-19, 21-20, 21-21, 21-22, 21-23, 21-24, 21-25, 21-26, 21-27, 21-28, 21-29, 21-30, 21-31, 21-32, 21-33, 21-34, 21-35, 21-36, 21-37, 21-38, 21-39, 21-40, 21-41, 21-42, 21-43, 21-44, 21-45, 21-46, 21-47, 21-48, 21-49, 21-50, 21-51, 21-52, 21-53, 21-54, 21-55, 21-56, 21-57, 21-58, 21-59, 21-60, 21-61, 21-62, 21-63, 21-64, 21-65, 21-66, 21-67, 21-68, 21-69, 21-70, 21-71, 21-72, 21-73, 21-74, 21-75, 21-76, 21-77, 21-78, 21-79, 21-80, 21-81, 21-82, 21-83, 21-84, 21-85, 21-86, 21-87, 21-88, 21-89, 21-90, 21-91, 21-92, 21-93, 21-94, 21-95, 21-96, 21-97, 21-98, 21-99, 21-100
BUSTIC 31 - 0110	SUNDOG ALPHA - C130, C131, C132, C133, C134, C135, C136, C137, C138, C139, C140, C141, C142, C143, C144, C145, C146, C147, C148, C149, C150, C151, C152, C153, C154, C155, C156, C157, C158, C159, C160, C161, C162, C163, C164, C165, C166, C167, C168, C169, C170, C171, C172, C173, C174, C175, C176, C177, C178, C179, C180, C181, C182, C183, C184, C185, C186, C187, C188, C189, C190, C191, C192, C193, C194, C195, C196, C197, C198, C199, C200
BUSTIC 41 - 0110	SANDY 5 and 6
BUSTIC 51 - 0110	Jolly Greens 66, 64, 76, and 60

CREWMEMBERS

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

M Maj. Thomas E. Donahue
RO TSgt Jimmy M. Freeman

~~CONFIDENTIAL~~

GROUP-4

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

37 ARRSQ HISTORY, 1 OCTOBER - 31 DECEMBER 1971

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

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

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

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

37 ARRSQ HISTORY, 1 OCTOBER - 31 DECEMBER 1971

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 almanship, 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 NARDI & I
HAD ROTATED HOME
WHEN ORDERS CAME IN.
WE WEREN'T REAL
BUSY THEN SO I
THINK OUR 71108
ORDERS HAD CRAW
FROM THIS ONE ~~SPRAG~~
ON THEM, BUT NARDI'S
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TO STATES.

PILOTS FOLEY/TYLER
FE DRAVER

PJ'S NARDI, YOUNG, ALDEAN

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

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

CA

37

[illegible]

