

~~CONFIDENTIAL~~

present because 1) the survivor was in friendly hands, 2) the enemy knew this also, and 3) the enemy was probably waiting for an opportunity to shoot the helicopter down on its run-in. At about this time the NVA fired an SA-7 at the Sandys. Both evaded the missile and they and Rash Ø5 then decided that the area was too hot for slowmovers. Several days later Sundog Ø7 was brought out of An Loc by ground forces.

BOWLEG Ø2A¹³⁸

(C) On 20 May, Bowleg Ø2 (an F-4) was downed 30 miles West of Hanoi. At 1500L, four Sandys and two Jolly Greens launched from NKP for a quick pickup attempt. High flying aircraft had been in contact with both survivors and both were in good condition. When the Sandys entered the area, radio contact was immediately established with both Alpha and Bravo. Shortly afterwards, however, Bravo said something very excitedly and was not heard from again. Alpha was then pinpointed on a ridge overlooking a valley. Smoke was placed between Alpha and the valley and the last known position of Bravo. The Jolly Green then entered the valley, flying below the surrounding peaks. Alpha was picked up and, since Bravo still could not be raised, the helicopter departed. All of

138. 1st SOS Historical Data Reports. Also, see SARCO Report for Bowleg Ø2A, 20 May 72, (Doc 33).

Classified by *William P. Howard*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DECEMBER *79-24*

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DOC A15

with Bravo but he never came back up on the radio. Sandy 10 landed with only 15 gallons of fuel remaining. On egress the SAR forces had several SA-2's fired at them while the MIG Cap had encountered ~~several~~ MIGs during the pick-up.

On 22 May Sandys 07/08 were just arriving at Da Nang when directed to a SAR for Veins 02 who was downed south of Quang Tri. Both survivors were picked up by friendly patrol and taken to an observation post while the Sandys provided air cover. The survivors were then picked up by an Army helicopter.

On 26 May Gunsmoke 06 (F-4) was downed near Khe Sanh with two survivors. Sandy 07/08 (Capt Morse/Lt Brown) escorted the Jollys to the area and with the aid of some fast mover strikes suppressed ground fire in the area. While Bravo was being picked up ground fire was observed from enemy troops who were between Alpha and Bravo. This ground fire was suppressed by the Sandys and Alpha too was rescued.

Most Hobo strikes in May supported the friendly drive toward the PDJ. With the coming of the wet season the friendlies have taken the offensive in the Barrel Roll and are moving east from LS 20A toward the PDJ. In Steel Tiger the enemy are still remaining strong and appears to be attempting to capture Paksae. Kong Sedone was captured in late May and immediately 23mm and 37mm guns were brought into that area.

The enemy offensive in South Viet Nam and the renewed American bombing of North Viet Nam put new pressures on the dwindling A-1 and force ~~due to the heavy enemy offensive~~

~~SECRET~~

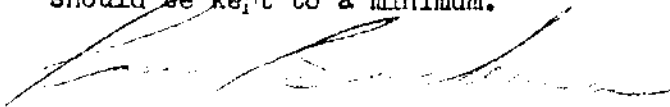
S T A T E M E N T

20 May 1972

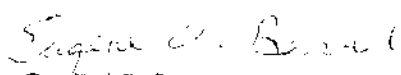
SUBJECT: Sandy 05 & 06 (Bowleg 02 A/B)

1. Sandys 05 and 06 took off at 0910Z to orbit at point Alpha (Paksane). At 0930Z Brigham told us to contact King 27 on 313.2 UHF. We maintain orbit at Alpha until Cabot 04 declares emergency 130 NM north of chan 89. At 1055Z we leave orbit and proceed to intercept Cabot 04 north of 89. At 1110Z Cabot 04 goes to NKP radar and lands. At 1130Z Sandy 05 and 06 are instructed to contact King 24 and proceed north to rendezvous with King 24 Jollys. A night rejoin was accomplished at 360/50/119 and escort was continued until 15 miles southeast of 119. Sandys 05 and 06 landed chan 89. at 1355Z.

2. Sandys 05 and 06 feel that helicopter escort at night in weather should be kept to a minimum.



R. BUCHANAN, Capt, USAF
Sandy 05



E. BARDAL, Capt, USAF
Sandy 06

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DOC 33²

S T A T E M E N T

SAR REPORT
BOWLEG 02 "ALPHA"

SANDY 09-Capt SMITH, R.E.
SANDY 10-1/Lt HUKKE

1500-SANDY 09&10 launched with SANDY 01&02. The plan was to fly a 4 ship direct to "C" holding point and rendezvous with the Jolly's. SANDY'S 03&04 would enter the area and pinpoint the survivors then show SANDY'S 09&10 their location prior to RTB.

1630-Reached "C" and found Jolly's. Disco was a great aid in navigation to the SAR area.

1640-SANDY 09&10 departed "C" to the survivors area. SANDY 04 was talking to both survivors and showed SANDY 09 their location. People had been heard down the ridge line in the valley by the survivors. Ordnance (20mm, 7.62, RX, CBU-25) was placed in this area by SANDY 09&10 while SANDY 01&02 brought the Jolly's closer to the survivors.

1650- Bowleg 02 "BRAVO" said something in a very excited manner and was not heard from again.

1700-SANDY 09 showed SANDY 01&02 the area. A smoke screen by SANDY 09&10 was planned between "ALPHA" and "BRAVO" last position and between "ALPHA" and the valley. No other ordnance was expended near "BRAVO" last known position.

1715- After briefing everyone and trying repeatedly to re-establish contact with "BRAVO" SANDY 09 decided to execute. SANDY 01&02 brought the low Jolly to within 1000'. At that time SANDY 09&10 put CBU-22 down for the smoke screen. The Jolly came down the ridge and located "ALPHA" and the SANDY'S went into a Daisy Chain.

1725-The Jolly picked up "ALPHA" and SANDY 01&02 took him back to the final holding point while SANDY 09&10 tried again to get "BRAVO" to give some signal. The Jolly's got critically low on fuel and had to start for King for gas. SANDY 09&10 exited the area, and proceeded toward the Jolly's and SANDY'S 01&02. During the SAR the Mig-Cap had several SAMs fired at them but they remained on station and provided excellent support. During egress SAMs, AAA, and small arms were all observed by the Jolly's.

1810-SANDY'S headed for CH-89 and called for fast over support and SANDY 05&06 to cover Jolly's and King. SANDY 10 was emergency fuel and shut down with 15gal left at CH-89.

1930-SANDY'S 09, 10, 01, 02, landed CH-89.

