

Jollys make another "feet wet" rescue

An Air Force Phantom jet was severely damaged by enemy groundfire about 15 miles southwest of Hue Wednesday. The crew managed to get the jet out over the ocean before ejecting. They were picked up almost immediately by a rescue helicopter from the 37th Aerospace Rescue and Recovery Squadron at Da Nang.

Describing the incident, Capt. Jim Beaver, the F-4 pilot, said, "We were hitting enemy troop locations about 15 miles southwest of Hue. I think we were hit with automatic weapons fire, the airplane

still flew alright and we made for the ocean and turned for Da Nang, however, my backseater, Lt. Andy Haskle, noticed a small fire. An explosion followed and we ejected."

The aircraft commander of the HH-53 Super Jolly Green Giant rescue helicopter, Capt. Dennis Beroczak, then said, "We were on another training flight when we got word of the plane in trouble, we saw the F-4 blow up and the F-4's wingman was circling over the survivors. We came in to the area and picked up both men. I don't think they were in the water more than 15 minutes."

The crew on the Jolly were Capt. Dennis Beroczak, aircraft commander; Lt. Jack Stice (Coast Guard), co-pilot; Sgt. Jimmie Cherry, flight engineer; and Sgt. Delbert Beauchamp, Sgt. Mike Wagner, Sgt. Robert LaPointe, Sgt. Curtis Towne, parascuemen.

Quick rescue

DA NANG AFID., RVN — The crew of an Air Force F-4 Phantom severely damaged by ground fire during a mission southwest of Hue was rescued from the sea on Aug. 9th. The rescue occurred just 15 minutes after they ejected from the stricken fighter.

Capt. Jim Beaver, the pilot, and 1st. Lt. Andy Haskie, the weapons system operator, parachuted to safety after the aircraft was rocked by an explosion as they tried to fly the Phantom back toward Da Nang over the South China Sea.

Captain Beaver said, "We were hitting enemy troop locations about 15 miles southwest of Hue when we were hit by what I think was automatic weapons fire. The plane still flew okay so we headed for the water."

However, as the crew turned toward Da Nang, Lieutenant Haskie noticed a small fire and then the plane was jarred by an explosion. The crewmen ejected and were pulled from the ocean by an HH-53 Super Jolly Green Giant from the 37th Aerospace Rescue and Recovery Squadron based at Da Nang.

The HH-53 aircraft commander, Capt. Dennis Borocz, explained that his crew was on a training flight when they received word of the plane in trouble.

"We saw the F-4 blow up," he said, "and the wingman was circling over the survivors. We made the pickup and I don't think the crew was in the water more than 15 minutes."

Along with Captain Borocz was Coast Guard Lt. Jack Stice, copilot; Sgt. Jim Cherry, flight engineer; and Sergeants Delbert Beauchamp, Mike Wagner, Robert Lamplant and Curtis Towne, all para-rescue specialists.

Status of MAST outlined

Since July 1970, the Department of Defense has participated in a program using military helicopters to respond to civilian medical emergencies when time is critical and no other civilian resources are available. The program, known as MAST, or (Military Assistance for Safety in Traffic), began at Ft. Sam Houston, Tex., and was later expanded to Ft. Lewis, Wash., and Ft. Carson, Colo.

Two units of the Aerospace Rescue and Recovery Service, Detachments 15 and 22 of the 42nd ARRSq, of Luke AFB, Ariz., and Mt. Home AFB, Idaho, respectively, rounded out the five original test sites. As of Aug. 7, these two ARRS detachments had participated in 75 missions accounting for nearly 80 lives saved and more than 80 persons assisted.

A recent announcement by the Secretary of Defense said that the future of the MAST program is very bright and that numerous other bases are being considered for possible MAST sites.

The following article is reprinted from the *Wing Spread*, The base newspaper at Mountain Home AFB, Idaho, explaining the present status of the MAST program:

"We in Washington that work with the MAST program are extremely proud of the program and its results," stated Dr. Dawson Mills, a Department of Transportation official. Dr. Mills was one of four visiting officials from Washington D.C. who visited the base Monday and talked to base personnel about our local MAST program.

Accompanying Dr. Mills were two members from the MAST Interagency Coordinating Committee, Col. Ralph Parkinson, DOD; and Pete Vanhee, Department of Health, Education and Welfare (HEW). Also from HEW was Dr. J.J. Hanson.

The purpose of the visit was to provide local civilian and military representatives with the current status of the MAST program and related actions concerning MAST at the Federal level. The visiting dignitaries met with Boise law enforcement officials on Tuesday.

A secondary purpose of the visit was a fact finding one. The Washington officials wanted to know how well the program was going here. They wanted to know if the civilian authorities had full knowledge of our capability and were using it in emergencies. They also wanted to know what people thought of the program and to record any suggestions or improvements that they might offer.

Lt. Col. Thomas E. Fallows, commander of Det. 22 of the 42nd Air Rescue and Recovery Squadron said, "All state agencies have been extremely helpful and cooperative. We've got great support from them and even some equipment."

Lt. Col. William F. Dempsey, chief of the command post, remarked, "The word's finally getting out (meaning statewide) to our public officials and they're using us more and more."

Idaho was originally picked as one of the five test centers because of the many remote areas and sparsely populated areas where adequate emergency facilities are not readily available. The national average for highway deaths is 3-1 in rural areas over that of cities.

Because of the remoteness of the state and the wilderness areas, probably the largest per cent of MAST missions flown here involve someone lost or hurt in the wilderness. However, there are many other types of MAST missions, some flown here and others at the other four test sites. Interhospital transfers are an important part of the program. At Luke AFB, Ariz., one of the important missions has been the transfer of premature infants and emergency medical equipment for them.

