

1 October 1972: North Vietnam. Two crewmembers of an F-4 Phantom are shot down deep in North Vietnam. Fortunately, they eject over rugged terrain and land safely away from populated areas. Unfortunately, the enemy has observed their descent, and even before the two survivors land, recovery teams are sent to intercept them. Joining up, the two men quickly size up their situation and decide to climb to higher ground to put distance between themselves and the pursuing bad guys and aid the Jollies in recovery.

The Jolly Greens, in fact, are approaching at maximum airspeed. Pararescuemen Dan Nungesser and Charles Kinser are on the Low Bird. It now becomes a race between them and the closing ground forces. The latter are so close to the survivors, the two men can hear the shrill signal whistles and yelping dogs. Both men race up the steep slopes driven with new energy when they hear the approaching thundering of the 40th ARRS HH-53Cs. Low Bird drives in under the protective umbrella of the Sandys. Nungesser and Kinser exact tolls on the enemy forces with their mini-guns. The extraction is swift and flawless, denying the enemy the opportunity to add two more POWs to its cells in Hanoi.

DANANG AFIELD 40 Oct 72

Air Rescues Finest Hour

Fraught with inclement weather, bad radios, darkness, uncooperative foreign Nationals; AIR RESCUES best Sq came through to save an Vietnamese pilots life. All of my readers by now know that we saved a VNAF pilot on 3 Oct 72, but most of you are not familiar with the hardships involved nor the courageous parts played by the crews of Jolly 64 and Jolly 71. The two ALPHA aircraft were just landing from a two hour training flight when they were informed of a possible mission south of Danang. A VNAF A-37 was reported either down in the ocean or close to going down as the restarted engines and prepared to scramble. Both aircraft were airborne around five pm and finally received confirmation of the A-37 pilot actually having punched out over the ocean. Both aircraft were scanning the sea when Jolly 71 was vectored to a small boat by another acft overhead. The only problem with this was; it was merely a small fishing boat and not a downed pilot. As 71 was leaving this area, Jolly 64 spotted a Vietnamese fishing boat with the downed pilot aboard. They deployed Sgt Conard via the hoist to give any emergency medical treatment required plus he was to evaluate the best way of getting the pilot aboard a Jolly and evacuated to a hospital. Sgt Conard upon boarding the boat found the survivor unconscious and asked for another PJ for assistance, Sgt Hammock was lowered into the sea next to the boat and boarded it also. At this stage of the mission Jolly 71 left the area and came home for fuel, while Major Korper's crew aboard 64 orbited the area, keeping

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PAGE ONE)

in contact with the boat and trying to find the most expeditious and safest manner to move the injured pilot from the boat to a Jolly. The boats captain refused to allow the Jolly to hover over them for fear of capsizing and due to a lack of good communications equipment a Navy ship could not be brought to the boat. Jolly 71's crew led by Captain Boreczk had been refueled and were back in the area in less than 45 minutes and Jolly 64 was headed back to home plate for fuel. When the boats captain was convinced to head for shore so the crews could get the pilot off the boat and on one of the Jollies. Jolly 71 landed on the beach and SSgt Baker, Sgt Buchanan and Dr Howell were sent out to meet the boat in the water. Sgt Jones was posted to the rear of the aircraft to guard against possible enemy action, Sgt Cochran was posted point to guard also, and it was just a matter of time before the boat got close enough to the beach for Sgt Buchanan and Dr Howell to take a stokes litter to the boat. Jolly 64 deployed a seven man life raft to float the survivor from boat to acft. The three PJ's Buchanan, Conard and Hammock along with Dr Howell then brought the survivor ashore while SSgt Baker stood guard over the beach. The survivor was brought to acft 784 and loaded aboard while some of the crew members along with a Vietnamese marine kept a large crowd at a distance. With the survivor aboard, 784 flew from the beach to Danang AFIELD where the VNAF pilot was taken to the base hospital for treatment.