Ronald E. Smith
RONALD E. SMITH, Capt, USAF
SANDY 09

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STATEMENT

DOC 33³

23 MAY 1972

SUBJECT: Sandy 01/02 SAR FOR BOWLEG 02A

1. At 1300L on 20 MAY 72 MAJ. ENCINAS and LT. L. SMITH briefed as Sandys 01 & 02 with Sandy 09 & 10 for a downed F-4 in NVN. We took off as a four ship and proceeded directly to the Jolly holding point. Disco 02, an EC 121 was our primary navigational aid and helped us join up with Jolly 53 and Jolly 30.
2. Sandy 01 & 02 stayed with the Jolly Greens and held above the weather at 10,000 ft. Sandy 03 & 04 were in the survivors area and were trying to pin-point them. Sandy 09 & 10 proceeded into the area. The clouds hampered all the SAR forces. It was layered from 3,000 ft. AGL up to 10,000 ft. MSL as a solid overcast. The primary method for navigation was UHF homing.
3. When Sandy 03 & 04 found the survivors, they reported movement in the area. So they proceeded to lay down ordnance. They briefed 09 & 10 and departed the area. Sandy 09 then told Sandy 01/02 to bring the Jollys to the initial holding point. Sandy 01 & 02 started the lead in. The weather caused us to make an IFR descent. We joined up below the clouds. Sandy 01/02 and the Jollys set up a holding point 10 miles SW of the survivors, east of the Black River.
4. Sandy 09 & 10 continued to work the survivors and tried, with little success, to pin-point exactly where they were due to the dense foliage. About this time several SAMs were fired. I believe they were fired at the MIG Cap, but we could see the smoke of the SAMs about 15 miles due east of our position.
5. Sandy 01 left the Jollys with Sandy 02 and proceeded into the area of the survivors. We were unable to raise the Bravo man. Sandy 01 was briefed on the approximate position of the survivors and then proceed back to bring in the Jollys. There were several villages and a main route structure that had to be crossed, so we took our time bringing in Jolly 53. Jolly 30 was told to stay at the holding point.
6. Sandy 09 briefed all the forces and a run in was attempted. Jolly 53 came in below the top of the highest peak and proceeded down the valley. Sandy 09&10 layed a smoke screen. Jolly 53 overshot the survivor and finally was able to see his smoke. He came back around and entered a hover. A Daisy Chain was set up while the pick up was made. When the survivor was aboard, Jolly Green 53 took up the egress heading. The Jolly's both 53 and 30, were critically low on fuel and had to return. Sandy 01&02 left with the Jolly's, and left 09&10 in the area. Sandy's 09&10 continued to search for the Bravo man.
7. On the egress we took up a heading of 270 degrees and began a climb through the weather. We broke out about 20 miles west in the clear. All the route structures and villages were clearly visible.

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DOC 33⁴

8. I (Sandy 01) directed the Jolly's west until I could turn them to a Southern heading where I figured there would be a lesser chance of ground fire. Then Jolly Green 30 called ~~two~~ SAMS. We all broke for the deck. After the break they barraged us with six SAMS. We crossed the route with J.G. 53 first, and then 30 crossed the main route structure, he took 37 and 57M fire. The Sandy's hit the village with rockets and 20mm until he was safely across.

9. King was now our only navigational aid. He gave us DF steers until we joined up with him. Meanwhile, Sandy 10 was critically short of fuel. So we joined up and proceeded directly home. Sandy 10 had to jettison all his external stores to make it home.

10. Comments; If another SAR is declared in the same area, we must have all the GCI sites destroyed. Migs were launched and engaged by the Mig Cap. The GCI sites also control some SAMS. Disco 02 proved of immense value. We had no navigational aids and he made the SAR possible with his radar vectors.

E. Encinas
ESEQUIEL M. ENCINAS, Major, USAF
SANDY 01

Lance L. Smith
LANCE L. SMITH, 1/Lt, USAF
SANDY 02

~~CONFIDENTIAL~~

APPENDIX

Combat Saves

NUMBER	SURVIVOR	DATE	MISSION
155	Capt Martin J. Jacobs	9 Apr 72	Musket 01
156	Capt William M. Banks	9 Apr 72	Musket 01
157	Maj Clyde Smith	13 Apr 72	Bengal 505
158	1 Lt Ernest S. Clark	23 Apr 72	Cosmic 16
159	1 Lt John D. Markle	20 May 72	Bowleg 02
160	Capt Roger C. Locher	2 Jun 72	Oyster 01
161	Cmdr James Davis	21 Jun 72	Nickel 102
162	Maj Robert Miller	27 Jun 72	Valent 03
163	SSgt Charles D. McGrath	27 Jun 72	Jolly Green 73
164	Capt Lynn A. Aikman	27 Jun 72	Valent 04

Non Combat Saves

189	Unknown	13 Apr 72	B-3-032
190	Lt Namy	8 Jun 72	B-3-52

Medical Evacuations

25	Unknown	2 Apr 72	B-3-026
26	Unknown	23 May 72	B-3-042
27	Unknown	24 May 72	B-3-043
28	Unknown	4 Jun 72	B-3-050

Det 4, 3ARRGp Historical Input Apr - 30 Jun 72

Appendix II

SARS in which Det 4 has participated

<u>MISSION</u>	<u>DATE</u>	<u>SAVES</u>
SPECTRE 22	1 Apr	15 combat
BAT 21	2 Apr	1 combat
BLUE GHOST 39	2 Apr	-
BLUE GHOST 28	2 Apr	2 combat
PAVE NAIL 38	3 Apr	1 combat
VAMPIRE 46	4 Apr	1 non-combat
JOLLY GREEN 67	6 Apr	-
COVEY 282	7 Apr	-
BENGAL 502	9 Apr	1 combat
MUSKET 01	9 Apr	2 combat
COSMIC 16	20 Apr	1 combat
VAMPIRE 50	22 Apr	1 combat
SCORPIAN 115	29 Apr	-
COACHMAN 22	29 Apr	4 combat
RED HAWK 6	29 Apr	4 combat
ICEHAG 04	11 May	-
GOPHER 01	11 May	-
BOWLEG 02	20 May	1 combat
OWL 14	23 May	-
OYSTER 01	1 Jun	1 combat
LOVER 03	1 Jun	2 combat
RYAOT	13 Jun	-
cathay airlines convair 880	15 Jun	-
SPECTRE 11	18 Jun	3 combat
HOB0 82	18 Jun	-
SANDY 7	20 Jun	1 combat
NICKEL 102	20 Jun	1 combat
WHOLER 03	21 Jun	-
SALTER 04	24 Jun	-
CHAPPAKAWA SKY	24 Jun	1 non-combat
CHAPPAKAWA MOON	24 Jun	1 non-combat
LOAGY 03	24 Jun	-
LARDO 17	25 Jun	-
DOLBY 01	27 Jun	-
TROY 04	27 Jun	-
VALENT 03	27 Jun	1 combat
VALENT 04	27 Jun	1 combat
COVEY 27	30 Jun	1 combat

DATE: 20 May 1972

MISSION NUMBER: D-3-042

FLIGHT DESIGNATION: Jolly Green 53

MISSION OBJECTIVE: Rescue and recovery of ~~two~~ downed F-4 crewmembers with call sign Bowlog 02 (Alpha ~~and~~) from North Vietnam.

