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DATE: 10 - 11 February 1972

MISSION NUMBER: 8-3-011

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 crows (Ubon FOL) had been launched and that I was to report to 40th ARRSq Operations. Crows 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 (8500' 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 93. 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: 3/8 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 Spectre 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 PJ's and Flight Engineer assumed their scanner positions wearing the night goggles, while the CP and myself set up the LLTV 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 LLTV. 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 LLTV, 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 NRS 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 LLLTV, 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 LLLTV 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 LLLTV as a circular lighted area (spot) approximately 500 feet in diameter. Upon reaching bingo fuel at 0200L, 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 0330L, King 23 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 Nail, 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 paratroopers. The route structure was paralleled during the exit and a climb initiated to 10,000' MSL before crossing the route structure. At 0830L, 11 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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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	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 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. G. 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. 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

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.

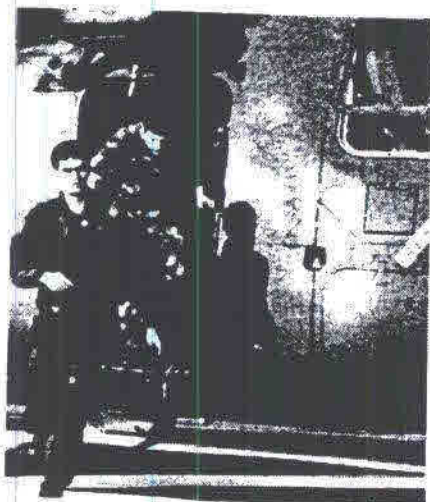
In the gathering darkness, Maj. Gary L. Campbell, piloting a Jolly Green, attempted to make pickup but was unsuccessful. He and his crew remained in the area for several hours before being relieved by fresh Jolly Green crews.

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

"H-53 picks up Phantom pilots down in Laos

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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.

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

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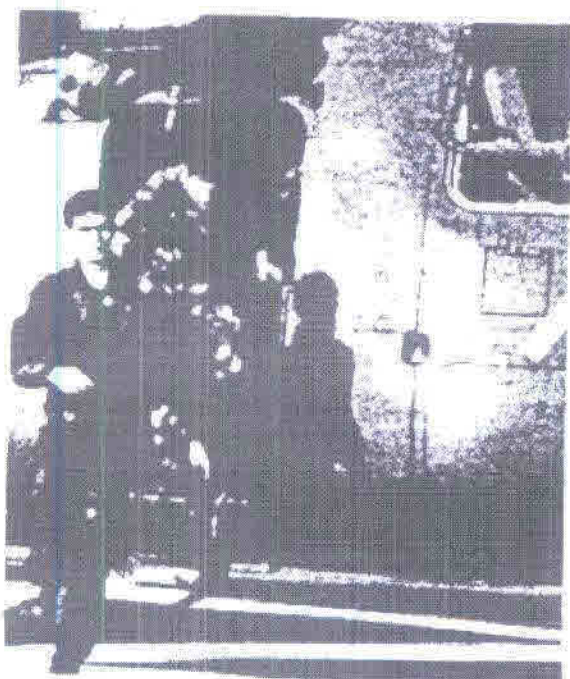
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13 FEB 72

12/2230Z JH SGT YOUNT TO DUTY
12/2300Z JH ITEM REPORT TO JOKER
13/0010Z JH ITEM 16: PJ DM OREGON 42 IN
A-3-003 (FEB) 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 APPRISED 366 CP 2 ABOVE ACTIONS
0234 RR JG 65 ↑ WITH 4 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 ON 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 ARMY AIRCRAFT THEY HAVE SPOTTED THE BODY
OF THE LAST SURVIVOR IN 12 FT OF WATER REQUESTING
THE JOLLY'S BE LAUNCH, JG 64+71 WILL LAUNCH,
JG 71 LOW + 64 HIGH.
0437Z RH JG 71 ↑
0444Z RH JG 71 RTB

11 Feb 72

10/2045 RA WMSGT Ruff to duty

10/2055 RA Jtm Report to Joke

2215 RH F4, Seafox 07 down. J. Hies +
SANDIES will launch at first lite.
NKP Jollies Already on scene

2215 RH JG 64 ↑ FOR SAR SEALWOLF 01

2225 RH JG 67 ↑ FOR SAR SEALWOLF 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 Z 27 3600 FT RIDGE. SURVIVERS ARE AT THE 3300
FT LEVEL. TERRAIN IS HEAVILY FORESTED.

