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Classified by _____
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE 2, EXECUTIVE ORDER 11652
 AUTOMATICALLY DECLASSIFIED AT TWO
 31 DEC 1978

3/05/1970

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

~~CONFIDENTIAL~~

TACAN on Nail 12 was broken and all 3 AA helicopters did not have one. As the helicopters approached the SAR scene it was decided that PFH pick up Bullwhip Bravo and 13F get Bullwhip Alpha. PHC would hold off and act as reserve. Simultaneously, Falcon 84 (the only strike aircraft in the area), was asked to make a pass on the area and neutralize any enemy fire if encountered. Nail 12 then lead both helicopters into the area until they located the survivors positions. Bullwhip Bravo was recovered at 0950Z. Bullwhip Alpha was extracted via hoist at 0952Z. No enemy fire or activity was noticed from the air at the time of recovery. However, Bullwhip Bravo reported that just before his recovery he heard a good deal of movement around his area. Raven 23 then came up frequency and offered to escort both helicopters back to LS272. Nail 12 then proceeded to put a strike on Bullwhip Bravo's old position using Falcon 84. ETA of both helicopters to LS272 was 1035Z. They landed there at 1040Z.

King 22 departed the SAR area at 0955Z to assist King 23 on another mission then in progress.

King 22 Crewmembers

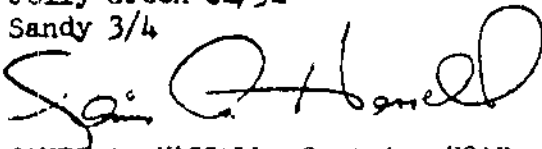
AMC Capt James A. Hassell
CP 1Lt. Claude F. Roberts
NAV Capt Thomas T. Ishii, Jr.
NO TSgt Paul McLeod, Jr.
NO TSgt Robert T. Rhorer
FS MSgt Sidney A. Presley
FL SSgt Robert B. Underwood, Jr.
LM SSgt Ralph V. Randolph

SAR Forces employed

Nail 12 (OSU)
PFH (recovery Helicopter)
13F (recovery Helicopter)
PHC (reserve Helicopter)
Raven 23 (Escort)
Falcon 84 (Strike)
Papa flight (MIG CAP)
Gunfighter flight (MIG CAP)

SAR Forces available but not used

Mancho flight (Strike)
PHG (Helicopter)
PFJ (Helicopter)
Raven 21
Raven 25
Jolly Green 62/32
Sandy 3/4


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

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636-957447

113

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DO 4
DO 1

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~~RUCJMAH/NO. APR 95 SCOTT AFB IL/COMMAND POST~~

RUHHBBA/41 ARRWG/CONTROL CENTER/DOC HICKAM AFB HI

RUWTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS

RUEKAAA/FT RITCHIE MD/AFEOC

RUCIMAA/MAC/MAOCCP

BUMMRSA/TAF TSN RVN/CC/DO/DOO/IN/DOCT/DP

MUJNA/OL A 3ARRGP SON TRA AB RVN

RUMOREA/40ARRS NAKHON PHANOM RTAFB THAILAND

RUMOUVA/AIRA VIENTIANE LAOS

C O N F I D E N T I A L/JDPREP JIFFY/OL-B, 3ARRGP/RESCUE 011/2008407

PAGE 2 RUMOSRA4459 ~~CONFIDENTIAL~~

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

3. SITUATION:

(1) USAF RF4C/680573/CAMOUFLAGED/BULLWHIP 26

(3) PILOT - MAJOR ROBERT K. MOCK 432TRW

(5) WEATHER IN AREA - VFR

(6) SURVIVAL EQUIPMENT - USAF STANDARD

(7) LAST KNOWN POSITION - 1919N 10341E

B. ACTIONS TAKEN:

(1) CONTROLLING AGENCY - OL-B, JARRGP

(2) TIME NOTIFIED - OL-B, 3ARRP NOTIFIED OF SAR INCIDENT
0840Z BY BRIGHAM GCI.

(3) THE FOLLOWING SAR FORCES ALERTED:

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IMMEDIATE

- (A) 39ARRS AT 200841Z
(B) 40 ARRS AT 200902Z
(C) 5650W AT 200902Z

2/3

PAGE 3 RUMOSRA4459 C O N F I D E N T I A L

(4) TIME SAR FORCES LAUNCHED:

- (A) 1 HC-130P, 39ARRS DIVERTED AT 200841Z.
(B) 2 HH-53C, 40ARRS LAUNCHED AT 200910Z.

C. PERSONNEL INFORMATION:

- (1) 2 PERSONS INVOLVED, 2 PERSONS LOCATED, 2 PERSONS SAVED
(2) SAR OBJECTIVE LOCATED BY NAIL 12 AT 200900Z POSITION 1919N 10341E.
(3) RECOVERY OF BULLWHIP 26 "B" COMPLETED AT 200950Z BY NON-USAF HELICOPTER FOXTROT HOTEL BY LANDING. BULLWHIP 26 "A" PICKED UP BY NON-USAF HELICOPTER HOTEL CHARLIE AT 200952Z BY FOREST PENETRATOR.
(4) BOTH SURVIVORS TAKEN TO LS-272, ARRIVING AT 201025Z, THEN TRANSFERRED TO NON-USAF C-123 AND FLOWN TO UDORN RTAFB, ATA 20/1120.

D. FLYING ACTIVITY:

- (1) 39ARRS- 1 SORTIE FOR 2.0 HOURS
(2) 40 ARRS- 2 SORTIES FOR 3.0 HOURS
(3) NON-USAF HELICOPTERS - 2 SORTIES FOR 1.2 HOURS
(4) NON-USAF C-123 - 1 SORTIE FOR 0.6 HOURS

E. SAVES DATA: 2 NON-ARRS SAVES MADE BY CIVILIAN HELICOPTERS.

PAGE 4 RUMOSRA4459 C O N F I D E N T I A L

KING 22 (HC-130P) GREATLY ASSISTED SAR EFFORT BY ORGANIZING FORCES AND RELAYING DATA.

- (1) PERSONS SAVED - MAJOR ROBERT K. MOCK, 432TRW UDORN RTAFB,
1LT JOHN L. STILES, 432 UDORN RTAFB

- (2) TWO COMBAT SAVES
(3) TWO AIRCREW MEMBERS

G. SUMMARY OF SAR ACTIONS:

(1) CL-2, 3ARRGP WAS NOTIFIED AT 200840Z BY BRIGHAM GCI THAT BULLWHIP 26 WAS OVERDUE, INFO ORIGINATED WITH ASCCC CONTROL AIRCRAFT. CONFIRMED WITH 432TRW TUOC THAT AIRCRAFT WAS INDEED OVERDUE AND THAT HIS WORKING AREA WAS THE PDJ. KING 22 (HC-130P) WAS NOTIFIED OF THE INCIDENT AND DIVERTED TO THE AREA, AT 200902Z KING 22 HAD ESTABLISHED CONTACT WITH THE SURVIVORS THRU NAIL 12 (OV-10). NAIL 12 REPORTED BOTH SURVIVORS IN GOOD CONDITION AND AREA RELATIVELY QUIET. SAR AND JOLLY GREENS WERE ORDERED TO LAUNCH AT NAKHON PHANOM RTAFB. EVER 2 NON-USAF HELICOPTERS WERE LOCATED IN THE AREA AND DIVERTED TO THE SCENE. WITH NAIL 12 ACTING AS OSC, THE HELICOPTER FOXTROT HOTEL PICKED UP BULLWHIP 26 "B" AT 200950Z BY LANDING. HOTEL CHARLIE PICKED UP BULLWHIP 26 "A" AT 200952Z USING THE FOREST PENETRATOR.

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IMMEDIATE

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

PAGE 5 RUMOSRA4459 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'D OR DIVERTED TO OTHER MISSIONS AT 201000Z.
(2) NO AERIAL REFUELINGS WERE ACCOMPLISHED.

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CZC 095953

OLB Missions

CTTCZYUW RUMOSRA4306 0200345-CCCC--RUCIMAA.
ZNY CCCCC
C 200930Z JAN 72
FM OL B 3ARRGP UDORN RTAFB THAILAND
TO RUEFHQA/CSAF/AFXOT38
RUHHASA/CINCPACAF/OCH
RUCIMAA/HQ ARRS SCOTT AFB IL/COMMAND POST
INFO RUHHHQA/CINCPAC/CC
RUHH95A/41 ARRWG/CONTROL CENTER/DOC HICKAM AFB HI
ZEN/7/12AF UDORN RTAFB THAI/DOH
RUEKAAA/FT RITCHIE MD/AFEOC
RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL
RUCIMAA/MAC/MAOCCP
RHHMVA/MACV/SAIGON RVN
RUMHSA/7AF TSN RVN/CC/DO/DOO/IN/DOCT/DP
RUMHSA/3ARRGP TSN A3 RVN/JRCC
RUMUJNA/OL A 3ARRGP SON TPA A3 RVN
RUMREA/56SCW/DOO/NAKHON PHANOM RTAFB THAILAND
RUMREA/40ARRS NAKHON PHANOM RTAFB THAILAND
RUMUJAA/39ARRS CAM RANH BAY A3 RVN
RUMOUVA/AIRA VIENTIANE LAOS
BT

OPR	1
INFO	1
DOC	4
DOC	L
CSG	L

7/20
34
D1
11A
9
L

Docp
1/2

PAGE 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 C1C/200506Z
JANUARY 1972

1. RESCUE OPENING CLOSING REPORT - 20 JANUARY 1972
2. MISSION NUMBER - B-3-CC5- 20 JANUARY 1972
3. SITUATION: DOWNED AIR AMERICA PORTER
- A. DESCRIPTION OF SAR OBJECTIVE:

- (1) PORTER 445
- (2) FLIGHT PLAN - TA CTICAL
- (3) PILOT - NOT RELEASABLE
- (4) POS - 1
- (5) WEATHER IN AREA - VFR
- (6) SURVIVAL EQUIPMENT - UNKNOWN
- (7) LAST KNOWN POSITION - 1852N 10343E

B. ACTIONS TAKEN:

- (1) CONTROLLING AGENCY - OL-B, 3ARRGP
- (2) OL-B, 3ARRGP NOTIFIED OF SAR INCIDENT AT 200506Z JAN 72 BY 3ARRGP JRCC
- (3) FOLLOWING SAR FORCES ALERTED:
 - (A) 39ARRS AT 200507Z
 - (B) 40ARRS AT 200512Z
 - (C) 56SCW AT 200512Z

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IMMEDIATE

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PAGE 3 RUMDSRA4306 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

C. PERSONNEL INFORMATION:

(1) 6 PERSONS INVOLVED, 6 LOCATED, 6 RECOVERED, 6 SAVED

(2) SAR OBJECTIVE LOCATED BY AIR AMERICA HELICOPTER H-68 (UH-34)
AT 200509Z LOCATION 1849N 10347E.

(3) PILOT RECOVERED BY A.A. HELICOPTER PFG (BELL 205) BY HOIST
AND TAKEN TO L-08. 5 ADDITIONAL PERSONNEL RECOVERED BY A.A.
HELICOPTER H-15 (UH-34) AND TAKEN TO L-35.

D. FLYING ACTIVITY:

(1) 39ARRS - 1 SORTIE FOR 1.4 HOURS

(2) 40ARRS - 2 SORTIES FOR 2.2 HOURS

(3) 56SOW - 2 SORTIES FOR 1.5 HOURS

(4) AIR AMERICA - SORTIES AND HOURS UNKNOWN

E. SAVES DATA: NO SAVES CREDITED TO ARRS. ALL SAVES MADE BY AIR
AMERICA HELICOPTERS.

G. SUMMARY OF SAR ACTIONS:

(1) OL-8, JARRGP WAS ALERTED BY 3 ARRG/JRCC AT 200506Z THAT A

PAGE 4 RUMOSRA4306 C O N F I D E N T I A L

"PORTER" WITH 1 PERSON ON BOARD WAS DOWN AT LOCATION 1852N 10343E.
KING 21 (HC-130P) WAS IMMEDIATELY DIVERTED AND ASSUMED AMC DUTIES.
JOLLY GREEN'S AND SANDIES WERE ALERTED FOR LAUNCH. AT 200509Z, AIR
AMERICA INFORMED THAT THE PILOT, AFTER BEING SHOT DOWN, JOINED UP
WITH 5 LAOTIONS WHO WERE EVADING AND WERE RADIO EQUIPPED. HOTEL 88
WAS FIRST A.A. HELICOPTER IN AREA BUT DEPARTED AT 200530Z DUE TO BINGO
FUEL. PFG THEN BECAME ON SCENE COMMANDER. THE EVADES ON THE GROUND
WERE TRYING TO REACH AN AREA THAT WOULD ALLOW A PICK UP. JG 62 WAS
AIRBORNE AT 200520Z BUT THE SECOND ALERT BIRD ABORTED, AND WAS
REPLACED BY JG-56 WHO WAS AIRBORNE AT 200530Z. AT 200545Z, A.A. HELO
PFG PICKED UP THE PILOT, AND PROCEEDED TO L-09. AA HELO
H-15 INBOUND TO PICK UP THE REMAINDER. SANDIES 3/4 (A-1E) WERE AIR-
BORNE AT 200545Z. AT 200555Z, JG 62/56 ARRIVED AT HOLDING POINT AND
WERE WAITING SANDIES. AT 200559Z, H-15 PICKED UP ALL FIVE LAOTION
PERSONNEL AND PROCEEDED WITH TEAM TO L-35. AT 200600Z ALL SAR
FORCES WERE RELEASED TO RESUME NORMAL CREITS. H-15 ARRIVED AT L-35
AT 0612Z PFG ARRIVED AT L-09 AT 200630Z.
NO AERIAL REFUELINGS WERE ACCOMPLISHED.

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37ARRSQ HISTORY, 1 JANUARY - 31 MARCH 1972

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

37ARRSQ HISTORY, 1 JANUARY - 31 MARCH 1972

the survivors were quickly exchanged. Two of the survivors were in critical condition, one with burns over 100% of his body, and the two PJ's, ALC Pearson and ALC Aillet, began immediate first aid to keep them alive. The need for immediate medical help for the two critically injured necessitated an intermediate stop at the 85th Medical Evacuation Hospital at Hue. Here the four survivors with less serious injuries received interim medical aid. The survivors were then evacuated by the Jollies to Da Nang.

Ten days later another Army helicopter was shot down and Queen launched Capt Roger Colgrove's crew to assist in the recovery. Charley Horse 36 had gone down in dense jungle southwest of Hue. The Jollies orbited at 5000 feet three miles south of the crash site while Sandy 7 checked the security of the area and an Army team of three men cut the two survivors from the wreckage of the Cobra gunship. When the survivors were free, Sandy 7 led Jolly Green 65 to the crash site and the ground team popped a smoke grenade to further mark their position. Capt Colgrove hovered for 26 minutes in high hover over the 135 foot trees while TSgt Pickelsimer was lowered with the stokes litter and then he and the two survivors and the three man ground team were hoisted aboard. The Jolly crew exited the area and rushed the two injured men to the 95th Medical Evacuation Hospital.

Our last save this quarter was made by Capt "Bo" Johnson's crew on 8 March 72. Queen launched the alpha crews for a Navy A-4 with an emergency fuel condition northwest of Da Nang.