SUBJECT: 44-38861-1051

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

REF 3ARR60 J 00 15 00 291530Z NOV 71

1. THE OUTSTANDING COURAGE 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

4444

IN 00743/030 22

125K

○ pentation

	10/10/10	10/10/10
Gender		
Opera		
Main		
Supply		
Safety		
Orderly Room		

23 DEC 1977

22 DEC 1971 15 28

UNCLASSIFIED E F T O

223

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

SPECIAL ORDER
G-1123

17 MAY 1974

BY DICTION 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

RAMP

ON

PAS

AIRMAN FIRST CLASS

[REDACTED]	ALCLAN CHARLES P 3RD CLC	711129	DACKJR
[REDACTED]	EGGATH CHARLES B	710721	NAWKJS

FOR THE COMMANDER

G. R. / Hamtch
M/K DEANWELCH, 01561, USAF
ASST DIRECTOR OF ADMINISTRATION

DISTRIBUTION
C

BLMPS
PROCESSED

G-1123

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

SPECIAL ORDER
G-1063

7 MAY 1972

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

SSAN	NAME	ON	PAS
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

G-1063

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

----- SALOME CHARLES F 711231 DAQKJR
1ST OLC

YOUNG JON H 711129 DAQKJR
2ND OLC

STAFF SERGEANT

GARCIA DAVID 711108 DAQKJR

WINES JAMES W 711231 DAQKJR

SERGEANT

DRAYER JOHN W 711129 DAQKJR

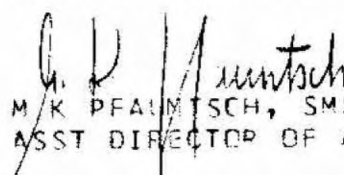
AIRMAN FIRST CLASS

ALDEAN CHARLES B 711108 DAQKJR
2ND OLC

ASHDOWN JAMES K 711231 DAQKJR
1ST OLC

WAGNER MICHAEL L 711231 DAQKJR

FOR THE COMMANDER


M. K. PFAU, SMSGT, USAF
ASST DIRECTOR OF ADMINISTRATION

DISTRIBUTION
G

Flight to Lamang via Chkl 71 - 87.

Only 3 crew. AC/CP/HM. Estimates

Channel 71 0505Z

27/0345 EIR MSG Left to duty

27/0405 EIR JG 21 FROM ORBIT logged 2.8

27/0407 RR JG 65 FROM ORBIT logged 2.7

27/0845 RR JG 13 FROM VVBH logged 4.9

27/1015 RR passed SAR to JKR

27/1020 RR passed Mx/Hy schedule to Queen.

28 NOV 71

27/2240 FR 556T FULCHER ON DUTY

27/2310 FR PASSED SAR & MAINT STATUS TO QUEEN

27/2326 RDA HEMIL AF SET CD BQRC JPMO

28/0115 DEM JG 65 & JG 21 AIRBORN

28/0355 DEM JG 65 & JG 21 DOWN 21 Logged 2.8 65 logged 2.1

28/2230 RR 29 NOV 71

MSG Left to duty

28/2300 RR Item 16 YR set DM TR'SA DUGB

28/0057 SAR JG 72 AIRBORNE

28/0105 SAR J.G. 21 AIRBORNE

29/0435 FR J.G. 21 & 72 V FM SAR

29/0525 LY JG 65 ↑ FOR SEARCH

29/0520 LY JG 66 & 64 LAUNCHED AND PHASE ALPHA STARTED.

29/0540 LY ~~THE~~ SURVIVOR WILL BE MOVED TO A MORE SECURE AREA BY APC.

29/0610 LY ADVISED JG 66 MADE PICKUP AND TOOK FIRE AT THE 3 O'CLOCK POSITION.

29/0620 FR J.G. 67 ↑ FOR SEARCH

29/0750 FR J.G. 65 FIRST STAGE SERVO LIFE CAME ON
NO RETURNING TO HOME BASE.

29/0809 FR J.G. 65 V FM SEARCH AND EMERGENCY SAFETY

SURVIVORS		
NAME/RANK		
SSN		

DATE	JG #	CREW	SAW #	NAME/RANK	LOCATION	TYPE/# SAW
29 Nov 71	66 304	TYLER	691	ALVIN W. MOORE A		
		FOLEY	JG 66	CAPT ALVIN W. MOORE A	026/60/85	1 COMBAT
		DRAYLER		8 SOS VUBH		
		STANLEY				
		YOUNG				
		ALLEN				

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS
(THIRD OAK LEAF CLUSTER)

TO

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FE ORAYOR

PJ's NARDI, YOUNG, ALDEAN

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CA

56 SOW

Oct - Dec 71

K-~~WG-56-H~~ 1st SCS (Maj Miller/2754)

