

LATE 1972 SAR

AUG 26 1972 SAR

Pedro operations end at Kadena

KADENA AB, Okinawa -- Lt. Col. Roy L. Crawford, commander of the 33rd Aerospace Rescue and Recovery Squadron, announced late last month that October 4 would be the final day for HH-43 Pedro helicopter operations here.

More than twenty pilots, crew chiefs, medical technicians and firemen are affected. They will be absorbed in other operations here at Kadena or reassigned.

The Pedros haven't been fully replaced by another helicopter, but the HH-3E Jolly Green Giants assigned to the 33rd will fly some of the missions formerly handled by the Pedros.

Kadena's two HH-43s were built approximately 10 years ago and will probably be retired from service.

The manufacturer's name for the HH-43 was "Husky" but, according to Colonel Crawford, the radio callsign "Pedro" eventually became the name rescue people around the world used for the chopper.

Fighter pilot taken from enemy jungle

NAKHON PHANOM RTAFB, Thailand -- "I saw a glint and felt a thump... then there was fire and smoke and the plane went out of control. Everything was dark..." recalled Marine 1st Lt. Darrell Borders, reflecting on the seconds just before he recently ejected from his stricken F-4 Phantom.

Three hours later amid a barrage of enemy fire, aircraft of the Air Force's 56th Special Operations Wing and 40th Aerospace Rescue and Recovery Squadron combined forces to pluck him from the mountainous North Vietnam jungle.

"It seemed like it took forever coming down," remembered the pilot. "I was drifting toward a river and an enemy village, so I pulled on one rise of the parachute which brought me down a lot faster."

The pilot landed in some bamboo near a ridge on a rugged mountain and his parachute hung up on some small trees. He stepped out of the chute and headed for cover.

Lieutenant Borders worked his way over the top of the slippery ridge to find a better hiding place.

"I kept thinking that I was leaving a trail as wide as a four-lane highway," he recalled.

Hours later, while Air Force A-1 Skyraiders from the 1st Special Operations Squadron suppressed enemy small arms fire, the first HH-53 helicopter began its approach.

As the crew attempted to pinpoint the survivor's location, their chopper was heavily damaged by enemy fire and one crew member was wounded, forcing them to pass rescue attempts to a nearby "Jolly Green."

As the second "Jolly" began hovering over the survivor, the enemy again opened fire. The pilot called for support and the A-1 Sandys rolled in blanketing the area with ordnance.

"They laid down just about everything they had," remembered Capt.

Mike Swager, pilot of the rescue helicopter. But the intense barrage continued to pepper his aircraft.

"From the angle we were taking hits, it appeared that the enemy was very close to the downed pilot," he continued.

The flight engineer, SSgt. Herschel E. Fannin, was directing the pilot over the survivor and lowering the rescue seat when an enemy round severed his intercom line.

Realizing the problem, Sgt. Jim Cockerill, a photographer with the 601st Photo Squadron's Detachment 12, jumped to his feet and went forward to help.

Sticking his arm into the cockpit, he relayed the flight engineer's directions to the pilot by hand signals until voice communications could be restored.

"I was watching out the window to maintain a stable hover and reading hand signals to my left at the same time," explained the pilot.

Meanwhile, the penetrator cable had tangled in some bamboo. As the crew freed the rescue seat and prepared to lower it again for the pickup, the flight engineer noticed that the survivor was already on it and they quickly reeled him aboard.

As the helicopter departed the area, it was discovered that the fuel transfer system had been damaged. But a rendezvous with an Air Force tanker an hour later helped that problem and the Jolly headed home with the happy Marine hitchhiker.

Elmendorf PJs join international meet

By Sgt. Steve Gordenier

ELMENDORF AFB, Alaska -- Imagine if you will, a white disc, five inches in diameter, anchored to the ground in a circle of gravel 100 feet in diameter. Then, imagine that you must get in an airplane, fly 1500 feet above the circle, parachute out and land on the disc.

That task was recently presented to four pararescuemen from Elmendorf's 71st Aerospace Rescue and Recovery Squadron. The four PJs were participating in the First International Pararescue Competition held last month at a Canadian Forces base near Edmonton, Alberta.

The PJs were vying against rescue units from all over Canada for the Allison Cup awarded to the best international team.

Two teams represented the 71st Squadron. Team 1 was made up of A1C Larry Gullingsrud and TSgt. Jim Holloway. Team 2 consisted of Sgt. Kenneth Svoboda and TSgt. Trelawny Bruce.

Accuracy in dropping men was the key factor in determining the best team, simulating actual search operations where teams are dropped into isolated Arctic or sub-Arctic areas.

