

[REDACTED]

The rain and winds were still gusty, and I could see the cloud cover right over the top of the tree canopy. Anyway, they finally got over me, and they asked if I wanted a PJ to come down. I told them I guessed one had better since I wasn't in much of a condition to help myself. Actually, they sent two down, which was probably lucky because I think it took both of them to get me on the penetrator. It was kind of funny, because I could see the penetrator with the PJs coming down, and I could see the bottom of the helicopter, but the top of it was in the clouds. I thought that chopper pilot must be having one helluva tough time trying to hover there, with the gusty winds, and him just about IFR. Anyway, they got me on the penetrator and pulled me aboard.

Major Ernest, who won the Aviation/Space Writers' Association Helicopter Heroism Award for his part in the Ashcan 01 Alpha rescue, gave much of the credit to Major Belli. The importance of the actions taken by the survivor was emphasized when Major Ernest said, "I didn't make the pickup. The guy on the ground helped so damn much. His vectors--stuff like that, trying to get me to him--little helpful hints on what the area looked like, what to look for."^{74/}

The rescue of Ashcan 01 Alpha marked the first time an IFR recovery had been made. Several observations and suggestions resulted from the operation. Some of these were:^{75/}

1. An LNRS night pickup was considered but prevented by the weather in the area the night of the 10th.
2. The modified doppler on the LNRS aircraft proved to be very accurate and it was recommended that all HH-53 helicopters be so equipped.

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3. The Pave Nail FACs used on the mission proved that the aircraft could be a very important part of the rescue force.

4. Using the same Jolly Green crews for the continuation of the mission the next day worked very well. It was recommended that this be made a standard procedure.

Falcon 74

Due to fuel starvation, the crew of Falcon 74--an F-4D from Udorn RTAFB--was forced to eject on 18 December 1971. Both Alpha and Bravo landed safely near the NVN-Laotian border, found cover, and awaited rescue. Soon after, an Air Amerca pilot located their position and passed it on to the arriving SARTF. The Sandys reported both chutes in sight, but with approaching darkness and poor weather conditions, it was decided to await first light before attempting a rescue. The survivors were given instructions to maintain radio contact through the night and wait for the SARTF to return the following morning. ^{76/}

The Sandys were on the scene early on the morning of 19 December and informed the crew that the Jolly Green was coming in to make the pick-up. Since Alpha had reported people near him, Jolly Green 62 was positioned to pick him up first. While maneuvering to pick Alpha up, the helicopter received several rounds of automatic fire in its right engine which almost resulted in loss of the aircraft. Jolly Green 62 was able to leave the area and was escorted by two A-1s to an alternate airfield. The remaining Sandy began calling in airstrikes to neutralize the area while awaiting replacement

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DATE: 10-11 Dec 71

MISSION NUMBER: B-3-045-10-11 Dec 71

FLIGHT DESIGNATION: King 21/22/27/23

MISSION OBJECTIVE: Ashcan 01 (F-105 IRON HAND)

LOCATION: WL 6046 (MUGIA PASS)

SAVEs: 1. Combat

At 1020L Udon time King 21 received a SAM launch warning. Immediately afterward Ashcan 02 was heard calling for Ashcan 01 on 24J.O. After two such calls Ashcan 02 began calling King on 24J.O. King 21 responded. Ashcan 02 advised that following a SAM launch he lost contact with Ashcan 01 and observed a large cloud of orange smoke. King 21 immediately requested the Jolly and Sandy forces at NKP to be brought to cockpit alert. King 21 established a SAM FREQUENCY of 282.8 with Ashcan 02 and a discrete GCI frequency with invert controller 45. Ashcan 02 advised he had 45 minutes fuel remaining and would continue searching for Ashcan 01. A few minutes later Ashcan 02 reported hearing an intermittent beeper.

King 21 ordered the launch of the NKP SAR forces; requested Iron Hand, Clint, MIG CAP, Border Clearance, Tac Air, slow FAC support, and upload of TOWCAN and PRAVIEW. Tailback 31 (24-66) immediately checked in to report on station for the SAM. At 1035 Hillstoro advised that all requests were approved and requested forces were either airborne, enroute or alerted. At this time Nail 43 and 49 checked in as they moved into the SAM area. Nail 43 was designated On Scene Commander. A request for launch of two additional Jollies and additional Sandys was passed with a request to bring additional Jollies to alert status. King 23 was launched from Udon to act as a tanker.

