

Air War Continues**Two Migs Downed**

HQ. 7th AF, TAN SON NHUT AB, Vietnam — Two North Vietnamese Mig-21s were shot down by U.S. F-4s in separate actions four days apart north of Hanoi.

Capt. Fred W. Sheffler and Capt. Mark A. Massen of the 8th Tactical Fighter Wing shot down one of the Migs while flying cover on a bombing mission against a railroad and the Viet Tri thermal power plant on August 15.

There was a revenge motive for the two officers, whose F-4 was severely damaged three weeks before by a missile fired from a Mig-21.

"I figure we are even now," Massen said.

"The Mig engaged us but overflew our formation and ended up at 12 o'clock in front of us," Sheffler said. "We maneuvered into position — fired — and the missile smoked in on target. Impact was one and one-half miles away and I saw it all.

"We hit him on the left side just in front of the tail section; he entered a 45-degree dive trailing smoke but I didn't see the ground impact. When he was in the dive he was burning because we saw a large fireball."

A second Mig was shot down August 19 by a crew from the 366th Tactical Fighter Wing.

Capt. Jimmy White and Capt. Frank J. Bettine were escorting missions northeast of Hanoi when a Mig call came.

"My wingman called a Mig at 6

o'clock," White said. "and we began evasive action. The Mig zoomed past, and began a barrel roll as the enemy pilot realized he was out of position to attack any of us.

"We maneuvered into position and fired a missile which guided into the Mig and exploded. The Mig traveled about 3,000 feet before the pilot ejected and we observed a good chute."

There have been 50 Migs reported downed this year in the air war over North Vietnam, 28 by Air Force crews.

F-4 Crew Rescued From Tonkin Gulf

By TSGT. STEWART DIAMOND

HQ. 7th AF, TAN SON NHUT AB, Vietnam — It was just another day in the office for Capt. Mike Van Wagenen and Maj. Earl Johnson. Then a surface-to-air missile exploded nearby and caused an abrupt change in the office routine.

The "office" was an F-4 and the two men were carrying out an air strike against a strategic target in North Vietnam.

Capt. Van Wagenen, aircraft commander, said they had already avoided at least two SAMs when one exploded within 500 feet. "We heard the shrapnel hitting the canopy," the captain recounted.

"The front canopy was shattered and our right external fuel

tank was ruptured."

Major Johnston, weapon systems operator, said all engine instruments went dead, "... plus two of the three hydraulic systems. This meant we would not be able to refuel."

The captain then turned the F-4 out to sea and headed for Da Nang AB, Vietnam.

Then there was a flameout of both engines and both men ejected into the Gulf of Tonkin.

The rest was right out of the textbook. Jolly Green Giant helicopters who had responded to the emergency pulled the two crewmen from the water within 15 minutes after ejection.

At Da Nang, the two men were treated and returned to home base, to fly and fight again.

Safety

resumption of the bombing this year. The Tahi Nguyen Railroad marshalling yard is an example. We went in under tremendous ground fire — heavy 85mm and numerous SAMS (surface-to-air missiles) — and wiped the place out. It's great to be part of a professional outfit." Jeff Thompson enthused.

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GAZETTE

Vol. I, No. 2

July 8, 1972

Jollys make 'on-the-spot' rescue

An Air Force F-4 Phantom was struck by a surface-to-air missile (SAM) over Haiphong Harbor in North Vietnam Wednesday. The pilots reached the ocean where they were picked up by rescue helicopters from Da Nang.

"We were on a mission over the northeast railroad in Haiphong," said Capt. Mike VanWagenen, the F-4 pilot, "when we detected four SAMs being launched at us. We managed to evade two that were coming in at six o'clock, and then evaded one of the two coming in at nine o'clock, but the other one detonated about 100 feet above us."

"The blast shattered the canopy and blew out one of my engines and my instruments. I didn't know how much fuel I had but I hit the after burner and hoped she'd take me and my back seater, Maj. Earl Johnson, out to sea before she quit. We were doing over 800 knots when we left there."

As the F-4 was streaking southeast, two crews from the 37th Aerospace Rescue and Recovery Squadron were escorting a Sandy A-1 with mechanical problems back to Da Nang.

"When we received the call for help," said Capt. David E. Mullenix, aircraft commander on one of the HH-53 Super Jolly Green Giant rescue helicopters, "we were pretty near the area where the bird was expected to come down. We kept a watch for any sign of the survivors when about a mile in front of us the F-4 plummeted into the sea. We started flying in wide circles because we knew the guys were on their way down in their parachutes and we wanted to keep our rotors a safe distance away from them. They hit the water and we went in and picked one up and the other Jolly picked up the other survivor. We were northeast of Hue and about 40 miles off the coast so ground fire was no problem."

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VANWAGENEN, JFG

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The crew on Captain Mullenix's Jolly were: co-pilot Capt. Frederick W. Harrington, flight engineer SSgt. Albert D. Cochran, and SSgt. Douglas E. Wilson and Sgt. Charles B. McQuoid, pararescuemen.

The second Jolly was crewed by Capt. Gerald W. Tonn, pilot; Lt. Jerry D. Stout, co-pilot; Sgt. Cayetano Pina, flight engineer; and SMSgt. Charles R. Chapman and Sgt. John W. Stephens, pararescuemen.

55-170-1000

				SURVIVOR NAME, RANK ORGAN SSAN	<u>JULY 72</u>	
DATE	CREW	JG	SAVE #		LOCATION	TYPE SAVE
5 JUL	MULLEN HARRINGTON COUTMAN WILSON MCQUOID	71	849	MICHAEL A. VAN WAGENEN VAN WAGENEN CAPTAIN XXXXXXXXXX 8 TFSg	355/64/69	COMBAT SAVE
	TOWN STOUT PINA CHAPMAN STEPHENS		850	MAJ. EARL K. JOHNSON XXXXXXXXXX 5 TFSg	355/64/69	1 COMBAT SAVE
17 JUL	BOROCK STOUT VIAH	71	851	LT ANDERSON DAVID K.	068/28/71	COMBAT SAVE
	WILSON WAGNER		852	CNDR YONKE, WILLIAM D.	200/07/69	COMBAT SAVE
18 JUL	HARRINGTON HOLLIDAY ROUHIER KIMBALL STEVENS	71	853	CPT TUSHEK GORDON M. XXXXXXXXXX	YD 376 093	COMBAT SAVE