19 JAN 72 CONTINUED

0520 FR J.G. 71 ↑ FOR TNG-1
 0745 B JG 71 ↓ FOR TAG
 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

02300 SY SGT YOUNG ON DUTY
 0245 SY MAINT. STATUS TO QUEEN.
 0300 SY ITEM REPORT TO JOKER + ITEM 16
 FROM QUEEN (ITEM 16 CANCEL)
 0410 AP JG 66 ↑ FOR TNG-AH
 0500 SY JG 71 ↑ FOR TNG. AL
 0540 FR J.G. 65 ↑ FOR TNG-1
 0640 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
 0840 FR MART. LAUGE NOTIFIED A-3-003
 0905 FR STORMY 04 DOWN! AT 110NM ESE CH-89
 0915 FR MAJ. LAUGE SAYS COCK BRAVO'S
 0945 FR J.G. 71 & 66 ↑ ~~SCRAMBLED~~ A'POORNE.
 0950 FR ~~E~~ LOCATION 252/43/103
 0955 FR ONE NIGHT EQUIPPED JOLLY GREEN AND ONE
 SANDY LUNCHING OUT OF CH-93.
 1020 FR BRANDY OR LOACH PICKED UP SURVIVORS
 1025 FR CHARLIE HORSE 25 ON FIRE COMING DOWN
 IN RIVER AT KHE SAN. NEW SAR.
 CHARLIE HORSE 33 REQ FAC & ORDNANCE FAST
 A-3-004

				SURVIVOR (S)			JAN 72
				NAME, RANK	LOCATION		
DATE	CREW	JG #	SAVE #	SSN, ORGN	OF SAVE	TYPE SAVE	
20	HARRIS SUTTON POPE AILLETT PEARSON GOODWIN	71 66	699	UNKNOWN	CH 69	NON COMBAT	
30	COLGROVE SCOTT MINSHAW A. ELSIMOR PEARSON GOODWIN (AP)	JG 65	700 701	CAPT MILLS, AUGH (WIA) W.O. (WIA) BRYANT S4 WOOD John F XXXXXXXXXX S4 FLOTT, Johnny D. XXXXXXXXXX S4 MARSH, Theodore XXXXXXXXXX ALL OF D TROOP 35 CALURY	SW OF PHUBAI GROUND FORTY	2 COMBAT SAVES	

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11A

029 032042

MESSAGE NOTIFICATION

Individual
Contacted: _____

Local Time
and Date: _____

[Handwritten signature]

CPR	OCS
778511	
WTS	OCS
100	9
PAC	
CSEA	1
	7

FM DL B ZARRGP UDORN RTAFB THAILAND
TO RUEFHQA/CSAF/AFXOTZ
RUHHABA/CINCPACAF/COM
RUEHMAA/40 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/COM
RUEKAAA/FT RITCHIE MO/AFSCG
RUMTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS
RUCEAAA/40 USAF ALTERNATE MAXWELL AFB AL
RUEHMAA/40/VALCORP
RHMSMVA/HACV/SAISON RVN
RUMNRSA/7AF TSN RVN/CC/DO/DOO/IN/DOCT/DP
RUMNRSA/ZARRGP TEN AB RVN/JROC
RUMDUAJ/OL A ZARRGP SON TRA AB RVN
RUMDUAJ/TEBOW/DOO/NARHON PHACHON RTAFB THAILAND
RUMDUAJ/40ARRS NAKHON PHACHON RTAFB THAILAND
RUMDUAJ/39ARRS CAM RANH BAY AB RVN
RUMDUAJ/40RA VIENTIANE LAOS

1/2

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1. RESCUE OPENING/CLOSING REPORT - 29 JAN 68
2. MESSAGE NUMBER - E-6-007 - 29 JANUARY 1968
3. SITUATION: 31 INDO T-22

4. DESCRIPTION OF SAA OBJECTIVE:

U.S. 7-13/51-3571/03AY/6AYIN 52

10. FUTURE PLAN - TECHNICAL

101. SELECT - NAME AND UNIT NOT RELEASABLE

(4) 95 - 045

100% SATISFIED IN AREA - YES

FOR CORRELATION EQUIPMENT - USAF STANDARD

09-722740-1 - 1486 135602

SECRET

THE CONSULTING AGENCY - 2-15, E 28333

U.S. DEPT. OF JUSTICE - FBI, WASHINGTON, DISTRICT OF COLUMBIA

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 05-13-2014 BY 60322 UCBAW/STP/STP

13. FOLLOWING ARE FOR

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15-00000 23-00000

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
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DECLASSIFIED ON 3/10/2022

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IMMEDIATE

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

PAGE 3 RUMOSRA1259 C O N F I D E N T I A L

(4) TIME SAR FORCES LAUNCHED:

(A) 1 HC-130P, 39ARRS DIVERTED AT 290337Z

(B) 2 A1E, 58 SCW DIVERTED AT 290337Z

(C) 2 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 290300Z
POSITION 1335N 10348E.

(3) RECOVERY OF PAVEN 52 COMPLETED AT 290310Z BY NON-US
AF HELICOPTER HOTEL 45 (CH-34) BY LANDING.

(4) SURVIVOR TAKEN TO LS-35, ARRIVING AT 290452, THEN
TRANSFERRED TO JOLLY GREEN 62 (HH-53C) AND FLOWN TO
UDORN RTAFB, ARRIVING AT 290515Z.

D. FLYING ACTIVITY:

(1) 39ARRS - 1 SORTIE FOR 1.7 HOURS

(2) 40ARRS - 2 SORTIES FOR 2.6 HOURS

(3) 58 SCW - 2 SORTIES FOR 2.4 HOURS

(4) NON-USAF HELICOPTER - 1 SORTIE FOR 0.3 HOURS

5. SAYS DATA: ONE NON-ARPS SAVE MADE BY CIVIL AF HELI-
COPTER. KING 21 GREATLY ASSISTED SAR EFFORT. ORGAN-

PAGE 4 RUMOSRA1259 C O N F I D E N T I A L

LEADS AND COORDINATING SAR MISSION.

ALL PERSON SAVED - NAME NOT RELEASABLE

ALL 1 COMBAT SAVE ACCREDITED TO NON-USAF HELICOPTER

ALL 1 AIR CREW KILLED

6. SUMMARY OF SAR ACTIONS:

7. 01-94 BARACP WAS NOTIFIED AT 290337Z BY 01-92 THAT
PAVEN 52 WAS HAVING ENGINE PROBLEMS ABOUT 10 MILES OF LS-35.
8. 0300Z KING 21 DIRECTED SANDY 1/2 (A-1E) TO DIVERT TO THE
AREA. AT 0302Z KING 21 (A-1E) SPOTTED SMOKE. 221/00/CH 59 AND
220 200Z* REPORTED SEEING AN AIRCRAFT GO DOWN IN THAT AREA.
9. 0303Z KING 21 HAD VOICE CONTACT WITH PAVEN 52 SURVIVOR THRU
SANDY 1 AND JOLLY GREEN 62/02 (HH-53C) WERE LAUNCHED. SMOGS 3/
4 (A-1E) WERE PLACED ON COCKPIT ALERT BUT WERE NOT NEEDED FOR
THE SAR EFFORT. THE PAVEN WAS MADE BY H-39 OF 0300Z AND THE
SURVIVOR WAS TAKEN TO LS-35, WHERE HE WAS TRANSFERRED TO JOLLY
GREEN 62 AND FLOWN TO UDORN RTAFB, THAILAND. JOLLY GREEN 62
LANDED AT ONCELEY. ALL SAR FORCES WERE RVD 0305Z.
10. NO AERIAL REFUELLINGS WERE ACCOMPLISHED.

END

WAB

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2/2
Reported PAF 0337Z
Smoke sighted 0350Z
Voice contact 0350Z
P/O @ 0359Z
90th Land 0355Z

DECLASSIFIED

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DECLASSIFIED

DATE: 30 JAN 72

5 FEB 72

MISSION NUMBER: A-3-007

FLIGHT DESTINATION: KING 22

MISSION OBJECTIVE: CHARLIE HORSE 38, 2 SOB

LOCATION: 16-14N 107-38E

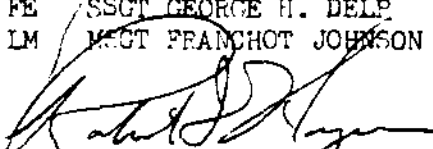
SAVES: 2

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 AVAC 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 1SGT 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 at 11/1/72

DECLASSIFIED

37ARRSQ HISTORY, 1 JANUARY - 31 MARCH 1972

the survivors were quickly exchanged. Two of the survivors were in critical condition, one with burns over 100% of his body, and the two PJ's, A1C Pearson and A1C Aillet, began immediate first aid to keep them alive. The need for immediate medical help for the two critically injured necessitated an intermediate stop at the 85th Medical Evacuation Hospital at Hue. Here the four survivors with less serious injuries received interim medical aid. The survivors were then evacuated by the Jollies to Da Nang.

Ten days later another Army helicopter was shot down and Queen launched Capt Roger Colgrove's crew to assist in the recovery. Charley Horse 36 had gone down in dense jungle southwest of Hue. The Jollies orbited at 5000 feet three miles south of the crash site while Sandy 7 checked the security of the area and an Army team of three men cut the two survivors from the wreckage of the Cobra gunship. When the survivors were free, Sandy 7 led Jolly Green 65 to the crash site and the ground team popped a smoke grenade to further mark their position. Capt Colgrove hovered for 26 minutes in high hover over the 135 foot trees while TSgt Pickelsimer was lowered with the stokes litter and then he and the two survivors and the three man ground team were hoisted aboard. The Jolly crew exited the area and rushed the two injured men to the 95th Medical Evacuation Hospital.

Our last save this quarter was made by Capt "Bo" Johnson's crew on 8 March 72. Queen launched the alpha crews for a Navy A-4 with an emergency fuel condition northwest of Da Nang.

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.

The Dec 31 SAR at Khe Sanh started when one of our scouts was shot down on Khe Sanh proper. We extracted that crew and sometime later the Huey C&C was shot down (Charliehorse 26 was Noel Harvey and he was PIC). Neal Flynn was the CP. We had a crew chief and gunner and about 3 of our rangers on board. The procedure in those days was to rappel the rangers directly onto the site and to secure the crew until extraction could be effected. In this case, the ship went down in the middle of an NVA base area and the crew was immediately engaged when they hit the ground. As I recall, a gunner was killed pretty quickly, and perhaps one ranger was as well. Harvey was a second tour infantry officer with a first tour on the ground so he commanded the defense.

I scrambled off of Camp Evens as Charlichorse 38 and was the army Air Mission Commander. I put the first call in for SAR because I wanted Sandys. We also had no hoists and I did not think Dust Off could do the trick. The mission was several fuel loads long and when we put the low bird down it was shot up pretty badly and limped off to Quang Tri and did not come back. As I recall, 1 LT. Cliff Groves was Sandy lead.

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.

I have a tape made in Daytona in 73 between Neal Flynn and me as we discussed our rescues that happened thirty days apart.

Mine was 30 Jan 72 and was after a gun scramble to support a Bilk FAC being engaged by a I4.5 site just east of the border and west of Danang and the Rung Rung Valley. In my second attack and while in an 80 degree dive and at about 1500 feet, my right inboard M-200 2.75 FFAR pod suffered a hangfire and the rear of the pod exploded. I have always been fairly sure the gun did not hit me as I did not feel hits, but rather felt the sudden yaw of the rocket turning my nose 30 degrees to the left and the sudden loss of tail rotor authority. I did not know at the time that I had lost most of my tailboom.

The shift in CG was dramatic to say the least. I was below the mountain peaks and had to orientation as we were spinning quite rapidly. My Wingman, ILT. Lou Breuer, Charliehorse 35 with CWO Dwain Hartwick in the front seat followed me down and before I hit the trees he yelled "pull it now, pull, pull, pull!" O pulled pitch to the stops and the spin stopped as we hit the trees, rolled over and fell about 175 feet through the triple canopy. The scout ship crewed by came over us and initially reported no movement and then on another pass they saw me out of the ship. I crawled back through the canopy and emerged with my CAV hat (that is dedication!) and my CAR-15. I looked up and as I came to my senses, saw the scout. The gunner, Rip Smith held out his survival radio as a message to come up on Guard and I did so. I advised them to talk to me as I was slipping in and out of consciousness (most likely shock).

The Huey came in and dropped his ropes and as I looked up, down came two rangers. On the other side the medic (who had never rappelled before stepped out on the skids and leaned back and released both hands and free fell through the trees. I thought, Oh shit, I am in big trouble. The Rangers got me down next to the ship and were concerned with Vietnamese shouts coming from up hill and to our west. We could not get Bryant out of the ship and he said that he back was broken and that we should shoot him and E&E. I told him we would do no

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 my 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 through 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

was a sight. No hat, fucked up uniform, and carrying my flight gear. The MP's came over to see what I was and chastised me for being "out of uniform." My response was something to the effect that yesterday at this time I was shot down near Laos and they could pound sand.... and it was Captain if they didn't mind. They were kind enough to jeep me over to the Jolly pad where I got a meal, my Rescued by Jolly Green pin, and a Charliehorse Huey came to get me. The next day I could not get out of bed and to this day, I have fairly bad back trouble.

I will dub you a tape of the interview with Neal and I and I may be able to get in touch with Hartwick who may have been on the 31 Dec mission as well. Louis Karl Breuer IV was killed 6/20/72 by an SA-7 that impacted his Cobra (then flying with the F/8th CAV (Blue Ghost). He was the first army helo shot down by the Strella.

I will check on addresses on Harvey and others.

Hugh Mills

Darkhorse 16 -Scouts 1/4 CAV, 1st Infantry Div. 69 and 72

Charliehorse 38 -Guns 3/5 CAV, 101 Airborne 1971,72.

11300 N. Robinhood Lane

Kansas City, MO

64514

816-464-2293 H

816-303-5081 W

				SURVIVOR (S)	JAN 72	
				NAME, RANK	LOCATION	
DATE	CREW	JS #	SAVE #	SSN, ORGN	OF SAVE	TYPE SAVE
20	HARRIS SLUTTON POPE AILLETT PEARSON GOODWIN	71 66	699	UNKNOWN	CH 69	NON COMBAT
30	COLGROVE SCOTT MINSHAW A. ELSIMOR PEARSON GOODWIN (AP)	JG 65	700 701	CAPT MILLS, AUGH (WIA) W.O. (WIA) BRYANT S4 WOOD John F XXXXXXXXXX S4 FLOTT, JAMES B. XXXXXXXXXX S4 MARSH, Theodore XXXXXXXXXX ALL OF D TROOP 35 CALURY	SW OF PHUBAI GROUND PARTY	2 COMBAT SAVES

30 JAN 72

9/3230 RR MSET Buff to duty
2245 RR Lineup to Queen
00030 RR YB DT JBOH ZFCJ
00240 RR JG 66/71 ↑ FOR ORBIT
00310 RR FM QUEEN: FM JOKER: ORBIT FOR 2 FEB 72.
Set BD Read JANM OLVX
Set DM Read ALN RVJS
04452 RR JG 71 ↓ FM ORBIT
05302 RR JG 66 ↓ FM ORBIT
0620 RR JG 65 replaced JG 66 ALFA LOW.
JG 67 is spare, JG 73 is BRAVO Hi
MISSION A-3-007 OPENED
0825 RR MAJ NELSON Advises Charlie horse, Army helo,
down SW Phu Bai. SCRAMBLE Jollios &
SANDY'S. No further info.
0830 RR MAJ Lange Advises to bring up BRAVOS
0833 RR MY Advises ONLY ONE BRAVO BIRD Avail.
0835 RR JG 71 ↑
0837 RR JG 65 ↑
0858 RR FM KING 22 VIA HF. Jolly IN FOR PICKUP
OF 2 wounded + 3 GROUND Team. Wounded
to be dispatched TO 95 PAD
0900 RR NOTIFIED COMBAT DOWNS
0915 RR Phase BRAVO IN EFFECT
0938 RR Wounded on board - GROUND party BEING
OFFLOADED.
10152 RR Wounded OFFLOADED at 95th Hosp
10242 RR JG 71/65 ↓ FM SAR
MISSION A-3-007 CLOSED

H-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 orbited 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 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 AIC Michael D. Vogel, pararescuemen.

Greenland girl saved

THULE AB, Greenland -- Little five-year-old Inge Kavirak 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 D. Heider flew an HH-53 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 closed 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 AIC 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



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.

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.

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 F. Walker and the second helicopter's commander was Capt. Ray 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 70 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. Jack L. Stockett, and a HH-1 Huey assigned to Luke to St. Joseph's Hospital.

30 JAN 72 SDR

Jollys save Huey crew

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 pararescuer, 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. Minshaw of Petersburg, Va., flight engineer; Sergeant Pickelsimer; and A1C William R. Pearson of Warner, N.H., another pararescuer.