4 December 1971

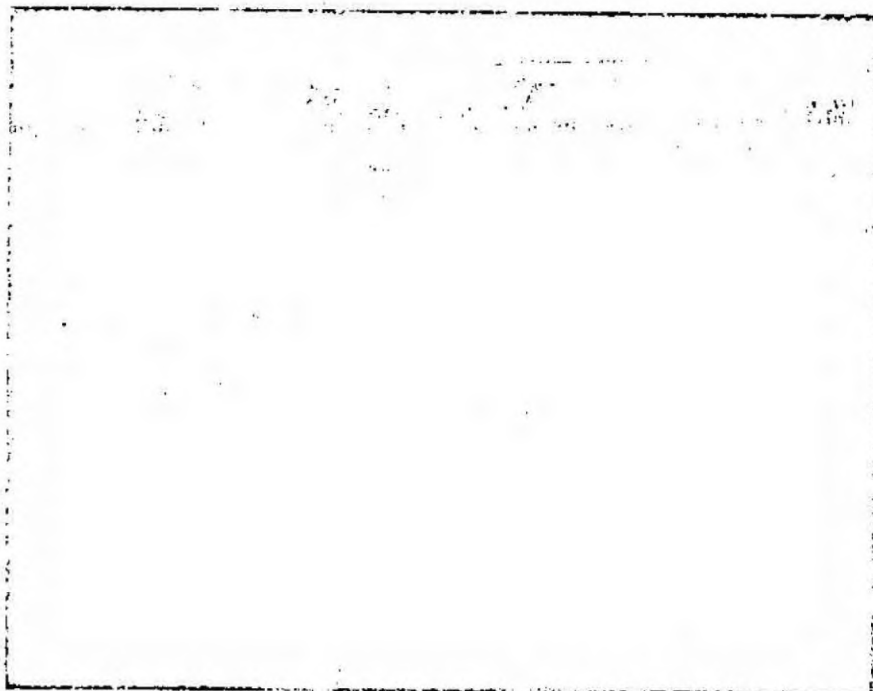
SUBJECT: SARCO Report, Hawk 05

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 F4C 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

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



MARK 01

(C) The last of three SAR missions in November took place on the 29th. An A-37, Hawk 05, with one occupant was shot down northeast of Phnom Penh in Cambodia. A SAR was declared and the Sandy alert force at Ubon RATTB was notified at 1055 local of 11. Sandy 05 and 06 were airborne at 1112 followed shortly afterwards by Jolly Greens 56 and 60.³²

(C) A FAC, Rustic 55, aided by Rustic 14, had located the survivor soon after he was down. The FACs had directed numerous mortar strikes into the area. There had also been some 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 trooped the area to check for ground fire. No hostile fire was observed and Jolly Green 60 was called in for the pickup. As the Jolly Green started in Hawk 05 reported hostile ground fire and the attempt was aborted. The friendly Cambodian forces suggested that the pickup

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

33. Ibid.

7.
to 1000 ft. or there abouts. The survivor was then transported on the personnel carrier to an open field in the center of the team. The recovery was then made by Jolly Green 66 at 1300 with no opposition, and the SRA was successfully terminated.³⁴