While our aircraft are not as well equipped as an ambulance, they do carry an extensive medical kit, a medical technician and on missions involving critically injured persons an Air Force doctor is aboard. But officials explained that the main function of the MAST program was speed of evacuation and its remote capabilities. Maj. Walter A. Malkiewicz, operations representative for the Aerospace Rescue and Recovery Service, emphasized the point that the aircraft were for transportation, not air ambulances.

Talking about the cost factor, Parkinson explained, "Currently there is a hold on the expansion of MAST until Washington can decide whether it is appropriate to spend ICD Federally funded money on civilian and state affairs." However, he was quick to point out, "MAST is definitely here to stay."



"SMILING JIMMY SIMPSON" and the gang from Vancouver, Washington's YMCA pause during tour of 304th Aerospace Rescue & Recovery Squadron (AFRES) at Portland International Airport, Oregon. Group of 30 youngsters from the "Y" paid May visit to nearby squadron and its HH-34J Helicopters. On 5 Apr. '72, 304th rescue craft were in Vancouver providing emergency assistance following a disastrous, freak tornado. (USAP Photo)

PAGE FOUR

HOME (Continued)

As I turned the corner someone noticed me all prim and pristine in my 1505's with luggage in hand. He said gleefully, noticeing I was a 2Lt, "Are you the new guy?" "Yes I replied what unit are you with". "Im with the 37th SAY HELLO to the NEW GUY he cried HELLO A-HOLE was the ~~unwelcome~~ all response as someone shoved a warm beer into my hand. I knew then that this must be home.

HELP (CONTINUED)

survive only if we try to understand each other every day of our lives, reach out and touch someone, give something of yourself and in turn they will give something to you, Peace of Mind, and Love of a Brother until we find ourselves.

Signed: "WithOutAPassPort.

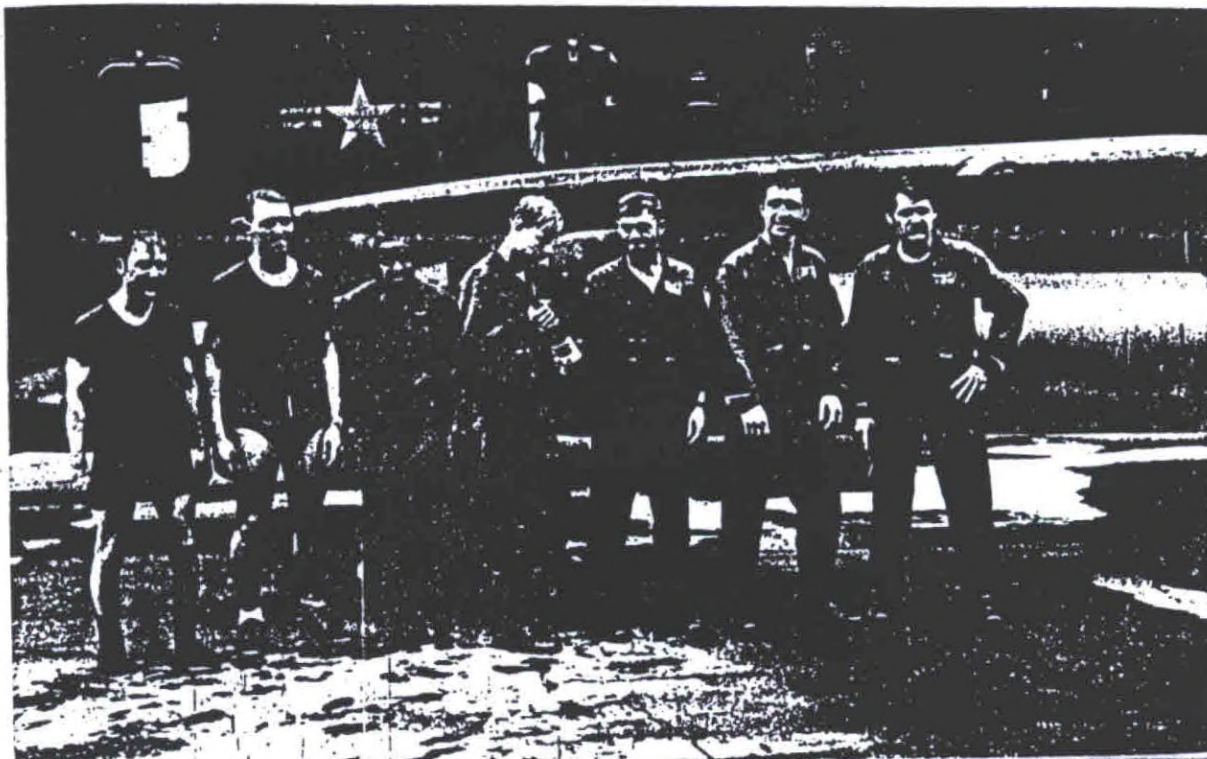
PERSONAL

TO: OPS

Nothing will ever be attempted if all possible objections must be first overcome....the Survivor

August 9, 1972 - JOYCE 01 - F-4 Phantom
USAF, 25 North of Danang Harbor 2 miles
off shore.