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.

Downed Fliers Ringed With Bombs in Rescue

SAIGON (AP)—U.S. Air Force fighter-bombers dropped bombs virtually on top of seven downed Army helicopter crewmen in order to save them, rescuers said Sunday.

"The Skyraiders were dropping their ordnance so close it even scared me," said Air Force Capt. Rodney S. Griffith. "But that's the way we like to have it. That's where it does the most good."

Two U.S. Army helicopters were shot down Friday while on an observation flight four miles southeast of Khe Sanh six miles from the Laotian border and 20 miles south of the Demilitarized Zone. Two helicopter crewmen were killed and two were wounded in the crashes.

An Air Force rescue team plucked seven men to safety from one helicopter after fighting off enemy ground forces with the help of the downed troops.

The rescue teams, operating out of Da Nang,

were on the scene within minutes after the two helicopters were shot down.

"As soon as we arrived, we began laying ordnance around the area to suppress the hostile fire," said Lt. Clifton Groves, a rescue team pilot.

The helicopter and the North Vietnamese troops were in 10-foot high elephant grass about 25 yards apart.

When the fighter-bombers roared in, the North Vietnamese stopped firing on the downed helicopter and began tossing hand grenades. As the first big rescue helicopter hovered over the downed Army men, ground fire erupted again and the aircraft was damaged.

The pilot managed to fly the helicopter back to its base at Da Nang despite the damage, which caused some control problems.

Two more A-1 Skyraiders flew to the area, strafed and bombed the North Vietnamese positions, and dropped smoke grenades to conceal the second rescue attempt.

Robert LaPointe

31 DEC 72 SUPPLY BASE 06

From: HMills16@aol.com

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

To: rlapointe@gci.net

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 who 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.

Your 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.

12/12/2002

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 Whitecomb 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 cebras 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 mainboard 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 and 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 it. There are no words that adequately express one mans appreciation to another for being a "savior" 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 M. S.
1st Lt. Air Cavalry (ret)
USA

Da Nang: 1/30/72

We were on orbit off the coast near Quang Tri when we received the call that a Cobra gunship had gone down near Hue and the pilots were injured. I was the #1 PJ and Billy Pearson was #2. When we arrived on the scene the Sandys led us to the chopper and circled us while in the hover. Those beautiful Sandys look much larger when you are on the penetrator and they come roaring by. Made me feel better and a lot more comfortable. The Cobra had cut a hole in the jungle canopy when he went down. There was a flight of Fast Movers overhead. Sandy Lead briefed us on the way in they did not see any ground fire. We came to around 100'+Hover and I mounted the penetrator w/med kit and the FE passed me the stokes litter. For a moment we grinned at each other, both remembering the last time he had me on the penetrator in '69 and dropped me in the mountains of Costa Rica (see attached Whomp story). Three riflemen were on the ground to protect the pilots. They were out of the Cobra with live ordnance all around on the ground. The Co-Pilot suffered severe back and neck injuries and was in a great deal of pain. The Pilot told me later the Co-Pilot had been begging him to shoot him before I arrived on the scene. I shot him with morphine. The Pilot was uninjured, but in shock running around trying to help me with a CAR-15 in his hands. I yelled at him to sit down and get out of the way, which he did, although I'm sure he was not used to an enlisted man talking to him like that. Little did I know that this was the 16th time this guy, Capt. Hugh Mills, "Darkhorse 16", had been shot down during his 2 tours. He was awarded many medals to include 3 Silver Stars, 4 Distinguished Flying Crosses, 2 Bronze Stars for Service, 1 Bronze Star for Valor, 3 Purple Hearts and many others. As you know the army did not give out medals lightly. I did what I could for the Co-Pilot and had the riflemen help me load him on the stokes litter. While he was being reeled on board I talked with the pilot and decided he should ride the stokes as well. He was still rattled and he still had that CAR-15 in his hands. He scared me more than anything! The three riflemen and I were taken out on the penetrator two at a time and returned to base. I don't remember how long the Jolly was in the hover. We dropped the pilots off at the Army's 95th EVAC Hospital and ~~the~~ did a fly by at Da Nang trailing smoke. Upon landing we were hosed down and preceded to have a party. This was one of the bright moments during my 13 1/2 months at Da Nang. After the loss of Jolly 67 and two earlier Jolly losses I was asked to stay an extra 45 days.

SENT IN BY RANDY PICKELMIRER

Robert LaPointe

From: "Robert LaPointe"
To: <HMills16@aol.com>
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 or 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.

----- Original Message -----

From: HMills16@aol.com
To: rlapointe@gci.net
Sent: Thursday, January 25, 2001 9:00 AM
Subject: Re: Survivor info

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.

The Dec 31 SAR at Khe Sanh started when one of our scouts was shot down on Khe Sanh proper. We extracted that crew and sometime later the Huey C&C was shot down (Charliehorse 26 was Noel Harvey and he was PIC). Neal Flynn was the CP. We had a crew chief and gunner and about 3 of our rangers on board. The procedure in those days was to rappel the rangers directly onto the site and to secure the crew until extraction could be effected. In this case, the ship went down in the middle of an NVA base area and the crew was immediately engaged when they hit the ground. As I recall, a gunner was killed pretty quickly, and perhaps one ranger was as well. Harvey was a second tour infantry officer with a first tour on the ground so he commanded the defense. I scrambled off of Camp Evens as Charliehorse 38 and was the army Air Mission Commander. I put the first call in for SAR because I wanted Sandys. We also had no hoists and I did not think Dust Off could do the trick. The mission was several fuel loads long and when we put the low bird down it was shot up pretty badly and limped off to Quang Tri and did not come back. As I recall, 1 LT. Cliff Groves was Sandy lead.

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)

Rescue near Hue 'textbook example'

DA NANG Afd. -- 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 pararescuer, 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 pararescuer.

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.

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.



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

pilot with an air cavalry unit of the 101st Airborne Division (Airmobile) is lifted into an HH-53 Jolly Green Giant helicopter.

mortar training

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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.

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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.

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(E.O.) - 3135 SH/DI 11A

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MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time	and Date:

OTTCZYUW RUMOSRA1667 0311206-CCCC--RUCIMAA
 ZNY CCCCC
 O 311115Z JAN 72
 FM OL 8 3ARRGP UDORN RTAFB THAILAND
 TO RUEFHQA/CSAF/AFXCTZB
 RUHHABA/CINCPACAF/DOH
 RUCIMAA/HQ ARPS SCOTT AFB TI/COMMAND POST
 INFO RUHHHQA/CINCPAC/CC
 RUHHBBA/41 ARWG/CONTROL CENTER/DOC HICKAM AFB HI
 ZEN/7/13AF UDORN RTAFB THAI/DDM
 RUEKAAA/FT RITCHIE MD/AFEOC
 RUWTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS
 RUCEAAA/HQ USAF ALTERNATE MAXWELL AFB AL
 RUCIMAA/MAC/MACCCP
 RHMSHVA/MACV/SAIGON RVN
 RUMMRSA/7AF TSN RVN/CC/DO/DOO/IN/DOCT/DP
 RUMMRSA/3ARRGP TSN AB RVN/JRCC
 RUMUJNA/OL 8 3ARRGP SON TRA AB RVN
 RUMOREA/5650W/COO/NAKHON PHANOM RTAFB THAILAND
 RUMOREA/4GARRS NAKHON PHANOM RTAFB THAILAND
 RUMOSAA/39ARRS CAM RANH BAY AB RVN
 RUMOUVA/AIRA VIENTIANE LAOS

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11/8

OPR	CYS
INFO	CYS
DO	4
DOC	1
SEAT	

PAGE 2 RUMOSRA1667 C O N F I D E N T I A L

BT
C O N F I D E N T I A L/JOPREP JIFFY/OL-8, 3ARRGP/RESCUE 013/
310918Z JAN 72

1. RESCUE OPENING/CLOSING REPORT - 31 JAN 72
2. MISSION NUMBER - B-3-COB - 31 JANUARY 1972
3. SITUATION: DOWNED G-1

A. DESCRIPTION OF SAR OBJECTIVE:

- (1) G-1/921/GRAY/RAVEN II
- (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-8, 3ARRGP
- (2) TIME NOTIFIED - OL-8, 3ARRGP NOTIFIED OF SAR INCIDENT AT 310918Z BY VICTOR
- (3) FOLLOWING SAR FORCES ALERTED:
 (A) 39ARRS AT 310920Z

(E.O.) 4830

MESSAGE NOTIFICATION	
Individual	Contacted:
Local Time	and Date:

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

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PAGE 3 RUMOSRA1667 C O N F I D E N T I A L

- (4) TIME SAR FORCES LAUNCHED:
 - (A) 1 HC-130P, 39ARRS DIVERTED AT 310930Z
- C. PERSONNEL INFORMATION:
 - (1) 2 PERSONS INVOLVED, 2 LOCATED, 2 SAVED
 - (2) SAR OBJECTIVE LOCATED BY NAIL 49 (OV-10) AT 311015Z POSITION 10215E
 - (3) RECOVERY OF RAVEN 11 COMPLETED AT 311040Z BY NON-USAF HELICOPTER, HOTEL 87(CH-34) BY LANDING
 - (4) SURVIVORS TAKEN TO LS-54 ARRIVING THERE 311050Z
- D. FLYING ACTIVITY:
 - (1) 39ARRS - 1 SORTIE FOR 1.3 HOURS
- E. SAVES DATA: 2 NON-ARRS SAVES MADE BY CIVILIAN HELICOPTER. KING 22 GREATLY ASSISTED SAR EFFORT BY ORGANIZING AND COORDINATING SAR MISSION
 - (1) PERSONS SAVED - NAMES NOT RELEASABLE
 - (2) 2 COMBAT SAVES ACCREDITED TO NON-USAF HELICOPTER
 - (3) 2 AIRCREW MEMBERS
- G. SUMMARY OF SAR ACTIONS:
 - (1) OL-B, 3ARRGP WAS NOTIFIED AT 310918Z BY VICTOR OF A POSSIBLE DOWNED AIRCRAFT 10 MILES EAST LS-54. AT 310930Z KING 22

PAGE 4 RUMOSRA1667 C O N F I D E N T I A L

WASS DIVERTED TO THE AREA OF THE CONFIRMED DOWN SITE OF RAVEN 11. NAIL 49 ACTING AS ON SCENE COMMANDER SPOTTED THE SURVIVORS AT TH 1802 AT 311015Z. THE PICKUPS WERE MADE BY H-87 X-RAY RECOVERED AT 311035Z AND ALPHA RESCUED AT 311040Z. BOTH SURVIVORS SUFFERED MINOR LACERATIONS AND WERE FLOWN TO LS-54 FOR MEDICAL ATTENTION. ALL SAR FORCES WERE RTB'D AT 311050Z

- (2) NO AERIAL REFUELINGS WERE ACCOMPLISHED.

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124

SEAFOX Ø1

(C) At 1815 local Nakhon Phanom time, on the evening of 10 February 1972, Jack notified the 56th SOW Command Post that a SAR had been declared for Seafox Ø1. The aircraft was an F-4 that had been downed on the 289 degree radial at 42 miles of TACAN channel 94 (289/42/94). Peach Anchor, a SAC KC-135 out of U-Tapao, had good voice contact with both Alpha and Bravo.¹³¹

(C) All Pave Nail aircraft in the vicinity of the SAR objective area were pressed into service to determine the precise locations of the survivors. At 1853L, two Limited Night Recovery System (LNRS) equipped helicopters, Jolly Greens 52 and 53 were launched from Ubon. A decision was made to try for a night recovery so, another set of LNRS choppers were launched, Jolly Greens 32 and 30. No ordnance was requested at the time since no enemy activity was noted in the area. Furthermore, it was better to attempt the night recovery covertly. Nevertheless, fast movers were loaded with various types of ordnance and A-1 "Smoke" aircraft were loaded with CBU-22 and placed on ground alert.¹³²

(C) The night recoveries failed because the helicopter pilots could not maintain visual contact with a reference point; a weakness of the LNRS at the time. The jungle canopy was so

131. SARCO Report for Seafox Ø1, 12 Feb 72, (Doc 62).

132. Ibid.

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126

thick that the survivors' strobe lights could not be used for the required reference. It was decided to wait until first light for another attempt.¹³³

(C) Jack ordered CBU-24 and CBU-49 loaded fast movers to be over the SAR area at first light and to cycle every thirty minutes. Vietnam Air Force (VNAF) A-1s would also be available from 0630L, in flights of three, carrying Mk-81s and Napalm. At 0420L, Sandys 01 and 02 took off from NKP followed by Sandys 03 and 04 at 0620L. Out of Ubon came Sandys 05 and 06 and from DaNang, Sandys 07 and 08. The DaNang helicopters, Jolly Greens 64 and 72, were delayed because of aircraft malfunction but did arrive on scene at 0630L.¹³⁴

(C) Sandys 01/02 arrived in the area 20 minutes before sunrise at 0530L. Sandy 01 assumed on-scene command from Nail 25 who had been "babysitting" with the survivors during the early morning hours. If it was at all possible, an aircraft stayed in the objective area at all times on SARs. This procedure not only facilitated communications checks but were a great consolation to the survivors. Good contact had been maintained with Seafox 01 Bravo, but Alpha had not been heard from for three hours. King feared that he had experienced radio malfunction. At 0545L, the Sandys entered the area and immediately both Alpha and Bravo came up on their radios stating that they could hear

133. Ibid.

134. Ibid.

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127

aircraft above them.¹³⁵

(C) Sandy Ø1 descended into the area to conduct a search while Sandy Ø2 and Nail 25 held overhead. After about ten minutes searching Nail 25 spotted a chute hanging in a tree. Sandy Ø1 was directed to the chute and almost immediately he sighted the second chute very closeby. The survivors were located near the top of the East side of a North-South ridge line. Weather in the SAR area was outstanding for a SAR. Low clouds and fog covered known enemy positions in the valleys on either side of the ridge while the ridgetops were clear. It was realized that a pickup should be attempted before the sun burned off the fog and exposed the SAR force to enemy guns.¹³⁶

(C) Sandy Ø1 expended CBU-25 and 20mm to test enemy reactions in the immediate vicinity of the survivors. None was noted. Meanwhile, the Sandy Ø7/Ø8 flight out of DaNang arrived and held East of the route structure. A pickup was planned for 0650L, but had to be delayed while Sandys Ø7/Ø8 flew into the area and located the holding point. After a briefing, the run-in commenced at 0715L. Jolly Green 32, who had been airborne for nine hours, misunderstood the briefing and believed the survivors to be on the West side of the ridge. Sandy Ø1 had to lead Jolly Green 32 around the South side of the ridge and brought him over Bravo's position. Bravo's pickup was uneventful, but the

135. Ibid.

136. Ibid.

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128

Jolly had trouble seeing Alpha's smoke because of the dense foliage and high surface winds. After Alpha was aboard, the SAR force exited the area to the West. No enemy reaction was noted throughout the entire SAR.¹³⁷

137. Ibid.

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xiv

Feb

- 2 (U) General George S. Brown, Commander, Air Force Systems Command, visited TFA and the 56th SOW for mission briefings.
- 8 (U) M/Gen James O. Frankosky, Vice Commander, 13th Air Force, visited TFA and the 56th SOW for mission briefings.
- 10 (C) Search and Recovery mission for Seafox 01 downed in Southern Laos successful.
- 16 (C) Search and Recovery mission for Musket 01 downed just above the DMZ in North Vietnam unsuccessful. No objective.
- 17 (C) Search and Recovery mission for Junior 02 downed just above the DMZ in the Gulf of Tonkin unsuccessful. No objective.
- 17 (C) M/Gen Eugene Hudson, Special Assistant, DCS/Ops 7th Air Force, visited TFA and the 56th SOW for mission briefings. He also flew with the Stingers.
- 28 (C) M/Gen Ernest T. Cragg, Assistant DCS/Programs and Resources, received briefings from TFA and NKP Security Services.