11/0020 Z 27 BRAVO MAN PICKUP BY UBOJ JOLLIES.

11/0035 Z 27 ALPHA MAN PICKUP BY UBOJ JOLLIES.

10130 Z 27 JG 64 + 67 DOWN FM SAR

10150 Z 27 JG 65 ↑ FCF

11/0215 Z RH JG 65 ↓ FCF

11/0252 RH PASS DAAR TO JOKE AD

RH

12 FEB 72

11/2230 Z RH SSgt HARVEY TO DUTY

12/0250 Z RH JG 65 ↑ CH 77 FOR TRAINER

SEA FOX 01 F-4
10 FEB 70 DOWNED

RESCUED 11 FEB

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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 R. 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 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 APLD, 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.

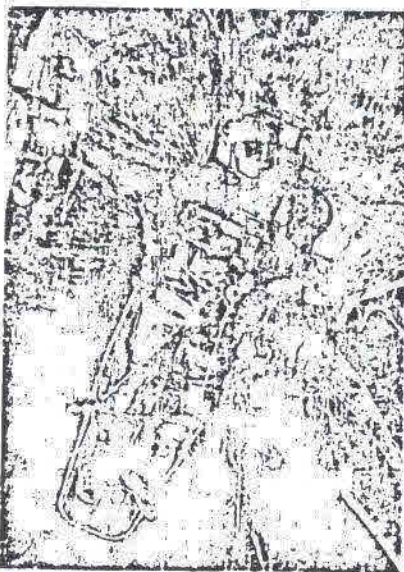
In addition to the injured men, who were taken to the Army's 95th Evacuation Hospital near Da Nang, three Army aerial rifle platoon scouts, also with the 101st, were lifted and transported to Da Nang Airfield. The scouts had descended near the crash site from an Army helicopter to protect the injured 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 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 80 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.

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 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

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.

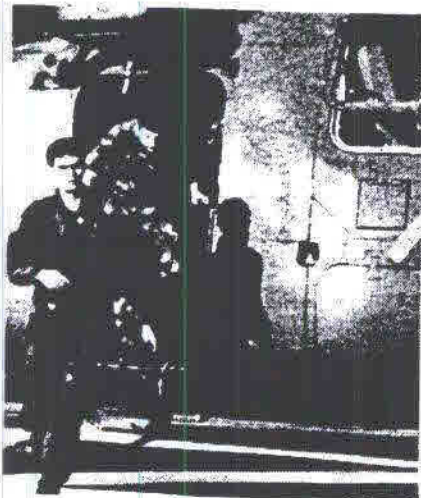
In the gathering darkness, Maj. Gary L. Campbell, piloting a Jolly Green, attempted to make pickup but was unsuccessful. He and his crew remained in the area for several hours before being relieved by fresh Jolly Green crews.

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.