Competition rules called for the aircraft to fly over the drop zone at an altitude of 1500 feet. On the first pass, the jumpers were allowed to drop a weighted spotter chute or streamers to check the wind direction and strength.

On the second pass over the drop zone, the first member of the team goes out of the airplane at the signal of the jumpmaster.

On the third pass, the jumpmaster himself goes out the door to join his teammate -- hopefully in the gravel immediately surrounding the white disc.

The contestants' score is figured by measuring the distance from his first point of impact to the center of the disc. Together with his teammate's distance, that comprises the team score for that jump.

The American jumpers found the competition extremely tough as the Canadians landed again and again in the gravel surrounding the small disc.

On the first day of the competition, Airman Gullingsrud swooped in within 1.7 meters of the target for the best American performance of the day and

See U.S.-Canada meet... Page 4

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

HERSHEL E. FANNIN

Staff Sergeant Hershel E. Fannin distinguished himself by gallantry in connection with military operations against an opposing armed force in Southeast Asia on 26 August 1972. On that date, Sergeant Fannin, a Flight Engineer on an HH-53C Rescue Helicopter, with full knowledge that a previous recovery attempt had been met with intense automatic weapons fire, courageously volunteered to attempt the rescue mission for a downed American airman. Although his aircraft was being riddled by bullets as it hovered within meters of the North Vietnamese gunners, he stood in the open and unprotected crew entry door while operating the rescue hoist to raise the downed airman to safety. By his gallantry and devotion to duty, Sergeant Fannin has reflected great credit upon himself and the United States Air Force.



'Jollies' Scoop-Up Downed Marine In Vietnam

by SSgt. David B. Drachlis

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ward a river and enemy village, so I pulled on one riser of the parachute which brought me down a lot faster."

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Lieutenant Borders who is from Pering Ill., worked his way over the top of the slippery muddy ridge to find a better hiding place.

"I kept thinking that I was leaving a trail as wide as a four-lane highway," he remembered.

Hours later, while propeller-driven Air Force A-1 Sky-raidors from the 1st Special

Operations Squadron suppressed enemy small-arms fire, the first HH-53 "Super Jolly Green Giant" helicopter began its approach. As the crew attempted to pinpoint the survivor's location, their chopper was heavily damaged by enemy fire and one crewmember was wounded, forcing them to pass rescue attempts to a nearby "Jolly Green."

As the second "Jolly" began hovering over the survivor, the enemy again opened fire. The helicopter pilot called for support, and the A-1 Sandys rolled in blanketing the area with ordnance.

"They laid down just about everything they had," remembered Capt. Mike Swager, pilot of the rescue helicopter. But the intense barrage continued to pepper his aircraft.

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(US Air Force Photo by SSgt. Jim (Cockerill))

1st Lt. Darrell Borders

bamboo. As the crew freed the rescue seat and prepared to lower it again for the pick-up, the flight engineer noticed that the survivor was already on it, and they quickly reeled him aboard.

"It was almost like going fishing," commented Captain Swager.

When the survivor saw the penetrator come down, he crawled toward the seat, slipping and sliding in the mud.

"I grabbed onto some bamboo and pulled up to it," he explained. "I hooked on and they pulled me up through the trees."

As the helicopter departed the area, it was discovered that the fuel transfer system had been damaged, but a rendezvous with an Air Force tanker an hour later helped that problem

and the Jolly headed home with the happy Marine hitch-hiker.

Other crewmembers on the rescue chopper were Capt. Stephen O. Boydd, co-pilot; TSgt. Michael L. Walker, and Sgt. Charles B. McQuoid II, both pararescuemen.

On the first helicopter were Capt. Thomas J. Laut, pilot; 1st Lt. Gilbert A. Rovito, co-pilot; MSgt. David V. McLeod Jr., flight engineer; SSgt. Daniel T. Nungesser, and AIC Charles B. Kinser, both pararescuemen; and TSgt. Don Looper, photographer.

A-1 Skyraider pilots supporting the mission were Maj. George A. Batte, Capt. Ross M. Buchanan, Terry McCammon, Lance D. Shotwell, and 1st Lts. Richard E. Brown III, Thomas S. Brady, and Robert

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Section D - 23 TASS
1 Jul - 31 Jul 72

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by enemy ground forces. 10A's last transmission was "They've got me."^{5.}

No losses/damages sustained despite heavy opposition by ground forces.