Mar

- 2 (C) Search and Recovery mission for Covey 219 downed in Steel Tiger successful.
- 3 (C) General John. C. Meyer, Vice Chief of Staff, visited TFA and the 56th SOW for mission update briefings. He received briefings from individual Squadron Commanders, toured the flight line, and talked to crew members.
- 3 (C) L/Gen Jimmie M. Philpott, Deputy Director of the Defense Intelligence Agency, received TFA, TUOC, and Security Services briefings.

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IH-95-GW-K
Jan-Mar 72 Vol. 1
56 SOW

40th ARSg History, 1 January - 31 March 1972

Saves

Combat Saves

<u>NUMBER</u>	<u>SURVIVOR</u>	<u>DATE</u>	<u>MISSION</u>
136	Capt John S. Murphy	11 Feb 72	Sea Fox
137	1Lt Thomas W. Dobson	11 Feb 72	Sea Fox
138	SSgt William E. Silva	17 Feb 72	Sum Dog 12
139	Capt Malon H. Long, III	02 Mar 72	Covey 219
140	1Lt David G. Breakman	19 Mar 72	Nail 31
141	Capt Stephen Bortlesky	19 Mar 72	Nail 31
142	Lt Col O. F. Lentz	31 Mar 72	Spectre 22
143	Capt R. Cardoso	31 Mar 72	Spectre 22
144	Maj D. C. Dixon	31 Mar 72	Spectre 22
145	Sgt C. Davis	31 Mar 72	Spectre 22
146	MSgt M. D. Frost	31 Mar 72	Spectre 22
147	MSgt J. R. Thrasher	31 Mar 72	Spectre 22
148	Sgt D. Tiaron	31 Mar 72	Spectre 22
149	Sgt M. Tesch	31 Mar 72	Spectre 22
150	Capt C. G. Johnson, Jr.	31 Mar 72	Spectre 22
151	SSgt A. Denoi	31 Mar 72	Spectre 22
152	Capt R. Rayburn	31 Mar 72	Spectre 22
153	Sgt S. R. Reeves	31 Mar 72	Spectre 22
154	Capt W. D. Fulk	31 Mar 72	Spectre 22

Capt James W. McIntyre and his HO-530 rescue helicopter crew members distinguished themselves by gallantry in connection with military operations against an opposing armed force in Laos during the night of 10 and 11 February 1972. Throughout this harrowing night, for a period of over eleven hours, Capt McIntyre and his crew attempted an unprecedented night rescue and recovery of two downed F-4 pilots employing techniques that had never been used in a hostile environment. Extraordinary courage and heroism were repeatedly displayed by all crew members while conducting an extremely hazardous low-level search amidst sheer mountain formations in total darkness. Because the night environment precluded the use of the usual A-1E Sandy escort until dawn, Capt McIntyre and his crew operated throughout the night, deep into hostile territory, without the normal provisions for area security and suppression of enemy ground fire. The dedication and skill exhibited by each crew member, and their persistence throughout the entire night, were directly responsible for saving the lives of two downed airmen on the morning of 11 Feb 72. Capt McIntyre and his crew individually volunteered for this night recovery attempt. After proceeding to the scene, air refueling was required. While concentrating on the difficult task of air refueling at night, Capt McIntyre was advised by his co-pilot, Capt Joel L. Summers, that the formation was taking heavy AAA ground fire. Capt Summers' quick reactions of immediately turning off all aircraft lights and advising the HO-130 aircraft of the existing danger prevented possible tragedy before the night rescue attempt even began. Capt McIntyre's skillful aircraft control enabled a safe breakaway in total darkness. With the aircraft now blacked out, the enemy gunners no longer had a visible target and the AAA firing ceased. However, fuel was still needed since very little transfer had taken place. Capt McIntyre and his crew were forced to fly in a loose formation with the HO-130 under blacked out conditions until an area safe from the AAA threat could be reached. During extremely difficult flying maneuver, the two pararescuemen, Staff Sergeant Charles D. Morrow and Airman First Class Michael D. Vogele, quickly responded to the situation and put on night vision goggles. With the use of these goggles, Sergeant Morrow and Airman Vogele kept the HO-130 in sight at all times and advised Capt McIntyre of distance and closure rate information. Following air-refueling, Capt McIntyre was advised that the general position of the survivors had been established. At this point, Capt McIntyre and his crew volunteered to employ the Night Recovery System (NRS) equipment aboard their aircraft to pin-point the survivor's position and attempt a recovery at night. Approved techniques for night search and rescue operations were yet unwritten and still in the planning phase. No such effort had ever been attempted. Capt McIntyre and his entire crew exhibited exceptional courage in placing this task upon themselves. After considerable preparation and coordination with his own crew and the On-Scene-Commander, Capt McIntyre was led down into the general area of the survivors by a Pave Nail aircraft. The initial objective was to pin-point a survivor's location by acquiring the survivor's strobe light on low light level television (LLTV). Once this was done, the NRS equipment would be used to fly an automatic approach and hover to effect a night recovery. However, repeated attempts to pick up the survivor's strobe light proved unsuccessful due to extremely heavy

26. TYPED NAME, GRADE AND TITLE OF INDIVIDUAL INITIATING RECOMMENDATION

CLIFFORD E. BRANDON, Lt Col, USAF
Commander

27. SIGNATURE

MORROW

28. ATTACHMENTS

NUMBER

DESCRIPTION (Citation and supporting statements or other official documents)

1

Citation

CONTINUATION OF AF FORM 642 ON CAPTAIN JAMES W. MCINTYRE, O6C 21 752222, FOR THE SILVER STAR.

jungle canopy, the adverse location of both survivors below a ridge line, and poor weather. Capt McIntyre had voice contact with one of the survivors who was attempting to vector the rescue helicopter towards his position purely by sound. Capt McIntyre relied on and had complete faith in the direction and guidance of his crew members to remain clear of obstructions while continuing persistent close area search at near tree top level. Due to the extreme complexity of the NRS equipment, a very high degree of crew coordination and division of crew duties within the aircraft is an absolute necessity. Working under marginal conditions of weather and terrain, Capt McIntyre exhibited exceptional airmanship by safely maneuvering the helicopter without outside visual references. While coordinating and controlling the activities of his busy crew, he continuously talked with the survivors, obtaining vectors from them in a persistent effort to locate their exact position. Capt Summers provided radio coordination with the On-Scene-Commander, operated the NRS and LLMTV control panels, and acted as safety pilot for Capt McIntyre. TSgt Rufus B. Russell, Staff Sergeant Charles D. Morrow and Airman First Class Michael D. Vogele were at the right, left and tail scanner positions using their night vision goggles. All three scanners provided Capt McIntyre with continuous guidance of terrain clearance which is impossible to determine from the cockpit. Without the professional teamwork displayed by this courageous crew, maneuvering in darkness among the rugged ridge lines would have been impossible. At one point, Sergeant Russell thought he had one of the survivor's strobe light in sight. Following Sergeant Russell's vectors, Capt McIntyre began to maneuver the aircraft into a position over the light, as they approached, however, Sergeant Russell realized that the light was definitely not a strobe light. Sergeant Russell immediately advised Capt McIntyre who, suspecting a possible trap, broke off the approach. The tireless search continued and the crew finally maneuvered themselves within close proximity of one of the survivors using radio vectors. At this point, the survivor's strobe light had still not been seen. The NRS equipment was set up and an automatic approach was made to pin point the survivor's strobe light. While acting as safety pilot and monitoring equipment operation during the approach, Capt Summers was quick to recognize an impending malfunction which forced the helicopter into immediate autorotation. Acting with flawless teamwork, Capt McIntyre and Capt Summers disengaged the automatic approach system and recovered the helicopter and prevented a disastrous crash. Even though one mode of the NRS equipment had malfunctioned, Capt McIntyre and his crew attempted two more approaches, requiring improvised techniques and increased expertise on the part of all crew members. By this time, fuel was again low, and another air refueling was required. Following the air refueling, Capt McIntyre was advised that first light forces were being organized. With the gallant support of his crew, Capt McIntyre volunteered to remain on scene and be designated the primary rescue helicopter for the first light attempt. Even though the crew had been airborne for several hours, Capt McIntyre felt his crew should remain on scene since they were already familiar with the terrain, position of the survivors, hostile gun placements, and the best routes in and out of the area. Although each crew member realized the potential danger involved with a

CONTINUATION OF AF FORM 642 ON CAPTAIN JAMES W. MCINTYRE,
SILVER STAR.

FOR THE

First light rescue attempt, they wanted to be the primary rescue crew. At first light, Capt McIntyre again descended into the hostile area and proceeded directly to the location of the downed Bravo crew member. The route was adjacent to a heavily fortified road structure requiring expert low level terrain masking to avoid enemy ground fire. Bravo man was near the top of a ridge beneath very thick jungle foliage. Following precise instructions from Sergeant Russell, Captain McIntyre was able to maneuver the helicopter directly over the Bravo man in minimum time, and the survivor was quickly recovered. Alpha was halfway down a vertical cliff where he was found clinging to the base of a very large tree. Because of the survivor's precarious location, Captain McIntyre had to hover with the nose of his aircraft in a large tree and the rotor blades dangerously close to the tree limbs. It took the professional directions of pararescuemen Sergeant Morrow and Airman Vogeles to keep the aircraft's main and tail rotors clear of the trees while Sergeant Russell operated the rescue hoist. When the survivor was secure on the forest penetrator, Captain McIntyre had to hover back and sideways from the tree before the survivor could be hoisted into the aircraft. Having accomplished this highly dangerous search and rescue mission while constantly exposed to the threat of hostile surface to air missiles and enemy ground fire, and by their gallantry and devotion to duty, they have reflected great credit upon themselves and the United States Air Force. I recommend Captain James W. McIntyre, Captain Joel L. Summers, Technical Sergeant Rufus B. Russell, Staff Sergeant Charles D. Morrow, and Airman First Class Michael D. Vogeles for the Silver Star.

Captain James W. McIntyre,
Captain Joel L. Summers,
Technical Sergeant Rufus B. Russell,
Staff Sergeant Charles D. Morrow,
Airman First Class Michael D. Vogeles,

Aircraft Commander
Co-Pilot

Flight Engineer
Pararescue Recovery Technician
Pararescue Recovery Specialist

CLIFFORD E. BRANDON, Lt Col, USAF
Commander

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DOC ²³62

S T A T E M E N T

SAR Report SeaBox 01 Alpha and Bravo

On 11 Feb 71, Sandy 01 flight was launched on a first light effort to recover SeaBox 01 Alpha and Bravo. We were briefed at 0230, took off at 0420, and arrived on scene at 0530, about 20 minutes before sunrise. We were required to orbit about 15 minutes until enough light was available to distinguish the terrain features. Nail 25 was the present on-scene commander and had radio contact with Bravo, but Alpha had not transmitted for over 3 hours and King was afraid he might have lost his receiver.

At about 0545 we entered the area Intell had briefed Bravo would be located. Almost immediately both Alpha and Bravo came up on their radios and stated they could hear aircraft overhead. Alpha's receiver and transmitter were in good condition and Sandy 01 started a low altitude visual search with Sandy 02 and Nail 25 overhead. After about 10 minutes of searching, Nail 25 spotted a chute hanging in a tree and directed Sandy 01 to it. Shortly thereafter a second chute was sighted and it was apparent that Alpha and Bravo were much closer to each other than we had previously believed. They were located on the east side of a north-south ridgeline very close to the top. Weather in the area was outstanding. The ridgeline was clear but low clouds and fog covered known enemy positions in the valleys on each side of the ridge.

With the survivors located, Sandy 01, expended CBU 25 and 20 MM to test enemy reactions around the survivors. None was noted by either Sandy 02 or the survivors.

Sandy 02 was then instructed to proceed northwest and mark the final holding point for Jolly Green 30 and 32.

During this time, Sandy 07 flight had arrived in the general area but were holding east of the route structure. They were instructed to proceed to the final holding point in order to escort the Jolly during the pickup attempt.

An attempt had been planned at 0650 but had to be delayed until 0715 because of the distance Sandy 07 flight had to travel and the difficulty they had in finding the holding point.

After the SAR forces were assembled, they were all briefed, and the run-in commenced about 0715. Jolly 32 had misunderstood the briefing and believed the survivors to be on the west side of the ridge. Sandy 01 had to vector him around the south end of the top of the ridge line and bring him over Bravo's position from the south. After picking up Bravo, Jolly 32 was then directed to Alpha's position but had difficulty seeing his smoke because of the dense foliage and high surface winds.

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After Alpha was on board, the SAR forces exited the area to the west. Jolly 30 and 32 RTB'd to Ubon and were escorted by Sandy 03 flight who arrived in the area about 5 minutes after the pickup. Sandy 07 flight RTB'd to Da Nang and Sandy 01 flight RTB'd to NKP.

Larry O. Highfill

LARRY O. HIGHFILL, Captain, USAF
Sandy 01

Carl D. Blevins

CARL D. BLEVINS, 1st Lt, USAF
Sandy 02

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DOC 621

1st SOS (Maj Miller 2010/2015)

12 February 1972

SARCO Report for Seafox 01 A & B

DO

1. At approximately 1815L Jack notified Command Post a SAR had been declared for Seafox 01, an F-4 downed at 289/42/94. The Peach Anchor was reported to have voice contact with both Alpha and Bravo. At 1853L Jolly Greens 52 & 53 were launched out of Ubon.

2. Pave Nail aircraft were requested and the 23rd TASS Assistant SARCO, Maj Harris, scheduled all Pave Nail assets for continuous coverage of the SAR objective area.

3. Jolly Greens 32 & 30 were launched by Joker at 2115L to proceed to the area. Two sets of LNRS equipped Jollys were now airborne. The crews were going to attempt a night recovery if at all possible. A Spectre aircraft was also in the area and no other ordnance was requested as they did not want to compromise any night recovery attempt. Smoke was loaded and was on alert on Fast-mover aircraft, but was retained on ground alert status.

4. Queen was the original controlling agency, but control was transferred to Jack during the night. Queen again was the controlling agency the following morning.

5. During the night the Pave Nail FAC's got a much more accurate position and passed it on the FM as they were RTB. Each crew was debriefed as to weather and defenses in the area. No reaction of any significance occurred and there was no report of any movement in the survivors immediate vicinity.

6. After the second element of Jollys had attempted a night recovery it was decided to wait until first-light. Jack passed that the Jollys would be coming out of DaNang and would be accompanied by Sandy 07 & 08. I suggested that Sandy 01 & 02 retain on-scene command from here as we had the most current position and debriefings on the area.

7. Pave Nail and Dual-stick FACs were requested and scheduled by Maj Harris. Ordnance requested through Jack was for CBU 24 and 49, to be loaded on Fast-movers and to be over the objective at first-light and cycle every 30 minutes. Requested also a 10 mile circle for clearance to drop all types of ordnance, this request was approved. Jack also passed that VNAF A-1's would be available with flights of three carrying Mk-81s, Rx, and Napalm. The VNAF was to take-off at 0630L and each 30 minutes after that. Personal authenticator information was received from the home station on the dawned aircrews and was passed to the Sandys at the briefing.

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PROJECT CORONA HARVEST

DO NOT DESTROY
0581028

8. Sandy 01 & 02 took off at 0420L and assumed on-scene command when they arrived in the area. Sandy 03 & 04 took off at 0620L to provide replacement for the first flight if required. The Jolly Greens and Sandy 07 & 08 were airborne out of DaNang at 0520L and Sandy 05 & 06 took off at 0710L to replace the Jolly escorts if required.

9. HF radio and VHF radio contact was lost with the King aircraft during the morning, apparently because of the distance to the objective area. Jack also had no contact and information was very sparse throughout the morning.

10. Joker called at 0726L and relayed that successful pickups had been made. Alpha was recovered at 0717L and Bravo at 0721L. SAR successfully terminated and all forces RTB'd. Sandy 05 & 06 recovered at Ubon for normal alert posture.