By 1045 MIG CAP, Clint, Iron Hand, Tac Air fast movers, and Nail FACs were on scene with replacement forces topping off at tankers. Nail 43 established voice contact with the survivor and confirmed his identity as Ashcan 01A. Intermittently SAMs were fired at the SAM forces and radar controlled 37, 57, and 85MM AAA were confirmed in the area.

Weather in the SAM area was extremely poor. The survivor reported that the bases of the clouds were as low as 100 feet above the tops of the trees. To fix the survivors position the Sandys and Nails took crosscut DF bearings and attempted to track the survivors radio. A Pave Nail was requested to mark the survivors location. Sandy 01, King 21, and Nail 43 discussed the situation. It was decided to allow Jolly 52, at his discretion, attempt to work up to the survivor beneath the overcast. Numerous attempts were made, but weather conditions were such as to preclude Jolly 52 from reaching the survivor.

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

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As the Jolly and Sandy flights came arrived the night was dark. We cycled to King 23 and freshly fueled Jolly flight brought us. The Sandy would RTB. King 23 offloaded more than 20,000 lbs of fuel to JC 74, 57, 53 and 30. The MIG CAP, Iron Hand and Albatross were assigned frequencies by King, but advise to work any area they felt would be best for SAM suppression activities.

It was determined that the survivor had a broken arm and possible broken leg, but was holding on. He was in a relatively secure area, and possessed two radios, one extra battery, two day and two night flares and a pen gun flare.

At 0705Z after numerous attempts by the Jolly forces to extract the survivor, it was decided to secure the ground approach paths to the survivor. The survivor's position, though relatively secure, was close enough to the main road that he could hear work being done on the road. Smoke flights were launched and expended.

During the remainder of the afternoon a minimum of SAM launches were observed with Iron Hand accomplishing four protective reaction strikes. A total of 32 Albatross, MIG CAP and Tac Air aircraft had been cycled to their tankers. At 1040Z King 21 turned operational control over to King 22.

King 22 launched at 0730Z to become a tanker to replace King 23. We contacted King 21 for information and were briefed to hold 320/10 to 50 from CH 89 in case we would be needed. King 23 was acting as tanker when we arrived OS. King 22 monitored the progress at the SAM until taking over as AMC at 1040Z. At that time Nail 20 was turning over OSC to Nail 25. After talking with the survivor and Sandy 11, Nail 25 became CSC. King 21 talked with Nail 25 and received ordnance requests for the remainder of the night. We had monitored King 21's previous requests and King 22 also requested CBU 42 and 49 and additional BLU 52 flights on Loran equipped aircraft every 30 minutes for the remainder of the night from JACK and MOONBEAM. Smoke 42 and 43 checked in with BLU 52 and were put to work with Nail 25. King 22 was informed that there would be Albatross, Iron Hand and Border Clearance for the remainder of the night, however we would have MIG CAP only until 1300Z. Inquires with JACK and MOONBEAM on the status of our ordnance requests were negative. At 1200Z King 22 turned over AMC to King 27.

King 27 scrambled at 1031Z to hold night Comcap for Ashcan 01. Arrived on scene and assumed command at 1200Z from King 22. On Scene Commander was Pave Nail 25. Weather over the survivor was 8/8. Pave Nail 25 was requesting CBU 24/49 or CBU 24 as backup. There was none on the way at this time. Advised by JACK at 1256Z that Blue Chip could not get Loran equipped aircraft and that we should contact MOONBEAM for all resources. At 1258Z Pave Nail 25 completed putting in Smoke 42/43 with BLU 52 and D-30. Pave Nail 25 advised us that he needed Commando Nail for live nos. 235, 532 and 405. King 27 advised MOONBEAM and the advised Bennett flight with Loran and CBU 24 was inbound. Nail 25 worked Bennett flight and RTB CH 89. Nail 09 assumed OSC. At this time there was no contact with Ashcan 01A by Nail 09

