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115

locker room." Translated, it meant that they had the survivor and were safely across Mu Gia. The SAR was terminated at 1715. After seven days on the ground without food, Cosmic 16B was weak, but happy. It was later learned that Cosmic 16A was a POW.

GUNSMOKE 01A/B¹²⁹

(C) On 28 April, Gunsmoke 01 (F-4) had been hit over Quang Tri and had gone feet wet 3 miles off the coast. Hobos were on strike missions but diverted when they heard Gunsmoke's Mayday. Hobos 40 and 41 immediately went to the area while Hobos 44 and 45 escorted the helicopters from Da Nang. Everyone flew low that day because of the high SAM activity. A protective smoke screen was laid just before the Jollys made their run. Shore batteries fired on the SAR force but no one was hit. Overwater SARs were usually easy and this one was quickly and successfully terminated.

SCORPIAN 115¹³⁰

(C) On 29 April, Scorpion 115 (a VNAF A-37) was down 9 miles Southeast of Quang Tri with one survivor. Sandys launched from Da Nang at 1500L, immediately after notification. When the Sandys arrived in the area, Scorpion 125 was talking to the

129. 1st SOS Historical Data Reports. Also, see SARCO Report for Gunsmoke 01A/B, 28 Apr 72, (Doc 27).

130. Ibid.

Classified by *William A. Brown*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DECEMBER 1974

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56 SOW

Apr - Jun 72 vol. 3

1 SOS 1-31 May 72

K-WG-56-HI

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~~SECRET~~

DOC A''

V. NARRATIVE

The enemy offensive in South Viet Nam and the resumed bombing of North Viet Nam were over shadowing influences on the operations of the 1st SOS during May. Three A-1's were shot down by SA-7 missiles but all pilots were rescued. The Sandys participated in eleven SARs during which 145 Americans were rescued. There were no accidents or incidents.

On 28 April Gunsmoke 01 (F-4) was shot down near Quang Tri. Hobo 40/41/44/45 were in the area on a strike mission and they immediately organized a SAR. The two survivors who bail-out feet wet, were spotted by the Hobos even before they hit the water three miles from shore. An immediate pick-up was made with the Da Nang Jolly Greens.

On 1 May Sandys 07/08 were ordered to plan the evacuation of all the American advisors in Quang Tri. Quang Tri was surrounded and about to fall to the NVA. The Sandys planned, organized, and executed the rescue effort that afternoon. Sandys 07/08/11/12 and Smoke 22/23 lead four Jolly Greens in to the heart of the surrounded city without fast mover support and rescued 129 American advisors. The city fell only hours later.

During the evacuation Bilk 34 (O-2) was shot down about 10 miles southwest of Quang Tri and Sandys 07/08 (Capt Throckmorton, Lt Seitz) left the Jollys feet wet and proceeded to search for Bilk 34. Bilk 34 was in friendly hands but surrounded by NVA, so the Sandys attempted to sterilize the area around the friendly. Bilk 34 reported SA-2 launches and the Sandys attacked the missile positions. Sandy 08 (Lt Joe Seitz) took a direct

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DOC 27'

S T A T E M E N T

HOBO 44 Captain Burke
HOBO 45 Captain Shotwell

SAR for GUNSMOKE 01

28 April 1972

Hobo 44 and 45 were launched on a strike mission in support of ARVN troops operating near Quang Tri, RVN on 28 April 1972. While we were enroute to the target approximately 60nm southwest of Danang we monitored a Mayday call from Gunsmoke 01. He called that he had been hit near Quang Tri and was heading feet wet. Hobo 40 and 41 were already in the area and set about organizing SAR efforts immediately. Shortly after Hobo 40 reported that he had both parachutes in sight in the water the Jolly Greens called that they were airborne out of Danang. I called Hobo 40 and told him that we would rendezvous with the helicopters and escort them into the area. Hobo 40 acknowledged and advised us to stay low as the SAM calls were coming fast and furious that morning. Due to several misunderstood radio calls, Hobo 44 and 45 managed to join on the second Jolly Green who was trailing lead by about two miles. As we flew over the water we passed a Navy destroyer that was taking artillery fire from unseen shore batteries and we moved a little farther out to sea. When we finally got to the area, Hobo 44 joined with Hobo 40 and 41 while Hobo 45 stayed with the second helicopter. Both Hobo 40 and 44 attempted to drop CBU-22 but it did not ignite and fell uselessly into the water. The Jolly dropped a smoke and went in for the pickup with the survivors located about 3 miles offshore. For some unexplained reason they deployed a PJ although both survivors were in good shape. While they were in the hover, Hobo 40 and 41 had to RTB for fuel and I took on-scene command. Everything went smoothly until the Jolly started taking artillery fire impacting approximately 300yds at his five o'clock position. It was at this time that I learned that they had deployed a PJ and that the reason that they could not pull out was that he was still in the water. The PAC could not find the source of the fire and it ceased after two rounds. After the PJ was hoisted on board we all exited the area and Hobo 44 and 45 escorted the Jolly's until we were abeam Hue. We then returned to Quang Tri and struck a foot bridge with M-47's and CBU. Needless to say we weren't carrying the optimum ordnance for foot bridges and damage to said structure was negligible.