Left to Right: Sgt Curtis Towne (PJ),
SSgt Douglas Wilson (PJ), Sgt Jimmie
Cherry (FE), Capt Denny Borocz (AC),
Survivor, Survivor, LT Jack Stice, USCG
(AC equal)



**CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS
(FIRST OAK LEAF CLUSTER)**

TO

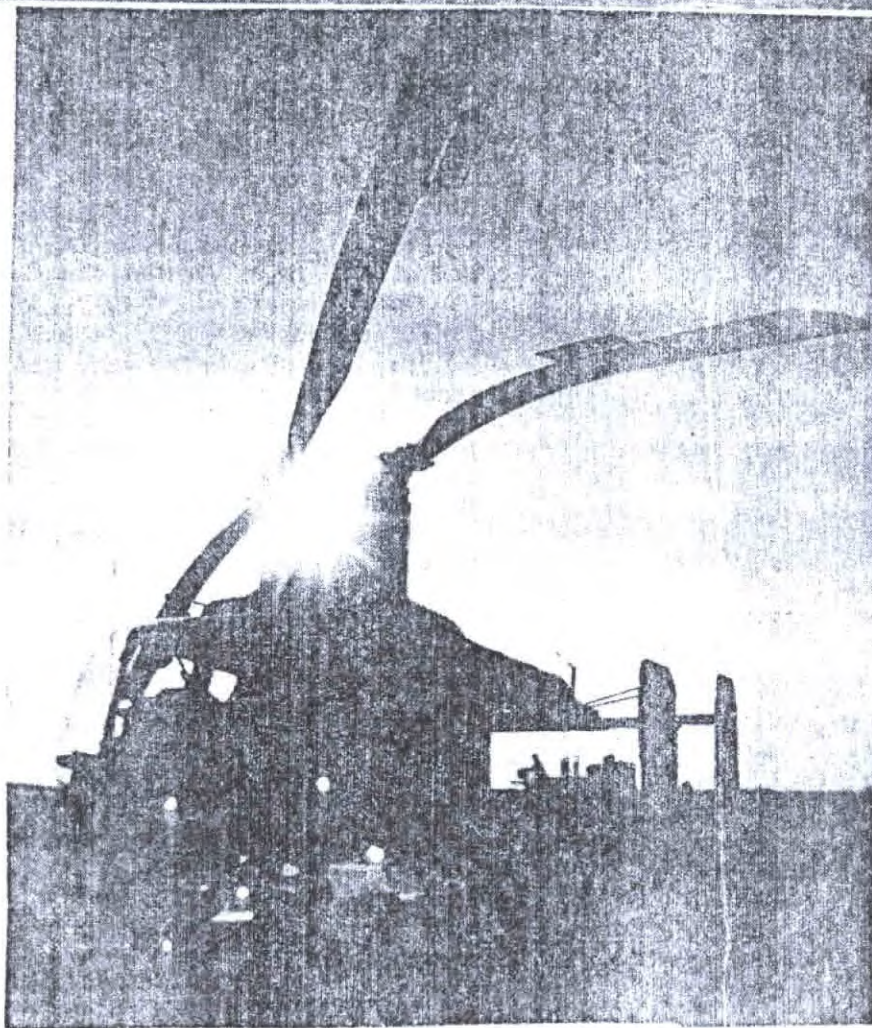
ROBERT L. LAPOINTE

Sergeant Robert L. LaPointe distinguished himself by extraordinary achievement while participating in aerial flight as a Pararescue Specialist on an HH-53C Rescue Helicopter near DaNang Airfield, Republic of Vietnam, on 9 August 1972. On that date, Sergeant LaPointe's outstanding airmanship and sound judgement, displayed under hazardous conditions, culminated in the rescue of two United States Air Force aircrew members from the South China Sea. The professional competence, aerial skill, and devotion to duty displayed by Sergeant LaPointe reflect great credit upon himself and the United States Air Force.

				SURVIVOR NAME, RANK SSAN & SQD		
DATE	CREW	AGE	SAVE #		LOCATION	TYPE SAVE
9 AUG	BURCZK	72	857	ZATHE, BENNY		COMBAT (2)
	STICE		858	HASKELL, WILLIAM		
	CHEZNI			AJ2 ILT		
	WILSON					
	TOWNE			7 TFS		
	WAGNER			DEANGIS, JAMES		
	LA POINTE			L. III CPT		
	BEAUCHAMP					
				7 TFS		
25 AUG	MULLENIX	72	859	BUONARATI,	USS HORNBLLOWER	1 NON COMBAT
	STICE			STEVEN J.		
	ROUCHER			P-3		
	TOWNE			XXXXXXXXXX		
	BUSHMAN					
	FEAR					
25 AUG	MULLENIX	72	860	LTC BAILY,	1905N 10620E	1 COMBAT
	HOBBS			C.G., 13 TFS		
	ROUCHER			XXXXXXXXXX		
	TOWNE					
	BUSHMAN					
	JESDAL					



10 AUG 72



Rescue Units Combine

The first unit to accomplish a "save" within the borders of North Vietnam more than 1,000 other saves during a seven-year history was recently (Aug 10) merged with another helicopter unit.

Detachment 7, 3rd Aerospace Rescue and Recovery Group (ARRG) flying HH-43 Pedro helicopters arrived at Da Nang October 1964 as one of the first two rescue units in the Republic of Vietnam. It was known as Det. 5, Pacific Air Rescue Center.

In its first three years in-country the unit made numerous rescues. Many of them were combat saves, including the first from North Vietnam on May 2, 1965, which they also flew aeromedical evac-

uation flights and flood relief missions. During the last four years the small "Pedros" have decreased their activities, with the 37th Aerospace Rescue and Recovery Squadron here taking over most of the combat role.

The 37th ARRG is also part of the 3rd ARRG, Tan Son Nhut AB, and in the interest of manpower economy, the smaller unit was combined with the 37th which flies the large, twin-engined HH-53 Super Jolly Green Giant helicopters.

The squadron is now responsible for all U.S. Air Force helicopter operations at this sprawling airfield. This includes all rescues and airborne fire suppression activities which were formerly handled by the "Pedros."

