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L.U.
20 Jan 72
0435

IMMEDIATE [redacted]

PT 00259 020 095958

OLB MISSIONS

CTTCZYUW RUMOSRA4306 020C345-CCCC--RUCIMAA.
ZNY CCCCC
O 20083CZ JAN 72
FM OL B 3ARRGP UDORN RTAFB THAILAND
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/CINCPACAF/DOH
RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST
INFO RUHHHQA/CINCPAC/CC
RUHHBBA/41 ARRWG/CONTROL CENTER/DOC HICKAM AFB HI
ZEN/7/13AF UDORN RTAFB THAI/DOM
RUEKAAA/FT RITCHIE MD/AFEOC
RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL
RUCIMAA/MAC/MAOCCP
RHMMVA/MACV/SAIGON RVN
RUMMRSA/7AF TSN RVN/CC/DO/DOO/IN/DOCT/DP
RUMMRSA/3ARRGP TSN AB RVN/JRCC
RUMUJNA/OL A 3ARRGP SON TRA AB RVN
RUMREA/55SOW/DOO/NAKHON PHANOM RTAFB THAILAND
RUMREA/4CARRS NAKHON PHANOM RTAFB THAILAND
RUMOJAA/39ARRS CAM RANH BAY AB RVN
RUMOUVA/AIRA VIENTIANE LAOS
T

OPR	CYS
A-US	1
INFO	CYS
OO	4
DOC	1
CSGI	1
	2

54
D1
11A
9

DOCP
1/2

AGE 2 RUMOSRA4306 C O N F I D E N T I A L
C O N F I D E N T I A L/JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 01C/200506Z
ANUARY 1972
- RESCUE OPENING CLOSING REPORT - 20 JANUARY 1972
- MISSION NUMBER - B-3-005- 20 JANUARY 1972
- SITUATION: DOWNED AIR AMERICA PORTER
- DESCRIPTION OF SAR OBJECTIVE:
1) PORTER 445
2) FLIGHT PLAN - TA CTICAL
3) PILOT - NOT RELEASABLE
4) POB - 1
5) WEATHER IN AREA - VFR
6) SURVIVAL EQUIPMENT - UNKNOWN
7) LAST KNOWN POSITION - 1852N 10343E
- ACTIONS TAKEN:
1) CONTROLLING AGENCY - OL-B, 3ARRGP
2) OL-B, 3ARRGP NOTIFIED OF SAR INCIDENT AT 200506Z JAN 72 BY
RPGP JRCC
3) FOLLOWING SAR FORCES ALERTED:
) 79ARRS AT 200507Z
) 4ARRS AT 200512Z
) 56SOW AT 200512Z

Classified by [redacted]
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 78

DECLASSIFIED

IMMEDIATE [redacted]

[redacted]

DECLASSIFIED

11F
541D1
~~65~~

DATE: 20 Jan 72

MISSION NUMBER B-3-006-20 Jan 72

AIRCRAFT DESIGNATION: King 22

MISSION OBJECTIVE: Bullwhip 26 (F-4)

LOCATION: 1919N 10341E

SAVES 2 Combat

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED 31 DEC 1978

On 20 Jan 72 at 0840Z while on King 22 orbit we were advised by Hillsboro to contact Cricket on primary VHF. Upon contact we were told that bullwhip 26, an F-4, was overdue his ops normal in the PDJ area. He had last reported off the tanker at 0600Z and had been heard talking on "Whiskey" frequency to Nail 12 at 0602Z.

We advised Cricket to find out his last working area and if he had been talking to anyone. A Fast FAC was requested to cover his area in hopes of hearing a beeper.

At 0905Z Nail 12 was overheard talking on guard to Bullwhip. At 0910Z confirmation that both survivors were safe was received from Nail 12. At this time Jolly Greens at NKP (previously alerted) were scrambled. Sandies would be off within 30 minutes due to maintenance

Discrete UHF (313.2) was obtained from Brigham and Cridket was brought over (See problem area). Nail 12 then advised both survivors to come up Delta frequency (282.8). Nail 12 then located both survivors at coordinates UG-615359. Both were in good shape, close together, and neither hostile fire nor enemy activity was reported in their area.

Rancho flight (F-4) was diverted for the SAR but was so low on fuel that they were immediately sent to the tanker. No other fast mover aircraft were available except Falcon 84, who was put into holding. MIG CAP (Papa and Gunfighter) flights were obtained and positioned. All requests for slow mover ordnance brought negative results due to the lack of activity in the area.

A request was put through Cricket to check with Air America (AA) and find out if any helicopters were operating in the area. However, after 3 minutes with still no word from Cricket regarding this request, King 22 made a call on guard for any Air America helicopter in the area of Xiangkhoang Ville to come up 313.2. Air America helicopters PHC, PFH and 13F advised they were close to that position and ETA would be about 0935Z.

Nail 12 advised that if we could get the helos to the SAR area fast enough a successful extraction might be accomplished. Coordinates of the SAR scene were passed to the helicopters as UG 63 so as not to compromise the position.

2 SAVES AA

DECLASSIFIED

[redacted]

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

[redacted]

DECLASSIFIED

DATE: 20 Jan 72

MISSION NUMBER B-3-006-20Jan 72

AIRCRAFT DESIGNATION: King 22

MISSION OBJECTIVE: Bullwhip 26

LOCATION: 1919N 10341E

SAVES: 2 Combat

PROBLEM AREAS ENCOUNTERED:

1. At the start of the mission being only as far south as L39(Savannakhet) was enouth to nullify any direct communication with Cricket. It was at least 15 minutes before R/T contact was established.

2. During the initial SAR phase Cricket was required to perform Kings duties. However, when King 22 arrived on scene Cricket appeared hesitant in relinquishing entire control of the mission. Throughout the mission Cricket insisted on not going over to discrete UHF but staying on 282.8 and primary VHF. Crickets assigning SAR resources frequencies without notifing King caused other communications problems. However, Crickets initial outstanding handling of the SAR cannot go unnoticed.

3. Nail 12 brought all the AA helicopters over to VHF freq. 123.1. I don't know where he got this freq., if it was chance or policy. I feel he was probably told by rescue forces at NKP that this freq. is SAR VHF. This caused problems when both the Jollies and Sandies checked in. Briefing could not be accomplished until both Jollies and Sandies were sent to discrete GCI. "JACK" was then required to use HF to talk with King 22. It was decided that moving Nail and Helicopters to yet another VHF freq. would cause more problems than it was worth. So King let him use 123.1 until the pickup was accomplished. Suggest Nail forces at NKP be advised what 123.1 is used for and to request VHF freq. from King is desired.

SUGGESTIONS: One SAR aircraft can not effectively cover the entire SEA conflict. This has been shown time and again. With increased activity of the dry season and the present AAA picture in Steal Tiger two aircraft are now required.