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(1408Z). ... still
8/2. ...
... contact
with survivor. ...
with 300 M, and 1200 M. At 1630Z ...
providing Nail 09 with Loran ...
available. Next flight in was ...
and CH 24 on line #235. At 1630Z Nail 09 recommended area denial
ordnance and soft ordnance. King 27 passed to ...
lead released by ... to use for escorting non-Loran equipped aircraft
was able to lead several in to targets. This proved effective for the
remainder of the night as one Loran equipped aircraft was able to lead
several non-Loran equipped flights in. As a note, all strikes were during
the night crew 37, 57 and 380 AAA fire. At 1800Z Nail 13, ...
scene to radar and Nail 09 ...
014. Survivor reported he was OK but a little cold. Nail 13 reported
he sounded in good spirits. King 27 passed information to other forces
involved in the SAR effort. During approximately the next 1 hour and 20
minutes Gator flight, Senior lead, Cash flight, Gunfighter 30 flight and
Miller flight put in strikes under direction of Nail 13. At 1825Z Nail
13 talked to survivor again. He reported same condition. Weather moving
north but still overhead survivor. Nail 13 reported he could get within
about 1 3/4 miles of survivor's position WTR. Headpin lead checked in
and struck line no. 532. Headpin lead brought in Seafox and Gunfighter
flights and then Gunfighter assumed ...
At 1923Z Nail 13 said
weather was improving and a first light effort should be able to come in
from the west. At 1926Z Bison 01 (F-105 Iron Hand) declared an emergency
due to severe vibrations. Position was 085/65/89, 2 SOB, fuel state 13.5.
Bison 02 was wing man and made visual inspection and found nothing. Bison
01 landed safely at CH 89 at 1940Z. At time emergency was declared King
27 notified JACK and requested Pedro at CH 89. At 1945 Nail 18 assumed
OSC. At 2020Z Fenway 1 and 2 made its strike and Fenway 1 returned to
lead in Casser 1/2. At 2120Z Nail 18 reported weather improving and
survivor could see the moon. Gunfighter 32 flight was RTB'd with his
load by Blue Chip. At 2140Z MOONBEAM advised Nail 18 that medium to
heavy traffic was detected 2 to 4 miles NE of D-30. Gunfighter 90 flight
which had been directed to RTB was returned and Headpin lead put them in
on the above traffic. At about 2220Z King 21 briefed and assumed mission
commander. Sandy 1/2 were airborne and had the situation well under
control at the time King 27 RTB'd. King 27 orbit was on the 125 radial
10 to 50 NM of CH 89. At 1456Z a SAM launch was detected and sighted by
all forces in the area of the survivor. Their orbits were adjusted to
the west. Lack of knowledge of Loran procedures and terminology hindered
King 27 from helping Nail FACS as much as possible. A more precise
definition of Commando Nail and an understanding of SL system and TD's
specifically would have been very helpful. Moonbeam assigned on controller
who monitored our SAR frequencies and provided us with a continued flow
of ordnance. About 2 hours prior to first light Invert advised King 27
that Peach Anchor was up with 80,000 # gas for SAR strike aircraft.

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who gave their lives in the Battle of Britain and is located in a 17th century farmhouse near Luddington, Hunts.

RESCUE

There's a line in the *Desiderata* that goes, "and everywhere, life is full of heroism." Here's a recent story that bears out that fact. Maj Robert E. Belli, pilot, and his back-seater, were supporting an interdiction mission about 8 miles northwest of the Mu Gia Pass when their F-105 **Thunderchief** was downed by a SAM. Search and rescue units rushed to the crash site and established voice and beeper contact with the pilot. Bad weather prevented a pickup before darkness, however. The pilot reported a broken arm and possible broken leg.

Throughout that long night, an orbiting HC-130 kept in contact with Belli, while it searched for the second man. Fighter-bombers kept the enemy away from the pilot. The next morning an A-1 **Skyraider** made visual contact with Belli and an HH-53 went in for the

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RESCUE



pickup. PJ MSgt Leon Fullwood was lowered and helped Belli aboard the hovering **Super Jolly Green Giant**. About his 20 hours on the ground in enemy territory, Belli said later, "It was the longest and loneliest time of my life. I can't thank the rescue guys enough." He's shown here being taken off the helicopter that plucked him from the hands of the enemy.

CHIEF FANS

Until last fall, Wing Commander Douglas W. Hills and his wife Betty, wondered what makes tickets for home games of the Kansas City Chiefs rarer than polar bears in Panama. The Royal Air Force officer commented, "I've always been aware of American football, but they don't pay too much attention to it in England." About a year ago, Hills came to Air Force Communications Service headquarters, Richards-Gebaur AFB, Mo., as a Deputy Director of Requirements in an officer exchange program. He really wanted to learn the game, but it was impos-

sible. "It was a different language — like Chinese. I couldn't find a book that would give me a start!" The breakthrough was a paperback called **A Woman's Guide to Football**. With this, Hills became a football fan. Like most other fans, he had to watch the home games from outside looking in.