56 SOW

Jul - Dec 72 vol. 3A

K-WG-56-HI

Section D - 23 TASS

1 Jul - 31 Jul 72

V. (S)(U) NARRATIVE:

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DOC D⁴

4.

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. Mischler 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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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 Pave Nail school

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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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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 (retur
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.	LtCol	POW (returned)		Price L. D.	1Lt	POW (retur
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 (retur
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.	LtCol	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
1540	9 Sept 1972	F-4E	LAOS	Dalecky W. J.	Capt	Rescued	USAF Helo	Murphy T. M.	Capt	Rescued
1541	10 Sept 1972	F-4E	u	u	u	u		u	u	u
1542	11 Sept 1972	F-4E	NVN	Ratzlaff B. M.	Capt	POW (returned)		Heeren J. D.	Capt	POW (retur
1543	12 Sept 1972	F-4E	NVN	McMurray F. C.	Capt	POW (returned)		Zuberbuhler R. U.	Capt	POW (retur

DOC A⁹

V. NARRATIVE

The month of August was characterized by generally adverse weather conditions due to the rainy season causing low cloud ceiling conditions. Due to the above weather conditions, the 1st SOS scheduled flying sorties were below normal in execution because of numerous cancellations. Air operations for the 1st SOS was further hampered by a directive from higher headquarters ordering the squadron to strike on only SARs, tactical emergencies, and helicopter escorts. The above order remained in affect until recinded on 13 August. This resulted in a slightly lower pilot proficiency level in ordnance delivery due to lack of practice and was not voted the top morale contributor for the month of August. Primary maintenance problems occurred in the areas of engine and hydraulic problems. There were no accidents or incidents during the month of August.

20 August resulted in a very busy day for the Sandy forces of the 1st SOS. Vampire 26 went down on the 110° radial off channel 89 at 113 miles. Sandys 07 and 08 (Capt Shotwell/1Lt Cahill) were first on scene with Sandys 01 and 02 (Maj Harding/1Lt Scott) contributing later in the successful rescue effort. One of NKP's Giant Jolly Green's picked up the survivor who was down in an area with a two thousand foot overcast cloud layer. Nail 75 gave maximum assistance to the SAR forces during the location and recovery phase of operation. The success of the mission emphasizes maximum utilization of intricate communication and coordination by the different organizations at NKP.

Nokkatenh 402 also departed the skies prematurely on 20 August. Sandys 03/04 (1Lt Brown/1Lt Hukee) had to overcome very adverse

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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, 27¹/₂ 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 (1Lt 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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DOC D¹⁵

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ATTENTION:
Vietnam Era Jolly
Green, Crown, Sandy
and Nail crews. JTF-FA
needs help on the SAR
of SOPHOMORE 50
and SUMO on 27-29
Feb. 1968



Combat rescue
in Vietnam was
a very
dangerous
mission,
particularly for
the rescue
helicopter which
was extremely vulnerable during the
actual rescue. When the downed airmen
was being picked up, the helicopter was
forced to hover making it an easy target.
PJs (pararescue) manned onboard mini-
guns while close air support aircraft
provided masking smoke and suppression
fire against hostile targets.

This month **FEATURES** presents the
conclusion of the combat rescue of a pilot--
Vampire 26--shot down near the Ho Chi
Minh Trail during the Vietnam War. The 6
minute 7 second video details the mission
from the arrival of the HH-53 helicopter at
the rescue area through the completion of the
mission. Part I of the rescue was featured in
the previous issue of *Features*.

The Rescue of Vampire 26 in Vietnam - Part II - 160x120 video

- [28.8K modem version](#) - good quality
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Choose the version of this streaming
audio/video presentation which best matches
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second muted segment near the end of this
video.

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VAMPIRE SAR WAS
MADE INTO AF NOW

LOCATED ON UCR TAPE
SECOND SEGMENT ABOUT
7 MINUTES INTO TAPE



The crew of a Jolly Green Giant get hoisted down after returning from another successful rescue. (U.S. Air Force Photo by Sgt. Paul R. Kennedy)

An F-4 fighter bomber was damaged by anti aircraft artillery over the city of Kep in North Vietnam Friday August 25. The plane managed to get to the sea where the crew bailed out and were rescued by helicopters from the 37th ARRS at Da Nang. (AAA) over 25.

Describing the incident Lt. Col. Carl G Bailey aircraft commander said, "We were on a bombing mission over Kep when AAA slammed into our fuel cell and for a second the fuel gauges read zero. I didn't think the plane would hold together long enough to give us time to get over the water so I headed north for the mountains so ground troops would have a hard time finding us.

The plane was holding together alright though so we headed south for the sea and punched out over the water." With the colonel was his weapons controller Capt. Jeff S. Feinstein.

Capt Gerald Tonn, aircraft commander in one of the two rescue helicopters that made the rescue said, "We were pretty far from the point where they went down, but when we got the call we made a bee line for the area saw them and picked them up. They were in the water for 20 minutes and both men are in excellent condition.

The crews of the two rescue helicopters were: Capt. David Mullenix, aircraft commander, Capt. Todd Hoberger, copilot, Sgt. Charles Rouheir, flight engineer, Sgt Curtis Towne and Sgt. Ronald Buchanan, pararescuemen and SSgt. David Tesdal, photographer. On the other helicopter were: Capt. Genald Tonn, aircraft commander, 1st Lt. Olin Land, copilot, SSgt. Cayetano Pina, flight engineer and the-



Capt. Jeff Feinstein, left, and Lt. Col. Carl Bailey celebrate their rescue by the Jolly Green Giants. The men were shot down over North Vietnam and ditched their plane into the sea. (U.S. Air Force Photo by Sgt. Paul R. Kennedy)

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FEINSTEIN SPG

control.
Members of the same wing were engaged in an attack on a railroad bridge near Yen Bai when a flight of Migs attacked.

