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123

the aircraft were getting low on fuel so had to depart the area. Outbound, the SAR force received 37 and 57mm fire and a salvo of SAMs. No one was hit.

(C) Throughout the SAR, Disco (an EC-121) was the only navigation aid available to the force. Without that aircraft furnishing vectors, the SAR could not have been successful.

VIENS Ø2¹³⁹

(C) On 22 May, two Sandys were just arriving at Da Nang from NKP when they were directed to a SAR. Viens Ø2 was down just South of Quang Tri. The Sandys provided air cover while a friendly patrol found the survivors and brought them to an observation post. Later, an Army helicopter picked the survivors up from the observation post and brought them to their home base.

GUNSMOKE Ø6A/B¹⁴⁰

(C) On 26 May, Gunsmoke Ø6 (an F-4) was downed near Khe Sanh. The Sandys escorted the Jolly Greens into the area just as fast movers were finishing their strikes against active gun positions. During the pickups some small arms fire was noted and suppressed.

139. 1st SOS Historical Data Reports

140. Ibid.

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Classified by *William P. 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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~~SECRET~~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 a 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. ~~SECRET~~

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26 MAY 72

2230Z	LY	SGT YOUNT ON DUTY
2315Z	LY	ITEM REPORT TO QUEEN.
0122Z	LY	QUEEN ADVISED A-4 HIT FEETWEI.
0132Z	LY	A-4 ↓ FW CH 77. POLLIES SCRAMBLED.
0255Z	LY	PEDRO MADE PICKUP.
0255Z	LY	JG 66 ↑ TRNG.
0315Z	glt	JG 21 & 71 ↑ ORBIT MISN A-3-057
0445Z	glt	JG 21 & 71 ↓ ORBIT C PEN
0610Z	glt	JG 66 ↓ TRNG
0625	glt	JG 21 & 71 ↑ SAR
0745	glt	JG 65 ↑ FCF
0750	glt	Sandy 7 & Lollies Holding at high point
0755	glt	King → Joker Reg more hard ord.
0756	glt	Sandy 7 Reg Launch Sandy 9 & 10 from CH 89 - Queen & Joker arguing Queen wins - Sandies will be launched from CH 89.
0757	glt	Joker says area is quiet & we should get in there & get them.
0830	glt	Sandies coming out of area to pick up follies
0850	glt	Sandies leading follies in.
0920	glt	Follies & Sandies in area of survivors
0925	glt	One survivor aboard over the other one.
0930	glt	Both aboard - coming out.
0930	glt	MISN A-3-057 CLOSED
1120	glt	JG 21 & 71 ↓ for SAR-E
1235	glt	SAR & FORSTAT TO JOKER

NAME RANK
SSAN ORIGIN

DATE	CREW	JG #	SAVE #	SAVE LOCATION	TYPE SAVE
28 MAY 72	KNUTSON	65	840	CW03CASTONGUAY	330-17/103
	DAKE			JAMES J.	COMBAT
	GARCIA			UNKNOWN	
	WAGNER			VMFA 212	
	MARSH				
26 MAY 72	DAKE		842	UNKNOWN	WEST OF KHE SANH
	BRUNER				COMBAT
	PINA				2
	STEPHENS				
	PANNING				
JUNE 1972					
12 JUNE 72	KORPER	65	843	WOL MARTIN,	SOUTH WEST OF
	LAND			SAM.	CH 69.
	SEALANDER			196 INF. BRIG.	COMBAT
	WILSON				
	WAGNER				
15 JUN 72	SCOTT	64	844	UNKNOWN	283/13/69
	MULLENIX			VNAF	1
	PINA				COMBAT
	FRIEDRICH				
	YOUNG				

CREW ROSTERS

Jolly Green 71

AC Major Jackson K. Scott Jr.
CP Capt. David E. Mullenix
HM Sgt. Ronald W. Blackwell
RS Sgt. Robert L. La Pointe
RS Sgt. David W. Young

Jolly Green 21

AC Capt. John R. Weimer Jr.
CP Capt. Gary A. Dake
HM SSgt. William A. Simm
RS AIC, Michael L. Aillet
RS Sgt. Richard L. Steed