He decided to write a letter to Lamar Hunt, the Chiefs' owner, offering him two tickets for a Championship soccer or Rugby match in England in return for two tickets to a Chiefs' game at Municipal Stadium. Two weeks later, Hills received a call from Hunt's secretary. It was an invitation for Hills and his wife to sit in the owner's box for the Chiefs' game with the Washington Redskins. "I got an enormous kick out of the whole thing," he said after.

DAD DID IT

Rose Lynda Duvall, center, receives the Oath of Enlistment from Lt Col George Ransom (right), Commander, Det 408, 3504th Recruiting Gp in New Orleans. So what's

the big deal? The man on the left, who recruited Rose, is her dad, MSgt Johnny W. Duvall.

BIRTHDAY

Let's take a couple of minutes and give a word of cheer for a really great bird who just had her 8th birthday awhile back. We mean, of course, the C-141 **Starlifter**, launched exactly 60 years after the Wright Brothers' first flight. Just exactly what has the **Starlifter** and her hardworking crews done to earn that kind of praise? Well, they helped create an all-time low fatality rate for persons wounded in Vietnam. They transported more than a million pints of blood from the US to Southeast Asia. The **Starlifter** fleet was the backbone of the Military Airlift Command's supply line of troops and cargo from America to Southeast Asia. Astronauts, home from their moon travels, have been flown from the Pacific to Texas in the **Starlifter**. The fleet has now amassed more than 3-million flying hours, setting safety records at every turn. Cheers.

CHIEF FANS



DAD DID IT





U.S. Air Force Photo by Sgt Martin Cavazos

Major Belli is carried from the HH-53 helicopter following his rescue

Second batch

12 more C-7s go home

Downed fighter pilot plucked from jungle

TAN SON NHUT -- One of the most dramatic air rescues in recent months took place in Laos recently 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. A second crewmember aboard the Thunderchief is listed as missing in action.

The pilot, Maj. Robert E. Belli, was supporting an interdiction mission about eight miles northwest of the pass when his aircraft was downed by a SAM from the North Vietnamese side of the border. Search and rescue (SAR) units were immediately notified of the crash and sped to the area.

The major had successfully ejected and the SAR force found him in hostile territory. Air Force 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 the deterioration of the weather, 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 possibly a broken leg but there was little the rescue force could do for him until the weather broke. The major did report however, that he had not been detected by the enemy and that he had a complete survival kit before the decision to postpone the rescue was made.

Throughout the night, an orbiting HC-130 kept in contact with the major, at the same time searching for

some sign of the second man F-105 crew, while Air fighter-bombers kept the enemy reaching the pilot.

The rescue force was back following morning, and at 8:1 one of the A-1 Skyraiders re seeing the major and led an H Super Jolly Green Giant to the a

One helicopter made the while another stood by, ready t over should the first Jolly Greer under enemy fire. Suppressive t the supporting aircraft allowe helicopter to make the pickup first try. MSgt. Leon Fullwa pararescue specialist, was lower the heavily wooded area on the penetrator. He helped the ir Major Belli onto the device ar two were hoisted to the ho HH-53. Capt. William L. Burn the flight surgeon aboard the Green, treated Major Belli's injur the return flight to base.

After the successful rescue, Belli explained that there had jolt and his F-105 aircraft lost a immediately and banked sharp bailed out," the major said, landed on a hillside in deep jun was the longest and loneliest ni my life. I can't thank the rescu enough. Hearing the choppers n it was the greatest sound I've heard."

Other members of the crew HH-53 making the rescue were Kenneth E. Ernest, air commander; Capt. Joel L. Sun pilot; Sgt. John C. Repper, engineer; and pararescuemen Kelsey R. Adams and Sgt. P. Perry.