Capt. Michael J. Mahaffey was the pilot and 1st Lt. George I. Shields the backseater.

"It went right across in front of us," Mahaffey said later, with some wonderment.

"It looked a lot bigger than I thought a Mig was supposed to look." Despite his awe, the flyer fired a missile that went right up the tail pipe of the Mig and exploded, sending the plane into a flat spin into the ground.

Those three Mig kills brought the total score on Migs to 167 for the war. Of those, 115 have been shot down by Air Force crews. This year, there have been 56 Migs downed, 34 by the Air Force.

another round which stitched the Mig down the back side. We rolled off him at about 200 feet from the ground when we saw the pilot eject from the aircraft."

As both left the area, two Mig-19s moved in to attack. Madden and DeBellevue engaged them with the second Phantom flying cover. "I broke hard down into the Migs," said Madden. "Just as they punched off the wing tanks, they started around into us. I fired two missiles at the trailing Mig but they missed. I turned, cutting the guy off at the pass and fired another missile which impacted in the tail section of the Mig, knocking him out of the sky. We couldn't get the other Mig so we disengaged and egressed out of the area."

DeBellevue said of his ace status, "I feel pretty good about

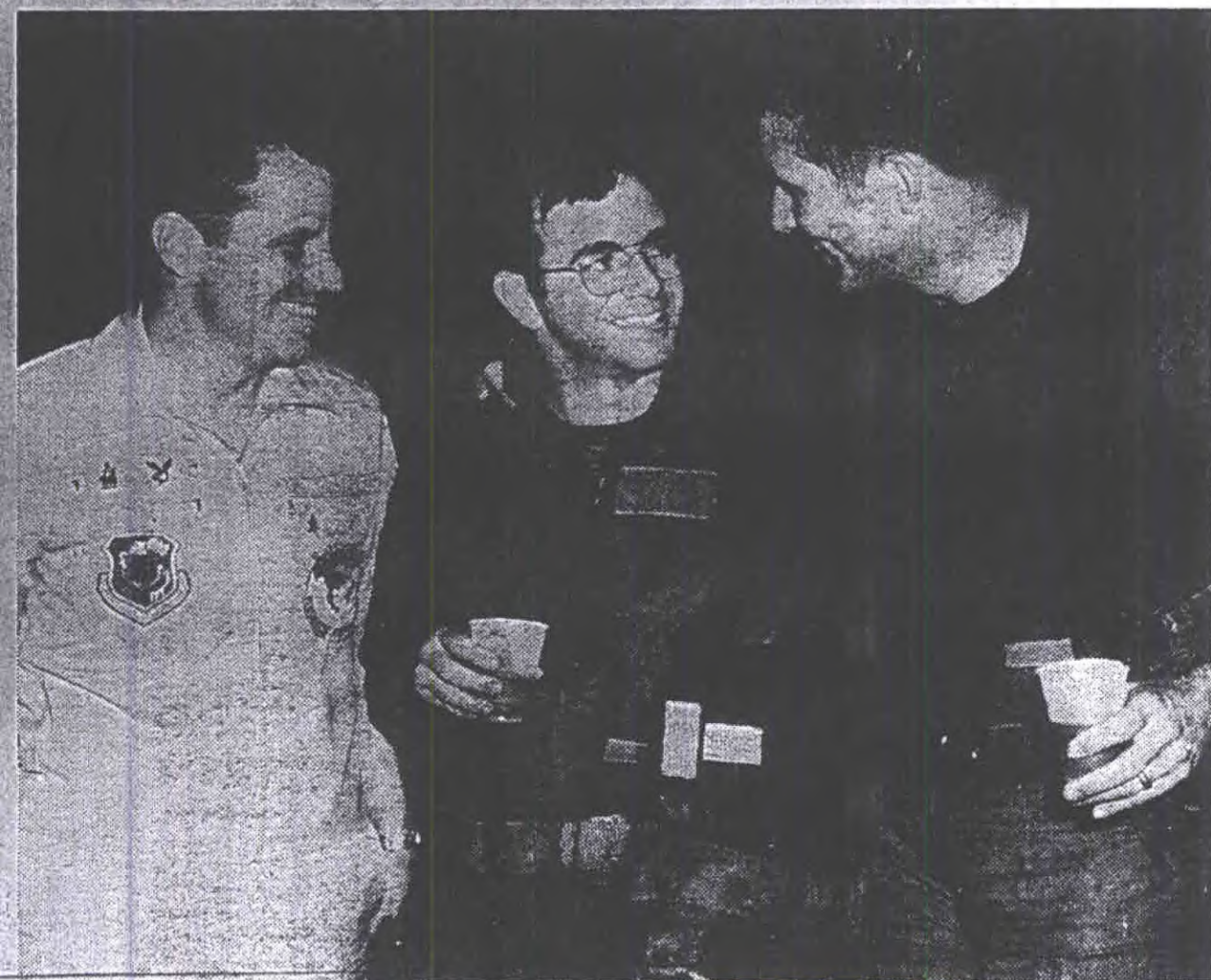
busiest days of the air war.

After getting his fifth, he joined Ritchie in Honolulu and there also was awarded the Air Force Cross. Both were en route to San Antonio, Tex., for the American Flying Aces Association Convention held Sept. 15-16.

