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~~SECRET~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
SCOTT AIR FORCE BASE, ILLINOIS 62225



REPLY TO
ATTN OF: DO/Maj Ware/5871/Stop 600

27 NOV 1972

SUBJECT: Summary of H-3 Deployment to SEA (U)

TO: MAC/CSAH/Stop 115

- (S) The first indication of a potential deployment came to the Rescue Branch of the 1600 Support Group (MAC), Clark Air Base, PI, via message from 41 ARRWg to install the armor plate on four of our five HH-3E helicopters. This message arrived on Saturday afternoon or evening 8 April 1972. By Sunday evening, all the armor had been delivered to the maintenance area from the 780 storage and was in the process of being installed. All maintenance personnel were working 12 hour shifts and were being supplemented by the helicopter flight mechanics. The armor plate had been shipped to the unit along with the helicopters however, some of it had been mixed by unknowing supply specialists. Consequently there was much shuffling done to completely equip each machine with the proper gear. This all took time.
- (S) The first helicopter was completely equipped on either Monday or Tuesday and the remainder completed late Thursday. Thursday afternoon (13 Apr 72) two HH-3Es arrived at Clark from Kadena to accompany the deployment to SEA. Tuesday three pilots from Osan AB, Korea, arrived to supplement the force. One was Lt Col L. Harrington, who subsequently took a maintenance contingent and equipment and predeployed on Thursday morning to our final destination, Tan Son Nhut AB, RVN.
- (S) The plan was to send the four HH-3Es from Clark with two HC-130 tankers on Friday then the other two from Kadena the following day. The entire flight of six attended the mission briefing Friday morning (0500) only to learn the "go" word had not been given by CSAF. Five hours later the word was that it would be tried again the next morning. Saturday 15 Apr 72, at 0600 the four HH-3Es departed Clark. Two hours later two HC-130 tankers followed. The rendezvous was accomplished approximately 100 miles west of Lubang Tacon located on the western edge of Luzon Island. The 900 mile flight required 7.6 hours flying time and two air refuelings per helicopter. No problems were encountered.
- (U) Upon arrival at Tan Son Nhut we were greeted by the 3 Air Rescue and Recovery Group Commander, Col Muirhead. His unit had located and prepared a building on the flight line which was to be utilized by the new unit. The unit became the H-3 section of Detachment 14, 3 ARRGp.

Classified by Hq USAF/XOOS
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE AND EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 December 1980

~~SECRET~~

GLOBAL IN MISSION — PROFESSIONAL IN ACTION

31P.2 HIST. ARS JUL 71 - 30 JUN 72 VOL 2 ATTACH 15

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- (S) Monday, 17 Apr 72, the two additional HH-3Es arrived from Clark. They were delayed a day due to HC-130 problems. On their arrival the unit consisted of six HH-3E helicopters, 20 pilots including the commander, Lt Col Harrington, six flight engineers, 12 pararescuemen, and maintenance specialists. Although the aircraft were all OK on arrival, the crews had to be processed, theater briefing, special equipment, etc.
- (S) The operation was established and two crews went on an immediate alert at 0800 Wednesday, 19 Apr 72. This would have been impossible without the support of the 3 ARRGp personnel. They had provided the coordination for securing the telephones, vehicles, ramp space, and everything else the new unit required.
- (S) Aircrew personnel initially deployed from:

Clark AB, PI
Kadena AB, Okinawa
Osan AB, Korea
Albrook AFB, CZ
Woodbridge AB, UK
Tyndall AFB, FL
Hill AFB, UT
Hickam AFB, HI

FOR THE COMMANDER

Bruce K Ware

BRUCE K. WARE, Major, USAF
Operations Requirements (H-3)
DCS/Operations

Reproduced in 1 cy on 28 Nov 72
by MAC/CSAH(ARRS).