Robert F. Burke

Robert F. Burke, Capt., USAF,
HOBO 44

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SURVIVOR
NAME - RANK

APR 72

SSN - ORGN

DATE	CREW	JG #	SAVE #		SAVE LOCATION	TYPE SAVE
2 APRIL	GRIFFITH PECK PRATER LAPOINTE AILLETT	67	704 705	UNKNOWN	OFF OF CH 103	2 COMBAT
15 APRIL	SUTTON MULLENIX DRAYER AILLET LA POINTE	71	706	CAPT JAMES HARRISSON - 20 TASS CPL GREG METZGER - U.S. MARINES	10 MILES NORTH OF CH 69.	2 COMBAT
28 APRIL	SUTTON HAGERJEIM CHERRY AILLET WAGNER	65	708	CAPT ARTHUR, ARCH S 366 TFS CAPT FRANCISCO, MICHAEL C. 366 TFS	320/58/69	2 COMBAT

28 APR 72

2235Z JH SSgt Haller to duty
0030Z JH JG 71 ↑ for Search
0230Z JH JG 21 ↑ for AR
~~0645Z JH JG 65~~
0450Z JH GUNSMOKE 01 ↓ FEETWET 320/58/69.
ALPHA HIGH SCRAMBLED AND T1 TOOK
HIGH.
0500Z LY JG 65 ↑ SAR. JG 21 DIVERTED FOR SAR.
0530Z LY JOLLIES BEING BRIEFED BY HOBO 40.
0548Z LY PHASE BRAVO. A-3-041 ^{SUNOW} ^{SAFE TH}
0553Z LY JG 65 PICKED UP 2 SURVIVORS.
0645Z LY JG 65 ↓ FM SAR.
0649Z LY JG 21 ↓ FM SAR.
0725Z LY ~~JB~~ QUEEN ADVISED SANTAR 21 ↓ 3 MILES
SOUTH OF HUE. NO CONTACT WITH
SURVIVORS. NO REPORTS REQUIRED.
0730 LY ~~JB~~ ALPHA'S SCRAMBLED.
0735 LY QUEEN ADVISED SURVIVORS OF SANTAR 21
PICKED UP.
0805 ZY QUEEN ADVISED SCRAMBLE FOR F10.5 ↓
FEET WET N.E. CH 69. ABOUT 40 MILES.
0812 LY JG 71 & 65 ↑ FOR SAR.
0825 LY JOLLIES RTB BY QUEEN.
0828Z LY JG 65 HAVING TROUBLE WITH NOSE WHEEL.
0835Z LY JG 65'S WHEEL L DOWN AND LOCKED.
0840Z LY JG 22 ↑ FOR FCF.

CREW ROSTERS

Jolly Green 71

AC Capt. Donald A. Sutton
CP Capt. David E. Mullenix
HM Sgt. John W. Drayer
RS A1C. Michael A. Aillet
RS Sgt. Robert L. La Pointe

Jolly Green 66

AC Capt. Rodney S. Griffith
CP Major Christopher C. Korper
HM SSgt. William A. Simm
RS SSgt Cole E. Panning
RS Sgt. William J. Thompson

On 28 Apr 72 Jolly Green 65 scrambled for a feet wet SAR near the DMZ. Jolly Green 65 replaced the original alpha low aircraft due to mechanical problems. Jolly Green 71 a local trainer joined on Jolly Green 65's wing to become his alpha high bird as they were already airborne. Hobo 40 was on scene over the two survivors of Gunsmoke 01. They were located approximately 8 miles south east of the Cua Vet river about 5 miles off shore. A pararescue specialist was deployed to swim the penetrator to the first survivor. Gunsmoke 01A was picked up and then the bravo man who was about 100 meters away was picked up. Fire was taken from the shore but Jolly Green 65 proceeded east out of range of the shore batteries and RTB'd without further incidence.