3 JUL 72 (CONT'D)

1116Z JB FROM LAREDO 14 - 1 BEEPER & NO VOICE
 1124Z JB KING 26 - POSITION ON LAREDO 17 - 1866N 10545E
 1125Z JB KING-26 - 1 VOICE CONTACT
 1130Z JB KING-26 - LAREDO 17 ↓ POSITION 055/77/089
 1140Z JB DARR & FORSTAT TO JOKER

4 JUL

2230Z gH SSgt Haller to duty
 2320Z gH Item Report & SAR Posture To JOKER
 2325Z gH SAR Posture TO JACK
 0255Z JB XG 66 ↑ LCL
 0545Z gH XG 66 ↓
 1130Z JB FORSTAT & DARR To JOKER

5 July

2230Z gH SSgt Haller to duty
 2325Z gH Item Report & SAR Posture to JOKER
 then JACK
 0355Z JB BASS OZA ↓ BULLSEYE AREA - JACK
 0400Z JB GASLITE 01 - BATTLE DAMAGE 340/125/77 A-40-021
 0403Z JB GASLITE PUNCHED OUT 340/90/77 (SOME CONFUSION AS
 TO CALL SIGN - MOTEL SAYS IT'S JASPER - JACK SAYS IT'S
 GASLITE)
 0415Z JB XG-71 ON WAY TO PICKUP A-MAN
 0420Z JB PHASE "B"
 0421Z JB PJ IN THE WATER FOR FIRST SURVIVOR
 0424Z JB FIRST MAN ABOARD

5 JUL 72 (CONT'D)

0426Z	JB	JG 66 MAKING PICKUP ON SECOND MAN
0430Z	JB	JG 71- POSSIBLE BROKEN JAW ON FIRST MAN
0433Z	JB	JG 66 PICKED UP SECOND MAN - HOLST IN WATER (R PJ)
0440Z	JB	BROKEN JAW CONFIRMED ON FIRST MAN
0442Z	JB	JG-66 - SECOND MAN & PJ ON BOARD - GOOD SHAPE
0445Z	JB	KING 26 - SANDIE ETA 0515Z & JOLLIES ETA 0530Z
0530Z	JB	JG 71 & 66 ↓ ORBIT & SAR-E
NOTE:	JB	BASS 024 AT 2107.1N - 10617.6E - JACK BASS 04 LOST CONTACT - NOT REPORTED ANYWHERE - JACK-MOTEL
1125Z	JB	DAAR & FORSTAT TO JOKER

06 July

2230Z	gah	SSgt Haller to duty
2250Z	gah	SAR POSTURE TO JACK
2255Z	gah	SAR POSTURE & ITEM REPORT TO JOKER
0220Z	JB	JG 72 ↑ FCF
0855Z	JB	JG 72 ↓ FCF
1130Z	AM	FORSTAT & DAAR TO JOKER

07 July

2210Z	gah	SSgt Haller to duty
2215Z	gah	SAR POSTURE TO JACK
2250Z	gah	SAR POSTURE & ITEM Report to JOKER
0135Z	gah	JG 72 ↑ TNG
0445Z	JB	JG 72 ↓ TNG
0545Z	JB	ALPHA'S ↑ LCL
0800Z	JB	ALPHA'S ↓ LCL

~~SECRET~~

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SEARCH AND RESCUE

(S) Aircraft assigned to the 56th SOW participated in the following SARs during this reporting period. Due to the excessive number conducted no attempt was made to provide complete details in this section. Each SAR has been briefly addressed below. For additional information refer to the SAR Rescue Opening/Closing Reports located in Volume II, Appendix V.

<u>DATE</u>	<u>CALL SIGN</u>	<u>TYPE A/C</u>	<u>PLACE</u>	<u>POB</u>	<u>RESULTS</u>
(C) 11 Jul	Lady Ace 21	OH-53D	Quang Tri	6	6 Saves
(C) 12 Jul	Blue Star 34	UH-1	MR-1	4	4 Saves
(S) 17 Jul	Owl 02	F-4	Ashau Valley	2	1 Save 1 MIA
(C) 31 Jul	Surge 93	B-52	Thailand	6	1 Save 5 Losses
(S) 13 Aug	Atlanta 10	RF-4C	DMZ	2	1 MIA
(S) 15 Aug	Saber 74	UH-1	Hue, RVN	2	1 Save 1 Loss
(S) 20 Aug	NKT 402	O-1	Paksong	2	2 Saves
(S) 20 Aug	PFD	Porter	Paksong	3	3 Saves
(S) 25 Aug	Buick 01	F-4	19N, 106E	2	2 Saves
(S) 26 Aug	Motion A-2	F-4	Laos	2	1 Save 1 MIA
(S) 2 Sep	Tufa 02	F-4	PDJ	2	2 MIA
(S) 2 Sep	Raven 23	O-1	PDJ	1	1 MIA
(U) 2 Sep	Volunteer 538	UH-1H	20N, 104E	11	11 Saves
(S) 9 Sep	Olds 04	F-4	Unknown	2	2 Saves
(S) 14 Sep	Date 03	F-4	N. Viet	2	2 MIA
(C) 17 Sep	Nail 60	OV-10	MR-1	2	2 Saves
(S) 22 Sep	Atlanta 08	RF-4C	Tonkin Gulf	2	2 Saves
(S) 28 Sep	Hobo 42	A-1A	19N, 103E	1	1 Save

~~SECRET~~

Operations in Vietnam, however, required a much greater capability, and this led directly to the development of the CH-3E, the 'Jolly Green Giant'. This new derivation was characterised by more powerful T58-GE-5 engines and a larger rotor diameter and fuselage length. The uprated type was first delivered in February 1966 and could lift 25 troops or carry twelve litters; it also carried a rescue hoist. The CH-3E was outfitted with self-defence and fire-suppression capabilities consisting of an Emerson TAT-102 gun turret on the outer edge of each fuselage sponson carrying a 7.62 minigun.

The HH-3E 'Jolly' was better configured for the rescue role, being fitted with protective armour, self-sealing fuel tanks, a retractable IFR probe and specialised mission equipment. Fourteen HH-3Es were ordered, but only eight were delivered, their numbers being boosted by a conversion programme that brought the remaining CH-3Es up to the same standard. The name 'Jolly Green Giant' came about after the first CH-3Cs arrived in Vietnam camouflaged in an overall green paint scheme. The colour coincided with an American television commercial advertising the Green Giant brand of vegetables and using the slogan 'Good things come from the valley of the Jolly Green Giant'. The name was soon adopted by the crews.