3. On 20 August, 1972, VAMPIRE 26 (QU-22B) was forced to bail out due to aircraft structural failure (after flying into a thunderstorm) 20NM east of Delta 4 in central Laos. Nail 75 (1/Lt Jeffrey P. Colbath and Major Frank J. Zeitler) located the survivor and established voice contact. The survivor's exact position was determined by ADF cuts to his vicinity and finalized visually. Poor weather and AAA complicated the SAR efforts. Pickup effected within 2½ hours by NKP SAR forces with little opposition. No losses/damages sustained.

4. On the morning of 26 August, 1972, MOTION 02 (F-4) was downed by unknown causes (Possible MIG) in the vicinity of the "Fish's Mouth" on the border between North Vietnam and northern Laos. Nail 23 (Capt. Jonathan R. Bear and 1/Lt Frank A. Gray) was launched on the SAR. Contact was already established with both crewmembers by the arrival of Nail 23. Both survivors were located and the pickup of 02B was accomplished with little opposition. 02A's pickup was more heavily opposed and the first attempt had to be aborted. Nail 23 was then asked to more definitely pinpoint the position of 02A but was unable to do so. Voice contact was lost after the first pickup attempt and not reestablished. No more pickups attempted. 02A presumed captured by ground forces, and SAR terminated without his recovery. One PJ was wounded. Both CH-53 helicopters sustained small arms damage. No losses.

C. (U) During August the 23rd TASS had 7 pilots and 4 navigators become Combat Ready. 2 pilots were upgraded to Instructor Pilot status and 1 pilot was upgraded to Flight Examiner. There was no Dava Nail school.

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weather (500 to 1,000 foot overcast cloud conditions) to rescue the survivor located on the 055° radial at 33 miles off of channel 82. No ground fire was encountered during the SAR but the Jolly did strike a tree during the rescue attempt and was forced to RTB. Hotel 45 executed the successful recovery of the downed crewmember shortly after the Jolly departed. Raven 42 was instrumental in the ultimate success of the mission by assisting the other SAR forces by his knowledge of the area.

On 26 August, Motion 02 (crew of two) was shot down in North Vietnam, 27 miles northeast of Sam Neua. Sandys 01 and 02 (Capt Buchanan & 1Lt Brown) were first on scene followed later by Sandys 03/04 (1Lt Scott/Capt Shotwell) and Sandys 11/12 (Lt Brady/Capt McCammon/Maj Batte). The weather was clear but the area had numerous unfriendly villages. SAR forces attempted to pick up Alpha crewmember first, but radio contact was lost during the run-in. Radio contact was never regained with Motion 02 Alpha. Motion 02 Bravo was successfully rescued shortly afterwards through combined effort of the Sandys/Jollys.

The 1st SOS received three new crewmembers during the month of August: Maj Ohr, Capt Elliott, and Capt Finch. Experienced Hobos who departed during August were: Lt Col Kay, Capt Clevenger, and 1Lt Blevens. These personnel will be missed and fondly remembered by all.

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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	CH-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

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A. JOLLY GREEN 62 AND 63 RECEIVED BATTLE DAMAGE DURING THE NOTION 02 SAR.
B. AT 260526Z TO 0545Z AUG JOLLY GREEN 62 WAS HIT IN A HOVER. AT 260626Z
AUG JOLLY GREEN 63 WAS HIT.

D. DETAILS

(11) AS JOLLY GREEN 62 CAME INTO A HOVER OVER THE ALPHA MAN'S SMOKE, JOLLY GREEN 62 LOST RADIO CONTACT WITH HIM. AFTER SEVERAL MINUTES OF SEARCHING THE AREA IN A HOVER, JOLLY GREEN 62 BEGAN TAKING HITS FROM HEAVY SMALL ARMS FIRE AND ONE CREW MEMBER WAS WOUNDED. JOLLY GREEN 63 TOOK HITS WHILE IN A HOVER OVER THE BRAVO MAN AND DURING THE PICK UP.

PAGE 2 RUMOREAQ083 C O N F I D E N T I A L

(2) NONE
(3) ENEMY GROUND FIRE
(4) CREWS OF JOLLY GREEN 62 AND 63
(5) LOSS OF SAR CAPABILITY OF TWO AIRCRAFT
(6) N/A

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(17) UNKNOWN. JOLLY GREEN 62 LANDED AT LIMA SITE 32 IN NORTH CENTRAL LAOS DUE TO LOW FUEL AND LOSS OF A/R PROBE WHICH WAS LOST AFTER RECEIVING GROUND FIRE. MAINTENANCE STATUS OF JOLLY GREEN 62 CANNOT BE MADE UNTIL MAINTENANCE PERSONNEL CAN LOOK AT THE AIRCRAFT. JOLLY GREEN 63 IS AT NKP AND ITS MAINTENANCE STATUS IS STILL UNDETERMINED.