~~SECRET~~

CLASSIFIED

REQUEST AND AUTHORIZATION FOR TEMPORARY DUTY - MILITARY

(If more space is required, use reverse, identifying items by number)

TO: 1600 Spt Gp (DTB)		FROM: 1600 Spt Gp (DOR)		TELEPHONE 3216
The following individual(s) will proceed on TDY:				
1. GRADE	2. LAST NAME, FIRST, MIDDLE INITIAL	3. SSAN	4. ORGANIZATION	5. SECURITY CLEARANCE
SEE REVERSE				
6. EFFECTIVE ON OR ABOUT 13 Apr 72		7. APPROXIMATE NO. OF DAYS (Include travel time) 45		8. VARIATIONS AUTHORIZED
9. DDALY 00	10. LEAVE ADDRESS		11. ITINERARY FROM: Clark AB, Phil TO: Tan Son Nhut AB, RVN RETURN TO: Clark AB, Phil	
12. PURPOSE OF TDY Combat support				
13. IF TDY IS OF THIRTY OR MORE DAYS DURATION, WITHIN THE UNITED STATES, THEN: PURSUANT TO AFR 90.16, YOU OR YOUR AGENT WILL REPORT TO THE BASE HOUSING OFFICE/HOUSING REFERRAL OFFICE SERVICING YOUR TDY STATION BEFORE ENTERING INTO ANY RENTAL OR LEASE AGREEMENT FOR OFF-BASE HOUSING.				
14. POC TRAVEL WITHIN CONUS OR WITHIN OVERSEA AREA				
A. ☐ TPC. TRAVEL TIME BY MOST ECONOMICAL CARRIER AVAILABLE IS _____ DAYS. TRAVEL TIME IN EXCESS IS CHARGED TO LEAVE AUTH IN ITEM 9.		B. ☐ TPA. THIS MODE HAS BEEN DETERMINED MORE ADVANTAGEOUS TO THE GOVERNMENT.		
15. EXCESS BAGGAGE AUTHORIZED PER PERSON: POUNDS 100 PIECES 3		16. APPROVED _____ IN ACCORDANCE WITH THE PROVISIONS OF AFR 90.9 FOR ALL NECESSARY TRAVEL EXPENDITURES INCLUDING \$ _____ FOR REGISTRATION AND/OR ADMISSION FEES.		17. BAS RATE (Airmen Only) \$ 1.46
(Items 18 Through 22 Apply For Overseas Travel)				
18. NAME OF DESIGNATED OFFICIAL COURIER		19. MOVEMENT DESIGNATOR ASSIGNED IS		20. ☒ PROPER AREA CLEARANCES HAVE BEEN OBTAINED
MODES OF TRANSPORTATION AUTHORIZED FOR TRAVEL TO, FROM, AND WITHIN OVERSEA AREA				
☒ MILITARY AIRCRAFT		☐ COMMERCIAL ☐ AIRCRAFT (First Class Accommodations) ☐ RAIL ☐ BUS		
23. PRIOR TO TRAVEL OVERSEAS COMPLY WITH THE FOREIGN CLEARANCE GUIDE FOR PASSPORT, IMMUNIZATION, AND CLEARANCE REQUIREMENTS.				
24. RETURN AIR MOVEMENT DESIGNATOR WILL BE OBTAINED FROM THE LOCAL AREA PRIORITY ISSUING AGENCY.				
25. REMARKS PROJECT IDENTIFIED VPO 798 Claim for reimbursement will be submitted within five days after completion of travel. Actual total reimbursement information will be furnished the Comptroller, 1600 Spt Gp, by calling 3883 or by furnishing a copy of the paid voucher (DD Form 1351-2). The following personnel are authorized to carry weapons as indicated by serial numbers, DAFSC included respectively: MCGUIRE, K583812, 002770, 1025E; SMITH, K583823, 003603, 1025E;				
26. DATE 12 Apr 72	27. ORDERS ISSUING/APPROVING OFFICIAL (Typed Name and Title) RITCHIE H. BELSER JR, Col, USAF Chief, Operations Division		28. SIGNATURE <i>Ritchie H. Belser Jr</i>	
29. AUTHORITY AFM 36-11, 130030Z APR 72	30. SPECIAL ORDER NO. T-304		31. DATE 12 Apr 72	
32. DESIGNATION AND LOCATION OF HEADQUARTERS DEPARTMENT OF THE AIR FORCE HQ 1600TH SUPPORT GROUP (MAC) APO SAN FRANCISCO 96274		33. EXPENSES CHARGEABLE TO ACCOUNTING CLASSIFICATION 57X4922.030 682 65MC Q9310X 40734083 4093 CIC 4E 265 Q31 667200 (1600 AC AF)		
34. DISTRIBUTION "T" 4 - 1600 AC 1 - 1600 DOR		35. FOR THE COMMANDER SIDNEY SCOTT, MSgt, USAF Administration Officer		