LOCATION: 20° 57' N 105° 11' E

WAVES: One (1)

SUMMARY OF SAR ACTIONS: On the morning of 20 May 1972 the crews of Jolly Green 53 and Jolly Green 30 went off alert at 0230Z as the primary North Alert crew. However as is the case when there is a North Orbit, there was a requirement for a backup crew. Therefore JG 53 and 30 were backup for the North Alert. While enroute to the North Orbit position JG 32, one of the primary North Alert aircraft, had an oil leak and chip light on the main gear box and had to make an emergency landing at Lima 16. At 0430Z the crews of JG 53 and 30 were notified of JG 32's problem and were told they were now primary alert for any SARs. At 0530Z we were told to maintain a cockpit alert, but were not told there was a SAR in progress. At 0600Z we monitored a radio call from King to Jack stating that the Sandys and Jollys were airborne. Upon hearing this we immediately started engines and informed King that we did not have a Launch Order. King came back and told us to launch immediately and we were airborne by 0605Z. After takeoff we observed the weather to the North of our station, in our route of travel, to be marginal with approximate ceilings of 3500' with layers up to 15,000' with several imbedded thunderstorms and rainshowers. We called King for the location of the objective. DISCO 01, an airborne GCI aircraft, overheard our request and relayed the information that they had a bailout and beepers approximately 040/90 mi from SQUID. With this information we proceeded to a crossing point between Ban Ban (Laos) and Bartholomy Pass while King passed KAC'd coordinates for further check points (Alpha, Bravo and Charlie) to Disco 01. We proceeded North, penetrating several thunderstorms and rainshowers, to Bravo point. Disco 01 vectored King 22 and JG 53 and 30 to the Bravo Point where we joined up at 0800Z for the first refueling. Our A/R track took us Northwest from Bravo to keep us clear of clouds. JG 53 took on 4350 lbs while JG 30 took 4700. After completing the A/R we continued to orbit in an area Northwest of the selected Bravo point and west southwest of the Charlie point due to the weather at the Bravo point. After orbiting approximately thirty minutes we decided to proceed eastward to be closer to Charlie point. Enroute to Charlie we heard radio calls from Sandys 9, 10, 1 and 2 who were enroute from Channel 89. During this time Sandys 3 and 4 were returning to the survivor's position to get a positive fix on them after having been pulled back

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GROUP 1
Declassified at 5 year
intervals; declassify
after 12 years

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to the Charlie point because of MIGs. After proceeding east far enough to clear Sam Nam we requested Disco 01 vector us to Charlie point as our Tacan, doppler and other nav aids were virtually useless in this area. Disco vectored JG 53 and 30 and Sandys 9, 10, 1 and 2 to Charlie point, arriving there approximately 0900Z. Again after penetrating a couple of thunderstorms which were making navigation and visual sightings of the Sandys very difficult. The Sandys and Jollys held at Charlie for approximately 25 minutes during which time JG 53 was getting SAM activity on the RANW equipment with an occasional launch light, but no SAMs were sighted visually. The weather at the Charlie point made it difficult to get a visual on the SAMs anyhow. While the Jollys and Sandy 1 and 2 held at Charlie, Sandy 9 and 10 proceeded to the survivor's position and were briefed by Sandy 3 and 4 on their approximate location and the threats in the area. When Sandy 9 and 10 were pretty sure of the location they called the Jollys and Sandy 1 and 2 up to a final holding point just north east of a section of the Black River. We arrived at this final holding point at 0940Z and held for another thirty minutes while the Sandys tried to establish contact with both Alpha and Bravo man and to assure that the area was relatively safe for a pick up attempt. While at this holding point JG 53 continued to get SAM activity lights on the RANW equipment and at one time got a "launch" light with an associated strobe on the scope. I looked in the direction of the strobe (our two o'clock position) and saw a missile heading in our direction I called the missile to the SAM force and everyone made a rapid descending left turn trying to place the missile at our three o'clock position and mask ourselves behind a ridgeline. After initiating the dive I lost sight of the missile and to the best of my knowledge is passed well clear of us. Shortly after the SAM sighting the Sandys briefed us on the situation as they assessed it and it sounded good for an attempt. They also briefed us that they had been unable to get Bravo man up on the radio for quite some time. Since we were rapidly approaching our Bingo time I agreed with the Sandys that we should attempt a pick up and if the ground fire was too intense we would pull out. Just as we were commencing the run in we received "Bandit" calls on Guard from "MUTEL" that placed MIGs in our general area. We also heard our MIGcapt discussing the bandits and it sounded like they had things under control so we pressed on in at 1020Z. Sandy 1 and 2 led us on the high speed low level run in with WP smoke rockets which were very well placed. This got us to the survivor with minimum exposure to the numerous small villages in the area. We also had to cross one well traveled road to get to the survivor, but saw no activity on it while crossing. We popped up over a ridge and into a small bowl shaped valley where the Sandys were sure the Alpha man was located. As we popped over the ridge the Sandys told Alpha to pop his smoke and the night end of a second M13 flare. At the same time they were smoking off the bottom portion of the ravine to screen us from villages along the bottom of the valley. We over flew the survivor's position approximately 150 feet on our approach due to our high rate of descent down the steep side of the ravine and because the survivor was higher up than the Sandys thought. In about thirty seconds we sighted his smoke and saw the night end of his second flare burning on the ground and were over him in less than fifteen more seconds. The steep slope required a hover with the rotor blades very close to the vegetation. While all scanners kept the pilot clear, the flight engineer made