CONFIDENTIAL

DATE: 29 November 1971

MISSION NUMBER: A-03-021 November 1971

AIRCRAFT DESIGNATION: King 23

DISTRESSED AIRCRAFTS: HAWK

LOCATION: BU 113810

SAVES: 1 COMBAT SAVES JUNE 1964

While on orbit between CH 89 and 97 he received a call from HAWK 5 at 0400Z that HAWK 5 had bailed out, position 113810, 113810, 113810, in good condition and a MUSTIE PAC was working with him. HAWK 5 was in orbit and arrived overhead. The CAN area at 0400Z. HAWK 5 was in orbit. Greens 56 & 60 and Sandys 5 & 6 from CH 93 were in orbit. Jolly Greens 64 & 66 and WJ 610 from a 72. HAWK 5 was in orbit. Sandys was 0530Z and JC's was 0530Z. HAWK 5 was in orbit. HAWK 5 had excellent voice contact with the ground crew. HAWK 5's position was verified by BU 113810. HAWK 5 was in orbit. friendly troops in the area near his position. HAWK 5 was in orbit. survivor with WP rockets and brought in last night. HAWK 5 was in orbit. their services and who were to be left in by HAWK 5. HAWK 5 was in orbit. 56 & 60 so they could get on scene earlier and HAWK 5 was in orbit. 0505Z. MUSTIE 55 briefed Sandys 5 and WJ 610 were in orbit. HAWK 5 was in orbit. Sandy 5 assumed on scene command. HAWK 5 was in orbit. several Hawks made straffing passes to keep them down. HAWK 5 was in orbit. this time friendly troops arrived in the area and HAWK 5 was in orbit. toward Hawk 5. MUSTIE 14 had voice communication with HAWK 5 and relayed this information to Sandy 5. HAWK 5 was in orbit. and at 0532Z Phase Alpha began and HAWK 5 was in orbit. but by that time (0520Z) the friendly troops had moved in and HAWK 5 was in orbit. 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 to a safe area. A landing site was agreed on by Sandy 5. Hawk 5 and the troop commander. HAWK 5 started Phase Alpha again at 0600Z and Phase Alpha was in orbit. JG 66 reported light small arms fire as they descended. HAWK 5 returned the fire. JG 66 reported Hawk 5 had a few shrapnel wounds on face, skinned elbow, but was smiling and OK. HAWK 5 was in orbit. altitude to CH 73 with EFA of 0710Z. Sandy 5 coordinated with MUSTIE 14 that the pick up was completed and rescue forces were in orbit.

PROBLEM AREAS:

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

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

slow mover resources were also, 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 A&S 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

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Downgraded at 3 year intervals,
Declassified after 12 years.

[REDACTED]

(Continuation of Crewmembers)

FE TSgt Edward L. Pike
LM TSgt Gary L. Hegwood

FE TSgt [REDACTED] Thompson
FE TSgt [REDACTED] [REDACTED]
FE TSgt [REDACTED] [REDACTED]

Irvin L. Klingenberg Jr.

IRVIN L. KLINGENBERG JR., LT. COL., USAF
Commander

[REDACTED]

GROUP-4

Downgraded at 3 year intervals.
Declassified at 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 alerted from other

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

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

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

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

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

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

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

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

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

For these men the job was done—until tomorrow.

Rescue crew saves Dragonfly pilot down in Cambodia

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

Capt. 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. Alden, 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.



RESCUE

NEWS LETTER OF THE AEROSPACE RESCUE AND RECOVERY SERVICE

VOL. 2, NO. 1

Scott AFB, Ill. 62225

JANUARY 1972

ARRS wraps up another year 25th anniversary highlights 1971

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

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

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

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

SEE...ARRS WRAPS UP Page 3

Italians honor Det 10

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

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

SEE...DET 10 HONORED Page 6



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

Rescue saves F-105 pilot in Laos

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

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

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

SEE...SAVES PILOT IN LAOS Page 3

PJs jump in Pacific, save Caribou pilot pinned in cockpit

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

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

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

SEE...PJs JUMP Page 4



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

MIGHT HAVE THIS PHOTO

Pilots Saved by Choppers In Cambodia and Vietnam

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

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

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

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

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

The record rescue — four min-

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

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

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

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

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

The plane suffered an oil loss

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

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

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

LANGLEY AFB, Va. — Aircrews from the 316 Tactical Air-lift 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 Janeiro to Manaus, Brazil, got a Mayday call from a Brazilian airliner. It had been blown off course in a storm, and the crew suspected structural damage.

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

Geoceiver Puts Earth In Its Proper Place

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

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

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

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

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

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PJs jump in shark infested sea, save 10

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

After an aerial refueling, the crew continued the search.

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

shark-infested waters.

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

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

Rescue crew saves Dragonfly pilot down in Cambodia

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

Capt. 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. Alden, pararescuemen. Sgt. John Dwyer, 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 mis-cue 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....