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0401 HY LOG OPENED
 0400 HY CARRIED FORSTAY TO COMM CENTER AND TODAY'S
 FLIGHT SCHEDULE TO T40C
 0505 HY PASSED MX AND SAR POSTURE TO JABER
 0700 HY PASSED ITEM REPORT TO JUKER
 0715 TO SSGT HARDY OFF DUTY / SGT DAVISON ON DUTY
 0820 TO PEDRO 42 OUT OF COMMISSION FOR TACK GEN CHANGE / ETIC NO MORE
 0840 TO JG 55 ↑ CH 89 / JACK - T.P.
 0905 TO JOKER ADVISES NO LOCALS TO BE FLOWN TODAY
 0905 TO JG 32 ↑ CH 89 / JACK - T.P.
 1011 SH JG 32 ↓ CH 93 JACK / TEEPEE
 1025 SH ADD BY JACK BRING ACFT TO COCKPIT ALERT
 1027 SH SCRAMBLE ALERT ACFT / COORDINATES 075/65/89
 ACFT IS A F-105
 CALL SIGN ASH CAN 2 / BEEPER ON VOICE CONTACT
 1035 TO JG 52/57 ↑ CH 89 / JACK - T.P.
 1045 TO PEDRO 42 ↑ CH 89 / T.P.
 1055 TO JACK SAYS LAUNCH JG 30/53 / CREW - MX
 1113 TO SOUTH BIRDS TO RTB FOR B/UP ALERT / JACK
 1115 TO JG 30/53 ↑ CH 89 / JACK - T.P.
 1130 TO ~~JG 55/32 SENT TO SAR AREA FROM CH 93~~
 1155 TO IN PHASE "B" AT PRESENT / SHUTE WAS SITED, A-MAN NOT IN AREA
 1200 TO PEDRO 42 ↓ CH 89 / T.P.
 PJ ON GROUND FROM JG-52 / HAS SITED A-1 MAN
 1220 TO JG 60 IN COMMISSION / JACK - T.P.
 1235 TO JG 55/32 ↓ CH 89 / JACK - T.P. JG 60 WILL REPLACE JG-55
 1310 TO JG 52 TAKING GUN FIRE / NO SIGNIFICANT DAMAGE / JACK
 1315 AP A1 MAN HAS BROKEN ARM AND BROKEN LEG
 HAVE TO PUT PJ'S IN TO GET HIM
 1335 TO JG 55 BACK IN COMMISSION / JACK - T.P.
 1345 TO JG 30/53
 SECONDARY FORCES NOW IN SAR AREA / JG 52/57 ARE TO
 RE FUEL
 1435 TO JG 52/57 HAVE BEEN REFUELED AND HAVE BEEN PUT TO
 1450 TO PEDRO 42 ↑ CH 89 / JACK - T.P.

1500	TO	JG-30/53 REFUELING / JG 52/57 AT SAR AREA	19	01
1530	TO	JG 52/57 RTB / JG 52 HAVING MX PROBLEMS	19	01
1535	TO	JG 52/57 TO REMAIN IN SAR AREA / JG 52 SOLVED PROBLEMS	19	01
1537	TO	JG 55 OUT OF COMMISSION FOR FM COUPLER / JACK-T.P. / ETIC Port	19	01
1545	TO	PEDRO 42 & CH 89 / T.P.	19	01
1600	TO	JACK SAID WEATHER IN SAR AREA TO IMPROVE AFTER 2000	19	01
		T. 1000' AGL AND WILL LAST TILL SUNRISE	19	01

10 DEC (CONT)

1135 ZD JG55 IN COMMISSION / JACK-T.P.
 1240 ZD JG 30/53 ↓ CH89 / JACK-T.P.
 1550 ZD JG 57 ↓ CH89 / JACK-T.P.
 1758 ZD JG 52 ↓ CH89 / JACK-T.P.
 1950 RH SGT DAVISON OFF DUTY SSGT HARVEY ON DUTY II
 2030 RH PASS DAAR TO JOKER
 2400 RH LOG CLOSED

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0001 RH LOG OPEN
 0500 RH RECEIVED MAINT ON ALL ACFT
 0640 RH CARRIED FORSTATE TO COMM CENTER AND TODAY'S SCHEDULE TO TUC
 0730 RH PASS MAINT STATUS + SAR POSTURE TO JACK
 0810 PB JG 30/57 ↑ CH89 IN SAR AREA // NOTIFIED JACK & TP
 0815 PB JG 53/55 ↑ CH89 TO SAR AREA // NOTIFIED JACK & TP
 0950 PB PASSED DIR TO JOKER II
 0700 ZD JG-30/50/53/55 ↓ CH89 / JACK-T.P.
 0955 ZD CREWMEMBER
 0800 ZD LATE ENTRIES / 0712L ~~SAR~~ "B" MAN SITED IN TREE, WAS NOT ALIVE
 0714L PJ ON GND FOR "A" MAN PICK-UP, JG 30 MADE PICK-UP
 0720L JGS DEPART SAR AREA / 1730L SAR TERMINATED