The first USAF pilot to accumulate 6,000 flying hours on the HH-3 was Maj Kyron Hall, and another valued rescue pilot was Capt Gerald O. Young. On one rescue, Young and his 'Jolly Green', plus a second HH-3, Army gunships, C-130 flare-ships and a 'King' ship, plucked a Marines reconnaissance team from the jungle where two helicopter rescue missions had already ended in disaster. Young's aircraft was shot down and, despite being badly burned, he nursed wounded soldiers and ran a diversionary effort to lure the approaching enemy soldiers. He was himself recovered and was awarded the Medal of Honor.

Jollys in the Jungle

Typical of the 'Jolly Green Giant's mission are these two actual reports supplied from the archives of the 37th ARRS during the early 1970s in South-East Asia:

Date: 18 July 1972

Mission Number: A-40-033

Flight Designation: Jolly Green 64

Mission Objective: Owl 02A

Location: 280/28/69

Saves: One Combat Save

Report by: AC Captain Mike T. Gerald, 37th ARRS

'We were clocked on at 0015 while the Alpha crews were out making an attempt on Owl 02A, the pilot from of a downed F-4 Phantom. Alpha-1 was Jolly Green 66 (JG 66) and AH was Jolly Green 71 (JG 71). At 0045, JG 66 reported to have taken battle damage while pulling off of area of the survivor because of turbulence. He reportedly had a fuel leak and was returning to Channel 77.

'Jollys 72 and 64 were scrambled and airborne at 0100Z and proceeded to the area of Channel 69 declaring feet wet. While en route JG 66 said he thought he had damage to his flight controls and was declaring an emergency, and requested an intercept in the event of a water landing. Upon testing of miniguns JG 64 said he had one possible operational gun, and my aircraft had two good and possibly three functional guns.

'At this time, approximately 0130Z, JG 72 directed JG 64 to join up with JG 66 and escort him to Channel 77 while we proceeded to Channel 69 to be high bird for JG 71. We joined JG 71 and began holding feet wet while Sandys and FACs worked the survivor's area in an attempt to evaluate the severity of the turbulence and feasibility of another pick-up attempt.

'JG 71 and 72 briefed for air refueling, and refueled at 0213Z. JG 71 discovered he had no gas mask for his flight engineer and was going to return to Channel 77 to pick one up. JG 72 was going to also RTB for new batteries for the miniguns but was advised by JG 64 that he was airborne from Channel 77 and had extra batteries for us on board and would rendezvous at Channel 69. We proceeded to Channel 69 and awaited the arrival of JG 64. He arrived, the batteries were loaded and we requested to stay on ground alert, but we were told to launch with JG 64 to RTB and 72 to join with 71 and hold feet wet. At 0505Z Sandy 07 determined pick-up was not possible at this time and for all SAR forces to RTB. On the ground, problems of turbulence and ingress and egress were evaluated and the conclusion was drawn that the SAR attempt would have to wait until the winds died down.

'At 0900Z, another attempt was planned and JG 71 and JG 64 launched. Initial orbit was feet wet off Channel 69 (0917Z) which

was subsequently moved to 280/28/69 at 0926Z. At 0933Z JG 71 was briefed that an attempt seemed feasible at this time by Sandy 01, now on-scene commander. The run-in began with JG 64 orbiting directly overhead at 13,000 feet just above a broken overcast layer of clouds.

'At 0942Z JG 71 was in the area and the survivor was briefed to pop smoke. The survivor was contacted visually at 0944Z and the Jolly's jungle penetrator started down. Sandy 01 asked the survivor to move to the penetrator if possible. JG 71 was vectored closer to the survivor and the survivor climbed on the penetrator at 0954Z and joined up with JG 64 feet wet at 1000Z. SAR forces joined up and RTB'd to Channel 77. The survivor was in excellent shape. Total time flown by this crew was 6.7 hours in 2 sorties. Negative ground fire.'

Date: 18 July 1972

Mission Number: A-40-033

Flight Designation: Jolly Green 71

Mission Objective: Recovery of Owl 02A/B

Location: 1621N 10713E

Saves: One Combat Save

Report by: Captain W. H. Frederick USAF, Aircraft Commander, Jolly Green 71

'Since the Alpha crews had flown during the night on 17 July and early morning of 18 July, the Bravo crews briefed at 0530L and assumed the Alpha Alert at 0700L, 18 July, in preparation for an attempted recovery of Owl 02A and Owl 02B, who were F-4 Phantom crewman shot down at approximately YD370 110. Nail 18, a Forward Air Controller (FAC) in an OV-10 aircraft, went into the survivors' area at first light and raised both crewman on the radio. Owl 02A had spent the night in a tree, suspended by his parachute harness, but had made a safe descent to the ground at dawn. Owl 02B was separated from his pilot but was talking to him as well as the FAC overhead. He reported a severe back injury and an inability to move.

'Having located the survivors, checked the weather and assessed the enemy's presence in the area, the FAC advised the launch of the Jollies. Jolly Green 66, Alpha Low, Jolly Green 71, Alpha High, Sandy 01 and Sandy 07 took off at 0715L and were directed to hold feet wet near Tan My while some air strikes were put in to secure the area around the survivors. Entering their orbit at 0750L, the Jollies climbed to 4,000 feet MSL in the holding pattern while the Sandy aircraft

went feet dry for a first-hand look at the SAR area. Nail 20, another OV-10 FAC, also entered the SAR area at approximately this time to take over as on-scene commander from Nail 18, who was getting low on fuel. Low clouds in a scattered to broken condition at 6,000 to 8,000 feet MSL and moderate to severe orographic turbulence were serious limiting factors affecting the supporting tactical air strikes and the ability of the FACs and Sandys to maintain good visual surveillance of the SAR area.

'At 0810L the OSC directed the Jollys feet dry to a final orbit point at 280/28/69. The Jollys proceeded at 13,000 feet MSL to the new holding point, and Nail 20 came out to lead Jolly Green 66 to the survivors' area. Alpha Low went directly into the SAR area while Alpha High entered final holding. The only avenue of approach to the survivors which was open to Alpha Low was below the cloud deck where the FACs, Sandys or F-4 could not venture. Alone in this low-altitude regime of cloud-enshrouded mountain peaks, severe turbulence and enemy forces, Jolly Green 66 managed to raise Owl 02B on the radio and then caught a brief glimpse of his parachute. While manoeuvring for another pass over the survivor, Jolly Green 66 was caught in a downdraught and was nearly slammed into the mountain. Aircraft recovery was only possible after a descent to the treetops. At this time the aircraft also took numerous hits from enemy ground fire, forcing an abort of the rescue attempt. En route to Channel 77, the Jolly Green discovered bullet holes in the left auxiliary fuel tank and gradual loss of second-stage pressure as hydraulic fluid was depleted through bullet holes in that system's plumbing.