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We hoist pick up using the forest penetrator and approximately seventy feet above the survivor. The survivor had a little trouble with the safety straps on the forest penetrator so he put a seat down and just held on to the penetrator and tight. The hoist operator said he heard ground fire during the pick up, but we never heard the aircraft being hit. The pick up was completed by 1035Z. We had good radio contact with the survivor from the time we came over the ridge above him and he helped direct us to his position. Once we had established our hover over him I requested that he stop transmitting as I was having trouble hearing both him and the hoist operator. For this SAR we had one of the test aircraft equipped with the ELF equipment, but the Sandys were waiting the Survivor on Charlie Channel (248.2). In the circumstances I am sure the ELF would have led us directly to the survivor, but due to our fuel state and the additional delay it would take to get the entire SAR force on Alpha or Delta channel (the only two channels the ELF gear works on). I decided it would be more expedient to press on with the Sandy's directions. We had the ELF on and were monitoring it in case we had to tell Alpha to come up Channel A and in case Bravo man was transmitting, however, no indications were noted. After the survivor was safely on board and we determined he was in excellent shape and required no first aid, we made a high speed egress following the same route as used entering the area. While Sandy 1 and 2 led us out Sandy 9 and 10 continued to try to raise Bouleg 02 Bravo on all four survival frequencies with no success. Upon looking at maps and locating prominent land marks we determined the pick up was made approximately 35 miles West Southwest of Hanoi. We continued our egress to the point where JG 30 was holding at which time we gained altitude, joined with JG 30 and headed out of the area to the northwest. We crossed the Black River on a heading of 240 and shortly thereafter entered a heavy rain shower. We continued our climb while in the clouds breaking out at 10,000'. Shortly after breaking into the clear we again started receiving SAM activity on the AAMN equipment and got a launch light. The crews of both JG 53 and 30 saw two SAMs headed toward them and gave breakaway instructions to the SAR force. The Sandys dove for the deck and the Jollys performed a maximum descent jinking maneuver and the SAMs passed us without appearing to try to track. Continuing our egress to the West Southwest JG 30 observed AAA fire and had some more missiles pass directly behind him. Shortly after receiving SAM fire we had to cross a small river, road, village complex. JG 53 received a few rounds of small arms fire from the village and JG 30, being behind 53 received more fire. The crew of JG 30 reacted with 7.62 mm gun fire and silenced the fire. The Sandys also rolled in an dropped some ordnance to cover our crossing. The Sandys and Jollys continued on a Southwesterly heading and joined up with King 22 which JG 30 had requested while JG 53 was making the pick up. The 1030Z bingo time we had computed was to give us time enough to make the pick up and rendezvous with King in the vicinity of Pakse. Since we had gone past our bingo by fifteen minutes and DISCO 01 was no longer on station we decided to A/R and not try to navigate through the weather at night past Ban Ban and Bartholomew Pass. We joined with King 22 at 1105Z and both aircraft took on 5,000 lbs apiece, which was all the fuel King could spare. We computed that

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2100 hours gave us sufficient fuel to navigate from North of the Plains des Jars (127), down to the west of the R3 and then South and East into Channel 119 which is 1500 lbs. We requested a weather report for 09 and decided to request another tanker meet us in the vicinity of Channel 119 to give us some additional fuel for circumnavigating the reported weather between us and Channel 09. Shortly after King 22 completed refueling we picked up a 270 heading to take us North of the R3 until we were directly North of Channel 119. We had just rolled out on 270 and began a climb when we started taking some 37/57mm fire that was going between the helicopters and working towards King from the rear. Jolly 30 and King broke right and JG 53 broke left and we were soon past the threat. Approximately 20 rounds were fired. Shortly after the AAA blazes the crew of JG 30 spotted what looked like an unguided missile launch and again took evasive action. We proceeded on West and told King 22 that he could proceed without us since he was getting low on fuel. When we were on the 090° radial of Channel 119 we turned South and soon had King 24 in sight approximately 65 miles north of the TCMN. We discussed our fuel state and decided to wait on our last A/R until we had crossed into Thailand. The rest of the trip out of Laos was uneventful except for weather which we continued to be in and out of until just before crossing the Mekong River. We joined up with King 24 at 1315Z, shortly after crossing into Thailand. JG 30 refueled first since he was lower on fuel. After JG 30 completed, JG 53 took on 2000 lbs. When JG 53 completed A/R we broke away from King 24 and had the lights of NKP in sight a little over 40 miles distant. The remainder of the flight was uneventful and we touched down at NKP at 1400Z hrs, eight hours and three A/Rs after take off. The entire SAR force including - Sanders, King, DECO, MIG Cap, Iron Hand and 6th plus Brigham and Invert made this recovery possible. Jolly Green 53 had Doppler trouble on the return flight and upon trouble shooting after landing the maintenance crew found an armor piercing AF-47 round in the Doppler "black box" and one other hit through the tail pylon and one tail rotor blade. The entire crew was unaware they had received any hits and aircraft performance gave no indication of battle damage. Significant factors were:

- (1) The REM equipment which I am convinced saved us a couple of times.
- (2) The previous day's discussion of SAM evasion tactics i.e. 90° to SAM terrain making high rate descents.
- (3) The constant vigilance of the crew members on JG 53 and JG 30 sighting GMRs, AAA and ground fire and giving immediate "break" instructions.
- (4) Making the pick up before the enemy had a chance to establish the survivor's exact location and the invaluable vectoring of DECO 01.

Refer to Atch 1 for additional information on threats during egress that were sighted by the crew of JG 30 and not seen by the crew of JG 53.

Mark C. Schiller
MARK C. SCHILLER, Captain, USAF
Aircraft Commander

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20 May 1972

NARRATIVE MADE BY AIRCRAFT COMMANDER OF JOLLY GREEN 30:

During the run in Jolly Green 30 coordinated with King 22 on HF radio for an aerial refueling upon exit from the area and relayed information on Alpha's pick up. At the final holding point Jolly Green 30 fell in trail behind Jolly 53 and Sandies 1 and 2. We proceeded SW across the river and then West. Jolly Green 30 #3 gunner called ground fire (suspected 37MM) but we entered a large rainstorm and lost it. After we broke out of the storm the SAR force proceeded on a 240° heading toward the area we were to meet King 22 for refueling. Jolly Green 30 was bringing up the rear of the SAR forces. Jolly Green 53 reported SAM launch indications on his RHAW gear and all aircraft started evasive maneuvers and headed for the deck. Then Jolly 30's #3 gunner called two SAM's about a quarter of a mile away at 6 o'clock position coming straight for us. The pilot turned hard left to get 90° to the SAM and increased the rate of descent to max. This tactic proved effective and the forces then resumed their 240° heading. A few minutes later Jolly 30 #2 gunner spotted a suspicious looking area. It was about 1/2 mile square, improved, with roads running into it from several directions. There was no foliage on it and it had a gravel like appearance. He kept it under surveillance and when it was in our 7 to 8 o'clock position he observed six missile launches from it. The launch sites were in a circular arrangement. When he saw the white exhaust smoke, the blow back from the launch exposed the launchers. We suspect that they were camouflaged. He called for the pilot to break right. He did and the SAM call was relayed to the rest of the force. The #3 gunner then called for the pilot to break further right. At that time #2 and #3 gunners commenced fire at the missiles and also at the launch area as there was everything from small arms through 37MM also coming at us from the area. The #1 gunner unable to fire because of aircraft attitude, turned in time to see sparks and vapor trail only a few feet from the tail of the aircraft. A hard left bank was initiated by the pilot and #1 and #3 gunners continued to hose down the area with 7.62 mini guns. The copilot then called for a right break as we were turning back toward the launch area. We broke right and once again proceeded on a 240° heading away from the area. The #3 gunner (tail) later reported that he estimated one of the missiles missed the tail rotor by less than 25 feet. A few minutes later the SAR forces flew over a square building with four small buildings attached to it (two at either end). We suspect it was the GCI site for that area. We received ground fire from it and Jolly Green 30's #1 and #3 gunners returned the fire and then Sandy 2 rolled in and hit it with CBU. We departed that area on the deck at a high rate of speed. Jolly 53 called ground fire from a small village and before we had a chance to evade we were over the same area. The #1 gunner watched as he was unsure if it was the same village. In a few seconds we started taking ground fire (12.7 and AK47) from the village. Jolly 30's #1 and #3 gunner returned the fire and suppressed it and then the Sandies rolled in and eliminated the problem completely. We finally exited the area and climbed to refuel with King 22.