Academy Chaplain On Cardinal Council

AF ACADEMY, Colo. — The Academy's Command Chaplain, Col. John F. Denehy, has been elected as an advisor to Terence Cardinal Cooke, Military Vicar for catholic personnel in the U.S. Armed Forces.

Monsignor Denehy is one of three AF Catholic chaplains elected by his fellow chaplains to the Cardinal's Advisory Council of the Military Ordinariate.



After Rescue

Damp but home, Capt. Jeff S. Feinstein, center and Lt. Col. Carl G. Bailey, right, sip coffee after a 20-minute "swim" in the Gulf of Tonkin. Their F-4 was shot down by ground fire on a combat patrol Aug. 25, but they got to the sea and were rescued. Feinstein has shot down four Migs, two with Bailey flying in the front seat. They are talking with Col. Scott Smith, 432 TFRW commander, who was flying on the same mission.

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AF TIMES

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MIG-Killers Down—but Not Out

DA NANG, Vietnam (UPI)—An Air Force pilot and his radarman drank champagne at their base here Friday night, a celebration they had not expected a few hours earlier when their F4 Phantom was shot down over North Vietnam.

"I thought we'd be spending the

night at the Hanoi Hilton hotel," said the pilot, Lt. Col. Carl G. Baily, 41, of Denver, Colo.

Baily and his radar operator, Capt. Jeffrey S. Feinstein, 27, of East Troy, Wis., were on a mission over the North Friday when their plane was hit by antiaircraft fire.

Feinstein has been credited with

four MIG kills, one short of becoming the Air Force's first Vietnam ace. Baily has been credited with downing two MIGs. The pilots fly protective escort missions for the fighter bombers attacking targets on the ground.

Feinstein said one antiaircraft round flashed by his canopy and

then another struck the fuel cell just behind his cockpit "with a loud thunk."

"All of a sudden the fuel quantity gauges went to zero and I figured we'd lose both engines immediately, but they just kept running and I went to full power,"

(Continued on Back Page, Col. 2)

Champagne Finale to Rescue

(Continued From Page 1)

said Baily. "It was hard to hold the plane together, but gradually I turned southeast and edged toward the coast. Finally, we saw the water (of the Gulf of Tonkin) and I was never so glad to see anything in my life."

Accompanied by other F4s staying close to provide protection, Baily kept his plane in the air for 25 minutes after being hit 35 miles northeast of Hanoi.

The dead Phantom glided from 20,000 feet to 8,000, where Feinstein bailed out.

"I waited till Jeff got clear," Baily said, "then reached for

my own ejection ring. But the plane was flying like it was balanced on the head of a pin and just nosed over when I let go of the controls."

Baily yanked the nose of the plane up, got his hands on the ejection ring and an instant later blasted into mid-air as the Phantom plunged into the sea.

"The Tonkin Gulf was really warm, I was surprised to find out," Baily said. "It was the first time I'd been swimming since June when my wife joined me in Thailand."

Baily and Feinstein landed safely half a mile apart, 50 miles off the North Vietnamese coast.

"I heard one of the pilots flying overhead say the Jolly Green Giants (rescue helicopters) were on the way. 'We'll have you drinking at the bar tonight,' he told us," Baily said.

Two HH3 helicopters plucked the men from the water 45 minutes later and brought them back to Da Nang.

A boisterous welcoming committee soaked them with firehoses, then broke out bottles of champagne.

"It's just like being thrown from a horse," Baily said of his experience. "You've got to get right back up and ride again. We'll be flying again in two days."



			SURVIVOR NAME, RANK SSAN & SQ			
DATE	CREW	JG	SAVE		LOCATION	TYPE SAVE
25 AUG	TOWN	66	861	CPT FEINSTEIN	1905N 10620E	1 COMBAT
	LAND			JEFFERY S.		
	PINA			XXXXXXXXXX		
	LA POINTE			13 TFS		
	CHARLESWORTH					
SEPTEMBER 1972						
17 SEP	LONG	65	862		YD 400 407	2 COMBAT
	STOUT		#			
	VICTOR		863			
	KIMBALL			23 TASS		
	CALDWELL					
				23 TASS		
22 SEP	TOWN	65	864	CPT WATT,	316/79/69	1 COMBAT
	STOUT			JAMES		
	PINA			XXXXXXXXXX		
	CHARLESWORTH			14 TRS		
	BEAUCHAMP					
	SUMMERFIELD					

			SURVIVOR NAME, RANK SSAN & SQD			
DATE	CREW	AGE	SAVE #		LOCATION	TYPE SAVE
9 AUG	BOROCZK	72	857	ZAHNE, BENNY		COMBAT (2)
	STICE		858	HASKELL, WILLIAM		
	CHEZBI			AME ILT		
	WILSON					
	TOWNE			7 TFS		
	WAGNER			BEAUGIS, JAMES		
	LA POINTE			L. II CPT		
	BEAUCHAMP					
				7 TFS		
25 AUG	MULLENIX	72	859	BUONARATI,	USS HORNBLOWER	1 NON COMBAT
	STICE			STEVEN J.		
	ROUHER			P-3		
	TOWNE			XXXXXXXXXX		
	BUCHANAN					
25 AUG	MULLENIX	72	860	LTC BAILY,	1905N 10620E	1 COMBAT
	HOBBS			C.G. 13TFS		
	ROUHER			XXXXXXXXXX		
	TOWNE					
	BUCHANAN					
	JESDAL					

B52s Blast NVA Arms Stockpiles

Compiled from AP and UPI
SAIGON — U.S. B52 bombers streaked across North Vietnam Saturday, raining tons of explosives on war stockpiles that military sources said were awaiting shipment south from near the ports of Vinh and Dong Hoi.