JAMES A. HASSELL, Captain, USAF
Aircraft Commander/Airborne Mission Commander

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SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 1978

DECLASSIFIED

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DECLASSIFIED

CONFIDENTIAL

IMMEDIATE

PT 00004 020 152447

OTTCZYUW RUMOSRA4459 0201442-CCCC--RUCIMAA.
ZNY CCCCC
O 201340Z JAN 72
FM OL B 3ARRGP UDORN RTAFB THAILAND
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/CINCPACAF/DOH
RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST
INFO RUHHHQA/CINCPAC/CC
RUHHBBA/41 ARRWG/CONTROL CENTER/DOC HICKAM AFB HI
ZEN/7/13AF UDORN RTAFB THAI/DOM
RUWTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS
ZEN/432TRW UDORN RTAFB THAI/TUOC
RUEKAAA/FT RITCHIE MD/AFEOC
RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL
RUCIMAA/MAC/MAOCCP
RHMSMVA/MACV/SAIGON RVN
RUMMRSA/TAF TSN RVN/CC/DO/DOD/IN/DOCT/DP
RUMMRSA/3ARRGP TSN AB RVN/JRCC
RMUJNA/OL A 3ARRGP SON TRA AB RVN
RUMOREA/56SOW/DOO/NAKHON PHANOM RTAFB THAILAND
RUMOREA/40ARRS NAKHON PHANOM RTAFB THAILAND
RUMOJAA/39ARRS CAM RANH BAY AB RVN
RUMOUVA/AIRA VIENTIANE LAOS
BT
C O N F I D E N T I A L/JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 011/200840Z
JAN 1972

OPR	CYS
ACCES	1
INFO	CYS
DO	4
DOC	1
	6

X

DOCP

PAGE 2 RUMOSRA4459 C O N F I D E N T I A L
1. RESCUE OPENING-CLOSING REPORT-20 JAN 1972
2. MISSION NUMBER - B-3-006-20 JAN 1972
3. SITUATION: DOWNED USAF RF4C
4. DESCRIPTION OF SAR OBJECTIVE:
(1) USAF RF4C/680573/CAMOUFLAGED/BULLWHIP 26
(2) FLIGHT PLAN-TACTICAL
(3) PILOT - MAJOR ROBERT K. MOCK 432TRW
(4) POB - 2
(5) WEATHER IN AREA - VFR
(6) SURVIVAL EQUIPMENT - USAF STANDARD
(7) LAST KNOWN POSITION - 1919N 10341E
B. ACTIONS TAKEN:
(1) CONTROLLING AGENCY - OL-B, 3ARRGP
(2) TIME NOTIFIED - OL-B, 3ARRP NOTIFIED OF SAR INCIDE
0840Z BY BRIGHAM GCI.
(3) THE FOLLOWING SAR FORCES ALERTED:

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DECLASSIFIED ON 31 Dec 1978

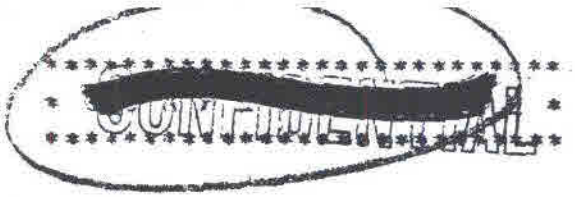
DECLASSIFIED

CONFIDENTIAL

IMMEDIATE

DECLASSIFIED

IMMEDIATE



IN GOOD CONDITION. THEY WERE TAKEN TO LS-272, TRANSFERRED TO NON-

PAGE 5 RUMCSRA4459 C O N F I D E N T I A L
USAF C-123, AND ARRIVED AT UDORN RTAFB AT 201120Z. ALL SAR FORCES
WERE RTB'SD OR DIVERTED TO OTHER MISSIONS AT 201000Z.
(2) NO AERIAL REFUELINGS WERE ACCOMPLISHED.
GP-4
BT
#4459

NNNN

3/3

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IMMEDIATE

AWARDS AND DECORATIONS

During this quarter the following decorations were submitted for approval:

Silver Star.....6

Distinguished Flying Cross.....18

Bronze Star Medal.....2

Air Medal.....72

Commendation Medal.....16

During this quarter the following decorations were awarded:

Meritorious Service Medal.....1

Bronze Star Medal.....1

Air Medal.....29

Commendation Medal.....7

Purple Heart.....2

CHAPTER V

MISSION NARRATIVES

Search and Rescue operations for the first quarter of 1972 were limited. On 20 January 1972, the Squadron Commander, Lt Col William M. Harris IV, and his crew on Jolly Green 71 were launched for a possible SAR on an Air Force F-4. The F-4 pilots were subsequently picked up by an Army helicopter. While enroute, the Jollies heard Charley Horse 25 call on guard that he was on fire and going down in the Khe Sanh Valley. The Jollies arrived just as Charley Horse 33 was evacuating the six survivors to Quang Tri. Jolly Green 71 escorted them to Quang Tri where the survivors were transferred to the Jollies and rushed to the 95th Medical Evacuation Hospital at Da Nang. Lt Col Harris made an excellent approach to the small, unlighted pad at Quang Tri and

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Index
Cont.

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MMEDIATE [redacted]

PT 00259 020 095958 OLB MISSIONS

TTCZYUW RUMOSRA4306 0200345-CCCC--RUCIMAA.
NY CCCCC
2009302 JAN 72
4 OL B 3ARRGP UDORN RTAFB THAILAND
J RUEFHQA/CSAF/AFXOTZB
JHHASA/CINCPACAF/DOH
JCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST
FO RUWHHQA/CINCPAC/CC
JHRBSA/41 ARRWG/CONTROL CENTER/DOC HICKAM AFB HI
IN/7/13AF UDORN RTAFB THAI/DOM
JEKAAA/FT RITCHIE MD/AFEOC
JCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL
JCIMAA/MAC/MAOCCP
MCMVA/MACV/SAIGON RVN
IMMRSA/7AF TSN RVN/CC/DO/DOO/IN/DOCT/DP
IMMRSA/3ARRGP TSN AB RVN/JRCC
IMUJNA/OL A 3ARRGP SON TPA AB RVN
RCEA/56SOW/DOO/NAKHON PHANOM RTAFB THAILAND
RCEA/4CARRS NAKHON PHANOM RTAFB THAILAND
MOJAA/39ARRS CAM RANH BAY AB RVN
MOUVA/AIRA VIENTIANE LAOS

OPR	CIS
A-US	1
INFO	CIS
OO	4
DOC	1
CSGH	1
	7

2/20
54
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11A
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DOCP
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GE 2 RUMOSRA4306 C O N F I D E N T I A L
O N F I D E N T I A L/JOPREP JIFFY/OL-B, 3ARRGP/RESCUE CIC/2009062
NUARY 1972
RESCUE OPENING CLOSING REPORT - 20 JANUARY 1972
MISSION NUMBER - B-3-005- 20 JANUARY 1972
SITUATION: DOWNED AIR AMERICA PORTER
DESCRIPTION OF SAR OBJECTIVE:
) PORTER 445
) FLIGHT PLAN - TA CTICAL
) PILOT - NOT RELEASABLE
) POB - 1
) WEATHER IN AREA - VFR
) SURVIVAL EQUIPMENT - UNKNOWN
) LAST KNOWN POSITION - 1852N 10343E
ACTIONS TAKEN:
) CONTROLLING AGENCY - OL-B, 3ARRGP
) OL-B, 3ARRGP NOTIFIED OF SAR INCIDENT AT 2009062 JAN 72 BY
RCP JRCC
) FOLLOWING SAR FORCES ALERTED:
) 73ARRS AT 2005072
) 3ARRS AT 2005122
56SOW AT 2005122