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[REDACTED]

While Jolly 30 was refueling, Jolly 33 received another SAM launch indication on his radar gear but no SAM's were observed. Each aircraft took on 5,000 lbs of fuel. Immediately after Jolly 30 disconnected from King 22, Jolly 30 #3 gunner spotted tracer fire coming up directly behind King 22 and called break right. Jolly 30 broke right and relayed to King to break right. As we were at 10,000 Msl, we suspected it was SAM fire, probably coming from the Sam area. Shortly thereafter, about 60 NM NE of the Plaine des Jarres, Jolly 30 #3 gunner while watching two lights on the ground observed a flash and smoke blowback followed by a second launch. The object trailed a white contrail and the gunner called for a right break. The missile appeared to follow and he called break left. After the left break he lost sight of the missile. Type of missile remains unknown but suspect unguided rocket.

Larry L. Gambel

LARRY L. GAMBEL, Major, USAF
Aircraft Commander

[REDACTED]

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1. General Remarks:

Serials Green 53

- 10 - Captain Mark C. Schilder [REDACTED]
- 07 - 2/Lt Clifton L. Hatchinson [REDACTED]
- 05 - Capt Thomas Bryant Jr. [REDACTED]
- 03 - Sgt Paul C. Perry [REDACTED]
- 13 - AlG Robert W. Mason [REDACTED]

- 06 - Major Gary L. Canillo [REDACTED]
- 04 - Captain John M. Gillespie [REDACTED]
- 12 - Sgt Denny R. Sanders [REDACTED]
- 08 - AlG Donald H. Goodlett [REDACTED]
- 01 - Sgt William A. Norber Jr. [REDACTED]

■

1. Attach
AMERS /DO BCC (S), 20 May 72,
SUBJ: IEN NARRATIVE BY JG 30 AC, 1 Cy

~~CONFIDENTIAL USE ONLY~~

20 MAY 72

Rescues pilot near Hanoi

TAN SON NHUT AB, RVN -- Search and rescue forces penetrated North Vietnam to within 35 miles of Hanoi to rescue 1st Lt. John D. Markle, an F-4 Phantom pilot credited with downing a MIG in early May.

Braving surface-to-air missiles, antiaircraft artillery and MIGs, an HH-53 Super Jolly Green Giant of the 40th Aerospace Rescue and Recovery Squadron picked up the lieutenant six hours after he was shot down.

The search and rescue task force was led by A-1 Skyraiders flying rescue escort, and included the Super Jolly Green Giants, F-4 Phantoms, F-105 Thuds and HC-130 Hercules.

The lieutenant landed in some trees after ejecting from his aircraft and was left dangling 20 feet above the ground.

"I was pulling on the risers to straighten them," said Lieutenant Markle, "and suddenly I found myself sitting in a bush at ground level.

"I kept hearing people moving within 50 to 100 feet of me and felt sure they would find me. Their barking dogs kept hanging around after the people left. I heard beating drums and searching through the brush all around me."

The first rescue aircraft on scene was an A-1 flown by 1st Lt. Bob Carlson.

Because of rough terrain and a thick covering of trees, the Sandy pilots had difficulty in pinpointing Lieutenant Markle's position when they first reached the area. Rapidly deteriorating weather and communist ground fire compounded the situation.

The pilot of the HH-53 which made the pickup, Capt. Mark C. Schibler said, "We had to fly right through five or six big thunderstorms to reach the area."

Maj. Zeke Encinas, an A-1 pilot, said that they worked with low fuel, low weather and high terrain.

"The long distance and time involved caused fuel problems for everyone," explained Major Encinas. "The clouds got below 3,000 feet and we had to fly below the ridgelines to locate the survivor. We had so many MIG warnings that we lost count."

Lieutenant Markle continued, "I was lying on my back, well-hidden under the broad leaves of a tree. The Sandys were laying down ordnance all around to clear the area, and I told them over my radio how far away it was falling and in what direction. Finally, a Sandy put one smoke rocket on one side of me and another one on the other side. They really know their job and do it well."

Capt. Ronald E. Smith, an A-1 pilot, was the on-scene commander for the rescue. He and his wing man, 1st Lt. Byron Hukee, provided protection for the downed pilot and directed the movements of the Super Jolly Green Giants.

"The on-scene commander gave a detailed briefing on how the pickup would proceed and he gave me precise instructions on how to mark my position for the rescue chopper," related Lieutenant Markle.



1ST LT. JOHN D. MARKLE is greeted by A-1 Sandy pilots who escorted the HH-53 Super Jolly Green Giant to his rescue 35 miles from Hanoi.

Major Encinas and his wing man, 1st Lt. Lance Smith, led the helicopters to Lieutenant Markle.

Lieutenant Markle said, "The Jolly Green hovered right over my smoke marker and dropped the cable within 15 feet of me. It was beautiful."

As the forces withdrew from the area they were trailed by ground fire. Although Captain Schibler's Super Jolly Green Giant received several hits, no one was injured and the damage was later declared minor.

"The roughest part was getting into and out of the pickup area," Major Encinas declared. "We had heavy antiaircraft fire both ways and we saw several SAMs launched." At least seven SAMs were fired at the Sandys and HH-53s.

Back at his home base, Lieutenant Markle commented, "I knew they wouldn't leave me up there. These guys are real pros."

Captain Schibler later remarked, "This mission was an outstanding example of the teamwork involved in a SAR and one of the most gratifying rescues I have made in my eight years of rescue work."

Members of the captain's crew were: 2nd Lt. Clifton L. Hutchinson, copilot; SSgt. Tommy Bryant Jr., flight engineer; and Sgt. Paul C. Perry and A1C Robert W. Mason, pararescuemen.

BOWLER 02 SAR
20 MAY 72

Rescue pickup made in Hanoi suburbs

TAN SON NHUT AB - U.S. Air Force search and rescue forces penetrated North Vietnam May 20 to within 35 miles of Hanoi to rescue Air Force 1st Lt. John D. Markle, an F-4 Phantom pilot credited with downing a MIG ten days earlier. Braving SAMs, AAA and MIGs, an HH-53 Super Jolly Green Giant helicopter of the 40th Aerospace Rescue and Recovery Squadron picked up the

lieutenant six hours after he was shot down.

The search and rescue task force was led by A-1 Sandys flying rescue escort, and included the Super Jolly Green Giants, F-4 Phantoms, F-105 Thuds and HC-130 King aircraft.