11. Comments on this SAR: The night recovery system was attempted unsuccessfully apparently because it was not possible to maintain a good visual on the survivor. Only Alpha had a workable strobe light. During the early morning hours Alpha's radio receiver quit working. He did establish contact again later. If the night recovery is used and is unsuccessful it would probably be necessary in other areas to start sealing off the survivor with ordnance deliveries. This was not done in this SAR, but should be definitely considered in future efforts. Reports were also relayed back by the Nail FAC's that the Spectre aircraft in the area was trolling around with a spotlight on apparently trying to illuminate the survivors position. If the covert attempt was the reason for not expending ordnance in the survivors area, this type illumination does not seem necessary. The pick-up was made by a Jolly crew which had been on-scene, or airborne for approximately nine hours. It appears they were launched a bit early in the effort as there was already an element of LNRS equipped Jollys on the scene and there was quite a bit of overlap between the two elements.

Craig V. Miller

CRAIG V. MILLER, Major, USAF
SARCO

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STATEMENT

SEAFOR 01 A 2 MAR 10 - 11 February 1972

SANDY 07 - Capt. Boli

SANDY 08 - Lt. Fossum

All times are in Thailand Local.

At 2330L on 10 February 1972, Sandy 07 was notified by Major Lung, DaNang Jolly Green Ops Officer, that an aircraft was down and that there would be a first light effort with a 0330L brief on 11 February. Shortly thereafter Queen called and confirmed the location of the aircrew and stated that Sandy 07/08 would be the Low Birds. Another call was received from Queen at approximately 0030L, 11 February 1972, stating that Sandy 07/08 would back up Sandy 01/02 from IKP; apparently this information was not passed to the DaNang Jolly Greens because at the 0330L briefing they still believed that they were to be the primary recovery birds. Between 0030L and 0100L there was an extended discussion among Sandy 07, Queen, and the Gunfighter Command Post over the availability of BLU-52, the uploading of Sandy 07/08 with BLU-52, and the Sandys capability to deliver same under night IFR conditions. Queen called back about 0115L after talking with the IKP SARCO and confirmed that Sandy 07/08 were not to carry BLU-52. At 0415L; following a great deal of confusion during the DaNang briefing, Sandy 07 contacted the SARCO (Major Miller) to reconfirm the mission of Sandy 07/08; his decision was relayed to the DaNang Jolly Greens.

At 0515L Sandy 07/08 were airborne out of DaNang and arrived at the pre-briefed Jolly Green rendezvous of 220/75/77 at approximately 0600L. Meanwhile Jolly Green 64/72 out of DaNang were delayed getting airborne due to an aircraft malfunction. About this time both Sandy 07/08 lost their TACAN and Sandy 08 began having UHF/VHF receiver problems; so the orbit was maintained VFR/OT. At 0630L Sandy 01/02 had located the survivors and called for Sandy 07/08 to join them in the daisy chain for the pickup. This occurred just as Jolly Green 64/72 were arriving at the rendezvous. They held there as Jolly Greens 32/30 were already on scene. By the use of dead reckoning and with the aid of UHF/ADF hold downs from Sandy 02 and his drop of CBU-22 over the IP, Sandy 07/08 joined Sandy 01/02 on scene shortly after 0645L. Sandy 07 lost his UHF/ADF during the rendezvous.

Meanwhile, Sandy 01 expended around the survivors, received no ground reaction, and briefed the pickup on VHF - 123.1 as a prompt pickup attempt was imperative before the valley ground fog burnt off thereby exposing the survivors' area to AAA. Sandy 07 began relaying the briefing to Sandy 08; but he stated that he had regained his VHF and had copied the last portion of the briefing. Sandy 02 lead Jolly Green 32 into the survivors about 0710L with white phosphorus rockets after Sandy 01 had expended 3 white phosphorus rockets as a too far mark. (Sandy 01 had been unsuccessful in his two attempts to dud M-47 bombs as too far mark and his SUU-11 gun pod was inop.) Sandy 07/08 escorted Jolly Green 32 into the area and then joined Sandy 02 in the Daisy Chain while Sandy 01 pulled up high to relay communications.

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Jolly Green 32 initially misread the lead in smokes and came to a hover on the wrong side of the hill; but Sandy 01 promptly vectored him to the survivors. No ground fire was taken during the ingress and following the pickup of Seafox 01B, Seafox 01A was uneventfully picked up. All aircraft exited the area about 0730L and Sandy 07/08 returned to CH 77 and landed at 0845L.

REMARKS:

1. Sandy 01 (Capt. Highfill) conducted a highly professional and smoothly executed SAR.
2. The coordination between Queen and the remainder of the SAR Force is grossly inadequate. This is evidenced by:
 - a. Sandy 07/08 not being notified that an objective existed until 2330L when Seafox 01 had gone down at approximately 1800L, 10 February 1972. Those 5-30 hours could have been used most productively by Sandy 07/08 for coordination with the SARCO and Jolly Greens.
 - b. Calls between Queen, Gunlighter Command Post, and Sandy 07 concerning the possible uploading of BLU-52 from 0030 - 0115L on 11 February should have been handled through the NKP SARCO since he is the decision authority on the use of A-1 aircraft and to allow Sandy 07/08 to get a little crew rest.
 - c. Queen was apparently uninformed of the F4 night weather LQRAN delivery capability because Sandy 07 was tentatively requested to make a night BLU-52 delivery. This request was later receded after coordination.
 - d. Queen apparently did not inform DaNang Jolly Green Ops that they were not the primary Low birds; as evidenced by the Jolly Green confusion during the briefing.
3. Intelligence information for a SAR mission from DaNang was grossly inadequate. The following vital items were sketchy or omitted:
 - a. Crossing Points - Only one was given and it was referred to by "Delta Point" instead of the useable TACAN radial/DME. Sandy 07 briefed two holding points to the Jolly Greens; however, this information was a week old.
 - b. Holding Points: None had been plotted. Again, Sandy 07 had to take an educated guess for an initial and on scene holding point and was just plain lucky to pick the same ones that NKP was briefing.
 - c. AAA Threat: - "Avoid the route structure" is the best summation of the briefing that I can relate. This is entirely unsatisfactory when the SAR Force needs best estimates of the individual gun concentrations on specific routes and their effective radius.

- 5 -

- d. Safe Areas/Downway Bailout - Only the MERCY SAFE area around Papa site 07 was briefed and it was refuted by Sandy 07 as unsatisfactory because in order to reach it the route structure and additional gun concentrations had to be crossed. Sandy 07 informed the Jolly Greens of this threat and was then questioned by DaNang Intel about the suitability of Papa Sites on the Bolovins Plateau between Attapeau and Paksong of which Sandy 07 had no current information; however, from my vague understanding of the ground situation in that area, I recommended that the high ground in the survivor's immediate area would be the most suitable rather than attempting to recross the route structure.
4. The 37th ARRS was not prepared with a back-up helicopter when one of the primary aircraft ground aborted.
5. On future SARs it should be remembered that:
- a. The use of CBU-22 to mark a rendezvous when other SAR aircraft have UHF/ADF failure or other navigation problems is highly effective. Sandy 02 (Lt. Blevins) used excellent initiative in this situation.
 - b. Once again the time required for the flare smoke to rise through the triple canopy caused the Jolly Green to prolong his hover. While objective timing of the flare ignition is impossible, suggest that all Sandy pilots be rebriefed to insure that adequate time is allowed; still without popping it too soon.
 - c. In spite of this being an upopposed SAR during which no ordnance was expended while the Jolly was in the hover, consideration should be given to having the Sandys expend a small amount of 20mm/7.62mm/ CBU-25 as the daisy chain is initiated to definitely preclude the enemy from firing at the Jolly Green. This should be considered even though the area has already been prepared and tested.

RECOMMENDATIONS:

1. In order that the DaNang Sandy/Jolly Green crews are knowledgeable of their expected SAR duties, the SAR communication procedures must be revised to promptly relay timely, accurate information and decisions which have been properly coordinated with the NKP SARCO.
2. Queen needs to be better informed of the A-1 SAR resources, capabilities, and limitations; as well as the availability of other aircraft types.

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3. In order that the DaNang Sandy/Jolly Green crews have the most current estimate of the situation in the SAR area, The DaNang Intelligence section needs to be drastically altered to specifically brief the information pertinent to "slow, low SAR forces." Either of the following alternatives would rectify the present unsatisfactory situation:
 - a. Have the 56th SOW Intelligence process their information on the SAR area to DaNang Intelligence so it can be briefed.
 - b. Obtain for the DaNang Sandy/Jolly Green Ops a direct secure phone line to the 56th SOW Intelligence for briefing purposes.
4. Until such time as accurate, professional briefings become available at DaNang, the DaNang SAR effort should be restricted to the relatively low threat areas east of the route structure or the areas of the route structure, DMZ, and North Vietnam to which DaNang resources have the best access and that the 20th AFS has current intelligence information. At the present time these inadequate briefings and incomplete communications compromise the safe, successful execution of a professional SAR effort.
5. In summation, the areas of command responsibility and authority, for both geographic areas and SAR resources, need to be defined to preclude the confusion which was generated during the Seafox 01 SAR.



FRED C. BOLI
Captain USAF
Sandy 07

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1123
1-1

DATE: 10 - 11 February 1972

MISSION NUMBER: 2-3-011

FLIGHT DESIGNATION: Jolly Green 32

OBJECTIVE: RESCUE AND RECOVERY of two F-4 crewmembers with call sign Sea Fox 01 (Alpha and Bravo). Initially launched during hours of darkness for attempted night recovery employing the Night Recovery System (NRS) equipment. Attempted NRS pickup was unsuccessful but a first light effort was completed with both crewmembers recovered.

NARRATIVE SUMMARY: At approximately 2000L 10 February 1972, I was notified that the South crews (Usen FOL) had been launched and that I was to report to 40th ARNSg Operations. Crews were being organized as primary back-ups for the two Jolly Greens already on scene. At 2030L, instructions were received to launch from Channel 89 and proceed south towards Channel 82. Departed Channel 89 at 2110L in Jolly Green 32 with high bird Jolly Green 30. It is considered extremely important that prior to launch from 89, both myself and the Aircraft Commander of Jolly Green 30 had enough time to prepare detail maps of the suspected recovery locations. On these maps we plotted the safest course to the area, the most recent intelligence on AAA placements and emergency safe areas. The brief opportunity to preplan and also to study terrain features and elevations prior to becoming airborne proved invaluable during subsequent NRS attempts. Restrictions to airborne visibility due to heavy haze and a 3500' MSL cloud deck resulted in some difficulty in keeping each other in sight during the first portion of the flight towards Channel 82. For this reason I choose to fly low level and remain in Thailand until forced to climb to a higher altitude (3500' MSL) prior to "crossing the fence." We established an orbit above Channel 82 upon arrival at 2230L. Monitoring the radios enroute, I was aware that the South Alert birds (Jolly Greens 52, 53) were established at a forward orbit location but could not attempt a pickup since the on scene Nail aircraft and Spectre had not yet positively pinpointed the location of the downed crewmembers. The weather in the area of the survivors at that time presented a problem, reportedly broken to overcast at 4000' MSL, with terrain elevation as high as 3500'. The orbit was continued in the area of Channel 82 until 2245L and then King 27 was joined for our first air refueling. At 2255L, while taking on fuel from King 27, we were notified by Jolly 30 that we were taking ground fire. This occurred at position 120 degree/45 DME off Channel 82. An estimated 25 to 45 rounds of 14.5MM AAA was fired. I immediately disconnected. All three aircraft went "black-out," separated from one another, and initiated a climb from 8700', the refueling altitude. A second join-up was made after proceeding further to the west, and air refueling completed on a northwesterly heading back towards Channel 82. During the period of our air refueling, Jolly Green 52 flight had exited the forward orbit position and was RTE to Channel 92. Advising King 23, we departed Channel 82 and proceeded to an orbit point 030 degree/50 DME off Channel 82, arriving there at 2355L. This orbit position put us approximately 20 miles west of the survivor's position, which Nail 43 (the on scene commander) now felt he had precisely pinpointed. At this point it was decided to attempt

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a night recovery. The following considerations led to this decision:

1. No hostile activity had been reported by any of the numerous aircraft working the area at low level.
2. Nail 43 had the survivors' position and felt he could lead us to them.
3. The weather had improved considerably: 3/3 coverage at 4500'.
4. Radio contact was established with both Alpha and Bravo.
5. Alpha (but not Bravo man) had an operational strobe light.

At 0045L, 11 February 1972, I received a final briefing from Nail 43 while Sea Fox 01 Alpha and Bravo were briefed by the Spectra aircraft. I then briefed the crew on my intentions and completed final preparations for the run-in. Approximately 1500 pounds of fuel were dumped to insure 15 percent power reserve for an out-of-ground effect hover. The POs and Flight Engineer assumed their scanner positions wearing the night goggles, while the CP and myself set up the LMMV and night recovery equipment. At 0056L, Nail 43 came out to lead us into the immediate vicinity of the survivors. Following Nail 43, at approximately 1000 AGL, we attempted unsuccessfully to locate Alpha's strobe light on our LMMV. A second attempt at leading us over the survivor was made. On this run-in, I elected to slow down and follow Alpha's vectoring instructions while continuing to search for his strobe light. At no time during the next 1 plus 00 hours were we able to positively identify Alpha's strobe through the use of the LMMV, although my Flight Engineer felt he momentarily sighted it with the night vision goggles. The inability to locate a sustained return from the strobe light was due to extremely thick foliage and jungle canopy and also Alpha's position half-way down a sharp 70 degree ridge. At one point during the search, the Flight Engineer, using night vision goggles, vectored me towards a flashing light which he sighted a short distance away. Upon arriving directly over the light source, another steady light was visible. Suddenly the flashing light changed to a steady light, so that there were two steady lights similar to flashlights pointing directly up at us. The Engineer promptly advised me that neither light was a strobe light. I immediately pulled off anticipating a possible trap. Alpha also confirmed we were not at that time close to his actual position. During the sustained close search for Alpha, I tried to make use of the Hover Trim mode of the MRS equipment to provide the precise hover control which is critically necessary under conditions of darkness in mountainous terrain. However, on each of 3 attempts, this proved unsuccessful because of apparent equipment malfunction. With continuous vectoring from Alpha, I at one point felt certain our aircraft was flying a tight circle directly above him. Zeroing the doppler as a reference point, I proceeded outbound to attempt an automatic approach back to that location. It should be noted that even with an inoperative hover trim mode, it would be possible to fly an automatic approach using the approach mode only for a possible recovery. Although our

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automatic approach returned us to Alpha's approximate location, we again failed to detect his strobe light - an absolute necessity for continuing the light recovery attempt. The search was continued for the strobe in that location using LLTV, crewmembers' night vision goggles, and Alpha's vectoring instructions until low fuel prohibited any further attempt. It should be noted that throughout the close search, the IR light from the Spectre aircraft was clearly visible both on the LLTV and through the night vision goggles. While sweeping across the ground in the immediate search area, the IR light afforded a much more clearly defined picture of terrain features as well as increased depth perception. It appeared on the LLTV as a circular lighted area (spot) approximately 500 feet in diameter. Upon reaching bingo fuel at 0220L, it was necessary to exit the scene. My wingman, Jolly Green 30, who had not previously dumped fuel, took over in the rescue effort while I proceeded to a rendezvous point for another air refueling with King 27. Jolly Green 30 was also unable to locate the strobe light. At 0230L he departed and air refueled with King 27. Following air refueling Jolly Green 30 joined us over Channel 82 at approximately 0300L. At 0300L, King 29 advised that first light forces were being readied and that I was designated the primary rescue helicopter. From that time until 0500L, we orbited in the area of Channel 82. At 0510L, the final on-load of fuel was taken from King 27 on a refueling track that took us towards the forward orbit location, 082 degree/50-60 DME off Channel 82. Only enough fuel was taken to complete the pick-up, eliminating the need to later dump fuel prior to the run-in. Approaching first light, Sandy 01 and 02 arrived on scene, were briefed by the Mail, and Sandy 01 took over as on-scene commander. At this time, after advising Sandy 01, we proceeded to a closer orbit position which was between two route structures immediately north of the survivor's general location. This precluded having to cross the route structure in full daylight. On-scene weather, clearly visible from this new holding point, was low scattered stratus with patchy ground fog. Terrain elevations over 3000' MSL were above these clouds and in the clear. Alpha and Bravo were both at approximately 3200' MSL. Both Jolly Greens remained in orbit until Sandy 01 was ready for the recovery attempt and had briefed the situation to all Sandy's, Jolly Greens, and downed crewmembers. At 0710L, Sandy 02 led us down to the IP point where I started the run-in. Minor difficulty was encountered in locating the survivors due to extremely heavy foliage. Bravo was located and pick-up completed at 0717L. Alpha man was within 75 yards of Bravo, around a slight bend in the ridge line. After requesting Alpha to pop his smoke, we saw his location and hovered into position. Alpha was situated at the base of a large tree, but was unable to move due to the ridge's 70 degree slope. He was at the edge of a severe drop-off. Some difficulty was therefore encountered working the penetrator close to Alpha. Once this was done, and Alpha had secured himself to the jungle penetrator, I hovered out away from the ridge far enough to provide clearance from the tree limbs. Alpha was on board at 0724L. Both survivors were apparently free of injuries and

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required no medical attention from the paramedics. The route structure was paralleled during the orbit and a climb initiated to 10,000' MSL before crossing the route structure. At 0850L, 12 Feb 72, the flight was terminated at Channel 93. The survivors were met by an ambulance.