'The aircraft commander of Jolly Green 66 recommended that another rescue attempt not be tried until the weather improved in the SAR area. Jolly Green 71, still holding at the initial point, then assumed the role of Alpha Low and was joined by Jolly Green 72, the new Alpha High. The two Alpha aircraft were directed to hold feet wet again near Tan My while FACs and Sandys remained in the SAR area to direct supporting air strikes and to watch for weather favouring another rescue attempt. At some time between 1100L and 1130L the FACs lost radio contact with Owl 02B. Owl 02A reported hearing gunshots from Bravo man's area. Radio contact could not be re-established with Owl 02B.

'The Jollys held at Tan My until 1315L, when it was agreed by Sandy 07 that the weather precluded a pick-up at that time. All SAR

forces RTB at 1355L. During the afternoon the cloud deck lifted and went to a scattered condition, but the surface wind did not abate. Late in the afternoon a decision was made for another attempt to pick up the survivor just before sunset, when the wind might possibly slacken. The Alphas and Sandys re-launched at 1640L. The Alpha High crew transferred to Jolly Green 64 for maintenance reasons. Holding briefly at 1715L off Tan My, the Jollys were then directed to the final holding point, 280/28/69 at 1725L, after Sandy 01 had talked to Owl 02A. The winds had in fact decreased somewhat, lessening the orographic turbulence. The decision: Go.

'A Nail FAC rendezvoused with Jolly Green 71 as it approached the final holding point and the Low bird continued on directly to the SAR area, making a long, descending run-in at 150KIAS behind the Nail. After crossing an enemy trail structure at 10,000 feet MSL, rate of descent was further increased to get below the clouds in time to see Sandy's marker smoke. A brief glimpse of white marker smoke through a hole in the clouds prompted a steep 360-degree left turn in near full auto-rotation to avoid overshooting the survivors' location. Emergence below the cloud level occurred during the turn and, as Jolly Green 71 rolled out on the initial inbound heading, Sandy launched another smoke rocket to impact directly ahead, leading to the survivor. Jolly Green 71 started slowing down, called for the survivor's smoke at 1744L, and the pilot immediately spotted the survivor half way up a 60 degree slope at one o'clock, low. Entering a very high hover, the lower UHF antenna was selected and the survivor could be heard loudly and clearly on the radio. The flight engineer started the forest penetrator down while directing the pilot over the survivor. Thinking that there might not be enough hoist cable to reach the survivor, the flight engineer directed the pilot to lower the hover altitude.

"The hover altitude was reduced by approximately 150 feet, and suddenly the helicopter shuddered violently and entered a settling with power state as it lost transitional lift from the wind that had been blowing into the main rotor from the crest of a ridge 300 yards in front of the aircraft. A near-instantaneous recovery was accomplished by simply holding full-up collective, lowering the nose to gain 15 or 20 knots airspeed, and then hover-taxying 100 yards to the rear, following the engineer's vectors. This sequence was repeated a second time before the limiting descent altitude was established at 5,200 feet MSL, approximately 200 feet above the survivor and level with the

ridgeline. Due to the steep terrain slope away from the right side of the aircraft, the pilot had no outside visual hover reference closer than 500 feet below the helicopter or $\frac{1}{2}$ to $\frac{3}{4}$ miles to the side, so the co-pilot then took the controls and provided a rock-steady hover, utilising the near up-slope terrain on his side for hover reference.

'At 1725Z the survivor started up the penetrator, and as soon as he was clear of the trees Jolly Green 71 purchased additional hover insurance by increasing the hover altitude to 250 feet AGL to get farther into the envelope of wind that was blowing across from the ridgeline. The survivor was on board the helicopter at 1745L, and as Jolly Green 71 started an immediate climb to 13,000 feet MSL, the Pararescuemen were cleared to fire the miniguns to cover the Jolly's exit from the area. The survivor was in excellent condition considering his ordeal. There was no further contact with Owl 02B, and all SAR forces RTB, landing at Ch. 77 at 1845L.'

More Jolly Reports

Sgt Thomas Newman, a Pararescueman aboard an HH-53, recovered a downed F-105 flier near Savannakhet in Laos. Newman was lowered through the jungle canopy to reach the survivor under intense enemy fire which threatened both him and his aircraft, so Newman requested they evacuate the area. A second HH-53 came into play, lowered its hoist and reeled in the pair from the ground. However, Newman had become entangled in the cable, so had to lower them again. Finally the pair were recovered, Newman with cuts and bruises and the pilot with a broken leg and arm.

Not all rescues were successful, either for the Pararescuemen or for the downed airman. Once such incident involved Airman First Class Charles King, part of the crew of an HH-3 from Det 1, 40th ARRS, who were involved in the rescue of a pilot in Laos. On 24 December a parachute was spotted, triggering off a Christmas Day recovery. Once established at the site, King was lowered, located the pilot and secured him to the hoist. At this point automatic weaponry opened up on the aircraft and King. King transmitted 'I'm hit, I'm hit! Pull up, pull up!', whereupon the aircraft initiated an immediate exit, snapping off the hoist cable. King was declared MIA until December 1978, when he was declared KIA.