Markle's back-seater remains missing.

The lieutenant landed in some trees after ejecting from his aircraft and was

left dangling 20 feet above the ground.

"I was pulling on the risers to straighten them," Markle said, "and suddenly I found myself sitting in a bush at ground level."

"I kept hearing people moving within 50 to 100 feet of me and felt sure they would find me. Their barking dogs kept hanging around after the people left. I heard beating drums and (people) searching through

the brush all around me."

Because of rough terrain and canopy of trees, the Sandy difficulty in pinpointing the lieutenant's position when he reached the area. Rapidly changing weather and communist ground fire compounded the situation.

The pilot of the HH-53 was the pickup, Capt. Mark C. said, "We had to fly right through or six big thunder storms to reach the area."

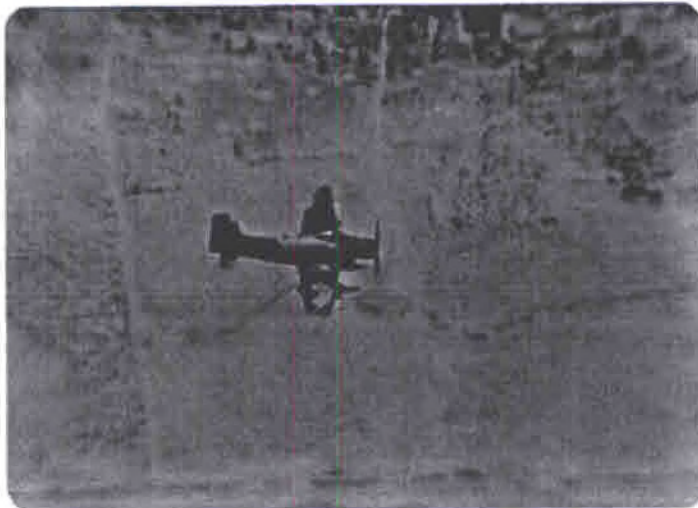
Maj. Zeke Encinas, an A-1 pilot, said they worked with low clouds and high terrain.

"The long distance involved caused fuel problems for everyone," explained the pilot. "The clouds got down below 3,000 feet and we had to fly below the clouds to locate the survivor. We had to ignore MIG warnings that we lost contact."

"The roughest part was getting in and out of the pickup area declared. We had heavy fire both ways and we had SAMs (surface-to-air missiles) launched. At least seven SAMs were fired at the Sandys and Jollys."

Markle said, "The Jolly hovered right over my smoke and dropped the cable with me. It was beautiful."

Back at his home base, Markle commented, "I knew they were going to leave me up there. These guys are pros."



This version of the pickup appeared in the Pacific Stars and Stripes.
[The A-1 image did not appear as part of the story, but was on the same page in my scrapbook when I scanned it.]

St. Francis Man Helps Rescue Downed Pilot

U.S. Air Force Search and Rescue forces penetrated to within 35 miles of Hanoi May 20 to rescue an F-4 Phantom pilot, 1st Lt. John Markie of Hutchinson, Kansas.

Playing an important part in the rescue operation was 1st Lt. Byron Hukee, of St. Francis. He is the son of Mr. and Mrs. J. Randall Hukee of St. Francis.

Braving surface to air missiles, anti-aircraft fire and Mig aircraft, A-1 "Sandy" aircraft of the 1st Special Operations Squadron took helicopters of the 40th Aerospace Rescue and Recovery Squadron to pick up the lieutenant only six hours after he was downed. The rescue task force was led by A-1 "Sandys" and included the HH-53 helicopters, F-4 Phantom jets, F-105 "Thuds" and HC-130 aircraft.

The lieutenant landed in trees after ejecting from his aircraft and was left

dangling 20 feet from the ground. He could hear the enemy moving within 50 to 100 feet away and their barking dogs kept hanging around after the people left.

The rescue team had difficulty locating the pilot because of the rough terrain, thick covering of trees, bad weather and Communist ground fire and they were working with low fuel.

Capt. Ronald Smith, an A-1 pilot was the on-scene commander for the rescue pickup. He and his wing man, 1st Lt. Hukee, provided protection for the downed pilot and directed the movements of the helicopters, providing a detailed briefing on the pickup procedure to the downed pilot and how to mark his position for the rescue chopper. There was heavy anti-aircraft fire during the rescue.

Lt. Hukee and others are scheduled to receive the Silver Star for their efforts.

This SAR even made the news back home in St. Francis, MN in the Anoka County Union.

(For the record, my father's name was Randolph, not Randall.)

This article appeared in the Anoka County Union June 16, 1997 in the "Looking Back" section where they look at past events 100, 50, and 25 years ago.

U.S. Air Force search and rescue forces penetrated within 35 miles of Hanoi May 20 to rescue an F-4 Phantom pilot. Playing an important part in the operation was 1st Lt. Byron Hukee of St. Francis.

The appearance of this article reminded me that this was in fact the 25th anniversary of my SEA tour. It only seemed logical that I do something on the web to share these experiences with others.

This is an email from Ron Smith on 19 May 1998

In response to my question of whether my recollection matched his:

I don't think it is very different from your version. If you read your paragraph on the Bowleg SAR, you will see one difference. Zeke was not already airborne with Tex. I think his wingman was Lance. We had been sending flights of 2 up to the SAR area all day. They would run out of gas before they could organize the pickup. Zeke and I went to LTC Barbena, and told him we would go as a 4 ship, and coordinate the mission before we left. He agreed. When we got to the area, Zeke and Lance went directly to the Jolly holding location, and relieved the flight covering them, and you and I went directly to the survivors location. I would have given a lot to have a recorder attached to the radio that day since Bravo said something just before he went off the air. He was almost yelling, and it was impossible to understand him. He was on top of a small mountain, and Alpha was about half way up the side of the same mountain.

Since I did not know what had caused Bravo to go off the air, and he was above the location of Alpha, I was not sure which direction the bad guys might be coming from. You might remember we put smoke down in a V shape that lead the Jolly directly to Alpha. I remember that the smoke was much closer to Alpha than I had planned because he was not exactly where I thought -- too many trees. It looked like we had planned it that way, but once again we had a Good Buddha watching over us. I also remember you and I

stayed behind for several minutes trying desperately to get Bravo to come up on the radio or give us some other signal. We got nothing. I would like to know if he got captured and later released or was killed. Have you ever heard? I also remember how low on fuel you were. You did a great job of getting everything out of that old plane. We gave you the lead about half way home to try to help. I think you still owe the taxpayers for the mini-gun! \$18000 in 1972 is worth much more today.

That was the first mission I flew that qualified for the River Rats, and the last mission I flew with Zeke. Zeke was going to sign us all up. After he was killed, it somehow lost meaning, and I never joined.