JAMES W. MCINTYRE, Capt, USAF
Aircraft Commander

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DATE: 10 - 11 February 1972

MISSION NUMBER: 8-3-011

This is a supplemental report to mission number 8-3-011 made on 10 - 11 Feb 722. Flight designation is Jolly 30, the wingman of Jolly 32. This report is submitted to complete the narrative of observations in relation to the attempted MRS pickup.

At approximately 0045L, 11 Feb 1972, Jolly 32, the primary low aircraft was lead to the survivors location by Nail 43 (PAVE NAEL). Jolly 30, the high bird, followed at 7000 ft AGL using visual reference to Jolly 32's upper rotating beacon. As Nail 43 and Jolly 32 passed over the survivors position and 'marked,' Jolly 30 also 'marked' to provide a reference point for the remainder of the rescue attempt. During Jolly 32's subsequent MRS attempts, Jolly 30 was in a 2000 ft orbit at 7000 ft around the scene. WTB/DF (ARA-25) vector information was attempted using the survivors transmissions to Jolly 32, Spectre and PAVE NAEL. Inaccuracies rendered information useless. The IR light from Spectre provided illumination of the area for Jolly 30 as well as for Jolly 32 as mentioned in primary report. At no time did Jolly 30 acquire the survivors stroke. When Jolly 32 pulled off, Jolly 30 descended to 2000 AGL to continue search. An MRS approach was initiated to the position originally marked, using doppler references. A search of the area was conducted at 700 to 1000 AGL using ILMV and night vision goggles. The Alpha man vector information was also used until his radio transmissions ceased (weak battery). At approximately 0250L Jolly 30 also departed scene to refuel. When the Alpha man's transmissions ceased and no stroke light was acquired, further search of the area was considered unwis. During the first light pickup, Jolly 30 orbited the survivors location as high cover.

ROBERT L. PAUL, Capt, USAF
Aircraft Commander

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11 Feb 72

10/2045	RR	SSGT Ruff to duty
10/2055	RR	Item Report to Joke
2215	RR	F4, Sea Fox 07 down. J. 11/ies + SANDIES will launch at first lite. NKP Jollies Already on scene
2215	RR	JG 64 ↑ FOR SAR SEAWOLF 01
2225	RR	JG 67 ↑ FOR SAR SEAWOLF 01
2300	ZY	QUEEN ADVISED: GET BRAVO'S READY BUT DO NOT LAUNCH.
2340	ZY	PHASE BRAVO BEGAN.
2353	ZY	SANDY 8 ADVICES PICKUP ATTEMPT TO BE MADE IN 10 MIN.
11/0004	ZY	3600 FT RIDGE. SURVIVERS ARE AT THE 3300 FT LEVEL. TERRAIN IS HEAVILY FORRESTED.
11/0020	ZY	BRAVO MAN PICKUP BY UBOJ JOLLIES.
11/0035	ZY	ALPHA MAN PICKUP BY UBOJ JOLLIES.
10130	ZY	JG 64 + 67 DOWN FM SAR
10150	ZY	JG 65 ↑ FCF
11/0215	RH	JG 65 ↓ FCF
11/0252	RH	PASS DAAR TO JOKE AD

RR

12 FEB 72

11/2230	RH	SSGT HARVEY TO DUTY
12/0250	RH	JG 65 ↑ CH 77 FOR TRAINER

TAN SON NHUT -- An HH-53 Super Jolly Green Giant helicopter crew of the 40th Aerospace Rescue and Recovery Squadron (ARRS) rescued two U.S. Air Force F-4 Phantom pilots recently in the lower panhandle of Laos.

The rescue efforts lasted more than 12 hours and involved scores of Air Force aircraft.

The F-4 was piloted by Capt. John S. Murphy and 1st Lt. Thomas W. Dodson.

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

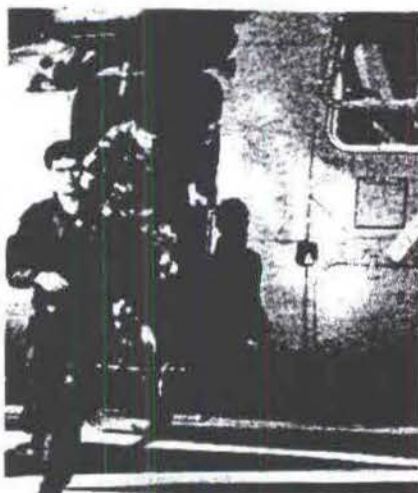
In the gathering darkness, Maj. Gary L. Campbell, piloting a Jolly Green, attempted to make pickup but was unsuccessful. He and his crew remained in the area for several hours before being relieved by fresh Jolly Green crews.

The HC-130 orbited 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 morning light on February 11, another of the 40th ARRS Jolly Green Giant crews 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 huge helicopter.

The crewmen of the Jolly Green Giant making the rescue are Capt. James W. McIntyre, aircraft commander; Capt. Joel L. Summers, copilot; TSgt. Rufus B. Russell, flight engineer; and SSgt. Charles D. Morrow and A1C Michael D. Vogel, pararescuemen.

The rescue brought to 3,441 the total number of men rescued in SEA by members of the 3d Aerospace Rescue and Recovery Group headquartered at Tan Son Nhut AB.



U.S. Air Force Photo

HAPPY AIRMAN

SSgt. William E. Silva, a 21st Tactical Air Support Squadron airborne interpreter, hits home ground at Tan Son Nhut after his O-2 was disabled by enemy ground fire and its pilot killed Feb. 17. Sergeant Silva bailed out and spent two and one half hours on the ground before being rescued by a 40th Aerospace Rescue and Recovery Squadron Jolly Green Giant aircrew.

10 FEB 72

SOURCE = MORROW

To The Rescue

Copters Save Five in SEA

TAN SON NHUT AB, Vietnam — A sergeant has been plucked from the midst of hostile forces in Cambodia, and F-4 crews have been rescued in Thailand and Laos by members of the 3d Aerospace Rescue and Recovery Group.

Men of the 40th ARRS made two of the pickups.

SSgt. William E. Silva, of the 21st Tactical Air Support Squadron, bailed out near Phom Penh when enemy ground fire disabled his O-2 and killed the pilot.

He found himself surrounded by enemy troops. He contacted a forward air control plane, and a force of helicopters, A-1s and an HC-130 flew to the rescue.

The A-1s moved in on the enemy gunners while an HH-53 successfully picked up Silva. Maj. Fred Hartstein piloted the rescue craft.

Capt. John S. Murphy and 1st Lt. Thomas W. Dodson were rescued in the lower panhandle of Laos after a 12-hour effort. One helicopter, operating in the dark, couldn't get them aboard after their F-4 crashed. In the morning, however, a second copter, flown by Capt. James W. McIntyre, made the rescue.

Two other F-4 crewmen parachuted to safety near Ubon RTAFB, Thailand, and were picked up in short order by an HH-43 from Detachment 3 of the 3d ARRG. Capt. Charles T. Jernigan was commander of the rescue craft.

BERGSTROM AFB, Tex. — Two Bergstrom airmen have saved the lives of two children who were trapped in a burning automobile after an accident that killed their parents.

MSgt. Thomas C. Cowlshaw and Amn. Keith D. Krajewski have been awarded certificates of appreciation from the Austin Police Department for their actions.

Cowlshaw was driving home when the accident occurred on the highway near him. One of the cars involved was engulfed in flames.

Krajewski, who lives nearby, heard an explosion and ran to the scene.

The sergeant had leaped from his car and with a policeman and a civilian began trying to get into the burning vehicle. Krajewski sized up the scene and dashed back to his home and grabbed a bulk trailer hitch with which the four broke the window of the auto.

The children were taken to an Austin hospital suffering from severe burns. Cowlshaw is with the

technician, and SSgt. Harry Spivey, mechanic, took an HH-3E to the village.

Dr. Signorino immediately took the child to a small hospital in the village and closed the wounds and made plastic surgical repairs on her face. The major has extensive plastic surgery experience. He credited the fact that he was able to save the girl to the quick response by the helicopter crew.

SAWYER AFB, Mich. — The crew of a KC-135 from the 410th Bomb Wing directed rescuers to the scene of a bizarre and nearly fatal mishap in Lake Superior.

Four persons had set up a fishing shack on ice in the lake. A crack developed and set them adrift in the lake. The tanker, commanded by Capt. Carl Gamble, was diverted from a training flight to the area.

After 40 minutes of searching, the drifting floe was spotted and a ship from the Copper Harbor Area Conservation Service was dispatched to the area.

BEALE AFB, Calif. — A crew member, on an American tuna boat that was fishing off the coast of Ecuador recovered from a serious illness with some "long distance" medicine prescribed from here.

The crewman was suffering

pain from an infection. The boat, the Ocean Queen, attempted to reach a radio contact in Florida. Chuck Hall, a civilian with the 9th Avionics Maintenance Squadron here, overheard the call on his amateur radio receiver. He broke in and offered help. Capt. (Dr.) Thomas C. MacCaughy was summoned to hear the sailor's complaints. From symptoms described, the doctor figured the man had a urinary tract infection and prescribed antibiotics that the boat had on hand. It worked. The sailor was, at last word, well on the road to recovery.

SEYMOUR JOHNSON AFB, N.C. — An HH-43 from Detachment 7, 44th Aerospace Rescue and Recovery Squadron here, assisted in the rescue of an 8-year-old boy who had been lost in the woods for three days.

Jeff Jenkins and Don Cooke Jr. disappeared from the Kennedy Home for Children in Kinston, N.C. Three days later, Don walked out of the woods and said Jeff was in the woods unable to walk.

Ground searchers found the child and directed a helicopter piloted by Maj. Richard H. Heitz to the scene. Jeff was hoisted into the copter and flown to a hospital suffering from frostbite, scratches and hunger.

SEMBACH AB, Germany — SSgt. Joel Hardee saw a hand sticking out of a grate in a coal chute and his quick action saved the life of a German workman.

The man had been buried when he fell into the chute while it was being filled at Kelley Barracks, Stuttgart. That was when Hardee came by. He yelled for help and with several soldiers nearby dug the man out. The German suffered only a broken arm and bruises.

Corpsmen Come To Randolph

RANDOLPH AFB, Tex. — Forty job corpsmen arrived here recently to gain work experience for their chosen job fields. This is the first time Randolph has received corpsmen.

Upon their arrival, base commander Col. Robert E. Whiting welcomed them and said he hoped they would gain better work habits during their stay.

The corpsmen will be at Randolph for three months after which they will return to their local communities and be placed in their job specialties.

Don't let money problems affect your performance.

You have important work to do. And you'll do your best if you don't have other things on your mind. Like a stack of unpaid bills.

We consolidate bills. Pay them off. Cut monthly payments. And still give people extra cash. To handle an emergency. For a trip home. Color TV. Whatever.

You have enough to do without worrying

SEA FOX 01 F-4
10 FEB 72 DOWNED

RECUARD 11 FEB

Page 8

H-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 orbited 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 precarious position of the downed pilots, the morning attempt was successful; both were in good condition.

Each grined 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 AIC Michael D. Vogel, pararescuemen.

Greenland girl saved

THULE AB, Greenland -- Little five-year-old Inge Kavita 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 P. Holder flew an HH-53 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 sutured 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 AIC 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



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.

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.

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 F. Walker and the second helicopter's commander was Capt. Jay K. 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 60 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 HH-1 Huey assigned to Luke to St. Joseph's Hospital.

10 FEB 72

0001 PE LOG OPENED
 0350 PE JOKERSTAT, TO COMM CR. + SGT PUSICK TO TUC
 0655 PE PASSED DIR TO JOKER.
 0700 PE RECUX + NITAM'S FOR TOOPAT.
 0721 BR SGT PUSICK OFF DY // SSGT DAVID W. BECKER ON DY.
 0830 BR ADVSD JACK + MAINT JG-60 + 61 NO FLY 10 FEB.
 0934 BR P-41 A 0930 1.7 LOCAL // ADVSD Teepee.
 1124 BR P-41 V 1120 1.8 TNG // ADVSD Teepee.
 1225 BR JG-57 T 1215 TNG // ADVSD JACK + Teepee.
 1425 BR Pedro 41 T 1420 = CAPICIK // ADVSD Teepee.
 1523 BR Pedro 41 V 1520 // ADVSD Teepee.
 1810 BR Called CSC AND ADVSD THEM GUARD WILL NOT
 BE NEEDED IN ALERT ACFT AS SOON AS CREWS
 TAKE ALL OF THEIR GEAR OFF ACFT.
 1831 BR JACK (COL SWANN) ADVISES TO GET CPS OFFICER OVER
 TO TUC ASAP // MAY NEED FOR CH-93 LAUNCH.
 1832 BR CAPT PAUL ON WAY TO TUC // ADVSD Teepee.
 1834 BR ADVSD MAJ. BENNETT. (UNABLE TO LOCATE COL MAULISSE)
 1835 BR NOTIFIED MAINT.
 1845 BR POSITION OF SOMETHING PERTAINING TO THIS
 MISSION IS 289/42/94.
 1847 BR OVERHEARD ON H/F JOKER WANTS SOUTH BIRDS
 LAUNCHED = PROCEED TO HOLDING POINT OVER CH-82.
 1851 BR ADVSD MAINT TO GET 786 V 792 READY TO GO
 IN CASE OF LAUNCH OR FIRST LIGHT.
 1853 BR JG-52 + 53 T CH 93 AT 1853 // ADVSD JACK + Teepee.
 2025 BR JACK ADVISES LAUNCH 2 MORE LIRS ACFT
 STAY AIRBORNE TILL FURTHER NOTICE
 2115 TN JG 32 + 30 T 15 CH 82 / TA / TUC
 2230 TN SSGT BECKER OFF SGT NEALIS + SGT PUSICK ON DUTY
 2255 PE MAIL 18 IS ON SKIN COMMANDER WITH KING 2311
 2345 PE JG 52 + 53 RTD CH 93 // JG 32 + 30 PREPARING TO SHOOT DOWN
 2400 PE SPECTER 19 HAS SP. RD "A" MAN ON HILL TO WITHIN 13 MILES
 "B" MAN WITH BIRDS ON HILL

0630 SR Vehicle 920 "A+B" MRR BOTH IN GOOD CONDITION

0720 SR "B" MAN PICK-UP 354-32

0726 SR "A" MAN PICK-UP

0827 HY JG-30 & 32 & CH 93 TP RCVD FR JACK

0845 HY JG-61 & CH 89 // JACK / TP

0855 HY JG-60 & CH 89 // JACK & TP

0910 BR SSGT Becker on DY.

1130 APD PEDRO 21 ↑ 1+30 T-3 - MT - TUOC -

1155 HY Notified By TP That The Jolly's WAS NEEDED FOR AN AIREVAC MISSION

1156 HY DAY BACKUP CREW NOTIFIED & JACK

1230 HY JG-57 ↑ CH 89 // JACK & TP MEDICAL

1330 HY PEDRO 21 & CH 89 // TP

1315 HY JG-57 & CH 70 TP

1405 HY PEDRO 41 ↑ CH 89 / TP & MX

1546 SR MAINT ADVISES LOOKS LIKE FOD IN ENGINE OF
 ✓ 358 // WILL CHECK OUT // BACKING UP 358 WITH
 ✓ 357 // ADVISE JACK & TUOC.