More fortunate was Airman First Class Joel Tally—again a Pararescueman—engaged on his first mission as a member of the 37th

DATE: 18 July 1972

MISSION NUMBER: A-40-033

FLIGHT DESIGNATION: Jolly Green 71

MISSION OBJECTIVE: Owl 02A

LOCATION: 1621N 10713E

SAVES: One Combat Save

Summary of SAR actions: Since the Alpha crews had flown during the night on 17 July and early morning of 18 July, the Bravo crews briefed at 0530L and assumed the Alpha Alert at 0700L, 18 July, in preparation for an attempted recovery of Owl 02A and Owl 02B, F-4 crewman who were down at approximately YD370 110. Nail 18, a Forward Air Controller (FAC) in an OV-10 aircraft, went into the survivor's area at first light and raised both crewman on the radio. Owl 02A had spent the night in a tree, suspended by his parachute harness, but had made a safe descent to the ground at dawn. Owl 02B was separated from his pilot but was talking to him as well as the FAC overhead. He reported a severe back injury and an inability to move. Having located the survivors, checked the weather, and assessed the enemy's presence in the area, the FAC advised the launch of the Jollies. Jolly Green 66, Alpha Low, Jolly Green 71, Alpha High, Sandy 01, and Sandy 07 took off at 0715L and were directed to hold feet wet near Tan My while some airstrikes were put in to secure the area around the survivors. Entering their orbit at 0750L, the Jollies climbed to 4000 feet MSL in the holding pattern while the Sandy aircraft went feet dry for a first hand look at the SAR area. Nail 20, another OV-10 FAC also entered the SAR area at approximately this time to take over On Scene Commander (OSC) role from Nail 18 who was getting low on fuel. Low clouds in a scattered to broken condition at 6000 to 8000 feet MSL and moderate to severe orographic turbulence were serious limiting factors effecting the supporting tactical air strikes and the ability of the FAC's and Sandies to maintain good visual surveillance of the SAR area. At 0810L the OSC directed the Jollies feet dry to a final orbit point at 280/28/69. The Jollies proceeded at 13000 feet MSL to the new holding point, and Nail 20 came out to lead Jolly Green 66 to the survivor's area. Alpha Low went directly into the SAR area while Alpha High entered final holding. The only avenue of approach to the survivors which was open to Alpha Low was below the cloud deck where the FAC's, Sandies, or F-4 could not venture. Alone in this low altitude regime of cloud enshrouded mountain peaks, severe turbulence, and enemy forces, Jolly Green 66 managed to raise Owl 02B on the radio and then caught a brief glimpse of his parachute. While maneuvering for another pass over the survivor, Jolly Green 66 was caught in a downdraft and was nearly slammed into the mountain. Aircraft recovery was only possible after a descent to the treetops. At this time the aircraft also took numerous hits from enemy ground fire, forcing an abort of the rescue attempt. Enroute to Ch. 77, Jolly Green discovered bullet holes in the left auxiliary fuel tank and gradual loss of second stage pressure as hydraulic fluid was depleted through bullet holes in that system's plumbing. The aircraft commander of Jolly Green 66 recommended that another rescue attempt not be tried until the weather improved in the SAR area. Jolly Green 71, still holding at the initial point, then assumed the role of Alpha Low and was joined by Jolly Green 72, the new Alpha High. The two Alpha aircraft were directed to hold feet wet again near Tan My while FAC's and Sandies remained in the SAR area to direct supporting airstrikes and to watch for weather favoring another rescue attempt. At some time between 1100L and 1130L the FAC's lost radio contact with Owl 02B. Owl 02A reported hearing gunshots from Bravo man's area.

Radio contact could not be re-established with Owl 02B. The Jollies held at Tan My until 1315L when Jack concurred with Sandy 07 that the weather precluded a pickup at that time. All SAR forces RTB at 1355L. During the afternoon the cloud deck lifted and went to a scattered condition, but the surface wind did not abate. Late in the afternoon a decision was made for another attempt to pick up the survivor just before sunset when the wind might possibly slacken. The Alphas and Sandies relaunched at 1640L. The Alpha High crew transferred to Jolly Green 64 for maintenance reasons. Holding briefly at 1715L off Tan My, the Jollies were then directed to the final holding point, 280/28/69 at 1725L after Sandy 01 had talked to Owl 02A. The winds had in fact decreased somewhat, lessening the orographic turbulence. The decision: go. A Nail FAC rendezvoused with Jolly Green 71 as it approached the final holding point and the Low bird continued on directly to the SAR area, making a long, descending run-in at 150KIAS behind the Nail. After crossing an enemy trail structure at 10000 feet MSL, rate of descent was further increased to get below the clouds in time to see Sandy's marker smoke. A brief glimpse of white marker smoke through a hole in the clouds prompted a steep 360 degree left turn in near full autorotation to avoid overshooting the survivor's location. Emergence below the cloud level occurred during the turn and as Jolly Green 71 rolled out on the initial inbound heading, Sandy launched another smoke rocket to impact directly ahead, leading to the survivor. Jolly Green 71 started slowing down, called for the survivor's smoke at 1744L, and the pilot immediately spotted the survivor half way up a 60 degree slope at one o'clock, low. Entering a very high hover, lower UHF antenna was selected and the survivor could be heard loudly and clearly on the radio. The flight engineer started the forest penetrator down while directing the pilot over the survivor. Thinking that there might not be enough hoist cable to reach the survivor, the flight engineer directed the pilot to lower the hover altitude. The hover altitude was reduced by approximately 150 feet, and suddenly the helicopter shuddered violently and entered a settling with power state as it lost transitional lift from the wind that had been blowing into the main rotor from the crest of a ridge 300 yards in front of the aircraft. A near instantaneous recovery was accomplished by simply holding full up collective, lowering the nose to gain 15 or 20 knots airspeed, and then hover taxing 100 yards to the rear, following the engineer's vectors. This sequence was repeated a second time before the limiting descent altitude was established at 5200 feet MSL, approximately 200 feet above the survivor and level with the ridgeline. Due to the steep terrain slope away from the right side of the aircraft, the pilot had no outside visual hover reference closer than 500 feet below the helicopter or 1/2 to 3/4 miles to the side, so the copilot then took the controls and provided a rock-steady hover, utilizing the near upslope terrain on his side for hover reference. At 1725Z the survivor started up the penetrator, and as soon he was clear of the trees, Jolly Green 71 purchased additional hover insurance by increasing the hover altitude to 250 feet AGL to get farther into the envelope of wind that was blowing across from the ridgeline. The survivor was on board the helicopter at 1745L, and as Jolly Green 71 started an immediate climb to 13000 feet MSL, the pararescuemen were cleared to fire the min-guns to cover the Jolly's exit from the area. The survivor was in excellent condition considering his ordeal. There was no further contact with Owl 02B, and all SAR forces RTB, landing at Ch. 77 at 1845L.

2.

CALL SIGN	HOURS	SORTIES
JG 66	2.5	1
JG 71	8.8	2
JG 72	4.6	1
JG 64	2.0	1
Sandy 07	UNK	UNK
Sandy 01	UNK	UNK

3. N/A

4. Standard radios for the SAR forces and the SAR objectives as referenced in Item 1. above,
Summary of SAR actions.

5. N/A

6.