CREW ROSTERS

Jolly Green 65

AC Capt. Donald A. Sutton
CP Capt. Charles R. Hagerhjelm
HM Sgt. Jimmie R. Cherry
RS A1C. Michael A. Aillet
RS Sgt. Michael L. Wagner

Jolly Green 71

AC Capt. Rodney S. Griffith
CP Capt. Douglas A. Peck
CP Capt. David E. Mullenix
HM SSgt. Jimmie D. Minshew
HM Sgt John W. Drayer

HM Sgt. Cayetano Pina

RS Sgt. Robert L. La Point

RS Sgt. David W. Young

On 1 May 72 the 37th ARRSq was involved in the largest evacuation in the 37th's history, when 129 U.S. Military personnel were evacuated from within the walls of the Quang Tri Citadel. The first aircraft into the Citadel was Jolly Green 71 flown by Major Jackson K. Scott, Jr. He received no ground fire on his ingress into the Citadel and after two minutes on the ground he had a full load of passengers and he egressed the area and RTB'd to Da Nang with 37 survivors.

As Jolly Green 71 egressed the area the second aircraft Jolly Green 65 headed into the Citadel. Capt. Griffith initiated a autorotative descent and landed on the northeastern edge of the LZ. He egressed the area without any problems and RTB'd to Da Nang with 47 survivors.

As Jolly Green 71 egressed the area the Sandles again escorted the Jolly Green into the Citadel. The third aircraft into the area was Jolly Green 21. Captain Weimer landed and picked up the remaining 45 survivors and RTB'd to Da Nang.

After Jolly Green 21 had egressed the area, Captain Sutton in Jolly Green 72 went into the Citadel to make sure all personnel had been evacuated. He exited the Citadel with no survivors as the first three Jolly Green's had picked up the 129 personnel from the soon to be overrunned Citadel.

A fifth aircraft continued to hold feet wet in support of the other four aircraft. This aircraft was Jolly Green 60 piloted by Capt. Wall.

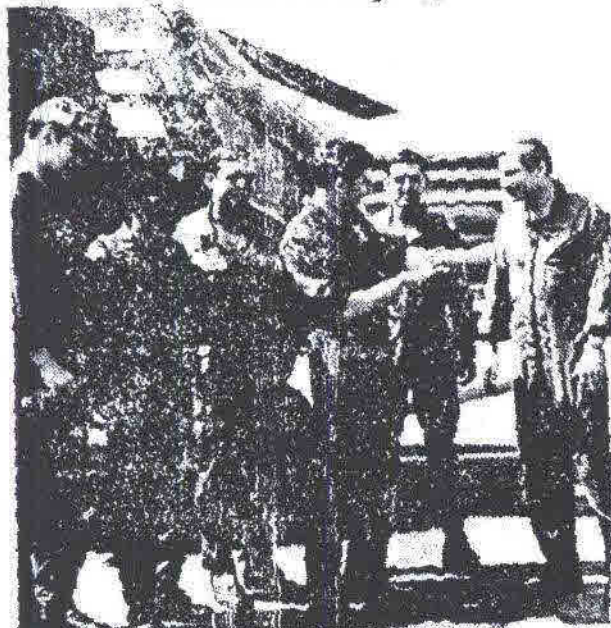
Jollys also rescue two F-4 drivers

The 37th Aerospace Rescue and Recovery Squadron here added two more rescues to its already impressive record of recovering downed pilots recently.

Capt. Michael C. Francisco, 27, of San Antonio, Tex., was piloting his F-4 Phantom just south of the DMZ with Capt. Arch F. Arthur, 28, of Memphis, Tenn., acting as navigator.

The mission was going as scheduled when their electronic instruments indicated surface to air missiles (SAM) approaching. As Captain Arthur said, "One SAM went above us but another one must have detonated just below us because 'Cisco'

(Continued on Page 9)



WELL DONE - Says Lt. Col. William K. Harris, far right, 37th Aerospace Rescue and Recovery Squadron commander, to the crew of an HH-53 Super Jolly Green Giant after they rescued two downed F-4 pilots recently. (U. S. Air Force photo by Sgt. Andy Lanier)

Pilots rescued...