Special Order T-304, 12 Apr 72, Hq 1600 Spt Gp con't

LT COL	MCGUIRE, JOHN J. JR.	this HQ	SECRET
LT COL	SMITH, RICHARD H.	this HQ	SECRET
MAJOR	ADCOX, ALFRED W.	this HQ	SECRET
MAJOR	WARE, BRUCE K.	this HQ	SECRET
CAPT	O'DELL, RICHARD P.	this HQ	SECRET
CAPT	LONG, NEAL A.	this HQ	SECRET
CAPT	HOLMAN, CAHRLES C.	this HQ	SECRET
1LT	FLEMING, EDWARD L.	this HQ	SECRET
MSGT	OHMAN, RODNEY D.	this HQ	SECRET
TSGT	BRADSHAW, GRAHAM B.	this HQ	SECRET
TSGT	WINKELSETH, EDWARD J.	this HQ	SECRET
SSGT	BALDWIN, ROBERT H.	this HQ	SECRET
SGT	HETSEL, CARL K. JR	this HQ	SECRET
SGT	HODLER, DANIEL L.	this HQ	SECRET
AIC	ATKINSON, ALAN M.	this HQ	SECRET
AIC	KARABINUS, JULIAN J.	this HQ	SECRET
AIC	ROBINSON, KIM-	this HQ	SECRET
AIC	SMITH, LARRY E.	this HQ	SECRET
AIC	TREPANIER, TIMOTHY J.	this HQ	SECRET
AIC	ZARNOWSKI, TIMOTHY	this HQ	SECRET
SGT	CHRISTIAN, ANTHONY B.	this HQ	SECRET
SSGT	MCCLURE, DENNIS M.	this HQ	SECRET
SSGT	MICHAUD, RAYMOND C.	this HQ	SECRET

Item 23 Con't

ADCOX, K583411, 003694, 1025E; WARE, K585790, 003799, 1025E;
 O'DELL, K594610, 003865, 1025E; LONG, K604224, 003975, 1025E;
 HOLMAN, K741269, 005080, 1025E; FLEMING, K741811, 005172, 1021E;
 OHMAN, K748696, 005522, A92370; BRADSHAW, K749578, 005447, A43170C;
 WINKELSETH, K749704, 1002266, A43170C; BALDWIN, K839691, 258602,
 A43150C; HETSEL, K841749, 258662, A43150C; HODLER, K842934, 259670,
 A92350; ATKINSON, K859745, 260068, A92350; KARABINUS, K861015, 260296,
 A92350; ROBINSON, K870124, 260346, A92350; SMITH, K871899, 262071,
 A92350; TREPANIER, K874356, 262130, A92350; ZARNOWSKI, K876271, 264122,
 A92350; CHRISTIAN, K910831, 264598, A92350; MCCLURE, 258510, 27150;
 MICHAUD, 258435, 70250.

////////////////////LAST ITEM////////////////////

Robert LaPointe

From:
To:
Sent: Wednesday, August 15, 2001 4:06
Subject: Re: Guestbook Entry
Bob,

Let me look, but I'm afraid all I have are the orders that sent me and a few of our fellow PJ's from Clark there as well. Harry Birtel flew in-country with me to Saigon. I can remember a lot of the guys there, but there were folks there from Okinawa and Korea as well. Jim Tranchina was there. Rick Terry extended for an additional two months (with me) but the Det was closed either in late August or early September 1972. I remember 'cause I turned 21 during the two months I was there.