Jolly Green 66

AC Cpt Gerald M. T

CP Cpt Charles C. B

HM Sgt Jimmie R. C

RS SMS Charles R. C ^{RICK} ~~CHAPMAN~~

RS A1C Ernst W. E

Jolly Green 64

AC Cpt David E. M

CP 1Lt Olin F. L

HM SSgt Ablert D. C

RS Sgt Richard L. S ^{STEED}

RS A1C Kenneth W. C

Jolly Green 72

AC Cpt Dennis M. B

CP 2Lt Jerry D. S

HM Sgt Cayetano P

RS SSgt Douglas E. W ^{WILSON}

RS Sgt Michael L. W ^{WAGNER}

Jolly Green 71

AC Cpt Frederick W. H

CP 1Lt Harry L. H

HM Sgt Charles J. Rouhier

RS A1C Lawrence E. K ^{KIMBOL}

RS Sgt William E. S

Jolly Green 64

AC Cpt Dennis M. B

CP 2Lt Jerry D. S

HM Sgt Cayetano P

RS SSgt Douglas E. W ^{WILSON}

RS Sgt Michael L. W ^{WAGNER}

Christopher C. K, Major, USAF

Operations Officer

FOR:

Frederick W. H, Captain, USAF

Aircraft Commander, Jolly Green 71

Vietnam War Aircraft Losses

1522	17 juli 1972	F-4D	SVN	Tushek G. M.	1Lt	Rescued		Brown W. G.	Capt	MIA
1523	19 juli 1972	F-4D	Sea	Wier H. D. Jr	Capt	Rescued	USN Ship	Edwards K. G.	1Lt	Rescued
1524	20 juli 1972	F-4D	Sea	Burns J. L.	Capt	Rescued	USN Helo	NeLaoson M. B.	1Lt	Rescued
1525	23 juli 1972	A-37	SVN	Gravrock S. H.	1Lt	KIA				
1526	24 juli 1972	F-4E	Sea	u	u	Rescued	USN Helo	u	Capt	Rescued
1527	29 juli 1972	F-105G	Sea	Coady T. J.	Maj	Rescued	USMC Helo	Murphy H. F.	Maj	Rescued
1528	29 juli 1972	F-4E	NVN	Kula J. D.	Capt	POW (returned)		Matsui M. K.	Capt	POW (return)
1529	30 juli 1972	F-4D	Sea	Crane D. A.	Capt	Rescued	USN Helo	Petkunas D. W.	1Lt	Rescued
1530	30 juli 1972	F-4D	Sea	Brooks G. B. Jr	Capt	Rescued	USN	McAdams J. M.	Capt	Rescued
1531	30 juli 1972	F-4D	NVN	Breckner W. J.	1Lt	POW (returned)		Price L. D.	1Lt	POW (return)
1532	9 Aug 1972	F-4D	Sea	Beavers J. L.	Capt	Rescued	USAF Helo	Haskell W. A.	1Lt	Rescued
1533	10 Aug 1972	F-4D	THL	Mathews P. T.	Capt	KIA		Stark H. D.	1Lt	KIA
1534	12 Aug 1972	C-130E	SVN	Vance J. D.	Maj	KIA		Kohler T.	Capt	KIA
1535	13 Aug 1972	RF-4C	SVN	Gauntt W. A.	Capt	POW (returned)		Townsend F. W.	1Lt	MIA
1536	19 Aug 1972	RF-4C	NVN	Behnfeldt R. F.	Capt	MIA		Shingaki T.	Maj	POW (return)
1537	22 Aug 1972	F-4E	Sea	Tigner L. M.	Maj	KIA		Crockett W. J.	1Lt	KIA
1538	25 Aug 1972	F-4D	Sea	Bailey C. G.	1Lt	Rescued	USAF Helo	Feinstein J. S.	Capt	Rescued
1539	2 Sept 1972	F-4E	LAOS	Wood W. C. Jr	Capt	MIA		Greenwood R. R.	Maj	MIA

To: (unknown), [72730,1631]
From: INTERNET:rouhierc@AFAM.WPAFB.AF.MIL, INTERNET:rouhierc@AFAM.WPAFB.AF.MIL
Date: 9/4/97, 12:52 PM
Re: Owl 02

Sender: rouhierc@AFAM.WPAFB.AF.MIL
Received: from asemta.email.wpafb.af.mil (asemta.email.wpafb.af.mil [129.48.28.22])
by dub-img-8.compuserve.com (8.8.6/8.8.6/2.5) with SMTP id QAA05389
for <72730.1631@compuserve.com>; Thu, 4 Sep 1997 16:52:14 -0400 (EDT)
From: rouhierc@AFAM.WPAFB.AF.MIL
Received: from [129.48.195.147] by asemta.email.wpafb.af.mil; (5.65v3.0/1.1.8.2/15Se
id AA19564; Thu, 4 Sep 1997 16:52:10 -0400
Received: from cc:Mail by AFAM.WPAFB.AF.MIL
id AA873384713; Thu, 04 Sep 97 07:52:39 EST
Date: Thu, 04 Sep 97 07:52:39 EST
Message-Id: <9708048733.AA873384713@AFAM.WPAFB.AF.MIL>
To: 72730.1631@compuserve.com
Subject: Owl 02

Bob,

My name's Chuck Rouhier. Don't know if you remember me (25 years is a long time), I was a FE in the 37th ARRS in 1972 while you were there.

I got you're email address off the PJ Association Web site.

I've been trying to track down the crews on the Jolly's from a mission on 18 July 72, Owl 02A/B without to much success. Thought you might know where some of these guys might be. I've been in touch with Dave Mullenix (pilot) and I know Larry Kimball was killed in a 130 accident back in 86. Here are the rest of them:

JG 71	JG 64
A/C Fred Harrington	A/C Dave Mullenix
CP Harry Holliday	CP Olin Land
FE Chuck Rouhier	FE Al Cochran
+ PJ Larry Kimball	+ PJ Richard Steed +
+ PJ William Stevens	+ PJ Ken Cakebread
JG 66	JG 72 & 64
A/C Gerald Tonn	A/C Denny Borocz
CP Charles Baldwin	CP Jerry Stout
FE Jimmie Cherry	FE Cayetano Pina
+ PJ Charles Chapman	+ PJ Doug Wilson
+ PJ Ernst Eberling	+ PJ Mike Wagner

If you know where any of these guys are, please ask them to get in touch with me. Here's the various contact methods:

Chuck Rouhier
716 Oakview Dr.
Kettering, OH 45429
(937) 293-7626 - Home
(937) 255-0424 - Work
rouhierc@afam.wpafb.af.mil - Work email
JollyFE@juno.com - Home email

Good to see you're still alive and kicking. People, when they learn I was in the Jolly's, have from time-to-time over the years asked if I knew you. Proud to say I did.