Classified by [redacted]
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 78

DECLASSIFIED

MEDIATE [redacted]

DECLASSIFIED

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MMEDIATE [redacted]

AGE 3 RUMOSRA4306 C O N F I D E N T I A L
4) TIME SAR FORCES LAUNCHED:
A) 1 HC-130P, 39ARRS DIVERTED AT 200507Z
B) 1 HH-53C, 40ARRS LA UNCHED AT 200520Z
C) 1 HH-53C, 40ARRS LA UNCHED AT 200530Z
D) 2 A-1E, 56SOW LAUNCHED AT 200545Z
. PERSONNEL INFORMATION:
1) 6 PERSONS INVOLVED, 6 LOCATED, 6 RECOVERED, 6 SAVED
2) SAR OBJECTIVE LOCATED BY AIR AMERICA HELICOPTER H-88 (UH-34)
T 200508Z LOCATION 1349N 10347E.
3) PILOT RECOVERED BY A.A. HELICOPTER PFG (BELL 205) BY HOIST
ND TAKEN TO L-08. 5 ADDITIONAL PERSONNEL RECOVERED BY A.A.
LICOPTER H-15 (UH-34) AND TAKEN TO 1-35.
FLYING ACTIVITY:
) 39ARRS - 1 SORTIE FOR 1.4 HOURS
) 40ARRS - 2 SORTIES FOR 2.2 HOURS
56SOW - 2 SORTIES FOR 1.5 HOURS
AIR AMERICA - SORTIES AND HOURS UNKNOWN
SAVES DATA: NO SAVES CREDITED TO ARRS. ALL SAVES MADE BY AIR
ERICA HELICOPTERS.
SUMMARY OF SAR ACTIONS:
) OL-B, 3ARRGP WAS ALERTED BY 3 ARRGP/JRCC AT 200506Z THAT A

GE 4 RUMOSRA4306 C O N F I D E N T I A L
ORTER" WITH 1 PERSON ON BOARD WAS DOWN AT LOCATION 1852N 10343E.
NG 21 (HC-130P) WAS IMMEDIATELY DIVERTED AND ASSUMED AMC DUTIES.
LLY GREEN'S AND SANDIES WERE ALERTED FOR LAUNCH. AT 200509Z, AIR
ERICA INFORMED THAT THE PILOT, AFTER BEING SHOT DOWN, JOINED UP
TH 5 LAOTIONS WHO WERE EVADING AND WERE RADIO EQUIPPED. HOTEL 88
S FIRST A.A HELICOPTER IN AREA BUT DEPARTED AT 200530Z DUE TO BINGO
EL. PFG THEN BECAME ON SCENE COMMANDER. THE EVADES ON THE GROUND
RE TRYING TO REACH AN AREA THAT WOULD ALLOW A PICK UP. JG 62 WAS
RBORNE AT 200520Z BUT THE SECOND ALERT BIRD ABORTED, AND WAS
PLACED BY JG-56 WHO WAS AIRBORNE AT 200530Z. AT 200545Z, A.A HELO
G PICKED UP THE PILOT, AND PROCEEDED TO L-08. AA HELO
15 INBOUND TO PICK UP THE REMAINDER. SANDIES 3/4 (A-1E) WERE AIR-
RNE AT 200545Z. AT 200555Z, JG 62/56 ARRIVED AT HOLDING POINT AND
RE WAITING SANDIES. AT 200559Z, H-15 PICKED UP ALL FIVE LAOTION
RSONNEL AND PROCEEDED WITH TEAM TO L-35. AT 200600Z ALL SAR
RCES WERE RELEASED TO RESUME NORMAL OPEITS. H-15 ARRIVED AT L-35
0612Z PFG ARRIVED AT L-08 AT 200630Z.
AERIAL REFUELINGS WERE ACCOMPLISHED.

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19 JAN 72 CONTINUED

0520	FR	J.G. 71 ↑ FOR TNG-1
0745	B	JG 71 ↓ FOR TNG
0910	FR	J.G. 64 ↑ FOR AL TNG
0915	FR	J.G. 73 ↓ FM TNG-2
1155	DA	JG 66 ↓ FM TNG

20 JAN 72

2300	FY	SGT YOUNT ON DUTY
245	FY	MAINT STATUS TO QUEEN.
2300	FY	ITEM REPORT TO JOKER + ITEM 16 FROM QUEEN (ITEM 16 CANCEL)
0410	AP	JG 66 ↑ FOR TNG-AH
0500	FY	JG 71 ↑ FOR TNG. AL
0540	FR	J.G. 65 ↑ FOR TNG-1
0600	FR	J.G. 71 ↓ FM AL. TNG.
0735	FR	J.G. 65 & 66 ↓ FM TNG-1 & AH TNG
0735	FR	J.G. 71 & 66 SCRAMBLED BY QUEEN
0740	FR	MAJ. LANGE NOTIFIED A-3-003
0745	FR	STORMY OK DOWN AT 110NM ESE CA-89
0755	FR	MAJ. LANGE SAYS COCK BRAVO'S
0945	FR	J.G. 71 + 66 ↑ ~~SCRAMBLED~~ AIRBORNE.
0950	FR	LOCATION 252/43/103
0955	FR	ONE NIGHT EQUIPPED JOLLY GREEN AND ONE SANDY LURKCHING OUT OF CA-93.
1020	FR	BRANDY 02 COACH PICKED UP SURVIVORS
1025	FR	CHARLIE HORSE 25 ON FIRE GOING DOWN IN RIVER AT KHE SAN. NEW SAR. CHARLIE HORSE 33 REQ FAC & ORDINANCE FAST A-3-004

				SURVIVOR (S)		JAN 72
				NAME, RANK	LOCATION	
DATE	CREW	JG #	SAVE #	SSN, ORGN	OF SAVE	TYPE SAVE
20	HARRIS	71	699	UNKNOWN	CH 69	NON COMBAT
	SUTTON	66				
	POPE					
	AILLETT					
	PEARSON					
	GOODWIN					
				CAPT MILLS, HUGH (WIA) W.O. (WIA)		
30	COLGROVE	JG	700	BRYANT	SW OF PHUBAI	2 COMBAT
	SCOTT	65	701	S4 wood John F		SAVES
	MINSHEW					
	A. CELSIMOR			S4 FLOYD, JOHNNY B.	GROUND PATY	
	Pearson					
	GOODWIN (AP)			S4 MARSH, Theodore		
				ALL OF "D" TROOP 35 CALVARY		

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HA

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[redacted]

FT 10408 029 000041

Individual Contacted:

Debar Line and Date:

UTTDIYOW RUMOSRA1259 0290703-0000--RUCNMAA.
TOM 00000
T 290615Z JAN 70
FM OL 6 DARRGP UDORN RTAFB THAILAND
TO RUSFHQA/CCAF/AFWOTIB
RUMOSRA/CINCPACAF/DOM
RUMOSRA/ARMY POSTT ED FM/COMMAND POST
RUMFHQA/CINCPAC/DC
RUMRSSA/41 ARRWC/CONTROL CENTER/DOC HICKAM
RUMVT/12AF UDORN RTAFB THAI/DOM
RUMXAAA/FT RITCHIE MD/AFSSC
RUMTFUA/RANDOLPH AFB TX/USAFMPC/DPMOS
RUCDAAA/CO USAF ALTERNATE MAXWELL AFB AL
RUMTAAA/MAC/MAOCCP
RHMSMVA/MACV/SAIGON RVN
RUMMRSA/TAF TSN RVN/CC/DC/DOO/IN/DOCT/DP
RUMMRSA/DARRGP TSN AB RVN/JRCC
RUMUONA/OL 6 DARRGP SON TRA AB RVN
RUMORSA/36SOW/DOO/NAKHON PHANOM RTAFB THAILAND
RUMORSA/4DARRS NAKHON PHANOM RTAFB THAILAND
RUMOUAA/3SARRS CAM RANH BAY AB RVN
RUMOUVA/AIRA VIENTIANE LAOS

PAGE 2 RUMOSRA1259 C O N F I D E N T I A L

C O N F I D E N T I A L/JOPREP JIFFY/OL-6, DARRGP/RESCUE 012/290337Z
JAN 70

1. RESCUE OPENING/CLOSING REPORT - 29 JAN 7
2. MISSION NUMBER - B-3-807 - 29 JANUARY 1970
3. SITUATION: DOWNED T-28
4. DESCRIPTION OF SAR OBJECTIVE:
(1) T-28/51-3531/GRAY/RAVEN 52
(2) FLIGHT PLAN - TACTICAL
(3) PILOT - NAME AND UNIT NOT RELEASABLE
(4) POB - ONE
(5) WEATHER IN AREA - VFR
(6) SURVIVAL EQUIPMENT - USAF STANDARD
(7) POSITION - 1835N-10346E
5. ACTIONS TAKEN:
(1) CONTROLLING AGENCY - OL-6, DARRGP
(2) TIME NOTIFIED - OL-6, DARRGP NOTIFIED
290330Z BY KING 21 (HC-130P)
(3) FOLLOWING SAR FORCES ALERTED:
(1) HC-130P AT 290233Z
(2) O-1 AT 290233Z

90 MILES NW of NKP

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 1990

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

PAGE 3 RUMGSRA1259 C O N F I D E N T I A L

B. TIME SAR FORCES LAUNCHED:
(1) 2 HC-130P, 39ARRS DIVERTED AT 290337Z
(2) 2 A1E, 56 SOW DIVERTED AT 290337Z
(3) 1 HH-53C, 40ARRS LAUNCHED AT 290355Z
C. PERSONNEL INFORMATION:
(1) ONE PERSON INVOLVED, ONE LOCATED, ONE SAVED
(2) SAR OBJECTIVE LOCATED BY SANDY 1 (A-1E) AT 210300Z POSITION 1835N 10348E.
(3) RECOVERY OF RAVEN 52 COMPLETED AT 29[illegible] BY NON-US AF HELICOPTER HOTEL 69 (CH-34) BY LANDING.
(4) SURVIVOR TAKEN TO LS-35, ARRIVING AT 29[illegible] THEN TRANSFERED TO JOLLY GREEN 52 (HH-53C) AND FLOWN TO UDORN RTAFB, ARRIVING AT290515Z.
D. FLYING ACTIVITY:
(1) 39ARRS - 1 SORTIE FOR 1.7 HOURS
(2) 40ARRS - 2 SORTIES FOR 2.6 HOURS
(3) 56 SOW - 2 SORTIES FOR 2.4 HOURS
(4) NON-USAF HELICOPTER - 1 SORTIE FOR 0.6 HOURS
E. SAVE DATA: ONE NON-ARRS SAVE MADE BY CIVILIAN HELICOPTER. KING 21 GREATLY ASSISTED SAR EFFORT BY ORGAN-

PAGE 4 RUMGSRA1259 C O N F I D E N T I A L

IZING AND COORDINATING SAR MISSION.
(1) PERSON SAVED - NAME NOT RELEASABLE
(2) 1 COMBAT SAVE ACCREDITED TO NON-USAF HELICOPTER
(3) 1 AIR CREW MEMBER
G. SUMMARY OF SAR ACTIONS:
(1) OL-8, 3ARRGP WAS NOTIFIED AT 290337Z BY KING 21 THAT RAVEN 52 WAS HAVING ENGINE PROBLEMS ABOUT 10 MILES OF LS-35. AT 290345Z KING 21 DIRECTED SANDY 1/2 (A-1E) TO DIVERT TO THE AREA. AT 0350Z HOBO 42 (A-1E) SPOTTED SMOKE AT 321/30/CH 69 AND HOBO "BUSTER" REPORTED SEEING AN AIRCRAFT GO DOWN IN THAT AREA. AT 290355Z KING 21 HAD VOICE CONTACT WITH RAVEN 52 SURVIVOR THRU SANDY 1 AND JOLLY GREEN 52/32 (HH-53C) WERE LAUNCHED, SANDYS 3/4 (A-1E) WERE PLACED ON COCKPIT ALERT BUT WERE NOT NEEDED FOR THE SAR EFFORT. THE PICKUP WAS MADE BY H-89 AT 0550Z AND THE SURVIVOR WAS TAKEN TO LS-35, WHERE HE WAS TRANSFERED TO JOLLY GREEN 52 AND FLOWN TO UDORN RTAFB, THAILAND. JOLLY GREEN 52 ARRIVED AT 290515Z. ALL SAR FORCES WERE RTB BY 0600Z.
(2) NO AERIAL REFUELINGS WERE ACCOMPLISHED.

[illegible]

DECLASSIFIED

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2/2

Reported Rattle 0337Z
Smoke sighted 0350Z
Voice contact 0350Z
P/U @ 0359Z
90 sec launch 0355Z

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UNCLASSIFIED

5 FEB 72

DATE: 30 JAN 72

MISSION NUMBER: A-3-007

FLIGHT DESIGNATION: KING 22

MISSION OBJECTIVE: CHARLIE HORSE 38, 2 SOB

LOCATION: 16-14N 107-38E

SAVES: 2

King 22 was called on guard by Charlie Horse 36 and told that Charlie Horse 38 was down at Y6801964. The survivors were injured, one with a possible broken back and one with a head injury. Because of dense triple canopy, Army Dustoff aircraft could not recover injured. Charlie Horse 36 did not want to ground evacuate survivors because the man with the possible broken back should not be moved. There was no known enemy activity in the area. Several Army helicopters were in the area to provide cover. Weather in the site was 5000' broken. Elevation of the survivors was 2500'. Aircraft was downed due to loss of tail rotor. Jolly's and Sandy's were requested from CH 77. Charlie Horse 36 was made on scene commander. An Air Force FAC, Covey 295, was diverted to the area to assume on scene commander when the Jolly's and Sandy's arrived. Covey 295 had worked on previous SAR's and was used to working with Jolly's and Sandy's. A 3 man Army ground team was deployed to the crash site to secure the area. There were no other known friendlies in the area. The Army confirmed that when Jolly's and Sandy's arrived on scene, they would clear out, stand by to provide assistance and not do any thing without coordinating with Covey 295.