There was at least one save recorded by Det 14 before I arrived in Saigon. It was in South Viet Nam, and was a SVN Pilot, if I remember correctly. No shooting or ground fire. I am positive of this. For the life of me I cannot remember the name of the PJ I knew that was on the crew. I do remember that he served a years suspension from flying duty on a drug related thing, all at Clark. He was also an outstanding marksman. He was about a year ahead of me.

Mostly we flew around doing training missions, often to Vung Tao. We called ourselves the Vung Tao Raiders. Would throw a flare into the gulf and blaze away at it with our M-60's for target practice. Flew to Bien Hoa a lot as well.

It was about this time that the SA-7 Strella made its appearance in Country. We would put on all our stuff, you know, flak jacket, survival vest, gas mask, 'chute, and absolutely sweat our butts off. Then, after takeoff we would climb to about 5-6,000 feet and watch the ground for the "tell-tale circular puff of smoke" that supposedly was its launch signature. One PJ sat on the open ramp with a flare gun, sort of like a primitive IR decoy. We'd freeze in our sweat soaked fatigues. Then after the flight, we'd land to the sweltering heat again. Exhausting, even to a young buck. That's about all we did. Not very exciting whan compared to the other Vets, I know, but it was all we had. Oh yeah. We cleaned M-60's, 38's and M-16's all the time. I swear that our M-16's did not have a forward assist.

One anecdote. Glenn Fairley had bought a .45 on the black market. While trying to figure out how it worked he jacked the slide back, let it forward, then removed the clip. To ensure it was unloaded he pointed the muzzle at the floor of the HH-3E and pulled the trigger. Of course, the round he'd chambered blew a hole in the bottom of the Jolly, all the way through.

Robert LaPointe

From:
To:
Sent: Wednesday, August 15, 2001 5:47
Subject: Re: Guestbook Entry
Bob,

Dug out the orders. Special Order T-420, Hq 1600 Support Group (MAC) APO 96274. They are dated 6 July 72, sending Msgt Harry Birtel, Sgt Martin D. Magee, Sgt Karl Morgan, A1C Richard E. Land, and A1C Richard G. Terry to the 3ARRGp Det 14 H-3 Flt as augmentees. 60 Days.

Seems that Ken Musnicki was there when I arrived in Clark, as well as a number of other PJ's. They trickled back to Clark as others of us were sent over to replace them.

Harry and I did NOT go with the other 3. There was a B-52 crash the night before (in a Typhoon, if I remember correctly) we were to leave, and we stayed a few days in Clark on alert. Harry and I arrived a few days later. Dave Bucholz also did time there with us.

If I can get my scanner to work, I can send a copy of the orders. Having a bit of trouble.

So, when exactly is the reunion?

Rick Land

Robert LaPointe

From:
To:
Sent: Thursday, October 05, 2000 2:17 PM
Subject: Re: "PJ's in Vietnam" Book

Hi Bob,

The information you had on unit numbers for the Det at Tan-Sanut (sp) was correct. I had some Det 1 patches and I'm not sure how we got them, but they obviously weren't the right ones. Also, I looked at several pictures I had from Vietnam, but the quality was so poor they weren't worth sending. Some of the names in the pictures were Larry Smith, Jim Carabenas (sp), Kim Robinson. I also had a picture of you taken from Time Magazine where you were the last American bumped off the 53 and left on the ground somewhere in Vietnam. I'm sure you remember where. Looking forward to getting your first and second edition, and will send more money to cover the second book when you start taking orders.

If you're interested in starting to collect funds like we did to back the Pararescue book, we would contribute \$1000 to help front the project. Let me know.

See ya, Tim

I

Jolly Green Giant rescues O-2 pilot

TAN SON NHUT AB, RVN — 1st Lt. Craig Dunn, an O-2 pilot with the 21st Tactical Air Support Squadron, was rescued by an HH-3 Jolly Green Giant after his plane crashed in the mountains 80 miles northeast of here. The reason for the crash is unknown.