Supersonic U.S. Phantoms and Soviet-built MIG21 fighters battled over the skies west of

Related stories, Page 6

Hanoi Friday in a dogfight that produced the fifth American fighter ace of the Vietnam war, the Air Force announced.

Capt. Jeff S. Feinstein, 27, of East Troy, Wis., was credited with his fifth MIG kill, qualifying him as the third Air Force ace, spokesmen said. The two other aces are Navy pilots.

The U.S. Command said the MIG shot down by Feinstein 40 miles west of Hanoi was the 174th downed by American jets since June 17, 1965, and the 59th since the resumption of (Continued on Back Page, Col. 2)

Y GREENS PICKED UP AUG 72 WHEN SHOT DOWN OVER NORTH
4TH MIG KILLED AT THAT TIME



HQ. 7th AF, TAN SON NHUT AB, Vietnam — Capt. Jeff Feinstein, the navigator who finds Migs for all manner of pilots, became the third AF fighter ace of the Vietnam war and the second "backseater" when he and his squadron commander shot down a Mig-21 40 miles north of Hanoi Oct. 13.

The 27-year-old Chicago native has flown in the back seat with four men in the course of becoming an ace.

He also has been shot down himself, once, and rescued after swimming for 20 minutes in the Gulf of Tonkin.

The fifth Mig kill, with Lt. Col. Curt Westphal in the front seat, came on a rainy day more than two months after Feinstein had gotten his fourth Mig.

Escorting strike aircraft, "We received a call that bandits were in the area and heading our way," Feinstein recalled. "There were two of them and I got a visual on them when they were about two miles off."

The F-4s and the "Blue Ban-



Capt. Jeff Feinstein

dots" met head on and Westphal tried to get around for a shot.

"As he came back around," the colonel said, "we had done a hard turn. Jeff locked onto him and said, 'Whenever you're ready, fire.'"

Westphal fired two missiles that "went squiggling on out and it looked like a race to see which one was going to get there first. They impacted near his tail section."

"The Mig started trailing fuel like a light contrail and went into a long roll. A few seconds later the plane exploded and part of the right wing came off. He went into an almost vertical dive down through the clouds below us and we saw the seat come flying out as the pilot ejected."

Feinstein also is the third ace from the 432d Tactical Fighter Reconnaissance Wing. The first two aces, Capt. Steve Ritchie and Capt. Charles DeBellevue, flew with the 555th Tactical Fighter Squadron. Feinstein is with the 13th Tactical Fighter Squadron.

He got his first Mig on April 16, flying with Maj. Dan Cherry. He got his second on May 31, this time with Capt. Bruce Leonard in the front seat.

Lt. Col. Carl G. Baily became commander of the 13th in July and, flying with Feinstein, was in on two Mig kills on July 18 and July 29.

Then, for Feinstein, a drought set in — but times still were exciting. On Aug. 25, anti-aircraft fire severely damaged the team's F-4 and Feinstein and Baily had to eject into the Gulf of Tonkin. Helicopters rescued them.

Westphal replaced Baily as squadron commander and immediately started flying with the Mig-finding navigator.

Westphal was impressed. "He's a superior troop in this airplane in all respects. When he's looking for a plane out of the cockpit, it's a race seeing if you can beat him. Don't ever let those glasses he wears fake you out — I think they're telescopes."

Making ace status had developed into a race between Feinstein and Ritchie — with Ritchie winning out, but ironically, with both men chasing the same Mig that was the fifth Ritchie shot down.

A few days later, Ritchie's backseater, DeBellevue, got his fifth and sixth Migs to become the war's top ace. It was unofficially reported that Feinstein was involved in an unconfirmed kill.

There now have been 174 enemy Migs shot down in the war, 63 of them this year. The Air Force has claimed 122 of them, 41 this year (although, a footnote should point out that two of the Migs were destroyed by AF planes with Navy pilots flying them, under a joint service exchange program).

Feinstein has spent most of his Air Force career in the Far East. Born in 1945 in Chicago, he considers East Troy, Wis., his hometown.

He graduated from the Air Force Academy in 1968, then took navigator training at Mather AFB, Calif., and Weapons Systems Operator Crew training at George AFB, Calif.

He went to Misawa AB, Japan

Rescue Stories

Capt Jeff Feinstein (left) and Lt.Col. Carl Bailly (right) after their rescue from North Vietnamese waters.



FILE

FEINSTEIN, JPG

August 25, 1972; 37th ARRS

1525
0800
072

23 Aug 72

2230Z

qH

SSgt Haller to duty

2315Z

qH

Aft status to Jackie

0605Z

qH

JG 72 ↑ ~~Sgt~~ Alpha TNG

0655Z

B

JG 66 ↑ ~~Sgt~~ Alpha TNG

0805

B

JG 72 ↓ ~~Sgt~~ Alpha TNG

0855

B

JG 66 # Alpha TNG

0750

B

JG 71 ↑ FCF

0930

B

JG 71 ↓ FCF

0945

B

King & JACK NOTIFIES OF NAIL 100 310/30/69
with battle damage from SA-7. One engine
out. Going feet wet.

0950

B

JACK - Scramble the Jolly's!

0955

B

Hold Jolly's on ground/engines running

1000

B

Nail 100 down safely CH 69. Another bird
with fuel leak on engine. Keep Jolly's
standing by.

1005

B

King advises shut down. Second bird O.K.