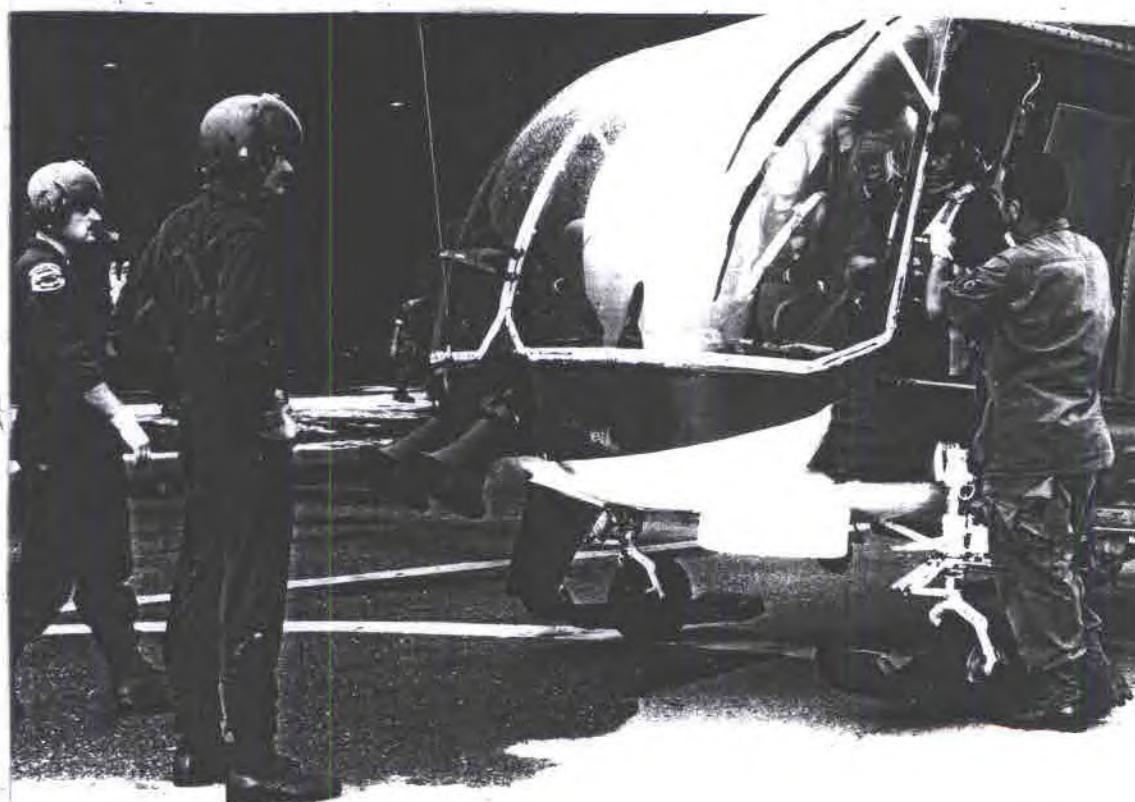
Chuck

				SURVIVOR NAME, RANK ORGAN SSAN	<u>JULY 72</u>	
DATE	CREW	JG	SAVE #		LOCATION	TYPE SAVE
5 JUL	MULLENIN HARRINGTON COURTAN WILSON MCQUOID	71	849	MICHAEL D. VAN WAGENEN VAN WAGENEN CAPTAIN XXXXXXXXXX 8 TFSg	355/64/69	COMBAT SAVE
	TOWN STOUT PINA CHAPMAN STEPHENS		850	MAJ. EARL K. JOHNSON XXXXXXXXXX 5 TFSg	355/64/69	1 COMBAT SAVE
17 JUL	BORCZAK STOUT VINI WILSON WAGNER	71	851	LT ANDERSON, DAVID K.	261/28/77	COMBAT SAVE
			852	CMDR YENKE, WILLIAM D.	280/07/69	COMBAT SAVE
18 JUL	HARRINGTON HOLLIDAY ROUHIER KIMBALL STEVENS	71	853	CPT TUSHEK, GORDON W. XXXXXXXXXX	YD 376 093	COMBAT SAVE

PILOT: DONALD R. WAGNER, Capt CO-PILOT: ALLAN C. SPITLER, Capt
CREWMEN: CHARLES R. WORLEY, SSgt, HM SAMUEL J. MCELHANEY, SSgt
Hoist operator. DAVID NEWMAN, SSgt, FF. ROBERT W. PARRISH, Sgt, MT

At 1528L, as Pedro was shutting, down from a previous scramble, notification was received that two F-105's, on with severe battle damage, one with emergency fuel, were inbound to Da Nang. Pedro scrambled at 1531. During engine start, the two F-105's were observed breaking off from their approach and heading to the east of the field. One minute after takeoff, Pedro received a call that the two crew members of the F-105 call sign Eagle 03, had bailed out. Pedro received immediate clearance across both runways at Da Nang and proceeded eastbound to the site. At 1538 Pedro arrived at the scene and spotted one of the survivors. A HH-53C from the 37ARRSq had been on a training flight in the area and was in contact with the other survivor. The Pedro crew was in radio contact with Maj Murphy and ask him for a smoke flare. The smoke indicated we were in a position to establish final approach, so I established final at that time. I came to a hover at 75' out and approximately 30' above the water. Maj Murphy requested Pedro delay the pickup until he could free himself from his parachute. I remained 75' out for 4 minutes until cleared in by Maj Murphy. The pickup was made and the survivor was in good condition. As I began my takeoff the Jolly Green was observed in the process of retrieving the other crewmember. I departed the scene at 1548 and returned to base. Pedro arrived back at Da Nang at 1600 and Maj Murphy was deposited at the 37ARRSq ramp. Pedro returned to its ramp to resume alert.

29 JULY 72 SAR



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Choppers team up for rescue



Pilots are hosed down after a successful rescue. (U.S. Air Force Photo by SSgt. Tim McCants)

An Air Force F-105 was severely damaged by a missile from a MIG-21 east of Haiphong Saturday. The plane's crew managed to fly the disabled bird back to Da Nang before they ejected over the coast and were rescued by helicopters from the 37th Aerospace Rescue and Recovery Squadron.