(Continued from Page 1)
couldn't control the aircraft; the hydraulic meters were reading zero. We called rescue before and after we hit the water."

At Da Nang and the 37th, an HH-53 Super Jolly Green Giant rescue helicopter was dispatched with Capt. Donald A. Sutton, 26, of Ridley, Md., as aircraft commander and Capt. Charles Hagerhjels, 27, of Bellingham, Wash., as co-pilot.

As Captain Sutton related, "We got near the scene and saw two Sandys circling the area. The survivors were pretty close to shore so I called in a smoke screen. The Sandys made a couple of passes at the shore to suppress fire from the bad guys. I turned my tail toward shore so my tail gunner could protect my rear."

"I hovered over the first man and sent A1C Michael A. Aillet, our pararescuer, down on the cable and he got the survivor onto the hoist. I wanted to get the other survivor up fast and I knew Aillet knew what he was doing and would be all right, so I flew about 200 yards to where the other man was. We got him on the hoist and into the Jolly and then we picked up Aillet."

"I guess we were about a mile from shore and I didn't want to take a chance on possible ground fire, so I headed east into the sea and after getting a safe distance from shore, I headed south for Da Nang."

Asked about the length of time involved in the rescue, Captain Sutton said, "I guess the whole thing took one and a half hours. I think this one was pretty easy, the survivors weren't injured except for the sprains and bruises one usually gets on ejecting and this was my first rescue over water. I've had my share of ones and this was a easy," he said.

F-4 Team Rescued

DA NANG AFLD., Vietnam ~ Two captains who bailed into the South China Sea were rescued in short order by helicopters from Da Nang's 37th ARRS.

Capt. Michael C. Francisco and Capt. Arch F. Arthur turned seaward and bailed out when a surface-to-air missile hit their F-4 just south of the DMZ.

Capt. Donald A. Sutton arrived in command of an HH-53 and sent A1C Michael A. Aillet down to help one man into the hoist. Leaving Aillet in the water — "I knew Aillet would be okay" — he flew to the second man and got him aboard.

Aillet whiled away his time watching waterspouts from enemy mortars on shore splash harmlessly 100 yards away. The communists also fired missiles at the helicopter but Sutton ignored them, flew out to sea to stop the bother and went on home.

28 APR 78 SAR

HH-53 pulls two from South China Sea

24 APR 72

DA NANG AFLD, RVN -- An HH-53 Super Jelly Green Giant rescued two F-4 Phantom crewmen from the waters of the South China Sea near the Demilitarized Zone.

Captains Michael C. Francisco and Arch F. Arthur were flying just south of the DMZ when their instruments indicated surface-to-air missiles (SAMs) had been fired at them.

According to Captain Arthur, the navigator, "One SAM went above us but another must have detonated just below us because Captain Francisco couldn't control the aircraft. The hydraulic gauges were reading zero.

"We managed to get out to sea and Captain Francisco yelled, 'Get out, get out!' I don't know if he said it again because I was gone. We called rescue before and after we hit the water."

The HH-53 commanded by Capt. Donald A. Sutton, was launched by the 37th

Aerospace Rescue and Recovery Squadron. A-1 Skyraiders from Da Nang also took to the air.

Captain Sutton later related, "We got near the scene and saw two A-1 Sandys circling the area. The survivors were pretty close to shore so I called in a smoke screen and the Sandys made a couple of passes at the shore to suppress fire. I turned my tail toward the shore so my pararescueman could protect my rear.

"I hovered over the first man and sent Aillet (A1C Michael A. Aillet, a PJ) down on the cable, and he got the survivor onto the hoist. I wanted to get the other survivor up quickly, and knew Aillet would be okay, so I flew about 200 yards to the other survivor. We got him onto the hoist and into the Jelly. Then we returned to pickup Aillet.

"We were about a mile from shore and I didn't want to take a chance on

ground fire, so I headed east over the sea and after getting a safe distance from shore, I headed south for Da Nang."

Airman Aillet said, "While I was in the water I saw some waterspouts. They could have been mortars but they were 200-300 feet away so I didn't pay any attention to them."

From ejection to pickup, the rescue took less than one hour. Although the communists fired SAMs at the rescue forces, Captain Sutton said, "I think this one was pretty easy. The survivors weren't injured except for the sprains and bruises one usually gets on ejecting. I've had my share of rough missions; this was my first rescue over water and it was easy."