0335 ZD JG ⁶⁰61/55 ↑ CH 89 / JACK-T.P.
 0415 ZD JG 32 ↑ CH 89 / JACK-T.P.
 0550 ZD JG 66/21 ↓ CH 89 / JACK-T.P.
 0740 ZD JG 55/32 ↓ CH 89 / JACK-T.P.
 1830 ZD JG 71 ↓ CH 89 / JACK-T.P.
 1900 RH SGT DAVISON OFF DUTY SSGT HARVEY ON DUTY
 2000 RH PASSED DAAR TO JOKER "CM"
 2400 RH LOG CLOSED

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0001 RH LOG OPEN
 0300 RH RECEIVED MAINT STATUS ON ALL ACFT
 0440 RH CARRIED FORSTATE REPORT TO COMM CENTER AND TODAY'S SCHEDULE TO TUC
 0430 RH PASS MAINT STATUS + SAR POSTURE TO JACK

0730	P2	SLY HARDY OFF DUTY, SGT. POSICK ON DUTY
1900	P1	JG 57/56/55/54/53/52/51 OFF CH 89 TO UTUP // NOTIFIED JACH + TP
2516	P2	JG-531 CH 89 // NOTIFIED JACH + TP
0918	P3	NOTIFIED BY JACK KING 409 01578 KTA CH 105 04208
1211	P2	NOTIFIED BY JACK, LAUNCHED SOUTH BIRD'S 76-60461 TDR SAR
		SOUTH CH 93, SITUATION UNKNOWN (CLASSIFIED)
in	P3	TH... .. K... .. SAR



U.S. Air Force Photo by Sgt Martin Cavazos

Major Belli is carried from the HH-53 helicopter following his rescue

second batch

12 more C-7s go home

CAM RANH BAY -- Twelve Air Force C-7 Caribou cargo aircraft departed here Dec. 10 on an 8,000-mile journey across the Pacific to the United States.

The aircraft, all from the 483d Airlift Wing at Cam Ranh

3d ARRGp saves 37 last month

TAN SON NHUT -- November turned out to be a busy month for the men assigned to the units of the 3d Aerospace Rescue and Recovery Group (ARRGp) headquartered here.

The 3d ARRGp was credited with saving 37 lives during November, 33 of these under combat conditions. This brings the total number of saves recorded by the rescue units in Southeast Asia to 3,403, of which 2,303 were combat saves.

The busiest unit of the 3d ARRGp during November was the 37th Aerospace Rescue and Recovery Squadron (ARRS) at Da Nang Airfield. Flying HH-53 Super Jolly Green Giants, the 37th ARRS was responsible for 30 of the saves.

Commanded by Col. Warner A. Britton, the 3d ARRGp registered its first save in December 1964. Since that time, it has twice been presented the Presidential Unit Citation for outstanding operations in Southeast Asia. In addition, it has been presented the Air Force Outstanding Unit award and the Republic of Vietnam Gallantry Cross with Palm.

Bay, are being returned to the states because of the increased airlift capability of the Republic of Vietnam Air Force (VNAF) and a reduction in the airlift workload of the U.S. Air Force in the war zone.

Some of the crew members of the C-7s are 483d personnel scheduled for stateside reassignment in December and who volunteered to ferry the aircraft home. Other are on temporary duty and will return to Vietnam after the flight.

Col. John I. Daniel III is the mission commander. He also was the mission commander of the flight of 15 Caribous from the 483d that returned to the United States in September.

Each of the 12 C-7s was equipped with two 480-gallon fuel "ferry tanks" and an extra 18-gallon oil tank. Two maintenance teams also are flying ahead of the C-7s in C-130 Hercules aircraft to provide maintenance support at stops along the way.

The C-7 aircraft were turned over to the Air Force by the U.S. Army when that service's authority for fixed wing transport aircraft was terminated in 1967. Since then the 483d has operated the C-7s throughout the Republic of Vietnam, earning the unofficial nickname of the "Compassionate Airline." This tag was in recognition of the wide variety of people and materials it transported in and out of Vietnam airstrips and airfields.

The C-7, built by the Dehavilland Corp. of Canada, became noted for its short landing and takeoff capability and was a prime mover of supplies into remote camps and firebases in Vietnam.

He spent the night on the ground. He reported he had a broken arm and possibly a broken leg but there was little the rescue force could do for him until the weather broke. The major did report however, that he had not been detected by the enemy and that he had a complete survival kit before the decision to postpone the rescue was made.