I believe all personnel who took part in this mission are deserving of praise and to be truthful one has to say all personnel of the 37th Took part. Once

~~SECRET~~

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	<u>DATE</u>	<u>CALL SIGN</u>	<u>TYPE A/C</u>	<u>PLACE</u>	<u>POB</u>	<u>RESULTS</u>
(S)	5 Oct	Ranger 23	F-111	18N, 103E	2	2 MIA
(S)	6 Oct	Buick 03	F-4	Unknown	2	2 Saves
(U)	28 Oct	Unknown	Navy Ship	15N, 109E	1	1 Recovered (Deceased)
(S)	4 Nov	Sabre 73	Cobra	MR-1	2	2 Saves
(S)	4 Nov	Sabre 16	OH-1	MR-1	3	1 KIA 2 Saves
(S)	21 Nov	Joy Hop 1	F-4	Thailand	2	2 MIA
(U)	21 Nov	Baron 56	EC-47	NKP	10	2 KIA 8 Saves
(S)	22 Nov	Olive 02	B-52	Thailand	6	6 Saves
(S)	2 Dec	Hobo 01	A-7	19N, 104E	1	1 MIA
(S)	20 Dec	Brass 02	B-52	Hanoi	6	1 KIA 5 Saves
(S)	21 Dec	Spectre 17	AC-130	15N, 106E	16	2 Saves 14 MIA
(S)	27 Dec	ASH 02	B-52	NKP	6	6 Saves
(S)	28 Dec	NOY-2	T-28	17N, 105E	1	1 MIA

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7NY 55555

0 260525Z OCT 72

FM 40ARRS RCC NAKHON PHANOM RTAFB THAILAND

TO AIG 7940

RUMOUVA/AIRA VIENTIANE LAOS

37

S F C R F I/10PPE PJIFFY/40ARRS-RC C/RESCUE 205/060415Z OCT 72

1. (U) RESCUE OPENING CLOSING REPORT 06 OCT 72
2. (U) ~~MISSION NUMBER: 40 000 06 OCT 72~~
3. (S) SITUATION: DOWNED AND RESCUED AIRCREW MEMBERS (BUICK 03).
 - A. DESCRIPTION OF SAR OBJECTIVE:
 - (1) F-4/697573/CMAOUFLAGED/BUICK 03
 - (2) FLIGHT PLAN: TACTICAL
 - (3) PILOT: CAPT ARTHUR G. EGGE, 436-62-5646, 432TRW, UDORN RTAFB THAILAND.
 - (4) POB: 2
 - (5) WEATHER IN AREA: 2000 SCATTERED, 10000 SCATTERED, VISIBILITY 7 MILES.

B. ACTIONS TAKEN:

- (1) 40ARRS-RCC NOTIFIED OF SAR INCIDENT BY KING 21 AT 021234Z

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OCT 72.

OCT 72. (2) TIME SAR FORCES ALERTED: CLASSIFICATION CANCELLED

- (A) 56ARRS NOTIFIED AT 060234Z Or Changed to 060235Z
(B) 40ARRS NOTIFIED AT 060236Z By Authority of 060235Z
(C) 15GS NOTIFIED AT 060236Z By 154 (Date) 16/4/75
(3) TIME SAR LAUNCHED:
(A) KING 21 (HC-130P) 56ARRS DIVERTED AT 060234Z
(B) JOLLY GREEN 63/53 (HH-53C) 40 ARRS DIVERTED AT 062367
(C) SANDY 1/2 (A-1) 15GS DIVERTED AT 060236Z

C. PERSONNEL INFORMATION:

- (1) 2 PERSONS INVOLVED. 2 LOCATED. 2 RECOVERED. 2 SAVED
(2) LOCATING AGENCY :
MIA) BUICK 03 ALPHA AND BRAVO LOCATED BY BUICK 02 AT 0316Z
COORDINATES 1811N 10320E.