Other crewmembers were Capt. Charles Hagerhjelm, copilot; Sgt. Jimmie R. Cherry, flight engineer; and Sgt. Michael L. Wagner, PJ.

...37th, Det 5 best in ARRS



THE 37TH AEROSPACE RESCUE and Recovery Squadron and Det. 5, both of the 3rd Aerospace Rescue and Recovery Group, were named 1971's outstanding rescue units by the Military Airlift Command. Looking over the Commanders Trophies presented to the units are (l to r), Maj. John R. Cassarini, Det. 5 commander; MSgt Willie Bostic Jr., the detachment's line chief; and Col. Cecil N. Muirhead Jr., 3rd ARRGp commander.

The officers and men of Detachment 5 were cited for their outstanding mission accomplishments during 1971. Last year, they scrambled more than 350 times for in-flight emergencies, aircraft accidents or emergency medical evacuations. They were credited with saving three lives.

Included in the citation was recognition of the flying training program conducted by Detachment 5 for its own crews and other units' pilots in the use of the new light water fire-fighting agent.

Detachment 5 also received recognition for having one of the most outstanding maintenance sections in the Air Force. During a recent visit, an Air Force Inspector General Team reported that its maintenance section was one of the best it had ever inspected.

Pedro crew aids injured miner

HQ ARRS -- An HH-43 Pedro from Det. 15, 42nd Aerospace Rescue and Recovery Squadron, Luke AFB, Ariz., saved the life of an Arizona miner after his jeep had overturned and pinned him beneath.

The miner, Kris Kristoferson of Payson, Ariz., was driving his jeep up a steep mountain incline when a wheel went off the edge of the road and the jeep overturned.

With only his arms free, the miner managed to reach his knife, and dug for three hours to tunnel his way out. Once

free, he crawled nearly five miles in the dark to a road on the mountain side where he was spotted by another motorist late that morning. The motorist then went for help.

A local sheriff was notified, who in turn requested assistance from the detachment. The detachment launched an HH-43 to Vista Point where a sheriff's deputy was picked up to guide them to the accident site at Four Peaks, about 40 miles east of Phoenix.

A small landing area had been marked

out by the sheriff on the scene, and the Pedro landed.

The medic on board, Sgt. Ronald Knight, gave the victim first aid for his possible broken ribs and back and then placed him on the litter.

The crew then flew him to Mesa Lutheran Hospital in Mesa, where he is in fair condition.

The HH-43 was piloted by Capt. Jay Hansen. Other crewmembers were Capt. John Drexler, copilot; and Sgt. Robert Prunty, flight mechanic.

Copters to the Rescue

AS AFTIMES WENT to press, reports flowed in of rescue helicopters saving the lives of 12 American airmen following a number of crashes in the jungles of South and North Vietnam and at sea. The rescue activity is increasing, as the air war steps up to meet the North Vietnamese invasion. Accounts of recent saves follow.

TAN SON NHUT AB, Vietnam — First Lt. Ernest (Woody) Clark of the 14th Tactical Reconnaissance Squadron, evaded capture by North Vietnamese soldiers for more than a week before he was picked up in one of the deepest rescue efforts ever into the north.

Clark was navigator in an RF-4 unarmed reconnaissance plane that was shot down on a mission above the DMZ. Escorted by F-104s, the craft was on a photo mission when four surface-to-air missiles were fired by the enemy.

The pilot evaded the first three but the fourth hit. The aircraft caught fire and flames were all around him. Clark recalled, "I bailed out, and watched as the plane exploded and fiery chunks, not bigger than a desk, fell to the ground."

That was on April 20. "I thought it was a nightmare and I'd wake up in my boots," the lieutenant recalled. But the nightmare was only beginning.

For two days in thick jungle, he hid, "broken" as enemy troops crawled all about him. The second day he heard aircraft and sounds of battle, and when he tried to move, enemy gunfire plinked about him.

More patrols. More hiding. Finally, on the fourth day, he was able to make radio contact with two F-4s and a helicopter. During a long night, the helicopter orbited his position. But during the night, a cold and rainy front moved in. Rain fell for two days, making rescue impossible.

He ate ants, and the next day dreamed he ate a whole bucket full of fried chicken.