"I was flying at altitude when I heard a loud noise and felt the plane lurch right," said the O-2 pilot. "I remember giving it full left aileron and the next thing I knew I was wandering around on the ground." He made immediate contact with aircraft in the area and an HC-130 King, the rescue airborne coordinator, was dispatched to control the rescue effort.

The rescue force consisted of four Jolly Green Giants and two King aircraft of the 3rd Aerospace Rescue and Recovery Group and two Sandys of the 50th Special Operations Wing.

The downed pilot was on a mountain ridge in thick jungle vegetation and clouds were completely covering his position when the rescue forces first reached him. There were several attempts to fly through the clouds and

fog to him, but each time the force was unsuccessful. The Sandys, who normally locate survivors for the helicopters, were unable to find him through the clouds, rain showers and high winds, and the rugged terrain made it impossible for the Jolly Green Giants to fly blindly through the weather.

Finally, after nearly six hours of trying and numerous refuelings of the HH-3s by the HC-130s, there was a break in the weather. One of the Jolly Green Giants, flown by Maj. Walter E. Barnes, flew around the mountain ridge and came in behind the survivor under the clouds and fog which had lifted slightly. The jungle canopy was too thick for the helicopter crew to see the lieutenant so he had to vector them to his position.

When Lieutenant Dunn shouted that the helicopter was over him, Major Barnes brought the craft into a hover

and MSgt. William J. Warren, flight engineer, lowered the jungle penetrator 200 feet through the trees to the ground.

On the first attempt the penetrator fell less than 10 yards from Lieutenant Dunn but he was unable to fight his way through the underbrush to reach it. On a subsequent attempt the penetrator landed next to him and he strapped himself on and was hoisted aboard the Jolly Green Giant.

Upon returning to Tan Son Nhut he was reported to be in good condition with minor injuries.

Other crewmembers on the HH-3 were: Capt. John C. Woefel, copilot; Sergeants Kim Robinson and Larry E. Smith, pararescuemen, and Tim Hasan, combat photographer.



1ST LT. CRAIG DUNN, an O-2 pilot with the 21st Tactical Air Support Squadron, is escorted by Sgt. Larry E. Smith from the HH-3 Jolly Green Giant that rescued him.

41st helps climbers stranded on mountain

HAMILTON AFB, Calif. — When four climbers became stranded midway up the face of El Capitan in Yosemite National Park, the 41st Aerospace Rescue and Recovery Squadron was there.

Shortly after two college students began their climb up the sheer face of the famous El Capitan one was struck on the head by a rock. According to park officials, the men continued in the climb but were halted when the injured man began to experience fainting spells which prevented their climbing up or down.

Two Swiss climbers ascended to the stricken man and although they were unable to speak much English, they let the ground parties know the man needed medical attention.

An HC-130 Hercules, piloted by Maj. Bill Howe, was dispatched from Hamilton to El Toro MCAS to pick up a 1,000 foot continuous length of rope to aid in the rescue.

The rope was flown to Castle AFB, picked up by an HH-53 Super Jolly Green Giant from Hamilton and flown to the site in Yosemite.

Capt. John Jadrosich, the helicopter pilot, explained his crew's role in the rescue attempts.

"When we arrived at Yosemite we picked up a ranger and flew him and the rope to the top of El Capitan, which is about 8,000 feet above sea level and 4,000 feet above the valley floor. We then made two more flights to the top carrying 15 rescue climbers and their equipment."

Explaining that helicopters have trouble flying at high altitudes, Capt. Jadrosich said he experienced power loss as he neared the top of the cliff.

According to Major Howe, the C-130 pilot, landing the helicopter on the top of El Capitan was no easy thing to do. "That must have been some tricky job, but of course he did it perfectly."

The landing area surrounded by trees was 100 feet by 50 feet.

Rescue operations continued the next morning and by 11:30 a.m. the stricken climber and his partner were safely on the valley floor with the aid of the Swiss climbers.

Thunderchief crew rescue team effort

TAN SON NHUT AB, RVN — Rescue forces teamed up in a near perfect example of their respective rolls when the crew of a Air Force F-105 Thunderchief was forced to eject 45 miles southwest of Korat RTAFB, Thailand.