Jolly Green 65

AC Capt. Rodney S. Griffith
CP Major Anthony A. Gates
HM SSgt David Garcia
RS SSgt. Cale E. Panning
RS Sgt. Charles B. McQuoid II

Jolly Green 72

AC Capt. Donald A. Sutton
CP Major Jerry J. Gilbert
HM SSgt. Jimmy D. Minshew
RS Sgt. Daniel G. Manion
RS Sgt. William J. Thompson

Jolly Green 60

AC Capt. Richard L. Wall
CP 2Lt. James M. McCorkle
HM Sgt. John W. Drayer
RS Sgt. John W. Stephens
RS Sgt. Michael L. Wagner

On 26 May at 1230 local time King notified the 37th ARRSq that an F-4 was down in the vicinity of Ke Sanh. Jolly Green 21 and 71 were returning from a fraggd orbit at the time and landed at Da Nang to plan a route to the area. After one and a half hours of planning with Sandy 7 and 8 the two Jollies and two Sandies took off for the SAR area. While Capt. Dake was in the hover to

pick up Gunsmoke 02B they took ground fire, but this was silenced by the pararescue man with his mini-gun. Gunsmoke 02A was then picked up without any enemy reaction. Jolly Green 21 and 71 egressed the area without further incidence and RTB'd to Da Nang.

CREW ROSTERS

Jolly Green 21

AC Capt. Gary A. Dake
 CP Capt. James D. Bruner
 HM Sgt. Cayetano Pina
 RS Sgt. John W. Stephens
 RS SSgt. Cole E. Panning
 Civ Mr. Dennis Cameron

Jolly Green 71

AC Major Jerry-J. Gilbert
 CP Capt. Frederick W. Harrington
 HM A1C. Charles J. Rouhier
 RS SSgt. Douglas E. Wilson
 RS Sgt. Michael L. Wagner

On 15 June 72 a VNAF UH-1 helicopter was downed on the 270 degree radial at 22 miles off of channel 69. First reports indicated that there were no survivors and the VNAF were working the crash site. Four hours after initial notification of the crash the alpha crews were scrambled. After holding feet wet Major Jackson K. Scott Jr. went into the area for the pickup. One survivor was picked up and Jolly Green 64 proceeded to the 95th Hospital at Marble Mountain. After dropping off the only survivor of the crash Jolly Green 64 RTB'd to Da Nang.

CREW ROSTERS

Jolly Green 64

AC Major Jackson K. Scott Jr.
 CP Capt. David E. Mullenix
 HM Sgt. Cayetano Pina
 RS A1C. Michael A. Friedrich
 RS Sgt. David W. Young

Jolly Green 21

AC Capt. Gary A. Dake
 CP Capt. Gerald M. Tonn
 HM A1C. Charles J. Rouhier
 RS Sgt. Charles B. McQuoid I
 RS Sgt. Michael L. Wagner

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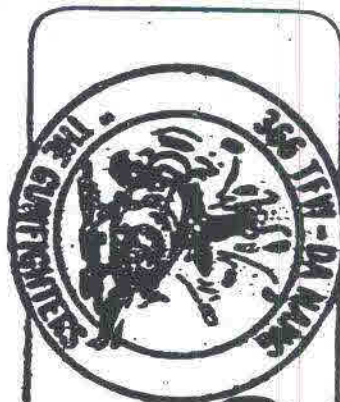
(Continued from Page 1)

The F4 crew was off the ground around 1800 hours and Captain Dake had already called the second rescue chopper saying he would need a gas station when he pulled out of the area.

~~Volume VI, No. 22~~

DA NANG AIRFIELD

June 3, 1972



CONFIDENTIAL

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Ariz., the F-4 pilot and back-seater Capt. Tom E. Kincaid, 27, Sacramento, Calif., ejected from their F-4 fighter-bomber shortly after noon after the jet was struck by enemy Triple A (anti-aircraft artillery.) Both are assigned to the 366th Tactical Fighter Wing.