Ron

This is an email from John Markle on 20 May 1998

I will be glad to share what I remember of the events of 20 May 72. Since I would not have remembered my call sign, you may want to check this out pretty closely!

It seems the SAR took place 80-100 miles WNW of Bullseye. Terrain was hilly and heavily foliated. Time starts about 1200 hrs. Is this even close? As trained, I had moved a very short distance after getting on the ground. I was not injured and, as the events unfold, I learn that Jim Williams (02B) was also in good shape. We probably were actually no more than 400 yds apart, although I never saw Jim other than briefly in the parachute descent.

After hiding under some thick foliage, I camouflaged my face and hands, then came up on the radio. At some point I remembered to use the radio earpiece...this I believe becomes VERY important as time goes on! Jim was communicating with our flight members loud and clear. I listened as they cycled to/from the tanker and believe it was about 2 hours before the first two Sandys arrive in the area. Jim did a nice job of helping Sandys define our "exact" position.

Probably an hour EARLIER I heard people and a dog near me. I later learned from the Sandys that there was a village nearby. I never saw anyone because of the foliage, but people moved around sporadically throughout the afternoon. It was a little confusing that Jim didn't seem to notice anybody yet, in my mind, we were reasonably close together.

What I didn't know, but later learned, was the Jollys had mechanical problems and it took a while for the spares to arrive. Glad we weren't told...that would have been disappointing. The Sandys continued to define our position and eventually flew over for a "mark position". Jim called the mark right over me...again confirming that we were not far apart.

Approximately 4-5 hours into the event the Sandys delivered some ordnance and smoke in an attempt reduce the visability and give the locals something else to concentrate on. This was shortly before the Jollys were to enter the area for pick-up. Evening and clouds in the valley are becoming factors.

Shortly thereafter, Jim acknowledged that people are near him. I heard one shot fired then no further contact with Jim. (I speculate they may have been attracted by the radio speaker). With contact lost Sandy called for me(02A). After I responded, the SAR continued as Sandy guided me through the appropriate actions. I prepared and used the survival flares as instructed and soon a Jolly hovered nearby and lowered the tree-penetrator/pick-up device. I climbed aboard and the winch lifted me into the Jolly. The PJ and I traded "thumbs up" and away we went.

As we egressed the area I realized how young the Jolly crew was. Seven TOTAL stripes among the three PJs and a 2Lt and Capt up front!! We were escorted out by Sandys and eventually rendezvoused with C-130 tanker for refueling enroute to NKP. Great job by everyone involved!

We eventually learn Jim is residing in Hanoi Hilton. I complete my tour and PCS to Clark AB in Dec 72. I am able to greet and visited with Jim when he arrived Clark AB in Apr 73. He later graduated UPT and flew the F-15!

Apparently he'd had enough of other guys getting him into trouble!!

You're probably saying "this isn't even close". Time takes it's toll but that's it as I remember the events. Please use as you see fit.

Thanks again to everyone involved!

Regards,

John



Photo by SSgt. J. Scott Crist

Bombs Away

...left, and Sgt. Don Stack unload bombs at ... The two munitions specialists are part of response to the North Vietnamese invasion.

at Da Nang y for Trouble

Vietnam — responsible for all taxiing aircraft. He gives out-going planes the runway in use, taxi route to the runway, altimeter setting and weather.

The local controller controls all visual flight rules traffic. He clears aircraft for take-offs.

The crew chief is responsible for the overall operations of the tower. That's the job of Sergeant Pomeranke.

controller
Pomeranke,
an interna-
nally have

SEA SCENE

Choppers Save Flier

TAN SON NHUT AB, Vietnam — Air Force search and rescue forces on May 20 penetrated North Vietnam to within 35 miles of Hanoi to rescue 1st Lt. John D. Markle an F-4 Phantom pilot credited with downing a MIG ten days earlier.

Braving surface-to-air missiles, anti-aircraft artillery and MIGs, an HH-53 Super Jolly Green Giant helicopter of the 40th Aerospace Rescue and Recovery Squadron picked up the lieutenant six hours after he was shot down.

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Lieutenant Markle said, "The Jolly Green hovered right over my smoke marker and dropped the cable within 15 feet of me. It was beautiful."

As the forces withdrew from the area they were trailed by ground fire. Although Captain Schibler's Super Jolly Green G² ant received several hits, no one was injured and the damage was later declared minor.



Close air support for An Lo Gordon Weed, commander target from his A-37.

F-4s In Rai

DA NANG AFLD, Vietnam — a recent night mission in mili region one, F-4 Phantoms of 4th Tactical Fighter Squadron Da Nang struck an enemy t convoy about five miles soul Quang Tri — leaving su trucks burning along almost miles of roadway.

First Lts. Sam C. White, 25, Barry W. Beard, 24, who participated in the night raids in May, described the action.

"We had a four-ship fligh for the first raid," White plained. "Barry and I were 4Ds and the other two wer 4Es."

White, who has been at Nang eight months, said tha four F-4s first arrived over target a little after midnight.

Beard, a 10-month Vietnan eran, explained that they jo two F-4 "OWL" FACs equi with flares for night missions

"One of the OWLs lit up road all the way between Qu Tri and Dong Ha," White rep

Flyer Rescued After 23-Day Ordeal

By SSGT. TOM MERCHANT

UDORN RTAFB, Thailand — A U. S. Air Force search and rescue task force ventured north of Hanoi June 2 to recover an F-4 crew member who evaded the North Vietnamese for 23 days before he was rescued.

Capt. Roger C. Locher, a 28-year-old weapons system operator with the 432d Tactical Reconnaissance Wing here, was extremely weak — he lost 15 pounds during his ordeal — but was otherwise in good condition. Rescue men acclaimed his presence of mind throughout the evasion and rescue.

Captain Locher and the F-4 Phantom pilot, who is still missing, were shot down May 10 by a Mig-21 firing a heat-seeking missile. Shortly before, Captain Locher had bagged his third Mig; he had previously scored Mig hits on Feb. 21 and May 8. When he was shot down the captain was flying his 407th combat mission.

The rescue task force included HH-53 helicopters, A-1 fighters, HC-130 command aircraft and F-4 and F-105 fighters. F-4 and F-105 jet fighters to protect the slower-moving aircraft.

The task force encountered heavy ground fire on its way to and from the captain's mountain-side perch.

Describing his downing, Captain Locher said, "We immediately went out of control, flipping from side to side. Then fire started coming in the back of the cockpit. It seared my canopy with bubbles and I couldn't see out anymore. The airplane slowed down and we went into a flat spin."

He ejected into "a kind of deep-dished valley." During the next 23 days he subsisted on fruit, nuts, berries and water from his

lenced ground fire with mini-guns.

The flight engineer, Sgt. James F. Walsh, lowered the jungle penetrator to Captain Locher, who mounted it on his own power. The helicopter lifted to the top of the mountain as the captain was being hoisted in.