An HC-130 from the 39th Aerospace Rescue and Recovery Squadron flew to the area to pin-point the downed crew's locations while an HH-43 Pedro from Det. 4, 3rd Aerospace Rescue and Recovery Group was launched from Korat. When Pedro arrived, the Hercules had made contact with the survivors and had located both of them.

Capt. Daniel Biezad brought the Pedro to a hover above the nearly 200 foot trees, lowered the jungle penetrator to J. Harold W. Stoll. The major climbed and was hoisted a board.

Captain Biezad then flew the Pedro to the pilot, Capt. James P. Verstrete, who was approximately 100 yards away

from the major. The Pedro lowered Sgt. Gerardo Ramos, medical technician, to aid the injured captain.

Meanwhile, two HH-53 Super Jolly Green Giants from the 40th ARRSq arrived.

The Pedro led a Super Jolly Green Giant in for the pickup of the injured pilot and then returned to Korat with Major Stoll.

Maj. Ralph Allred, aircraft commander of the HH-53, then lowered Sgt. William M. Hughes Jr., pararescueman, who placed the captain on the stokes litter to bring him on board the helicopter.

Crewmembers on the HH-53 were Capt. Douglas C. McGraw, copilot; Sgt. Dennis L. Chriswell, flight engineer; and A1C Raymond T. Crow Jr., PJ.

Also on the Pedro was Sgt. Dwight L. Berry, helicopter mechanic.

Jolly Green Giant rescues O-2 pilot

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Finally, after nearly six hours of trying and numerous refuelings of the MH-3s by the HC-130s, there was a break in the weather. One of the Jolly Green Giants, flown by Maj. Walter E. Barnes, flew around the mountain ridge and came in behind the survivor under the clouds and fog which had lifted slightly. The jungle canopy was too thick for the helicopter crew to see the lieutenant so he had to vector them to his position.

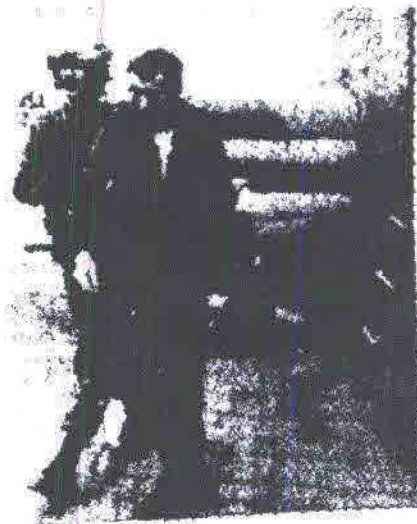
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Other crewmembers on the MH-3 were: 1st Lt. John C. Weefel, copilot; Sergeant Kim Robinson and Larry E. Smith, pararescuemen; and Tim Hagan, combat photographer.



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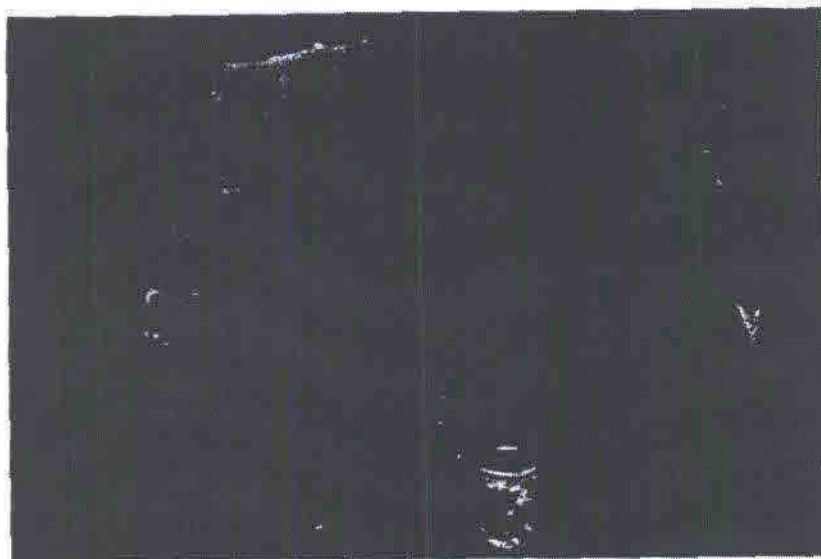
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Crewmembers on the MH-3 were Capt. Douglas C. McGraw, copilot; Sgt. Dennis L. Christwell, flight engineer; and A1C Raymond J. Gray.