(31) RECOVERY AGENCY:

- (A) BUICK 03 ALPHA AND BRAVO RECOVERED BY NON USAF HELICOPTERS. METHOD USED: BY LANDING
(4) SAR OBJECTIVES TAKEN TO: UDORN RTAFB, THAILAND

D. FLYING ACTIVITY:

- (11) SGARRS 1 SORTIE FOR 1.6 HOURS

AGE 3 RUMOREA1113 S E C R E T

- (2) 40ARRS 2 SORTIES FOR 3.2 HOURS

FOR OFFICIAL-USE ONLY

[illegible]

5877
MESSAGE NOTIFICATION
Individual
Contacted:
Date Filed
Remarks:

~~CONFIDENTIAL~~ 3 4.6 12.6

IMMEDIATE

~~CONFIDENTIAL~~

- (3) 1505 2 SORTIES FOR 3.2 HOURS
- (4) NON USAF HELICOPTERS UNKNOWN SORTIES FOR UNKNOWN HOURS
- (5) 432TRW 3 SORTIES FOR 4.6 HOURS

E. SAVES DATA:

- (1) (A) RCC MAKING SAVES: NOT RELEASABLE
- (2) PERSONS SAVED:

- (A) CAPT ARTHUR G. EGGE, 432TRW UDORN RTAFB THAILAND
- (B) CAPT JAMES P. WHITE, 432TRW UDORN RTAFB THAILAND
- (3) 2 NON ARRS COMBAT AIRCREW MEMBER SAVES

G. SUMMARY OF SAR ACTIONS:

- (1) THE 40 ARRS-RCC WAS NOTIFIED AT 060234Z THAT BUICK 03 HAD BAILED OUT. KING 21 LATER ADVISED THAT BUICK 03 WAS STILL AIRBORNE AND BAILOUT OCCURED AT 060241Z. SANDY 1/2 AND JDLLY BREEN 63/53 WERE RETURNING FROM A PRECAUTIONARY ORBIT AND WERE DIVERTED TO ASSIST IN THE RECOVERY. AT 060303Z VOICE CONTACT WAS ESTABLISHED WITH BOTH SURVIVORS. AT 060316Z BOTH SURVIVORS WERE VISUALLY SPOTTED AND AT 060331Z A NON USAF HELICOPTER LANDED AND RECOVERED THE TWO PILOTS. THE PILOTS WERE TAKEN TO UDORN RTAFB AND LANDED THERE AT 060407Z. BOTH SURVIVORS WERE REPORTED IN GOOD CONDITION.
- (2) TOTAL FLYING TIME FOR MISSION: SEE ITEM 30
- (3) AREA SEARCHED: 25NM RADIUS OF 1811N, 10310E.
- (4) KING 21 ASSUMED AMC AT 060234Z
- (5) TWO AERIAL REFUELINGS WERE ACCOMPLISHED IN SUPPORT OF THIS MISSION.
- (6) NO AUXILIARY SAR EQUIPMENT WAS USED THIS DATE IN SUPPORT OF THIS MISSION.
- (7) MISSION NUMBER 40-090 CLOSED AT 060415Z OCT 72

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VII. COMMANDER'S COMMENTS:

- (U) a. I assume command of the 1st Special Operations Squadron with great pleasure but with some regrets. Commanding the 1st SOS, the last USAF single engine, conventional fighter squadron, with the most unique, satisfying mission, along with an unparalleled record of accomplishments, is indeed a pleasure. I regret saying goodbye to our rotating "old heads", their experience and comradeship will be missed by all of us. The biggest shock to everyone was Ambassador Godley's announcement, at the Sawadee Party, of the impending loss of the A-1's. Therefore with great regret I look forward to an uncertain future for the A-1's and the 1st SOS as well.
- (U) h. If the A-1's are to be lost to the VNAF, based on the impending ceasefire, the return of the POWs and subsequent peaceful solutions to the problems of SE Asia, then the loss of our A-1's will be more acceptable.
- (U) c. An uncertain future is a factor that all fighter pilots learn to live with in combat and I am sure that each squadron member will continue to perform with unmatched excellence in the future as they have in the past.

LT COL WILLIAM H. LATHAM ASSUMED COMMAND
1 SOS ON 23 OCT 72

LAST A-1 CHANGE OF COMMAND

V.(S) NARRATIVE:

(U) The month of October was a very busy month for the 1st SOS. During the month there was a change in command, a large change in personnel, an outstanding "Sawadee Party" for Lt/Col Harding, and realization that the Squadron would be closing very soon. The Sandys were not called upon during the month to conduct a SAR; but they were busy with the Hobos supporting friendly forces in the Barrel. The Hobos also supported the Knives in a five day infill around the Saravane area. The Squadron continued the deployment of two aircraft to Da Nang and picked up a new deployment of two aircraft at Ubon on the 2nd of October.