Throughout the night, an orbiting HC-130 kept in contact with the major, at the same time searching for

was the longest and toughest night of my life. I can't thank the rescue guys enough. Hearing the choppers moving it was the greatest sound I've ever heard."

Other members of the crew of the HH-53 making the rescue were: Maj. Kenneth E. Ernest, aircraft commander; Capt. Joel L. Summers, pilot; Sgt. John C. Reppe, flight engineer; and pararescuemen TSgt. Kelsey R. Adams and Sgt. Paul C. Perry.



U.S. Air Force Photo by Sgt Martin Cavazos

The Jolly Green Giant crew, members of the 40th Aerospace Rescue and Recovery Squadron, get together after the pickup for a celebration

Fast feet

Maintenance men move 'em

U-TAPAO RTN AIRFIELD, Thailand -- It's a hard working bird that flies five missions in 47 hours with only 3½ to 4½ hours R&R (rest and repairs) between sorties. Thanks to Team 15 of the 307th Organizational Maintenance Squadron here, a particular B-52 Stratofortress bomber recently accomplished this feat.

The team crew chief, SSgt. George L. Badger, along with his two assistances, Sgt. Danny J. Guillory and Sgt. Thomas R. Issendorf, accomplished some hard and fast maintenance to make the quick turn-arounds possible. Normally at U-Tapao, the B-52s get a 12 to 15 hour rest as opposed to about 36 hours in the states.

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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 4



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 Mi Gia Pass.

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

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

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

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

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

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

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

SEE...SAVES PILOT IN LAOS Page 3

PJs jump in Pacific, save Caribou pilot pinned in cockpit

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

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

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

SEE...PJs JUMP Page 4



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

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...ARRS wraps up

Also in the Pacific area, a 31st ARRS crew rescued 25 Chinese off the coast of the Philippines when their merchant vessel was swamped and the crew forced to abandon ship.

Earlier in the year, the 55th ARRSq (now at Eglin AFB, Fla.), McCoy AFB, saved the life of a sailor aboard a Liberian oil tanker 800 miles east of Puerto Rico; Dets 10 and 11, 43rd ARRSq Laredo and Laughlin AFB's, Tex., respectively, assisted the Mexican government to evacuate 19 victims of a flash flood in northern Mexico, and flew Mexican government officials in order that they might survey the stricken areas; a 54th ARRSq HC-130 crew at Pease AFB, N.H., transported surgical clips from the U.S. to Keflavik, Iceland, and were credited with saving a neurosurgery patient's life; the 31st ARRSq again responded to a call for help from four Taiwan fishing boats that had run aground and capsized, saving the lives of 23 fishermen; the 33rd ARRSq, Kadena AB, Okinawa, saved 10 Filipinos when the ship, Yakal, was in distress; another flash flood in northern Mexico and this time Det. 10, 43rd ARRSq airlifted 91 stranded people to safety; and two PJs from the 41st ARRSq, Hamilton AFB, Calif., saved the life of a C-7 Caribou pilot forced to ditch in the Pacific Ocean off the California coast.

Apollo missions, 14 and 15, found ARRS men and aircraft stationed around the world ready to respond in event the missions encountered difficulty.

Total ARRS support during the various stages of the Apollo 15 mission involved 16 aircraft at six locations and more than 200 personnel. This rescue force provided launch site, launch abort, secondary and contingency landing area, and planned end of mission support for the Apollo 15 mission.

Early in 1971, prior to the Apollo 14 mission, ARRS crews successfully demonstrated their emergency Apollo recovery capability when they picked up three simulated astronauts from an Apollo capsule mockup 520 miles off the east coast of Florida during the night.

Brig. Gen. Frank K. Everest, Jr., commander, ARRS, explained that test proves ARRS has "an efficient and effective means of recovering astronauts who are forced to abort a mission in the first crucial minutes after launch, whether during the night or day."

In support of NASA's space program, Det. 21, 43rd ARRSq at Ellington AFB, Tex., is responsible for the astronauts' safety during their training in the Lunar Landing Training Vehicle (LLTV). In January 1971, the unit's HH-43 was on the scene just 15 seconds after a NASA pilot was forced to eject from the LLTV because of electrical power loss.

With the organization of the 1550th Aircrew Training and Test Wing at Hill AFB, Utah, ARRS is now responsible as manager of the school, which includes the consolidated Air Force helicopter, the HC-130 specialized aircrew, and the pararescue training schools.

1971 found new ARRS aircraft entering both the active and reserve units.