Jolly Green 65 and 71 and Sandy 7 and 8 arrived on scene at 0849Z and contacted Covey 295. The area situation was evaluated by Sandy 07. Sandy 7 then trolled for ground fire. Some ordnance was put in for assurance and Phase Bravo was begun at 0914Z. A P.J. was lowered to the scene to assist in recovering the injured personnel. Both survivors, the 3 man Army ground team and the PJ were extracted at 0827Z. All recovered personnel were taken to the 95th EVAC Sq. at CH 77. All SAR activities were complete at 1015. King 22 then returned to normal orbit.

King 22 Crewmembers

AMC CAPT ROBERT J. HAGER
CP 1LT JAMES F. MAY
NAV CAPT WALTER J. DROWNS
RO SSGT RALPH V. PARKS, JR.
FE SSGT ROBERT B. UNDERWOOD, JR.
FE SSGT GEORGE H. DELP
LM MSGT FRANCHOT JOHNSON

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

SAR FORCES UTILIZED

JOLLY GREEN 65, 71
SANDY 7, 8

OTHER FORCES UTILIZED

CHARLIE HORSE 06, 36
COVEY 295
US ARMY GROUND TEAM

~~CONFIDENTIAL~~

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

UNCLASSIFIED

DECLASSIFIED

Bob:

Good to talk to you last night. Attached are the two clippings I have. Tonight I will scan and send a jpg of my photo and will also get you one made.

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He and I discussed the use of area denial gas (I assume it was CS) and the decision was made to use it. We carried CS rockets outboard on some ships but did not carry masks. I made several low gun passes at under 100 feet and got a snout full. The Hoc Bao reaction force (ARVN black Panther company used in cross border ops with CCN and some VERY bad dudes) was inserted up hill from the site and was immediately engaged. As night fell I believe Sandy
dumped loads of gas and the high bird made the pickup. I seem to recall the gas referred to as "Hobart" but I may be off on that.

such a SAR was called and the guys came roaring in shortly. The first thing I knew was the release of rockets from the lead Sandy as he laid down a smoke screen between us and the gun pit on the next hill. Scared the shit out of me! Next thing I knew was the Jolly coming to a hover over me and the wash blowing may CAV hat off and downhill. I started downhill after it and was stopped by a ranger who said, "Captain, sit your ass down!"

The PJ started down the hoist and I was taken by his cammies, CAR-15, S&W M-39 9mm and med kit. He said "how are you sir?" I replied "OK", check my copilot, he has a broken back." Randy and the rangers got Bryant out and on a stokes and up the hoist. While they were getting Bryant out, I crawled back in the rear cockpit and unscrewed my KY28 Crypto head which had the CCN and SOG freqs in it and sat down again. Once Bryant was aboard, the stokes came down for me so I put on my flight helmet and got on with my CAR and the KY 28 under my left arm. As I went up, I saw the combat cameraman shooting a camera down though a hatch in the floor as I recall. He may have been at the floor of the right front door below the hoist operator but I seem to recall an open hatch in the bottom of the 53.

I was put on a litter and the rangers and medic came up on a penetrator and then Randy came up. We were off to Danang and the hospital. I was wheeled into the ER and they began to cut my gear off and I yelled, "Don't cut my Australian flight boots!" Too late, and zip, I was naked. I
had a busted left knee and a concussion, severe compression of my lower lumbar number 4 from the seat collapse on impact but was otherwise OK. I did not see Bryant again but was told that he was stabilized and moved.

The next day I decided to check out and go back to my unit so I hopped down the office to get my gear. As my flightsuit had been cut off, I took a pair of jungle fatigues with no insignia, laced up my cut up boots, strapped on my .45 and slung my CAR and survival kit over my shoulder and hitched over to flight line to find the Jollys. I was standing in front of 24th Corps HQ when I noticed these two MP's looking at me. Now I admit that I

DATE	CREW	JG #	SAVE #	SURVIVOR (S) NAME, RANK SSN, ORGN	LOCATION OF SAVE	JAN 72 TYPE SAVE
20	HARRIS SUTTON POPE AILLETT PEARSON GOODWIN	71 66	699	UNKNOWN	CH 69	NON COMBAT
				CAPT MILLS, HUGH (WIA) W.O. (WIA)		
30	COLGROVE SCOTT MINSHEW PICKELSIMER PEARSON GOODWIN (AP)	JG 65	700 701	BRYANT S4 wood John F S4 FLOYD, JOHNNY B. S4 MARSH, Theodore ALL OF "D" TROOP 35 CALVRY	SW OF PHUBAI GROUND PARTY	2 COMBAT SAVES

30 JAN 72

HH-53 picks up Phantom pilots down in Laos

TAN SON NHUT AB, RVN -- An HH-53 Super Jolly Green Giant crew of the 40th Aerospace Rescue and Recovery Squadron rescued two Air Force F-4 Phantom pilots in the lower panhandle of Laos.

Cause of the F-4, piloted by Capt. John S. Murphy and 1st Lt. Thomas W. Dodson, crash is unknown.

Both pilots successfully ejected and immediately established radio contact with an HC-130 Hercules rescue command aircraft of the 39th ARRSq. The pilots had landed in a hostile area in dense mountainside jungle, making rescue extremely difficult.

In the gathering darkness, Maj. Gary L. Campbell, piloting an HH-53, attempted to make a pickup but was unsuccessful. He and his crew remained in the area for several hours before being relieved by fresh Super Jolly Green Giant crews.

The HC-130 orbitted above the survivors throughout the night, maintaining radio contact. Numerous tactical aircraft also remained in the area in case they were needed.

With the first signs of light the next morning, another 40th ARRSq HH-53 crew moved in for the pickup. Despite the precarious position of the downed pilots, the morning attempt was successful; both were in good condition.

Each grinned his thanks as he was hoisted into the helicopter.

Crewmen making the rescue were Captains James W. McIntyre, aircraft commander, and Joel L. Summers, copilot; TSgt. Rufus B. Russell, flight engineer; and SSgt. Charles D. Morrow and A1C Michael D. Vogel, pararescuemen.

Greenland girl saved

THULE AB, Greenland -- Little five-year-old Inge Kavitak will grow up to become a wife and mother in her native village of Qanaq. Recently, the odds were against her ever reaching her sixth birthday, and even if she lived, her face would be badly disfigured.

She had been savagely mauled by a sled dog.

According to Maj. Joseph E. Symonds, Jr., commander, Det. 4, 39th Aerospace Rescue and Recovery Wing, his unit received a call for an emergency medevac of Greenlandic nationals.

Twenty minutes after the call, Major Symonds and Capt. Robert R. Holder flew an HH-3E Jolly Green Giant to the village, taking with them Maj. Charles E. Signorino, commander, USAF Dispensary.

The child was taken to a small hospital in Qanaq where in a two and one-half hour operation Major Signorino cased her wound and performed a plastic surgical repair of her ear, cheek and scalp.

The dog was destroyed, and a rabies examination later proved negative.

A textbook example

37th ARRSq saves two Army pilots

DA NANG AFLD, RVN -- In a mission described as so smooth that it could serve as a textbook example, crewmen of the 37th Aerospace Rescue and Recovery Squadron recovered two injured U.S. Army helicopter pilots from dense jungle 15 miles southwest of Hue.

The helicopter, an AH-1 Cobra gunship, crashed from unknown, nonhostile causes.

The rescued men are members of an air cavalry unit of the 101st Airborne Division (Airmobile) at Phu Bai.