(U) Lt/Col. Harding's "Sawadee Party" was a very fitting affair for the Squadron's past Commander. Some of the honored guest were: G. McMurtie Godley, U.S. Ambassador to Laos; Major General Vang Pao, Commanding General of Military Region II; Major General James D. Hughes, Deputy Commander for the 7th/13th Air Force; Brigadier General Jack Vessey, Deputy Chief MACTHAI. Ambassador Godley and Gen. Vang Pao formally thanked Lt/Col Harding and the 1st SOS for its' support in Laos. The following day, the 23rd of October, Lt/Col William H. Latham became the new Squadron Commander.

(S) The Hobos and Sandys took advantage of the improving weather to make some significant strikes in the Barrel. The Hobos started carrying a hard load, requested by the Ravens, and were credited with destroying numerous enemy storage areas and hard sites on the western edge of the PDJ. On the 19th, the Hobos started an infill with the Knives in the Saravane area. On the first day the

				SURVIVOR NAME & SSAN RANK & SQ		
DATE	CREW	SAVE	YG		LOCATION	TYPE SAVE
25 OCT	BRUNER	867	71	76 C	USS MIDWAY	8 NON COMBAT
	STOUT	↓				
	FOY	↓				
	BEAUCHAMP	875		970		
	BAKER					
	HOWELL					
27 OCT	BOROCZK	876	65	JONES, ROBERT B.	330/72/77	1 COMBAT
	LAND			CPT.		
	STOUT			335 TFS		
	FOY					
	BAKER					
	CHARLESWORTH					
	STICE	877	71	BLEAK, ELDON L.	330/72/77	1 COMBAT
	MCDANIEL			CPT.		
	TUTTLE			335 TFS		
	HAMMOCK					
	RICHARDSON					

CARRIER QUALIFIED

The night of 24 October held some interesting experiences for two of our Jolly Crews. Squadron Operations was notified at approximately 2200 hrs that the Aircraft Carrier Midway was requesting assistance to medivac some injured personnel from the carrier to the hospital at DaNang. It was reported that an A-6 Fighter/Bomber collapsed one of its gear on landing. The collapsed gear caused the aircraft to miss the arresting cables and slide sideways down the deck damaging several parked aircraft and knocking one F-4 over the side of the carrier. Four people were reported killed and twenty-two others were injured.

Jolly Green 71 and 65 launched at 2300 hours and proceeded toward the last reported position of the carrier approximated 65 miles northeast of DaNang. The crew of Jolly Green 71, was Capt Doug Bruner (AC), Lt Dale Stout (CP), Sgt Boy Foy (FE7), SSgt Dennis Baker and Sgt Buzzy Beauchamp (PJs), in addition Dr. Jerry Howall, PS & Hon. JG, accompanied the crew to provide medical assistance. Jolly Green 65 was manned by Lt Col Steve Sutton (AC), Lt Doc Holliday (CP), SSgt Vic Victor (FE), TSgt Quill Quillian and Sgt J.H. Jones (PJs).

A few rainshowers were encountered enroute and for a while, visions of a night instrument approach to the carrier deck were unhappily entertained by the crew. The weather cleared before reaching the carrier, however and JG 71 was directed to an immediate (and uneventful) landing on the forward angle deck.

(Cont on Page 4)

GIVE A KID SOME HOPE

As Christmas gets closer and closer we are reminded of the spirit of the holiday season. A spirit of good will, brother hood, and giving. We should all take a few moments to consider those less fortunate than ourselves. We should take a small amount of time to consider the many orphaned Vietnamese children downtown. Vietnamese people do not believe in adoption. There is not much of a bright future for an orphan anywhere in the world, there is practically no future for a Vietnamese orphan.

Why not let us try to give these kids at least one merry Christmas? The base chaplain office has come up with a program, where each member of every squadron donates two small toys, one for a boy and one for a girl, to be distributed at Christmas.