1125

B

NO DARK OR FORSTAR - couldn't get through

24 Aug

2230Z	gH	SSgt Haller to duty
0005Z	gH	Aft Status to back
0505Z	gH	SG 66/72 ↑
0805Z	gH	SG 66/72 ↓
1155	ds	DAAR TO JOKER
1615Z	gH	SSgt Haller to duty
1705Z	gH	Alphas Launched - SG 72/65 - MEDEVAC Medevac NAVY SHIP - HORN BLOWER
1830Z	gH	1425 N - 10910 E
1705Z	gH	SG 65 ↓ Ch 77 - PRECAUTIONARY LANDING MAIN TRANSMISSION OIL PRESSURE LIGHT
2015Z	gH	SG 72 ↓ MEDEVAC
0335	ds	SG 72 & 65 ↑ ORBIT
	gH	K JACK ADVISED Jellies put 2 PJs IN WATER. P/U 2 SURVIVORS Fm Buick FH.
0725		SG 72 & 65 ↓ ORBIT P/U 2 SURVIVORS
1140	ds	DAAR TO JOKER

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by enemy ground forces. 02A'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. Mail 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. Mail 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 Mail 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. Mail 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 Paye Mail school

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~~SECRET~~
DOC A¹⁰

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 (1Lt 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

(3) 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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240 062348

rich

[illegible]

9E

 $\frac{1}{2}$

M

ZNY CCCCC

FM HQ ARRSO NKP RTAFB THAI
TO RUHHABA/CINCPACAF JRCC HONOLULU HI
RUHHABA/A1 ARRWG HICKAM AFB HI/SE
RUCIMAA/ARRS SCOTT AFB ILL/DOCP
~~RUHNRSA/3ARROP TAN SON NHUT AB RVN/DO~~
BT

~~C O N F I D E N T I A L 00~~

A. JOLLY GREEN 62 AND 63 RECEIVED BATTLE DAMAGE DURING THE MOTION 02 SAR.
B. AT 260526Z TO 0545Z AUG JOLLY GREEN 62 WAS HIT IN A HOVER. AT 260626Z
AUG JOLLY GREEN 63 WAS HIT.
C. 2033N 10435E ON THE BORDER OF NORTH VIETNAM
D. DETAILS

(1) 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 RUMOREAD083 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

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 RUMOREA0083 C O N F I D E N T I A L

INFORMATION BECOMES AVAILABLE.

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT 5
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 1978

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MESSAGE NOTIFICATION
Individual Contacted:
Local Time and Date:

5841

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 Werber
PJ Nanas

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 flight 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 MRE.

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 & 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

that Capt. Rossi was injured. He had flown over an hour without telling anyone.

Mike Walker informed Capt Rossi, that he was staying with Harry, period. We all shut down. Harry and our Photo were taken to the Hospital. I was talking to Werber & Nurnus, and they told me that Harry was lying on the floor, literally bleeding to death, and he was still telling the pilots what to do about the fuel leak, and how to transfer.

Someone came out of the hospital, asking everyone what their blood type was. It seems that Harry was AB neg. Well no one was, so orders were that our acft was to fly to Udorn to pick some up there. The arrangements were being made by JSOC. Well Capt Rossi, Revito, Sanders & me, got cranked and were on our way to Udorn. We were told that everything was fixed up and that a truck would meet us on the ramp with the blood. Well we landed at Udorn and no truck, we called the tower and they told us that the hospital called to say that since we didn't have a Doctor on board, they couldn't release the blood to us. Capt. Rossi started bitching but the tower said that there was nothing they could do. Sanders told Capt Rossi to get some transportation, that we would go to the hospital and convince them. Sanders and I got out weapons, we were about to leave the acft, when we received a call on HF that a donor had been found for Harry. There was no thought about any consequences, our buddy was dying and some rear echelon MF's were worried about paper work.

The doctor at 16 remembered that one of the spooks in the hills, was Harry's blood type he called him in. The way they tell the story, that troop walked in the door, the doctor met him pushed up his sleeve with one hand, and punched the needle with the other hand. They said he had half a pint out of that guy before he was laid down.

To the best of my recollection this is what happened. "NO SHIT"

Kenneth J. Musnicki
60 Silva Dr.
Ft. Walton Beach, FL.
32548-4746
(350) 244-5581

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

'Jollies' Scoop-Up Downed Marine In Vietnam

by SSgt. David B. Drachlis

"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 to-

ward a river and enemy village, so I pulled on one riser 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 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- raiders 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.

"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



(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. Shofwell, and 1st Lts. Richard E. Brown III, Thomas S. Brady, and Robe-

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CHRONOLOGY

56TH SPECIAL OPERATIONS WING

<u>DATE</u>	<u>CLASSIFICATION</u>	<u>SIGNIFICANT EVENT</u>
<u>Jul</u>		
3	(U)	56th Organizational Maintenance Squadron, 56th Special Operations Wing was activated.
13	(U)	Two AC-119K crew awarded the Vietnamese Cross for Gallantry for action against enemy in the Da Nang, RVN area
<u>Aug</u>		
11	(U)	General Horace M. Wade, Vice Chief of Staff, USAF, accompanied by Lt Gen Otto J. Glasser, DCS/Research and Development; Lt Gen Robert J. Dickson, DCS Personnel; and Maj Gen William W. Snavelly, Asst DCS/Systems and Logistics, arrived for a staff visit, mission update and installation tour.
18	(U)	Maj Gen Carl W. Stapleton, Commander, USAFSS arrived for facilities inspection
25	(C)	QU-22B, SN 701546, crashed shortly after takeoff from NKP. Pilot sustained fatal injuries.
29	(C)	QU-22B, SN 01547, was lost in Steel Tiger East due to weather and operator error. Pilot was recovered.
<u>Sep</u>		
1	(U)	Det 1, 362 TEWS, 56SOW was inactivated and the 361 TEWS, 56 SOW was activated with Lt Col William F. Moses Jr., Commander.

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