Sandys Scare Red Migs Away

NAKHON PHANOM RTAFB, Thailand — The A-1 Sandy may be a propellor driven plane, but

two of them chased Communist jets away as part of the effort to rescue Capt. Roger C. Locher north of Hanoi.

The day before the rescue, in fact, one almost shot down a Mig-21. First Lt. Robert L. Herklotz was part of a task force that went north after Locher contacted American bombers by radio.

Herklotz was escorting HH-43 helicopters through the mountains when a Mig "just popped over the hill and headed right for us."

"He went by about 500 feet in front of me and I saw clearly

that it was a Mig-21, so I slipped in behind him and started firing. He went down to treetop level and turned away." The jet was flying low and slow, apparently because of terrain and weather.

Although Herklotz fired 200 shots at the communist, he turned on the coal and went away. Meanwhile, awesome ground fire forced the task force to turn back and try for Locher later.

The next day, after Locher was successfully saved, Maj. James C. Harding had his run-in with a Communist jet, this one a Mig-17.

"I looked up and saw him coming right at me," he said. "I fired rockets at him and broke left firing my 20mm guns. He turned to his left and that was the last I saw of him."

Ground fire was obnoxious — with one "pretty good gunner" firing tracers from a train pulled by a stream locomotive.

Maj. Harding took care of the train, too. He flew the full length of the train, dropping bombs and firing cannons and rockets. "I finally put two rockets into the engine and the steam shot up about 300 feet. It was a beautiful sight."

Get a jump on the rest of the world

Military Preview

'73 Fords

flying his 407th combat mission.

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He ejected into "a kind of deep-dished valley." During the next 23 days he subsisted on fruit, nuts, berries, and water from banana trees.

On another day, he reported, "I went through somebody's garden and stole some chives. They had some pretty good chives there." Although he had made attempts, the captain had been unable to make radio contact with U.S. aircraft until after a June 1 bombing mission.

"I could hear them bombing and hear the enemy shooting back so I figured when they stopped shooting that meant they were heading home. It also meant they could listen for people and I could get on the radio."

"I did this yesterday (June 1) and two flights came up to answer me." The contact triggered the search and rescue mission. The rescue forces were driven off by MIGs on their first attempt.

A second task force headed north again through heavy ground fire. When they approached Captain Locher's position, the Sandys made two passes over him, then led in a Super Jolly Green Giant, commanded by Capt. Dale E. Stovall.

Sgt. Charles B. McQuid and A1C Kenneth W. Cakebread, pararescue specialists on the HH-53, si-

rest of the world

Military Preview
'73 Fords

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SSgt. Perry earns Silver Star Medal

EGLIN AFB, La. -- SSgt. Paul C. Perry, a pararescue specialist with the 44th Aerospace Rescue and Recovery Squadron's Detachment 1, was decorated for heroism at a special ceremony Oct. 1. He received the Air Force Silver Star Medal and congratulations from Lt. Gen. Jay T. Robbins, vice commander of the Military Airlift Command.

Sergeant Perry earned the decoration for distinguished heroic action last March while flying on a rescue mission as a member of a HH-53C "Super Jolly Green Giant" crew which rescued a downed American pilot in extremely hostile territory.

On this particular mission, the Aerospace Rescue and Recover team ran a gauntlet of intense antiaircraft fire. Sergeant Perry played a major role in suppressing enemy gunners by attacking their positions with a rapid-fire "mini-gun" while the downed pilot was hoisted aboard. After the pickup was accomplished, Sergeant Perry, from an exposed position, directed the helicopter's "evasive maneuvers" on the flight out through five minutes of heavy antiaircraft fire.

When asked how he felt about his rescue missions, Sergeant Perry said, "It is the most rewarding and unique job in all the military services -- to put your life on the line to save someone else's. It's a fantastic experience when you get the job done, do it right and everyone comes home in one piece."

The 22-year-old staff sergeant is a native of Erie, Mich. He plans to enter

college when his Air Force tour is completed in December. In addition to the Silver Star, Sergeant Perry's decorations include the Air Medal with two oak

leaf clusters. While serving in Southeast Asia he flew on four missions in which downed American flyers were rescued.



FOR HEROISM -- SSgt. Paul C. Perry, right, is congratulated by Lt. Gen. Jay T. Robbins, Military Airlift Command vice commander, after receiving the Silver Star Medal for a rescue mission in Southeast Asia. (USAF Photo)

Airborne ward run by rescue crew

Sgt. Ashdown decorated

OSAN AB, Korea -- Sgt. James K. Ashdown, Detachment 1, 33rd Aerospace Rescue and Recovery Squadron, was awarded the first oak leaf cluster to the Distinguished Flying Cross (DFC) and the fifth and sixth oak leaf cluster to the Air Medal here recently.

The 22-year-old flight mechanic was presented the two medals by Col. John H. Allison, 51st Air Base Wing commander, during the detachments Commander's Call.

Sergeant Ashdown's DFC was for a mission Dec. 31, 1971, when he aided in the rescue of seven Army aircrewmen downed near Khe Sanh, Vietnam. Two previous rescue attempts had failed due to heavy enemy ground fire.

The Air Medals were for 163 missions Sergeant Ashdown completed while in Vietnam.

LUKE AFB, Ariz. -- There are no pediatricians assigned to Det. 15, 42nd Aerospace Rescue and Recovery Squadron, here but Lt. Col. Zack L. Stockett, Captains Larry B. Lindberg and Cole E. Walker, and 1st Lt. Ralph S. Winton seem to be running an aerial pediatrics ward.

The men of Det. 15 were engaged in three missions involving newborn infants this month.

Oct. 23 Colonel Stockett and Lieutenant Winton responded to a request for a medevac of a premature child suffering from pneumonia. The HH-43, piloted by the colonel, flew to the San Carlos Indian Reservation, 112 miles east of Phoenix, where the pickup was made, and transferred the infant to the Good Samaritan Hospital in Phoenix.

Colonel Stockett was again involved in a mission involving a child Oct. 26. With Captain Lindberg as co-pilot, he flew to St. Joseph's Hospital in Phoenix

and picked up medical personnel and equipment, then departed for San Carlos and picked up the baby. They returned to St. Joseph's and unloaded the patient, medical personnel and equipment and returned to Luke. The detachment was credited with a "save" on the mission.

Captains Walker and Lindberg flew a third mission involving a child Oct. 29. They were alerted to transfer a premature baby from Mesa (Ariz.) Hospital to the Good Samaritan Hospital. After picking up a nurse and isolette enroute to Mesa, they finished the mission and made the transfer without incident. The crew was credited with a "save" by the Good Samaritan Hospital officials.

Capt. Lindberg, co-pilot on two of the missions, observed that, "lack of facilities to treat premature infants necessitated the missions. The babies are usually very tiny and have to be moved immediately to a larger, better equipped hospital to ensure their survival."

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