HH-1 Hueys began to replace some of

the HH-43 Pedros in the ARRS local base rescue mission, and several of the reserve rescue squadrons received HH-34 helicopters to replace the amphibious HU-16 Albatross.

ARRS crews once again flew history-making transoceanic flights to replace older existing resources with new and more advanced aircraft.

Early last year, HH-53Cs flew 9,000 miles from Eglin AFB to Da Nang Airfield, Vietnam, to replace HH-53Bs, and in November two HH-53Cs flew from Pease AFB to Woodbridge AB, England, to replace the 67th ARRSq's HH-3 Jolly Green Giants.

Some HH-53s were equipped with a night recovery system, giving a new capability to our rescue crews to extract downed personnel in a combat environment 24 hours a day.

Late in 1970, two ARRS detachments joined three Army units in a joint Departments of Defense and Transportation test program. Dets 15 and 22, 42nd ARRSq, Luke AFB, Ariz., and Mountain Home AFB, Idaho, respectively, made their HH-43s available to victims of civilian emergencies in a test of the Military Assistance for Safety in Traffic (MAST) program. The test program was originally scheduled to end Dec. 31, 1970, but was extended twice, until Dec. 1, 1971, when the program ended. During that time, the two detachments flew 37 missions, which assisted 73 people and saved 32.

And what of the people in ARRS.

For the first time in the history of a rescue unit, a WAF joined a detachment as an aircrew member. Although assigned to Loring AFB, Maine, medical facility, AIC Marilyn Pierce volunteered to work as a medical technician with Det. 10, 42nd ARRSq there.

Maj. Travis Wofford, now assigned to the 1550th, was presented the 1970 Cheney Award for his heroic actions in Vietnam.

Maj. James L. McAfee, Det. 11, 43rd ARRSq, received the Air Force Association's Citation of Honor in recognition of his outstanding skill and courage as a helicopter pilot in Vietnam.

And TSgt. Lawrence Wellington, with the 1550th, was selected as one of the Air Force's Outstanding Airmen of 1971. A PJ, he was on the Son Tay mission.

And what other impressive awards have ARRS crews received--sometimes no more than a heartfelt handshake and a thanks, the most satisfying reward--and sometimes a letter.

One thankful father wrote, after a 1550th crew saved his son's life, "We are so grateful! Whenever we see or hear a helicopter in the air over this valley, we'll thank God for their presence and we'll sleep better at night, knowing there are such fine young men serving the U.S. Air Force."

And one appreciative wife, whose husband was rescued from an enemy-infested jungle in SEA by an ARRS crew, relayed in a Christmas message to a friend, "This Christmas will be a most happy one--thanks to God and the Jolly Green Giants."



MAJ. ROBERT E. BELLI, an F-105 pilot, shot down over Laos, is carried off the rescue helicopter which saved him from possible capture or death after 20 hours on the ground in enemy territory.

...Save pilot in Laos

The major did report however, that he had not been detected by the enemy and that he had a complete survival kit before the decision to postpone the rescue was made.

Throughout the night, an orbiting HC-130 kept in contact with the major, while Air Force fighter-bombers kept the enemy from reaching the pilot.

The rescue force was back on the morning of Dec. 11. At 8:11 a.m., one of the A-1 Skyraiders reported seeing the major and led an HH-53 Super Jolly Green Giant to the area.

One helicopter made the pickup while another stood by, ready to take over should the first Super Jolly Green Giant come under enemy fire. Suppressive fire by the supporting aircraft allowed the helicopter to make the pickup on the first try.

MSgt. Leon Fullwood, a pararescueman, was lowered into the heavily wooded area on the jungle penetrator. He helped the injured major onto the device and the two were hoisted to the hovering HH-53.

Capt. William L. Burner III, the flight surgeon aboard the Super Jolly Green Giant, treated Major Belli's injuries on the return flight to base.

After the successful rescue, Major Belli indicated there was a jolt and his F-105 aircraft lost altitude immediately and banked sharply.

"I bailed out," the major said, "and landed on a hillside in deep jungle. It was the longest and loneliest night of my life."

"I can't thank the rescue guys enough. Hearing the choppers moving in was the greatest sound I've ever heard."

Other members of the HH-53 crew making the rescue were: Maj. Kenneth E. Ernest, aircraft commander; Capt. Joel L. Summers, copilot; Sgt. John C. Repper, flight engineer; and TSgt. Kelsey R. Adams, and Sgt. Paul C. Perry, pararescuemen.