Maj. Thomas J. Ceady, the 105's pilot said, "We were east of Haiphong in a flight of four 105 aircraft. I got a MIG warning from my wingman and saw a MIG-21 coming at me from nine o'clock. He passed me, and my backseater, Maj. Harry Murphy, said the MIG made a 180 degree turn and launched two missiles at us. One of them either exploded near or hit the right wing, causing severe damage to the wing and making control of the plane difficult. We made it back to Da Nang but the landing gear wouldn't operate so we flew to the coast and bailed out."

An HH-43 Pedro helicopter and an HH-53 Super Jelly Green Giant helicopter were on a training mission in the area when they received the call that two pilots had bailed out. Within minutes the Pedro crew picked up Murphy and the Jelly picked up Ceady. Both men were in good condition.

The crew of the Jelly included aircraft commander Capt. Dennis Berezak, co-pilot Lt. Mike McDaniel, flight engineer SSgt. Gary L. Tretter, and pararescuemen SMSgt. Charles R. Chapman, Sgt. Mike Wagner, Sgt. Arden Conard and Sgt. Steve Caldwell.

Crewing the Pedro were aircraft commander Capt. Don Wagner, co-pilot Capt. Al Spittler, flight engineer SSgt. Charles Worley, medical technician Sgt. Robert Parrish, and firefighters SSgt. Samuel McElhaney and Sgt. David Newman.

1972

SURVIVOR,
NAME PANIC
SSAN & ORGAN

DATE	CREW	XG	SAVE #		LOCATION	TYPE SAVE
29 JUL	BUDROCK	72	854	COADY, THOMAS J.	1607 N 10819 E	COMBAT
	MCDANIEL			MAJ. XXXXXXXXXX		
	HOPPER					
	TROTTER					
	WAGNER					
	CONARD					
	CALDWELL					
	WAGNER	855		MURPHY, JERRY F.	1607 N 10819 E	COMBAT
	SPITLER			MAJ. XXXXXXXXXX		
	COARLEY					
	MCELHANEY					
	NEWMAN					
	PURISH					
ALG				AUGUST		
8 AUG	HARRINGTON	65	856	FERRELL,	226/08/77	NON COMBAT/M
	MCDANIEL			DONALD C, E-7		
	TROTTER			XXXXXXXXXX		
	WAGNER			1ST STRIKE TEAM		
	CALDWELL			AAGFTC		
	ASHLEY					
	TESDAL					

28 Jul

2200Z 9H SSgt Haller to duty
2315Z 9H Aftt 'OR' to Joker
0220 0H 7877 TRG
0535 9H JG 72 ↓ TRG
1155 0H DAAR & FORSTAT TO JOKER

29 Jul

2200 B Sst Burrell to duty
2245 B Aftt OR to JOKER
0505 0H JG 64 & 66 ↑ ORBIT
0510 0H SANDIES ↑
0555 0H JG 72 ↑ TNG
~~0600 0H JG 72 & 66 (1-1-1-1)~~
0635Z 0H EAGLE 03 & CADILLAC BATTLE DAMAGE
0640Z 0H MOTEL - TRIGGER 04 PUNCHED OUT / NO LOCATION
0645Z 0H TRIGGER 04 POSITION - 2136N 10631E
0647Z 0H MOTEL - NO BEEPER OR VOICE WITH TRIGGER 04 AND NAVY
DOES NOT ANTICIPATE A SAR.
EAGLE & CADILLAC FEET WET
0651Z 0H MOTEL - CHUTE ON TRIGGER 04 / SAME POSITION AS ABOVE
0706Z 0H KING 26 - EAGLE 03 350/170/69
0711Z 0H MOTEL - EAGLE 03 20MIN OUT 340/90/77
0729Z 0H MOTEL - VOICE WITH TRIGGER 04
0734Z 0H EAGLE 03 PUNCHED OUT / JG 72 - HAVE TWO CHUTES
IN SIGHT
0740Z 0H PEDRO 61 - GOING TO MAKE PICK UP
0744Z 0H PEDRO 61 - B MAN ON BOARD / JG 72 - A MAN ON BOARD
0800Z 0H JG 72 & PEDRO 61 ↓ SAR-E
EAGLE 03 - 40-038 CPT BOROCZKO
0830Z 0H JG 64 & 66 ↓ ORBIT MISSION NARRATIVE
1210Z 0H DAAR & FORSTAT TO JOKER SARDAK 05

~~CONFIDENTIAL~~

DOC D¹⁴

4.

V. (S)(U) NARRATIVE:

A. (U) All operations proceeded as in the previous month. Lt Colonel John T. Williams became Squadron Commander on 9 August.¹ (Note: Also attached are orders authorizing Major Max C. Brestel to assume command from Lt Colonel Lachlan Macleay. They were not available earlier.²)

B. (C) The 23rd TASS participated in 4 SAR/SAR attempts from 30 July to 31 August:

1. On the night of 30 July, 1972, SURGE 93 (B-52) was downed due to structural failure (sustained in a thunderstorm) 60NM northwest of Ubon RTAFB in eastern Thailand. Nail 78 (Capt. Richard N. Hutcherson and 1/Lt Frank A. Gray) was launched. By their arrival at the scene contact had been established with 93F, the only survivor. Pickup was effected immediately without opposition. Nail 78 then conducted an electronic search/surveillance of the area for other survivors. No contact was established by either Nail 78 or any of his replacements. SAR terminated the next day after all night coverage by Pave Nails. No losses/damages incurred.

2. On 13 August, 1972, ATLANTA 10 (RF-4) was downed by unknown means (AAA Suspected) approximately 500 meters north of the DMZ river 5-6NM inland. Nail 81 (Capt. Harold L. Nischler and Capt. Rockwell S. Higa) established voice contact with 10A. Contact was never established with 10B. Nail 76 (Capt. Harrold K. Ownby) later gained full voice contact with 10A (Nail 81's contact had been intermittent). The SAR force was launched and was holding feet wet (over the water) while air strikes were being put into the survivor's vicinity to suppress enemy action.

However, before pickup could be accomplished the survivor was captured

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SCHEDULE OF EXECUTIVE ORDER 11652.
AUTOMATICALLY DOWNGRADED AT TWO YEAR
INTERVALS ON 31 DECEMBER 1980