Also on the Pedro was Sgt. Dwight L. Barry, helicopter mechanic.



SSGT. ALLEN W. BARE speaks with Lt. Col. Lewis B. Herrington, commander of the Det. 14 HH-3 Jolly Green Giant flight that rescued him, after he parachuted from a disabled AC-119 Stinger gunship which was struck by ground fire while flying a mission over An Loc.

HH-3s rescue Stinger crew

TAN SON NHUT AB, RVN -- Seven of the 10 men aboard an AC-119 Stinger gunship were rescued after they parachuted from their disabled aircraft.

Rescued were Lt. Col. Bryon T. Taschioglou, First Lieutenants Jiwis R. Barrow and Larry D. Barbee, Staff Sergeants Allen W. Bare and Francis J. Sledzinski, and Sergeants Delano E. Inan and Richard C. Corbett.

All the men were reported in good condition with only minor injuries.

Their gunship was supporting Republic of Vietnam ground forces near An Loc when it took three hits in the right wing.

Six of the men were picked up by two HH-3 Jolly Green Giants and the other by a U.S. Army UH-1 Huey in the area at the time.

A light observation aircraft followed the gunship as the men bailed out and contacted an HC-130 airborne rescue command post in the area. The Jolly Green Giants, of Det. 14, 3rd Aerospace Rescue and Recovery Group, were dispatched from Tan Son Nhut AB.

A-1 Skyraiders escorted the helicopters to the rescue scene. As they arrived, the Army UH-1 lifted one of the crewmembers to safety, but picked up ground fire as it left.

The Skyraiders went into the area to silence the enemy gunners and then led the HH-3s in for the rescue.

Maj. Joe E. Ballinger, aircraft commander of the first HH-3, said that the Sandys led him over the burning wreckage of the gunship to the first man, who was about 30 yards from the crash.

The helicopter hovered 240 feet above the ground as it moved from one survivor to another, lifting three to safety.

Then the second HH-3, piloted by Lt. 1. John J. McGuire Jr., moved in to pick up the remaining three survivors.

The six men were the first combat saves for the HH-3s which recently returned to the theater to supplement the

HH-53s and the HH-43s during the period of increased air activities resulting from the current North Vietnamese invasion.

Besides Major Ballinger on the first HH-3 were Maj. Larry D. McLaughlin, copilot; TSgt. Graham B. Bradshaw, mechanic; and MSgt. Rodney D. Ohman and his mechanic; and MSgt. Rodney D. Ohman and AIC Jerome E. Rarie, pararescuemen.

Aboard the second helicopter were Capt. Gary L. Ashcraft, copilot; SSgt. Paul P. Kreider, mechanic; and Sgt. Anthony B. Christian and AIC Timothy Zarnowski, pararescuemen.

HH-3 pulls eight from sinking cruiser

HOWARD AFB, C.Z. -- An HH-3 Jolly Green Giant crew of Det. 7, 39th Aerospace

Rescue and Recovery Wing, in less than 45 minutes, saved eight persons aboard a sinking cabin cruiser.

The rescue effort started when the U.S. Air Forces Southern Command Rescue Coordination Center was notified that a 41-foot cabin cruiser was taking on water and sinking rapidly.

Location of the cabin cruiser was given as approximately one mile south of Taboga Island in the Gulf of Panama and in an area heavily infested with

sharks. Ricardo Duran, Panamanian captain of the Tripoli, estimated they could stay afloat no longer than 10 minutes and were requesting immediate assistance.

There were two Panamanians and six U.S. citizens on board and all had life jackets. The cabin cruiser belonged to the U.S. Marine Corps, Rodman MS, C.Z.