On the eighth day, two A-1Es and a HH-53 rescue helicopter flew in. The enemy fired missiles

but the rescue planes pulled Clark from the jungle.

On the way back, he ate a can of tuna fish and a bunch of peaches. "That was the best meal I ever had." To his surprise, a huge throng greeted his return to Tan Son Nhut.

"The first thing I did after I left the emergency room was talk to my wife. All she did was cry but it was the most beautiful sound I ever heard."

Clark, a 1968 AP Academy graduate, was flying his 100th combat mission when he was shot down.

Pilots Saved Near Hue

DA NANG AFLD, Vietnam — Two pilots surrounded by Communist forces were plucked to safety from the jungle near Hue by HH-53 helicopters from the 37th Aerospace Rescue and Recovery Squadron.

Capt. Peter G. Kulzer and Capt. Robert W. Comstock parachuted into enemy territory after a surface-to-air missile downed their P-4.

Maj. Anthony Gates, commander of one of four helicopters involved in the rescue, said "the area didn't look good."

His helicopter, guided by smoke signals, picked up Kulzer and was moving toward Comstock when ground fire came up. The helicopters got out and air strikes pounded the area.

Then, Maj. Jerry J. Gilbert piloted his copter to the scene to look for Comstock. A crewman spotted the downed man and in a rapid operation he was pulled out. SSgt. William A. Simm headed in the jungle penetrator "as soon as I saw him grab hold, he got dragged through some trees, but he got out."

Gunship Hit, 7 Rescued

TAN SON NHUT AB, Vietnam — Air Force and Army helicopters rescued seven of ten men aboard an AC-119 gunship that was shot down by ground forces besieging An Loc.

Rescued were Lt. Col. Byron T. Taschloglou, 1st Lt. Jimmie R. Barrow, 1st Lt. Larry D. Barbee, SSgt. Allen W. Bare, SSgt. Francis J. Sledzinski, Sgt. Delanor E. Iman and Sgt. Richard C. Corbett. Three other men are listed as missing.

The gunship took three hits in one wing as it was supporting South Vietnamese troops.

An observation plane saw the men bail out and contacted an HC-130 airborne rescue command post. It dispatched two HH-3s from Tan Son Nhut's 3d Aerospace Rescue and Recovery Group.

An Army UH-1 happened to be in the area. It picked up one crew member — and drew ground fire. Several A-1s strafed the area, then led in the HH-3s. Each picked up three men.

Maj. Joe E. Ballinger commanded one Jolly Green, Lt. Col. John J. McGuire Jr. the other. The rescues were the first for the HH-3s since their return to Southeast Asia following the North Vietnamese invasion. Many crew members, gathered from rescue units around the world, are on their second or third SEA tours.

F-4 Team Rescued

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20 APR 72

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Hobo 44 Captain Burke
Hobo 45 Captain Shotwell

SAR for GUNSMOKE 01

28 April 1972

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Hobo 44

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Robert F. Burke

Robert F. Burke, Capt., USAF,
HOBO 44

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22 APR 72

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Pilots rescued...

(Continued from Page 1)

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At Da Nang and the 37th, an HH-53 Super Jolly Green Giant rescue helicopter was dispatched with Capt. Donald A. Sutton, 26, of Ridley, Md., as aircraft commander and Capt. Charles Hagerhjelm, 27, of Bel-lingham, Wash., as co-pilot.

As Captain Sutton related, "We got near the scene and saw two Sandys circling the area. The survivors were pretty close to shore so I called in a smoke screen. The Sandys made a couple of passes at the shore to suppress fire from the bad guys. I turned my tail toward shore so my tail gunner could protect my rear."

"I hovered over the first man and sent A1C Michael A. Aillet, our pararescueman, down on the cable and he got the survivor onto the hoist. I wanted to get the other survivor up fast and I knew Aillet knew what he was doing and would be all-right, so I flew about 200 yards to where the other man was. We got him on the hoist and into the Jolly and then we picked up Aillet."

"I guess we were about a mile from shore and I didn't want to take a chance on possible ground fire, so I headed east into the sea and after getting a safe distance from shore, I headed south for Da Nang."

Asked about the length of time involved in the rescue, Captain Sutton said, "I guess the whole thing took one and a half hours. I think this one was pretty easy, the survivors weren't injured except for the sprains and bruises one usually gets on ejecting and this was my first rescue over water. I've had my share of real ones and this one was easy," he said.