1556 BR JG-57 & CH 89 AT 1555 // BR // ADVISE JACK & TEECE

1800 M 1230 & 32 ↑ CH 93 HIA 1800 // J. JACK & TP

1830 TN SGT ^{BECKER} ~~FORSTER~~ OFF DUTY SGT NEALISON ON DUTY

1910 TN JG 30 & 32 & CH 89 / TP / TUOC

2000 TN CALLED DAIR TO JOLKER

2400 TN LOG CLOSED

0001 TN LOG OPEN 12 FEB

0245 TN B.O. CALLED REQ POSSIBLE MEDICAL

0247 TN CALLED ~~SA~~ HAS BENNETT

0305 TN CALLED FROM HOSP WONT NEED AIRCRAFT

0306 TN CALLED MX / DIDNT NEED AIRCRAFT

0500 TN SENT FORSTAT / SCH TO TUOC

0505 TN PICK 1 SECRET AND 1 CONFIDENTIAL / IN CONIM READFILE

0530 TN SENT DIR TO JOLKER

0530 TN SGT DAWSON ON DUTY

13 FEB 72

12/2230Z	TH	SET YOUNT TO DUTY
12/2300Z	TH	ITEM REPORT TO JOKER
13/0020Z	TH	ITEM 16: PJ DM OFEO Y 2 IN A-3-003 CFEED 13 FEB 72
0155Z	RR	FM QUEEN: UH1 DOWN IN WATER - NO FURTHER INFO - SCRAMBLE Jollies.
0200	RR	UH1 DOWN AT BT 145624
0205	RR	NOTIFIED SANDIES TO SCRAMBLE. QUEEN HAS Neg contact with SANDIES VIA 4/4.
0205	RR	JOLLY 72/64 ↑
0214	RR	JOLLY 72 HAS ARRIVED SCENE & DEPLOYED DIVER
0220	RR	King advises JG 72 REQUIRES DIVERS TANKS.
0223	RR	SANDIES AIRBORNE
0230	RR	appraised 366 CP of above actions
0234	RR	JG 65 ↑ with 8x tanks
0243	RR	JG 65 will deploy diver.
0246	RR	JG 72 WILL RTB + BE RECOCKED. JOLLY 65 will deploy divers.
0250	RR	QUEEN ADVISES SURVIVORS ARE IN BEACH IN SAFE hands w/ARMY - ONE MAN MISSING.
0305Z	RH	JG 72 ↓
0407Z	RH	JG 64+65 RTB
0415Z	RH	JG 64+65 ↓
0417Z	RH	NOTIFIED BY AN ARM AIRCRAFT THEY HAVE SPOTTED THE BODY OF THE LAST SURVIVOR IN 12 FT OF WATER REQUESTING THE JOLLY'S BE LAUNCHED, JG 64+71 WILL LAUNCH, JG 71 LOW + 64 HIGH.
0437Z	RH	JG 71 ↑
0444Z	RH	JG 71 RTB

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129

MUSKET Ø1

(C) Sandys Ø7/Ø8 and Jolly Greens 72/65 were launched out of DaNang at 1455L, on 16 February, to search for survivors of Musket Ø1. Musket Ø1 was reported down North of the DMZ, 310/35/103. While the Sandys went into the objective area the Jolly Greens held feet wet East of Quang Tri.¹³⁸

(C) Trail 15, an O2 FAC working in the area, warned the Sandys of at least one "nine level" 23mm gunner in the area. Events later, were to prove that the 23mm guns were the least of the Sandys worries. The weather in the area was not good; 1,500 broken and tops of 3,000 feet. The Sandys wanted to perform a medium altitude search, but each time they attempted to climb above treetop level the SAM sites would come up and force them back down to lower altitudes. Though there were Iron Hand (F-105), Elan (EB-66), and Mig Cap (F-4) aircraft in the area the SAM threat remained at an extremely high level throughout the time of the search.¹³⁹

(C) After about an hour of fruitless searching King recalled all slow movers out of the DMZ because of the SAM threat. As the Sandys were exiting, a low flying SAM detonated at their altitude. Initially it appeared as though it was tracking in on Sandy Ø7, but it missed by 500 meters. After the Sandys had

138. SARCO Report for Musket Ø1, 16 Feb 72, (Doc 63).

139. Ibid.

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131

departed, Musket Ø2 asked permission to investigate what he thought to be someone moving an orange parachute panel on the ground. This was disapproved by Blue Chip. Earlier, about the time Musket Ø1 went down, an unidentified aircraft reported hearing, "This is Musket Ø1 Bravo on Guard.....". No other transmissions were ever heard.¹⁴⁰

(C) Sandys Ø7/Ø8 recocked at DaNang for a first light effort the next day. However, at 0300L, Queen cancelled the SAR for lack of ⁱan objective. Throughout the night no contact had been made and photo reconnaissance showed the aircraft had impacted in a heavily populated area. It was surmised that if there ever were any survivors from Musket Ø1, they had been captured by the enemy.¹⁴¹

140. Ibid.
141. Ibid.

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DOC 63'

(U) (F) (S)

ADJNET 01

16 Feb 72

Sandy 7 and 8 were launched out of channel 77 with Jolly Green 72 and 65 at 1445L NKP time. All times are NKP local time. Takeoff time for 7 and 8 was 1455L. The Jollys proceeded to a holding point east/feet-west of Ch 103. Our initial objective was reported to be Musket 01B at 310/35/103. Sandy 7 and 8 proceeded to this area via the best crossing point for the DMZ. Trail 15, an O-2 FAC, had been in the area and reported at least one nine-level 23 MM gunner in the area. Trail 15 withdrew to check for battle damage, none, and then returned to the area.

Sandy 7 and 8 arrived on scene at approximately 1540L. Weather in the area was 1500 feet broken, tops at 3000 feet. We tried a medium altitude comms search but every time we got off the trees, SAM sites would come up and force us back down. There were so many SAM warnings and SAM launch calls that we lost track of the number. Due to the low altitude we were working, rough terrain, severe evasive maneuvers and marginal weather, Sandy 7 and 8 were separated. Sandy 8 stayed in the general area while 7 drove around on the trees looking and calling for Musket 01.

Trail 15 RTB'd for fuel and was replaced by Covey 202, an OV 10 FAC.

After approximately one hour in the area, the SAM threat was getting ridiculous and King 22 relayed that all slow-movers were ordered south of the DMZ. We never did establish contact with Musket 01. On our low-altitude exit of the area, a SAM was fired at us. It apparently was a low angle/altitude shot. It came over the top of sandy 8 to detonate in his 12 o'clock position, 1000 meters and Sandy 7's 6 o'clock at 500 meters. The SAM contrail looked as if was tracking 7 but ceased tracking prior to detonation. Possible "it" lost us in the ground clutter. The detonation was at our altitude.

Sandy 7 and 8 exited the area and joined up with JG 71 and 65 and Sandy 5 and 6 at Ch 103.

King 22 did an outstanding job of relay/coordination. Sandy 7 ordered and received all ordnance he requested. Elan (EB66) were on scene as well as Mig Cap and Ironhand. It is not known how many missiles, if any, were launched by the Ironhands. However, the SAM threat didn't seem to be reduced any. Sandy 7 saw three SAM detonations.

After we had exited the area, Musket 02 reported to King that he had seen what he thought was someone on the ground waving an orange parachute panel. He requested permission for a high speed pass to recheck it. The request was denied by Blue Chip, they didn't give a reason.

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

PROJECT CORONA HARVEST

DO NOT DESTROY

0581027

One aircraft, origin/callsign unknown to Sandy 7, that he heard the following transmission about the time Musket 01 went down: "This is Musket 01 Bravo on Guard...." No other transmissions were ever heard.

Sandy 5 and 6 were RTB'd to Ch 29 by higher HQ at approximately 1700L. Sandy 7 and 8 were RTB'd with JJ 71 and 65 to Ch 77 at 1720L. We had no objective, were the only SAR assets still in the area, and it was near sunset. Seven and eight landed at Ch 77 at 1800L and recocked for a first light effort. The effort was cancelled at 0300L by Queen. No contact with the survivors, if there were any, could be established. Rescue photos showed the plane wreckage to be in a heavily populated area.

Conclusions: We should not have kept the O-2 and OV-10 in the SAM threat area as long as we did. They weren't doing any good except giving the bad guys more to shoot at. I'm not sure that Sandy 7 and 8 should have been in the area either. Possibly we should have stayed out of the area and let a fast Pac with rum gear run the coma search.

For whatever the reason, the Iron hand wasn't too effective.

All Sandy pilots at Da Nang should have the route/altitude well planned to get North of the DMZ. This was invaluable to us.

SAR terminated; no apparent objective. If there ever was one, he was scarfed up.

Don Williams
Capt, WHAYLEN 7
Lt, SCOTT 8

~~CONFIDENTIAL~~

GROUP 1
Declassify at 5 year intervals;
Declassified after 12 years.

SCHWERTFEGER, WILLIAM R.

Name: William R. Schwertfeger
Rank/Branch: O3/United States Air Force, pilot
Unit: 433rd TFS
Date of Birth: 22 September 1945
Home City of Record: Enid OK
Date of Loss: 16 February 1972
Country of Loss: North Vietnam
Loss Coordinates: 170900 North 1064600 East
Status (in 1973): Returnee
Category:
Aircraft/Vehicle/Ground: F4D
Missions: 350
Other Personnel in Incident: Ralph Galati, returnee

Source: Compiled by P.O.W. NETWORK from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews.

REMARKS: 730328 RELEASED BY DRV

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UPDATE - 09/95 by the P.O.W. NETWORK, Skidmore, MO

WILLIAM R. SCHWERTFEGER
Captain - United States Air Force
Shot Down: February 16, 1972
Released: March 28, 1973

I was born in Enid, Oklahoma on 22 September 1945 to Dean and Jean Schwertfeger. I lived on a farm in Northern Oklahoma until I was thirteen. We then moved to Medford, Oklahoma. I went to Medford High School and graduated in 1963. I then went to College at Oklahoma State University and graduated in 1967 with a BS in Physical Science. I was commissioned through ROTC and attended Pilot Training at Vance AFB, Oklahoma. After receiving my Wings, I went to the F-4 at George AFB, California. I was then assigned to the 8th TFW, 433rd TFS, Ubon, Thailand. My first Southeast Asia tour was as a GIB From August 1969 to June 1970. I then returned to George AFB to upgrade and returned to the 433rd TFS in April 1971.

I was married to Vonya on 22 March 1969. She stayed in Caldwell, Kansas during both my Southeast Asia tours. We have no children.

I was shot down on the 16th of February 1972 just north of the DMZ by two SAMs. My GIB (Lt. Ralph Galati) and I ejected safely. We arrived at the "Hanoi Hilton" on 17 February 1972. We had been captured by the local militia. I was imprisoned for thirteen and a half months.

During my time in Hanoi, my love, and knowledge of God increased greatly. During my stay, God was there at my side to hold my hand and lead the way so we all could "Return with Honor!"

I am planning a trip to the Bahamas for some rest and sun. I then plan on being assigned to Nellis AFB, Nevada. Since I've returned home I am doing all I can to help with the MIA situation. Each time I speak anywhere I plead

with the people to "please do not forget the MIAs."

December 1996

William Schwertfeger retired from the United States Air Force as a Lt. Colonel. He and his wife Vonya reside in Kansas.

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132

JUNIOR 02

(C) On 17 February, a SAR was declared for Junior 02 and Sandys 07/08 launched from DaNang at 1355L. The Sandy flight flew to the last known position of Junior 02, 338/32/103, feet wet just North of the DMZ. The Jolly Greens orbited in the India Orbit area while the Sandys performed their visual/communications search along the North Vietnamese coast as far North as Dong Hoi.¹⁴²

(C) The Sandys observed several SAM firings while they were searching that day. Each time they worked to within three or four miles of the coast a SAM radar would come up. No SAMs were fired directly at the Sandys. While searching, the Sandys did observe a direct hit on an F-4 by a SAM. The aircraft disintegrated and no parachutes were seen nor was radio contact ever established with the crew.¹⁴³

(C) The Sandys searched for more than three hours for Junior 02, but no visual or radio contact was ever established. King recalled the Jolly Greens at 1700L and the Sandys at 1740L. The SAR was terminated for lack of an objective.¹⁴⁴

142. SARCO Report for Junior 02, 16 Feb 72, (Doc 64).

143. Ibid.

144. Ibid.

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~~SECRET~~

xiv

Feb

- 2 (U) General George S. Brown, Commander, Air Force Systems Command, visited TFA and the 56th SOW for mission briefings.
- 8 (U) M/Gen James O. Frankosky, Vice Commander, 13th Air Force, visited TFA and the 56th SOW for mission briefings.
- 10 (C) Search and Recovery mission for Seafox Ø1 downed in Southern Laos successful.
- 16 (C) Search and Recovery mission for Musket Ø1 downed just above the DMZ in North Vietnam unsuccessful. No objective.
- 17 (C) Search and Recovery mission for Junior Ø2 downed just above the DMZ in the Gulf of Tonkin unsuccessful. No objective.
- 17 (C) M/Gen Eugene Hudson, Special Assistant, DCS/Ops 7th Air Force, visited TFA and the 56th SOW for mission briefings. He also flew with the Stingers.
- 28 (C) M/Gen Ernest T. Cragg, Assistant DCS/Programs and Resources, received briefings from TFA and NKP Security Services.

Mar

- 2 (C) Search and Recovery mission for Covey 219 downed in Steel Tiger successful.
- 3 (C) General John. C. Meyer, Vice Chief of Staff, visited TFA and the 56th SOW for mission update briefings. He received briefings from individual Squadron Commanders, toured the flight line, and talked to crew members.
- 3 (C) L/Gen Jimmie M. Philpott, Deputy Director of the Defense Intelligence Agency, received TFA, TUOC, and Security Services briefings.

~~SECRET~~

IH-9S-GW-K
Jan - Mar 72 Vol. I
56 SOW

DOC 64'

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JUNIOR 02

16 Feb 72

Sandy 7 and 8 were launched at 1355L (HKT time), 17 Feb 72, off Ch 77. We were directed by Queen to the India orbit area, feet-wet from Ch 103. As we reached the area we were told that Junior 02's last known position was feet-wet east of Pat Dake. We were asked to search the area around 328/32/103, Sandy 7 and 8 proceeded to the area while the Jollys remained at the India orbit.

Sandy 7 and 82 conducted a com/visual search for survivors until 1700L. We searched the area from Ch 103 up the coast as far as Dong Noi, as close to the coast as we dared go. Our search pattern included the area from Ch 103 to Bong Noi, eastward to the 360/50/103, and then back to Ch 103. We sighted nothing and heard nothing from the survivors, if there were any.

While we were searching for Junior 02, Falcon 74 took a direct hit from a SAM just north of the DMZ. The F-4 exploded and disintegrated in the air, no chutes were observed by other members of the flight. No radio contact was ever established with Falcon 74.

No fire was observed by either 7 or 8. Each time we would work our way within 3-4 miles of the coast, the SAM sites would come up. No firing observed in our direction.

These guys apparently have a good back-log of SAM's and don't much care what they shoot at nor what our reaction will be to them.

Sandy 7 and 8 and the Jollys were RTE'd by King 22 at 1700L. Seven and eight recovered at Ch 77 at 1740L.

On the way
Capt, WHAYLEN 7
Lt, SCOTT 8

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GROUP 4 Downgraded at 3 year interval Declassified after 12 years

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DAK : 17 Feb 72

21 FEB 1972

MISSION NUMBER: 03-002

FLIGHT DESIGNATION: JOLLY GREEN 57

OBJECTIVE: RESCUE AND RECOVERY OF DOWNED AMERICAN AIRCREW MEMBER WITH THE CALL SIGN OF SUNDOG 12 KILO.