At 10:10 a.m., the Jolly Green Giant was diverted from its training mission by the RCC to make the rescue.

And as the rescue helicopter arrived on the scene at 10:21 a.m., the Tripoli slipped completely under the surface and the survivors jumped overboard.

Capt. Michael D. Della, aircraft commander, immediately hovered the Jolly Green Giant over the survivors and the pararescuemen deployed to assist them aboard by hoist. The hoist recovery was completed in 15 minutes.

Then the helicopter took the survivors to Howard AFB, landing at 10:50 a.m., where a Navy vehicle was waiting for the individuals and took them to their home base.

304th 'saves' lost pilot

PORTLAND ANG, Ore. -- On his first mission as an HH-34 aircraft commander, Capt. Neil Schultz, of the 304th Aerospace Rescue and Recovery Squadron, "saved" a disorientated civilian pilot.

Captain Schultz and his crew had completed a routine night proficiency flight at Hillsboro, a small controlled airport near Portland, when the tower informed him that the pilot of a Cessna 150 needed help.

The 150 pilot's first contact with the tower was a request to land. The tower, cleared him, but after hearing no further message, called to ask where he was.

The civilian replied he was on the ground at Hillsboro.

The tower asked him to describe the airport.

The tower determined from his answer that he was at McMinnville, 24 miles southwest. Armed with this information,

the civilian took off for Hillsboro, only to call a few minutes later to report he was disorientated.

Captain Schultz headed toward the 150. After locating it, Capt. Bruce Kramer, copilot, flashed the landing and hover lights on and off.

Tower personnel instructed the 150 to look for a helicopter flashing "lots of white lights."

He saw the 304th helicopter, and followed it to a safe landing at Hillsboro. The 150 pilot was very appreciative of Captain Schultz's efforts.

He also proved that if first you don't get lost, just keep trying.

To: _____
From: _____
Date: 2/13/99, 1:05 PM
Re: (no subject)

INTERNET:

Sender: HBbaracuda@aol.com
Received: from imol19.mx.aol.com (imol19.mx.aol.com [198.81.17.9])
by arl-img-3.compuserve.com (8.8.6/8.8.6/2.17) with ESMTTP id RAA11074
for <rlapointe@compuserve.com>; Sat, 13 Feb 1999 17:05:39 -0500 (EST)
From: HBbaracuda@aol.com
Received: from HBbaracuda@aol.com
by imol19.mx.aol.com (IMOV18.1) id NYVLa20089
for <rlapointe@compuserve.com>; Sat, 13 Feb 1999 17:05:18 -0500 (EST)
Message-ID: <4683d55b.36c5f71e@aol.com>
Date: Sat, 13 Feb 1999 17:05:18 EST
To: rlapointe@compuserve.com
Mime-Version: 1.0
Subject: (no subject)
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit
X-Mailer: AOL 4.0 for Windows 95 sub 205

HARRY BIRTEL SETS
UP TSN H-3 DETACHMENT
IN 72

Robert,
This might be of interest to you. On 11 Jul 72 to 8 Sep 72, I went TDY from Clark AB to Tan Son Nhut to set up a detachment for the possible evacuation of Phnom Pheh, Cambodia. It never happened (the evacuation). It was kind of a political thing. We calculated that at that altitude, we could probably carry one or two people in the HH-43's which is what we had there. I was the NCOIC, with me was Martin (Max) MaGee, Karl Morgan, Richard Land, and Richard Terry. We flew local missions out of Tan Son Nhut for res-cap. At that time on P.J. would sit on the open ramp, and one in the door with very pistols watching for ground to air missiles which the Viet Kong could launch from shoulder launchers from anywhere. The address at Tan Son Nhut was 31 ARRS, (MAC) Box 10784. Clarence Boles came over while we were there for an inspection. I do have pictures of this which I have not dug up yet. One of the things I remembered about this TDY was a P.J., I think Fairly or Farly shot a hole through the floor of a HH-43. He had taken the magazine out of a 45, forgot about the shell in the chamber and pulled the trigger. Funny now, not at the time.

HODLER