The Jolly Green aircraft commander, Capt. Gary A. Dake, 27, of Bakersfield, Calif., said the jungle was very dense in the area where the pickup was made, although the canopy was only single-layered and about 30-feet high.

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Calli, said the jungle was very dense in the area where the pickup was made, although the canopy was only single-layered and about 30-foot high.

"It would have been difficult to move through the area on the ground," Captain Ina Taka said. He said although the two F-4 crew members were only separated by some 75 feet, each was not aware of the other's position.

A1-E Sandy aircraft and F-4s raked the area near the navyvora for about an hour.

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'Jolly' crew rescues Gunfighter duo

A Jolly Green crew from the 37th Aerospace Rescue and Recovery Squadron here plucked a local F-4 crew from dense low jungle about five miles west of Khe Sanh one recent afternoon.

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"It would have been difficult to move through the area on the ground," Captain Dake said. He said although the two F-4 crew members were only separated by some 75 feet, each was not aware of the other's position.

A1-E Sandy aircraft and F-4s raked the area near the survivors for about an hour before the rescue helicopter was escorted into the area.

"On the way to the site," Captain Dake said, "the Sandy's took Triple A and 51 caliber machine gun fire. The fast movers came in and silenced the guns."

The Jolly aircraft commander said his ship was hovering in the area about five minutes when it started taking small arms fire from a nearby ridge.

"I believe our mini-gun silenced that gun" Captain Dake said. But to be on the safe side, the A-1s again raked the ridgeline.

"After that, we took no more fire that we were aware of," Captain Dake said. "The pickups were pretty routine after that."

(Continued on Page 8)

Gunfighters rescued...

(Continued from Page 1)

Captain Kincaid was the first to be hoisted up to the hovering HH-53 Super Jolly Green Giant rescue helicopter, and after some maneuvering, Captain Arnold joined his back-seater.

The F-4 crew was off the ground around 1800 hours and Captain Dake had already called the second rescue chopper saying he would need a gas station when he pulled out of the area.

"They had a 'King' bird (HC-130 refueling aircraft) all ready and waiting for us," Captain Dake explained.

Both Jolly Green helicopters needed to gulp in some fuel before turning for Da Nang after four hours in the air.

"After refueling, we became aware of the heavy thunderstorms around us," Captain Dake said. To skirt around the storms, both helicopters and Sandys made their way south and then broke for the coast, coming out near Chu Lai.

Almost seven hours after their ejection the F-4 crewmen landed on the Da Nang ramp in the HH-53 helicopter.

Captain Dake said the Khe Sanh pickup was "a classic jungle search and rescue mission. In many respects, the jungle rescue is the principle situation for which we have trained and developed procedures."

Captain Dake, who flew with the 37th Jollys which evacuated Quang Tri earlier during May, has been in on 51 combat saves since May 1. He said there were many lessons to be learned from his latest for him and his crew, all of whom participated in their first combat save on this Friday mission.

The other Jolly Green crew members were Capt. James D. Bruner, 30, Selma, Ala., co-pilot; Sgt. Cayetano Pina, 26, San Antonio, flight engineer; and pararescuemen Sgt. John W. Stephens, 23, Midland, Mich., and SSgt. Cole E. Panning, 25, LaPorte, Tex.



CAPT DAKE TALKS WITH SURVIVOR AFTER RESCUE

ARNOLD & KINCAID.JPG

CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS

TO

JOHN W. STEPHENS

Sergeant John W. Stephens distinguished himself by heroism while participating in aerial flight as a Pararescue Specialist of an HH-53C Rescue Helicopter near Khe Sanh, Republic of Vietnam, on 26 May 1972. On that date, Sergeant Stephens's outstanding air-
manship and sound technical skill displayed under extremely hazardous conditions, contributed significantly to the rescue of two United States Air Force aircrewmembers from certain death or capture by hostile armed forces. With total disregard for his own personal safety, Sergeant Stephens exposed himself to hostile fire in order to man his gun position throughout the rescue. The outstanding heroism and selfless devotion to duty displayed by Sergeant Stephens reflect great credit upon himself and the United States Air Force.