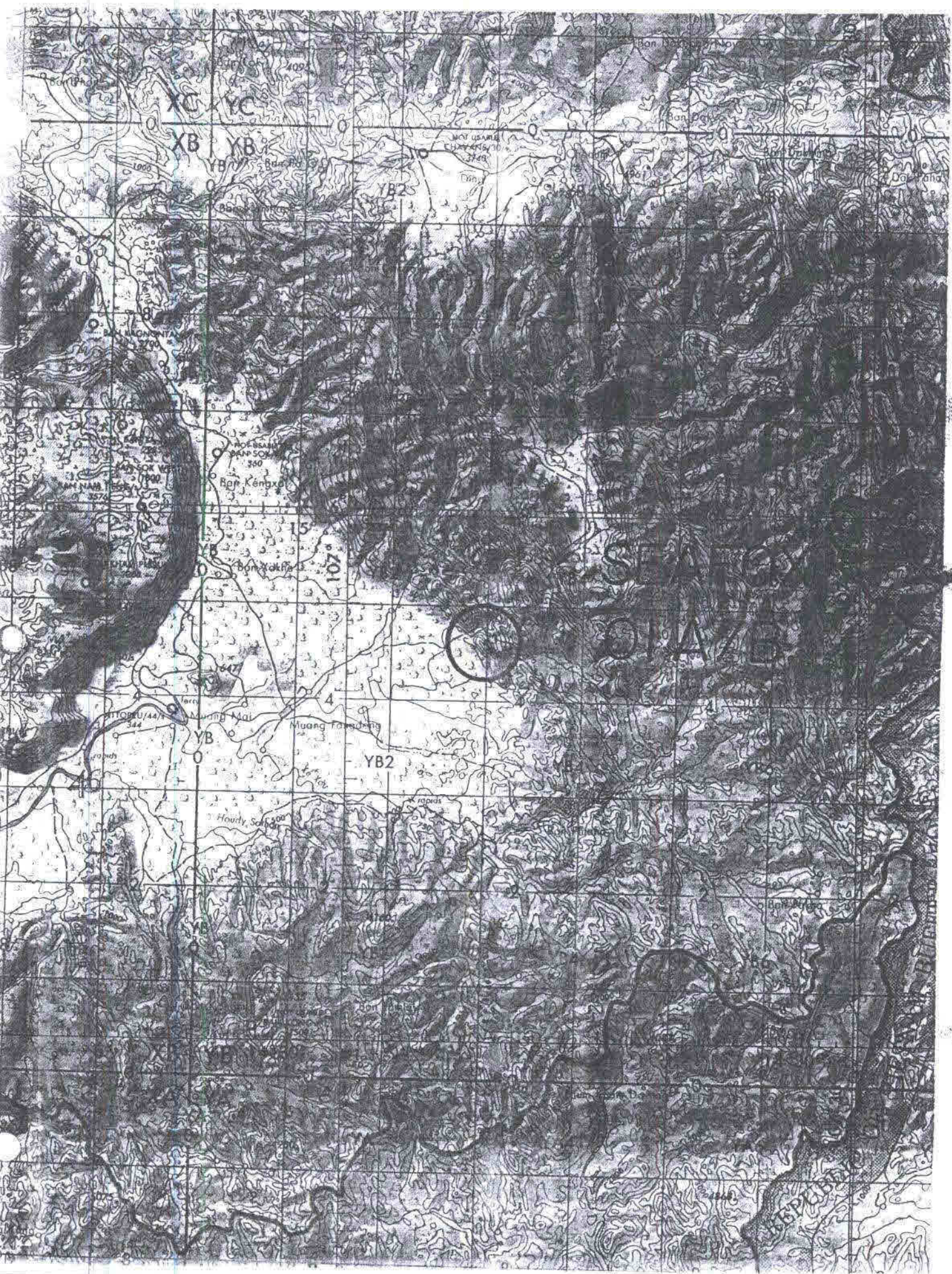


U.S. Air Force Photo

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



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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 assests 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 their 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 downed aircrews and was passed to the Sandys at the briefing.

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PROJECT CORONA HARVEST

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DOC

62²³

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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DOC 621

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12 February 1972

SARCO Report for Seafox 01 A & B

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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.
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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, Major, USAF
SARCO

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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 SQW 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 SQW 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 BWS 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

FRED C. BOLI
Captain USAF
Sandy 07

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DOC 62⁶

- 2 -

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. These 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, Gunfighter 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 LORAN delivery capability because Sandy 07 was tentatively requested to make a night BLU-52 delivery. This request was later recended 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.

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SEAFOX 01

(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 01. 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 01, 12 Feb 72, (Doc 62).

132. Ibid.

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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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Capt James W. McIntyre and his HH-53C 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 HC-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 HC-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. Vogeles, quickly responded to the situation and put on night vision goggles. With the use of these goggles, Sergeant Morrow and Airman Vogeles kept the HC-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

HH-53 CREW NARRATIVE FOR SILVER STAR

ON SEAFOX 01

CONTINUATION OF AF FORM 642 ON CAPTAIN JAMES W. MCINTYRE, [REDACTED], FOR THE SILVER STAR.

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 Vogele 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. Vogele for the Silver Star.

Captain James W. McIntyre, [REDACTED] Aircraft Commander
Captain Joel L. Summers, [REDACTED] Co-Pilot
Technical Sergeant Rufus B. Russell, [REDACTED] Flight Engineer
Staff Sergeant Charles D. Morrow, [REDACTED] Pararescue Recovery Technician
Airman First Class Michael D. Vogele, [REDACTED] Pararescue Recovery Specialist

CLIFFORD E. BRANDON, Lt Col, USAF
Commander