The rescue involved having a pararescueman, TSgt. Harvey R. Pickelsimer, lowered to the ground to secure the injured men in stretchers for reeling aboard the hovering HH-53 Super Jolly Green Giant.

In addition to the injured men, who were taken to the Army's 95th Evacuation Hospital near Da Nang, three Army aerial rifle platoon scouts, also with the 101st, were lifted and transported to Da Nang Airfield. The scouts had descended near the crash site from an Army helicopter to protect the injured men until the rescue aircraft arrived.

The rescue helicopter was crewed by Capt. Roger T. Colgrove, aircraft commander; Maj. Jackson K. Scott Jr., copilot; SSgt. Jimmie D. Minshew, flight engineer; and A1C William R. Pearson, pararescueman.

Lt. Col. William M. Harris, 37th ARRSq commander, who flew the high bird on the mission, praised the "smoothness and textbook performance" of Captain Colgrove and his crew.

Captain Colgrove, in turn, cited the performance of his flight engineer.

"Sergeant Minshew did an outstanding job of operating the hoist to lift the injured men through the thick jungle canopy. He got them out of there with as little jostling as possible, yet quickly to cut down our exposure time in the hover," he noted.

A U.S. ARMY helicopter pilot with an air cavalry unit of the 101st Airborne Division (Airmobile) at Phu Bai, is lifted into an HH-53 Super Jolly Green Giant of the 37th Aerospace Rescue and Recovery Squadron during a rescue mission in dense jungle 15 miles southwest of Hue.

The rescue included a couple of firsts. It was Captain Colgrove's initial combat save as an aircraft commander and Sergeant Pickelsimer's first time on the ground in a combat operation.

Save three lives in two MAST missions

LUKE AFB, Ariz. -- Det. 15, 42nd Aerospace Rescue and Recovery Squadron, has saved the lives of three traffic accident victims in two separate incidents as part of the MAST (Military Assistance for Safety in Traffic) program.

In the first incident, the unit received a request from the Arizona Highway Patrol to evacuate an injured girl after the family car in which she was riding had been caught in a rock slide.

Seven-year-old Stormy Luce, daughter of Dr. and Mrs. Sam A. Luce of Blue, Ariz., had received a severe skull fracture when a large boulder penetrated the rear window of the car.

The Highway Patrol asked the detachment for help, even though the area was farther than the range of the HH-43 Pedro used by the detachment.

The crew flew the helicopter to Globe, Ariz., about 90 miles from Luke, where they had stored a fuel cache just for such emergencies. They landed, refueled, and flew the remaining 80 miles to the accident site near Blue.

Flying in darkness and in a rugged mountainous terrain, the Pedro landed and picked up the injured girl and her parents, both doctors.

On the return trip to Phoenix, the helicopter had to land, refuel, and the girl was transferred to another detachment HH-43 at the Safford Airport.

The second helicopter flew the girl to St. Joseph's Hospital in Phoenix, where the night supervisor in the neurological center stated that the immediate evacuation of the girl was critical, and that the crew had saved her life.

The aircraft commander of the first HH-43 was Capt. Cole E. Walker and the second helicopter's commander was Capt. Jay W. Hansen.

Only a few days later, the Highway Patrol in Flagstaff asked the detachment for assistance again. This time to evacuate three automobile accident victims 50 miles west of Luke to a hospital in Phoenix.

The victims, in critical condition, were transported by a detachment HH-43 commanded by Lt. Col. Zach L. Stockett, and a UH-1 Huey assigned to Luke to St. Joseph's Hospital.

30 JAN 72 SOR

Jollys save Huey crew

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The helicopter, an AH-1 "Cobra" gunship, crashed from unknown, non-hostile causes.

The rescued men are members of an air cavalry unit of the 101st Airborne Division (Airmobile) at Phu Bai.

The rescue involved having a pararescueman, TSgt. Harvey R. Pickelsimer of Gastonia, N.C., lowered to the ground to secure the injured men in stretchers for reeling aboard the hovering HH-53 Super Jolly Green Giant helicopter.

In addition to the injured men, who were taken to the U.S. Army's 95th Evacuation hospital near Da Nang, three U.S. Army aerial rifle platoon scouts, also with the 101st Airborne Division, were lifted and transported to Da Nang Airfield. The scouts had descended near the crash site from an Army helicopter to protect the injured men until the rescue aircraft arrived.

The rescue helicopter was crewed by Capt. Roger T. Colgrove of Tacoma, Wash., aircraft commander; Maj. Jackson K. Scott Jr., of Summerville, S. C., co-pilot; SSgt. Jimmie D. Minshew of Petersburg, Va., flight engineer; Sergeant Picklesimer; and A1C William R. Pearson of Warner, N.H., another pararescueman.

Also aboard was SSgt. Roger Goodwin of San Bernardino, Calif., a motion picture photographer from the 600th Photo Squadron.

The rescue included a couple of firsts. It was Captain Colgrove's initial combat save as an aircraft commander and Sergeant Pickelsimer's first time on the ground in a combat operation.

The saves raised to 702 the number of men rescued by the 37th ARRS.

Capt. Roger T. Colgrove, aircraft commander of the "Super Jolly Green Giant," HH-53 helicopter, exits from the aircraft through the traditional hosing-down.

Robert LaPointe 30 JAN 70 CHARLIEHORSE 3

From:

Sent: Thursday, December 12, 2002 7:26 AM

To:

Subject: Rescue mission report

Bob:
Here is an update on what I am doing. I have located my Alpha, wo1 John D. Bryant in Brewerton AL and he is doing some input on his thoughts that day. I am also getting input from the PJ (Randy Pickelsimer), the scout over us, the huey driver who dropped the Rangers to cover us till the Jollys got there, and the one surviving gun driver who was on my wing. The intent is to document a purple heart for John. He was medically retired and never got poop for the effort.
You may not know that the Huey driver wo dropped the troops to me, was the Alpha in the Huey shot down at Khe Sanh 31 Dec (Charliehorse 26) and resulted in one Jolly shot up and a big shit fight and 7 combat saves. Were there many other missions that netted that many saves? I suspect not as most crews were 1 or 2.
His name is Neil Flynn (listed in the log as Veil Flynn). I note on the log that it shows Charliehorse 26 down with 2 and Charliehorse 14 down with 8. It was the other way around. The flight of 4 (2 snakes, 1 scout OH-6 and one Huey) were enroute to the Ahu Shau Valley and the cloud cover way low. As they snuck through the valley East of Khe Sanh, they came within the range of a 51 cal and it popped the Huey knocking it down with 8SOB. His guns responded to cover him as did his scout and they scrambled my flight (CH38 and 45) to take over and replace his guns on station. While I was enroute, the scout CH14 went in to drop ammo and frags to the crew and was terribly shot up, killing the gunner and wounding the Observer (there were actually 3 on board as the observer was a scout pilot in training. The scout was WO Major (his name) Herrick. He diverted to Khe Sanh strip and crashed and was picked up by another of our UH-1's. His ship was later destroyed by my flight to prevent the gomers from getting the weapons on it. Bilk 29 was the OSC at that time. I get to the site and begin to lay down HE and 20mm vulcan per the crew directions from the crew.
Your Sandys arrive and the lead is a Cliff Groves and he assumes command of the rescue assets. I chop my guys to him to deconflict. We are actually lower than the Sandys (about 600 feet) and working on the 51 cal, which I later got.
Groves puts in JG 73/65. 73 is badly shot up and his pair go to Quang Tri for damage assessment. JG 21/66 are scrambled and ultimately 21 makes the run after Sandys put smoke on both sides.
21's crew as Griffith, Hart, Ashdown, Salome, and Wagner. No PJ is put down but the basket is dropped for Ronnie Micklewith a head wound and Robert Denmark who was KIA in the ground fight. They then Put the rest on penetrators and pulled three loads of two each time. There was heavyfire on all sides and the JG crew and the survivors (who were 4 heavily armed rangers, Cpt. Harvey (a previous tour grunt officer) and 1lt. Flynn and his .38 revolver! The survivors went to the windows and ramp as directed by the JG guys and returned fire with 2 60's, three 16/203's, and one .38.
All were extracted to the 95th evac.
That is the thumbnail of a four hour hot mission. Then 30 days later, I go down and it is done again but much less dramatic (except for me!)
I am interested in doing a story for Vietnam magazine that would combine the two rescues into one story. I have a contact with King 22, the Sandy lead on both, the scout on both, the Huey copilot on both, and my wingman on mine. I have located Capt. Harvey and am working on the rangers.
I believe a story of the "Charliehorse rescues', with input from all quadrants would be interesting, especially give the intensity of the fight on the ground put up by the army crew.
You documents have helped greatly. The debrief report on the 31 Dec. rescue, mission number A-3-044 from King 21 has great potential use for me but is mostly unreadable. Is it possible to get another cop or can you tell me where I can get one?
I am getting statements from all participants in both to get John's PH documented and for the magazine article. I wondered if you were interested in collaborating on the article so that we get a good Army/USAF mix on it and of course it would be good PR for your first and second volume. I also have a King Pilot here in KCMO who can give input and a Covey FAC who flew the AO at that time.
What I would propose would be to get it all together, for the article and then you can use all the data for your 2nd book as you see fit.
I need a better copy of that mission report if you can ASAP and thoughts on where and who to pursue for the input from Sandys (I have Cliff Groves), JG pilots (we have all the names) and so on.

H.R. Pickelsimer
126 Jim Torrence lane
Gastonia, NC 28052

Dear Randy:

Ted Hawkins called and advised me that you had undergone your procedure and were expected home soon. I trust everything went well and that you will soon be good as new. I also suspect that an old PJ doesn't make a very good patient! My mother in law had the same procedure a couple of years ago and is just fine today.

I very much enjoyed our talk the other night. It has haunted me for many years about who picked me up and how they were today. I did not know until very recently that Billy had gone down in the Bat 21 deal. A FAC name Daryl Whitcomb has just released a book called "The rescue of Bat 21" from Naval Institute press and I just picked it up. It looks pretty good. I am also sending you a copy of my book, "Low Level Hell" which I had published in 1992. It is the story of my experience as a scout pilot in an air cav troop in 1969. When you picked me up in 72 I was on my second tour and flying cobras with D Troop, 3rd Squadron, 5th Cavalry, 101st Airborne Div. We were based at Hue Phu Bai and were in the process of shooting for a FAC when a hangfire in my rt/inboard pod caused an explosion which caused my tail rotor and part of the tail to leave the aircraft. As I said, the shift in cg was immediate and noticeable. As we spun down, I could not tell the altitude because of the terrain in the background and the green blur that was all I could see. My wingman, Lou Breuer, followed me down and yelled "Pull collective-NOW" and I pulled and the rotation stopped and we settled into the jungle. The next thing I remember is you guys coming to a hover over us ans you coming down. In your gear I couldn't see you very well but I remember your model 39 S&W 9mm and thinking that it was a neat piece! Funny how the mind works at times like that! I am sending something else with the book and I'll keep that secret till you see it.

You need to know that my "rescued by Jolly Green" pin is a cherished item and I will never part with. There are no words that adequately express one mans appreciation to another for being a "save", and thank you seems very little. Know this however. I am eternally grateful that there were and always will be guys ready to go to "the sound of the guns" when aircrew need them. You are truly a unique breed of troopers.

Get well and don't be a "pain" to your wife!

Hugh Mills
LTC, Air Cavalry (ret)
USA

Robert LaPointe

From:
To:
Sent: Thursday, January 25, 2001 7:59 PM
Subject: Re: Survivor info

I was able to download all of the documents you e-mailed.
I mailed to you today all the data that I had on the 31 Dec 71 SAR. You should receive the envelope Wed of Thurs. I am going to be wrapped up in publication and marketing volume 1 of my book for the next few months. When I write up your 1972 SAR, I'll get back in touch and let you review it for accuracy.

Let me know if you ever manage to visit this way. We should get together and have a beer.

Thanks for your help.

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To:
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He and I discussed the use of area denial gas (I assume it was CS) and the decision was made to use it. We carried CS rockets outboard on some ships but did not carry masks. I made several low gun passes at under 100 feet and got a snout full. The Hoc Bao reaction force (ARVN black Panther company used in cross border ops with CCN and some VERY bad dudes) was inserted up hill from the site and was immediately engaged. As night fell I believe Sady dumped loads of gas and the high bird made the pickup. I seem to recall the gas referred to as "Hobart" but I may be off on that. I have a tape made in

Photo taken: 1/30/72 following pick up of downed Cobra pilots and riflemen.
Randy Pickelsimer #1 PJ (2nd from left) Billy Pearson #2 PJ (3rd from right)

UNKNOWN RESCUE 4.JPG

RANDY
PICKELSIMER

PEARSON

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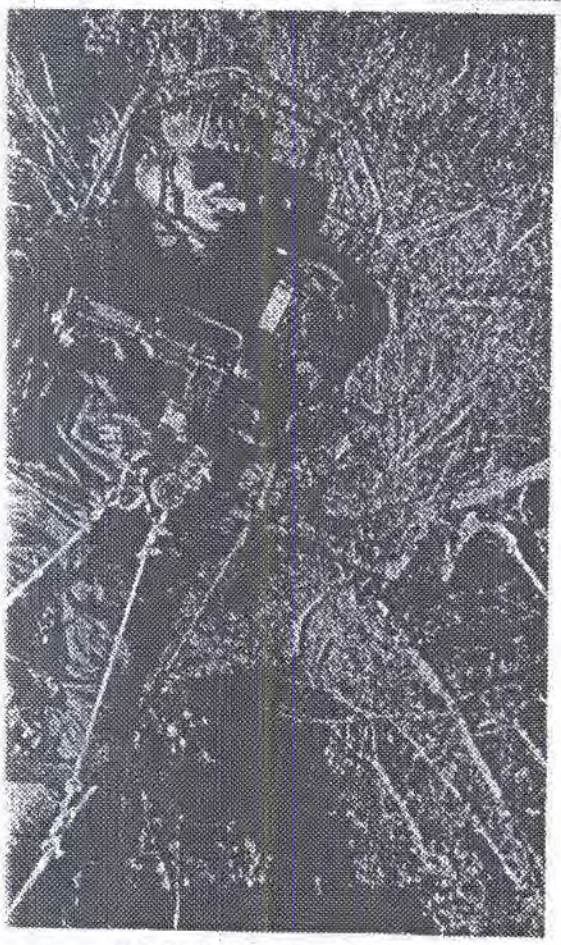

U.S. Air Force Photo by SSgt. Roger Goodwin

ilot with an air cavalry unit of the 101st ie) is lifted into an HH-53 Jolly Green Giant ng Afld.