(8) AIRCRAFT INVOLVED

A. TWO HH53C HELICOPTERS
B. SAR
C. 69-05792. 69-05793
D. JOLLY GREEN 63 CAPT CHARLES M SWAGER
JOLLY GREEN 62 CAPT THOMAS J LAUT
E. 6 POB JOLLY GREEN 62. 6 POB JOLLY GREEN 63
F. ONE WOUNDED IN THE LEFT CALF. TSgt HARVEY D LOOPER.
G. NOT A FACTOR

H. UNKNOWN AT THIS TIME. WILL GIVE FOLLOW ON MESSAGES AS SOON AS

PAGE 3 RUMOREAD0083 C O N F I D E N T I A L
INFORMATION BECOMES AVAILABLE.

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MESSA RE NOTIFICATION

Individual
Contacted:

Loca. Time
and Date:

40th APR 1972?

26 AUG 72
MOTION OF SARE ?

BOB

I don't know if any of this will help you, maybe you'll just enjoy reading it. I was on Capt. Rossi's acft.

AC Rossi
CP (Rocky) Revito (Later lost in Laos)
FE Sanders
PJ Walker
PJ Musnicki

Harry's acft

AC
CP
FE
PJ Weber
PJ Nuius

Photo Name unknown (He was TDY from the states)

We were egressing across the Black River, we were second in the formation. Harry's acft was at our 1:00 about 400yds. We passed over a spot that we had used before, they had brought up a 9 level gunner. With just a couple burst he hit Harry's acft with one round and our ACFT with one round.

The round that hit Harry's acft passed through the right aux tank, then passed through the left acft wall, then hit Harry in the ass, he was at the left gun position. The .51 passed through him, Werber said that when he opened Harry's flt suit, to look for an exit wound, he found the round was just beneath the skin. The round that hit our acft did pass through the triple tach, exploding the glass into a fine mist. This caused some glass to get into Capt. Rossi's eye, (He had to go to the Phillippines, his eye was taken out of its socket, the socket was cleaned out, eye popped back). When the round passed through the triple tach it hit the Photo in the helmet, it hit the center screw on his visor mount. (The screw punched through and caused a 3" to 4" laceration on his scalp) The bullet ricochetteted straight up it hit the throttle cables. This caused the engines to over speed. All I know about it is that the acft pitched straight up (Capt. Rossi had the pedal to the metal, we was booking), needless to say that, I was on the ramp so it got my attention quick. That was a sight that I will never forget, looking straight out the ramp and seeing the ground perpendicular to ME!!.

I looked toward the front of the acft, the first thing that I saw was smoke (actually it was the glass from the exploded triple tach). The next thing that registered was Capt Rossi saying over intercom "We're going in" I thought to myself "nobody says 'We're going in' that calmly". I saw Sanders lean around, and look into the cockpit, he said "You got two good engines, keep flying". The Photo who had been standing & leaning into the cockpit, turned around and started to take his helmet off (His plastic helmet - His ballistic helmet was on the floor at his feet), by the time it was half way off, there was blood down to his waist. "He is dead" I thought. Mike Walker started to treat him. While all this was going on, I was running around in little circles on the ramp, saying "Oh my god" multiple times. I was getting all the spare ammo that I could, in pockets around my neck in my teeth, I was taking anything I thought I would need on my run back to NKP. I went up to the front to see what I could do, I picked up the Photo's helmet, it had a hole clean through it, "Oh yeah, He is really dead" I said to myself. Once we got back to level flight, Harry's acft was passing on a sit rep, conditions of all acft #2 number & condition of the wounded, this is when we found out about Harry. It was determined that we would land at Lima site 16 to have Harry taken care of. Prior to landing lead acft once again passed the number of wounded, Capt Rossi passed that we had two wounded on our acft. Everyone on board kind of looked at each other to figure out who the other wounded was. It was only then that we found out

BOB

I know little about, the mission that Walsh ended up in the co pilots seat. My acft flew up along side of that acft to check for damage. When we pulled up we couldn't see any damage, then Walsh who was in the left seat, stuck his finger out of the hole the round had made. The way I remember it Capt. Boyd was hit in the elbow, he didn't want to leave the seat but was told by Cambell to go to the back. This was the same mission, that a HC-130 came into North Vietnam to refuel us.

To the Best of my old memory.

Kenneth J. Musnicki
60 Silva Dr.
Ft. Walton Beach, Fl.
32548-4746
(850) 244-5581