NARRATIVE SUMMARY: At 0615Z the crews of Jolly Green 57 and Jolly Green 63 were notified to launch from Channel 93. Aircraft were airborne at 0625Z and contacted King 21 for SAR briefing. King 21 directed JG 57/63 to proceed to the 270/37/85, that an O-2, Sundog 12, was down and voice contact had been established with one of the survivors. JG 57 gave a bingo time of 0930Z with an ETA of 0830Z. Sandys 5 and 6 launched from Channel 93 and queried JG 57 if they were needed for escort. JG 57 gave a negative reply and Sandys 5/6 proceeded directly to the survivor. During the flight to the holding point we could hear rustic 16/03 talk to the survivor and attempt to pin point his position. King 21 continued to relay pertinent information to JG 57 on the condition of the survivor, survivor's location, distance remaining from JG 57 to survivor, weather in the area, and PA and temp. King 21's coordination of the SAR forces was excellent. At 0755Z, JG 57/63 arrived on scene and entered a safe holding pattern at 280/30/85. Sandys 5/6 had pin pointed the survivor's location and were trolling for ground fire. Sundog 12 Kilo reported no ground fire and had not seen nor heard any movement. Sandy 5 briefed the survivor and JG 57 for the run-in and recovery. JG 57 departed the holding point and descended to tree top level for the run-in. Sandy 5 vectored JG 57 to the survivor and had the survivor pop his chute. JG 57 came into a hover over the survivor at 50 feet. As the hoist started down it malfunctioned and the hoist operator had to use the emergency override to lower the penetrator. As the survivor was getting on the penetrator, ground fire was received from 7 through 10 o'clock at 60 meters. Mini guns #1 and #3 returned the ground fire. The copilot notified the Sandys and they immediately suppressed it with anti personnel ordnance. After the survivor was clear of trees, JG 57 started to slowly move forward to a clear area. At 0833Z, the hoist operator notified the pilot that the survivor was on board and JG 57 departed the area and climbed to a safe altitude. The survivor was in good condition with no apparent injuries and this was relayed to King 21. A refueling was completed on the 340/24/85 at 8500 feet with an on load of 4000 lbs. King 21 notified JG 57/63 to take the survivor to Channel 102. The flight was terminated at Channel 102, at 1030Z on 17 Feb 72. The survivor was met by an ambulance.

Frederick C. Hartstein

FREDERICK C. HARTSTEIN, Major, USAF
Aircraft Commander JG 57

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MISSION NARRATIVE (RCS:ARS V-6)

DATE: 17 Feb 72

MISSION NUMBER: 03-002

FLIGHT DESIGNATION: King 21

MISSION OBJECTIVE: Coordinate all SAR forces to effect recovery of Sun Dog
12 Alpha and Bravo personnel.

LOCATION: 1124N 10427E

SAVES: 1 by Jolly Green 57.

SUMMARY:

1. A. 0612Z 17 Feb 72
0612Z 17 Feb 72
None
 - B. None
 - C. Unlimited ceiling, visibility unrestricted at FL 24.5. Ground visibility 3 to 4 miles haze-smoke.
 - D. Excellent
 - E. Excellent
 - F. 0715Z 17 Feb 72-1124N 10427E DF from survivors radio. Initially, heading enroute was to a TACAN bearing. Terrain was generally flat with a few rolling hills in the area. Hills were covered with small trees and brush.
 - G. None until JG 57 was in hover. He observed ground fire from about 70 meters away. Sandy 5 and 6 expended CBU. It was effective. Two HH-53 and two ALE.
 - H. Fairly calm during the location phase. Very excited during the phase when he was positively located and rescued. He effected and helped his recovery. No known injuries.
 - I. JG 57, hoist with jungle penetrator. Other than the ground fire I am not aware of any difficulties.
 - J. Time necessary to go from orbit to survivor for King 21. Same for Sandys and Jollys to reach location from CH 93.
 - K. None
 - L. King 23 refueled JG 57 and JG 63.
 - M. King 21 departed area at 0840Z 17 Feb 72.
 - N. Landed CH 70 at 0955Z 17 Feb 72.
 - O. None
2. King 21 39APRS 1 sortie 3.7 hrs.
King 23 39APRS 1 sortie 4.5 hrs.
 3. Unknown

~~CONFIDENTIAL~~

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

40th LRRSq History, 1 January - 31 March 1972

SAVES

Combat Saves

<u>NUMBER</u>	<u>SURVIVOR</u>	<u>DATE</u>	<u>MISSION</u>
136	Capt John S. Murphy	11 Feb 72	Sea Fox
137	1Lt Thomas W. Dobson	11 Feb 72	Sea Fox
138	SSgt William E. Silva	17 Feb 72	Sun Dog 12
139	Capt Malon H. Long, III	02 Mar 72	Covey 219
140	1Lt David G. Breakman	19 Mar 72	Nail 31
141	Capt Stephen Bortosky	19 Mar 72	Nail 31
142	Lt Col O. F. Lentz	31 Mar 72	Spectre 22
143	Capt R. Cardoso	31 Mar 72	Spectre 22
144	Maj D. C. Dixon	31 Mar 72	Spectre 22
145	Sgt C. Davis	31 Mar 72	Spectre 22
146	MSgt M. D. Frost	31 Mar 72	Spectre 22
147	MSgt J. R. Thrasher	31 Mar 72	Spectre 22
148	Sgt D. Tiaron	31 Mar 72	Spectre 22
149	Sgt M. Tesch	31 Mar 72	Spectre 22
150	Capt C. C. Johnson, Jr.	31 Mar 72	Spectre 22
151	SSgt A. Demoi	31 Mar 72	Spectre 22
152	Capt R. Rayburn	31 Mar 72	Spectre 22
153	Sgt S. R. Reeves	31 Mar 72	Spectre 22
154	Capt W. D. Fulk	31 Mar 72	Spectre 22

rescue

was able to quickly locate couple. The pilot reported neither he nor his passenger were in the Hercules pilot elected the helicopter to arrive. When H-3 arrived, the Hercules, 10,000 feet above, began drop-ute flares to illuminate the

just about like daylight," says Maj. John Gill, pilot of the helicopter. "Those flares are it. If you have to use the lights on a rescue, you often get a whiteout condition because the flash is whipping up the snow. The flares eliminate that problem and also light up a lot of the countryside so you can tell where it is. It makes the whole operation safer and easier," said Gill. "We were able to set down the aircraft and make the rescue with no problems."

near Azores

ules estimated altitude and location of the lost airplanes. With this information, the HC-130 Hercules made contact with the lost planes and established radio contact with them.

ules then instructed the two aircraft to alter course and directed them to Flores Island. The estimated position was accurate, and the Cherokee's had continued on their way when they would have missed the area by nearly 300 miles.

ules intercepted the small aircraft which were approximately 20 miles apart, flew back and forth between them to keep voice contact at all times and maintain maximum visual contact. The Cherokee's were escorted over the area where it was determined they were located and continued to Santa Maria, where they safely landed.

Surrounded sergeant saved by 40th ARRSq

TAN SON NHUT AB, RVN -- An Air Force staff sergeant was rescued after bailing out of a disabled O-2 forward air

control aircraft and spending two and one half hours on the ground surrounded by hostile forces.

SSgt. William E. Silva, an airborne interpreter of the 21st Tactical Air Support Squadron, bailed out of the aircraft when the pilot was killed by enemy ground fire. He landed west of Phnom Penh.

Meanwhile, a rescue force of two Super Jolly Green Giants, A-1 Skyraiders and an HC-130 Hercules was heading towards the downed airman.

When the rescuers arrived, they were greeted by a barrage of gunfire from communist gunners. The A-1s spotted Sergeant Silva after only two or three minutes and then tried to subdue the enemy gunfire around him.

He was rescued by an HH-53 Super Jolly Green Giant of the 40th Aerospace Rescue and Recovery Squadron.

When Sergeant Silva reached the ground he found communist troops all around him. He was able to contact a FAC aircraft in the area and advised the pilot of his situation.

While the Skyraiders were taking care of most of the communist opposition, one of the HH-53s moved in for the pickup.

The HH-53 flight engineer, Sgt. George Wright, lowered the jungle penetrator and Sergeant Silva climbed on it and was hoisted aboard the helicopter, which then headed for safety.

Other crewmembers of the Super Jolly Green Giant making the rescue were Maj. Fred Hartstein, aircraft commander; Capt. David Pannabecker, copilot; and Staff Sergeants Gary P. Bryant and Gary Osborne, pararescuemen.

17 FEB 72

ts save men stranded on Polar Ice Cap

as, "nothing but white-everything."

Low on fuel, the Hercules returned to Elmendorf and a second "rescue bird" was sent to join the Otter in the

downed helicopter's location with the Hercules sophisticated electronic equipment.

The men had set down when their fuel supply ran low.

To The Rescue

Copters Save Five in SEA

TAN SON NHUT AB, Vietnam — A sergeant has been plucked from the midst of hostile forces in Cambodia, and F-4 crews have been rescued in Thailand and Laos by members of the 3d Aerospace Rescue and Recovery Group.

Men of the 40th ARRS made two of the pickups.

SSgt. William E. Silva, of the 21st Tactical Air Support Squadron, bailed out near Phnom Penh when enemy ground fire disabled his O-2 and killed the pilot.

He found himself surrounded by enemy troops. He contacted a forward air control plane, and a force of helicopters, A-1s and an HC-130 flew to the rescue.

The A-1s moved in on the enemy gunners while an HH-53 successfully picked up Silva. Maj. Fred Hartstein piloted the rescue craft.

Capt. John S. Murphy and 1st Lt. Thomas W. Dodson were rescued in the lower panhandle of Laos after a 12-hour effort. One helicopter, operating in the dark, couldn't get them aboard after their F-4 crashed. In the morning, however, a second copter, flown by Capt. James W. McIntyre, made the rescue.

Two other F-4 crewmen parachuted to safety near Ubon RTAFB, Thailand, and were picked up in short order by an HH-43 from Detachment 3 of the 3d ARRG. Capt. Charles T. Jernigan was commander of the rescue craft.

BERGSTROM AFB, Tex. — Two Bergstrom airmen have saved the lives of two children who were trapped in a burning automobile after an accident that killed their parents.

MSgt. Thomas C. Cowlshaw and Ann Keith D. Krajewski have been awarded certificates of appreciation from the Austin Police Department for their actions.

Cowlshaw was driving home when the accident occurred on the highway near him. One of the cars involved was engulfed in flames.

Krajewski, who lives nearby, heard an explosion and ran to the scene.

The sergeant had leaped from his car and with a policeman and a civilian began trying to get into the burning vehicle. Krajewski sized up the scene and dashed back to his home and grabbed a bulk trailer hitch with which the four broke the window of the auto.

technician, and SSgt. Harry Spivey, mechanic, took an HH-3E to the village.

Dr. Signorino immediately took the child to a small hospital in the village and closed the wounds and made plastic surgical repairs on her face. The major has extensive plastic surgery experience. He credited the fact that he was able to save the girl to the quick response by the helicopter crew.

SAWYER AFB, Mich. — The crew of a KC-135 from the 410th Bomb Wing directed rescuers to the scene of a bizarre and nearly fatal mishap in Lake Superior.

Four persons had set up a fishing shack on ice in the lake. A crack developed and set them adrift in the lake. The tanker, commanded by Capt. Carl Gamble, was diverted from a training flight to the area.

After 40 minutes of searching, the drifting floe was spotted and a ship from the Copper Harbor Area Conservation Service was dispatched to the area.

BEALE AFB, Calif. — A crew member on an American tuna boat that was fishing off the coast of Ecuador recovered from a serious illness with some "long distance" medicine prescribed from here.

The crewman was suffering

pain from an infection. The boat, the Ocean Queen, attempted to reach a radio contact in Florida. Chuck Hall, a civilian with the 9th Avionics Maintenance Squadron here, overheard the call on his amateur radio receiver. He broke in and offered help. Capt. (Dr.) Thomas C. MacCaughelty was summoned to hear the sailor's complaints. From symptoms described, the doctor figured the man had a urinary tract infection and prescribed antibiotics that the boat had on hand. It worked. The sailor was, at last word, well on the road to recovery.

SEYMOUR JOHNSON AFB, N.C. — An HH-43 from Detachment 7, 44th Aerospace Rescue and Recovery Squadron here, assisted in the rescue of an 8-year-old boy who had been lost in the woods (or three days).

Jeff Jenkins and Don Cooke Jr. disappeared from the Kennedy Home for Children in Kinston, N.C. Three days later, Don walked out of the woods and said Jeff was in the woods unable to walk.

Ground searchers found the child and directed a helicopter piloted by Maj. Richard H. Heitz to the scene. Jeff was hoisted into the copter and flown to a hospital suffering from frostbite, scratches and hunger.

SEMBACH AB, Germany — SSgt. Joel Hardee saw a hand sticking out of a grate in a coal chute and his quick action saved the life of a German workman.

The man had been buried when he fell into the chute while it was being filled at Kelley Barracks, Stuttgart. That was when Hardee came by. He yelled for help and with several soldiers nearby dug the man out. The German suffered only a broken arm and bruises.

Corpsmen Come To Randolph

RANDOLPH AFB, Tex. — Forty job corpsmen arrived here recently to gain work experience for their chosen job fields. This is the first time Randolph has received corpsmen.

Upon their arrival, base commander Col. Robert E. Whiting welcomed them and said he hopes they would gain better work habits during their stay.

The corpsmen will be at Randolph for three months after which they will return to their local communities and be placed in their job specialties.

Don't let money problems affect your performance.

You have important work to do. And you'll do your best if you don't have other things on your mind. Like a stack of unpaid bills.

We consolidate bills. Pay them off. Cut monthly payments. And still give people extra cash. To handle an emergency. For a trip home. Color TV. Whatever.

1010 TN CALLED BO THIS TIME FOR JG 56 FCF FLIGHT

1225 TN JG 56 ↑ CH 89 1 HR FCF / JACK / TP

1235 AFP JG 56 ↓ CH 84 - JACK / TP - Pin slipped out of #2 ENG fuel valve.

1315 AFP JACK ADVISED JG 57 & 63 were scrambled FROM UBON AT 1314 LOCAL

1325 AFP JG 57 & 63 ↑ 93 -

1340 AFP JG 56 ↑ 89 FCF - TP - JACK - ~~SUN DOG 12~~ IS DOWN -

1350 AFP SUN DOG 12 IS CAR objective - JG 57 & 63 EST The AREA AT 0825 WITH BIN 60 OF 0925 TO Benhuan.

1508 TN JG 56 ↓ CH 89 05 / TP / TUDC

1900 P2 SGT MINFALIS OFF DUTY, SGT BUSIL 2000 DUTY

1935LE P0 JG-57 & CH 102 AT 1730 // REC. FA JACK 11 TB

1936LE P2 JG-63 & CH 102 AT 1735 // REC. BY TACK & TP

1950 P2 ~~TP~~ PASSED DATA TO SOKER VIA JACK 11

2130 P2 PASSED SHR POSTURE & MAINT TO JACK

2135 P2 ADVISED JACK JG-60 & 61 PULL SOUTH ALERT AT NKP

2335 P2 TOOK FIRST AT REG TEST TO COMM CTR & DRUG TOOL SCHEDULE

2350 P2 REC. 1 CONFIDENTIAL MSS DTG 17/1345 Z, PUT IN COMM. READ FILE

2400 P2 LOG CLOSED 18 FEB

0001 P2 LOG OPENED

0530 M REC. W & NOTAMS

0600 P2 REC. CONFIDENTIAL MSS DTG. 17/1600 Z, COMM. READ

0601 P2 CALLED ~~0530~~ ⁰³ ESC FOR GAVRD FOR ALERT ALERT. 10

0640 P2 PASSED DIR TO SOKER.

1025 HY JG-57 & 63 ↑ CH 102 // TP RCVD FR JACK
ETA ^{JG-57} CH 89 1405