Rescue near Hue 'textbook example'

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In addition to the injured men, who were taken to the U.S. Army's 95th Evacuation Hospital near Da Nang, three U.S. Army aerial rifle platoon scouts, also with the 101st Airborne Division, were lifted and transported to Da Nang Airfield. The scouts had descended near the crash site from an Army helicopter to protect the injured men until the rescue aircraft arrived.

The rescue helicopter was crewed by Capt. Roger T. Colgrove, aircraft commander; Maj. Jackson K. Scott Jr., copilot; SSgt. Jimmie D. Minshaw, flight engineer; Sergeant Pickalsimer and AIC William R. Pearson, another pararescueman.

Lt. Col. William M. Harris, 37th ARRS commander, who flew the "high bird" or second rescue helicopter on the mission, praised the "smoothness and textbook performance" of Captain Colgrove and his crew.

Captain Colgrove, in turn, cited the performance of his flight engineer.

"Sergeant Minshaw did an outstanding job of operating the hoist to lift the injured men through the thick jungle canopy. He got them out of there with as little jostling as possible, yet quickly to cut down our exposure time in the hover," he noted.

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The saves raised to 702 the number of men rescued by the 37th ARRS.

mortar training

mbers Force aining ed by Small

only

fire uated Eight the

VNAF men the same training that had been provided U.S. Army and U.S. Air Force base defense personnel before the school was converted to an all-VNAF program.

The gunners received training in the 81mm mortar, its telescopic sight, sight pictures, deflection and elevation changes, mounting the mortar, establishing a mortar pit, and calibrating sights.

Manpower loss forces AFVN to cut newscast

TAN SON NHUT–Many U.S. military agencies in the Republic of Vietnam are faced with a reduction in personnel strength due to the redeployment of American forces and American Forces Vietnam Network (AFVN) is no exception.

Due to a loss of qualified newscasters, the network has had to cut back on special productions and live programming, which require additional production time and manpower.

As a result, the 6 a.m. news has been reduced from 15 to five minutes. To compensate for this, the 15-minute 7 a.m. news has been expanded to a half hour.

Rescue near Hue 'textbook example'

DA NANG Afld. – In a mission described as so smooth that it could serve as a textbook example, crewmen of Da Nang's 37th Aerospace Rescue and Recovery Squadron (ARRS) recently recovered two injured U.S. Army helicopter pilots from dense jungle 15 miles southwest of Hue.

The helicopter, an AH-1 "Cobra" gunship, crashed from unknown, non-hostile causes.

The rescued men are members of an air cavalry unit of the 101st Airborne Division (Airmobile) at Phu Bai.

The rescue involved having a pararescueman, TSgt. Harvey R. Pickelsimer, lowered to the ground to secure the injured men in stretchers for reeling aboard the hovering HH-53 Super Jolly Green Giant helicopter.

In addition to the injured men, who were taken to the U.S. Army's 95th Evacuation Hospital near Da Nang, three U.S. Army aerial rifle platoon scouts, also with the 101st Airborne Division, were lifted and transported to Da Nang Airfield. The scouts had descended near the crash site from an Army helicopter to protect the injured men until the rescue aircraft arrived.

The rescue helicopter was crewed by Capt. Roger T. Colgrove, aircraft commander; Maj. Jackson K. Scott Jr., copilot; SSgt. Jimmie D. Minshaw, flight engineer; Sergeant Pickelsimer; and AIC William R. Pearson, another pararescueman.

Lt. Col. William M. Harris, 37th ARRS commander, who flew the "high bird" or second rescue helicopter on the mission, praised the "smoothness and textbook performance" of Captain Colgrove and his crew.

Captain Colgrove, in turn, cited the performance of his flight engineer.

"Sergeant Minshaw did an outstanding job of operating the hoist to lift the injured men through the thick jungle canopy. He got them out of there with as little jostling as possible, yet quickly to cut down our exposure time in the hover," he noted.

The rescue included a couple of firsts. It was Captain Colgrove's initial combat save as an aircraft commander and Sergeant Pickelsimer's first time on the ground in a combat operation.

The saves raised to 702 the number of men rescued by the 37th ARRS.

FROM HUGH MILLS

31JAN72.JPG HUGH MILLS

PHOTO FROM HUGH MILLS

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(LOG) 3135 SH/DI 11A

MESSAGE NOTIFICATION
Individual Contacted:
Local Time and Date:

OTTCZYUW RUMOSRA1667 0311206-CCCC--RUCIMAA
ZNY CCCCC
O 311115Z JAN 72
FM OL B 3ARRGP UDORN RTAFB THAILAND
TO RUEFHGA/CSAF/AFXOTZB
RUHHASA/CINCPACAF/DOH
RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST
INFO RUHHHGA/CINCPAC/CC
RUHHBSA/41 ARRWG/CONTROL CENTER/DOC HICKAM AFB HI
ZEN/7/13AF UDORN RTAFB THAI/DOM
RUEKAAA/FT RITCHIE MD/AFEOC
RUWTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS
RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL
RUCIMAA/MAC/MAOCCP
RHMSMVA/MACV/SAIGON RVN
RUMMRSA/7AF TSN RVN/CC/DO/DOO/IN/DOCT/DP
RUMMRSA/3ARRGP TSN AB RVN/JRCC
RUMUJNA/OL A 3ARRGP SON TRA AB RVN
RUMOREA/56SOW/COC/NAKHON PHANOM RTAFB THAILAND
RUMOREA/40ARRS NAKHON PHANOM RTAFB THAILAND
RUMOJAA/39ARRS CAM RANH BAY AB RVN
RUMOUVA/AIRA VIENTIANE LAOS

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PAGE 2 RUMOSRA1667 C O N F I D E N T I A L
ST
C O N F I D E N T I A L/JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 013/
310918Z JAN 72
1. RESCUE OPENING/CLOSING REPORT - 31 JAN 72
2. MISSION NUMBER - B-3-008 - 31 JANUARY 1972
3. SITUATION: DOWNED O-1
   A. DESCRIPTION OF SAR OBJECTIVE:
      (1) O-1/921/GRAY/RAVEN 11
      (2) FLIGHT PLAN - TACTICAL
      (3) PILOT - NAME AND UNIT NOT RELEASABLE
      (4) POB - 2
      (5) WEATHER IN AREA - VFR
      (6) SURVIVAL EQUIPMENT - USAF STANDARD
      (7) POSITION - 1956N 10215E
   B. ACTIONS TAKEN:
      (1) CONTROLLING AGENCY - OL-B, 3ARRGP
      (2) TIME NOTIFIED - OL-B, 3 ARRGP NOTIFIED OF SAR INCIDENT AT 310918Z BY VICTOR
      (3) FOLLOWING SAR FORCES ALERTED:
         (A) 39ARRS AT 310920Z

(ARRS) 4830

MESSAGE NOTIFICATION
Individual Contacted:
Local Time and Date:

Classified by
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 1978

IMMEDIATE

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