SCOOP!

8 Nov 1972, SSGT Jimmy R. Yeomans, did it again, signed up for another 4. Col Sutton was so impressed with the YEOMAN that he gave him a Commendation Medal to boot.



In this briefing room there is a large box, duly decorated by SSGT Trotter, it would be greatly appreciated if everybody contributed as soon as possible. Of course the BX has an extremely limited supply of toys. However there are toys in the PACEX catalog. But the best idea probably would be to write home to get the folks back there interested, and have them send you two small toys from a store stateside.

Christmas is getting closer and closer let us all show a little of the spirit we grew up with to those less fortunate. Get a toy for a kid and put it in the box.

Squadron flies three ship missions

WOODBRIDGE RAF, United Kingdom -- The 67th Aerospace Rescue and Recovery Squadron (ARRS) has acquired more than adequate operational training in rendezvous and helicopter winch operations with small boats in the past two months. On three separate missions injured sailors have been lifted from vessels by rescue helicopters and taken to medical attentions on shore.

The first of these missions began Aug. 8, when a Woodbridge HC-130H, piloted by Capt. Martin M. Montemore, and a Detachment 14 HH-3 helicopter were launched from Keflavik Naval Air Station (NAS), Iceland, to locate a German fishing vessel with an injured sailor

on board. The HC-130H located the vessel and vectored the Jolly Green to the scene. After the sailor was winched aboard, the HH-3 accomplished a rendezvous with an HC-130N tanker which was scrambled from RAF Woodbridge to provide air refueling on the recovery. Capt. David Allen of the 67th ARRS was the aircraft commander of the tanker. The German seaman, suffering from head injuries, was taken to a hospital in Reykjavik, Iceland, for treatment.

During September two missions came in rapid succession following the same pattern set in August. Sept. 26 a Woodbridge HC-130N and an HH-53 flown by Capt. Jan Heining and Maj. Alfred Montrem respectively, were launched to pick up a French seaman suffering from appendicitis. A flight surgeon flew aboard the Super Jolly to provide medical care enroute from the fishing vessel to Grimsley Hospital.

The following day an HC-130N was scrambled to rendezvous with an HH-3 from Keflavik NAS. The tanker flown by Capt. Ken Kreiley located the Coast Guard cutter and vectored the HH-3 to it. A sailor suffering from suspected appendicitis was lifted by winch to the helicopter. On the way back to land the HC-130N air refueled the HH-3.

The 67th participated in four other missions during August and September that presented more varied problems.

On the 7th of August, Maj. Albert Dietz flew a 67th ARRS HH-43, Pedro, to successfully pick up an RAF Lightning pilot who ejected on final approach to RAF Wattisham. The pilot was recovered and suffered only minor injuries.

Two missions involved medevacating patients from Bentwaters to RAF Lakenheath hospital and were flown by Capt. Darrel Knutson and Lieutenant Commander Irving Sauer in HH-53 Super Jolly Green Giants.

A total of seven missions were flown during August and September raising the mission list to eleven for the 67th ARRS this year.

Hangar travels from Spain to England

WOODBRIDGE RAF, United Kingdom -- There is a building here which closely resembles a hangar at the front but has an airplane sticking out the back. It is the newly completed nose dock for the HC-130 aircraft of the 67th Aerospace Rescue and Recovery Squadron.

The reason for its unusual appearance is that it is designed to house all of the aircraft except the tail which sticks out through specially modified doors. This design allows a warm, weatherproof working area without requiring that it enclose the entire aircraft.

If it doesn't look entirely new, it is because it was originally standing at Moron AB, Spain, and was transferred here to save the cost of building an entirely new structure. The project was approved on Feb. 19, 1970, and the 11,324 square foot hangar was disassembled, shipped piece by piece and then reassembled here with certain improvements added.

Da Nang choppers respond to disaster

DA NANG AFLD, Republic of Vietnam -- Two Air Force rescue helicopters responding to an aircraft accident that injured 22 men and killed four others aboard the USS Midway Oct. 24, flew eight of the injured seamen to Da Nang for treatment at the 95th Evacuation Hospital.

Two other seriously injured seamen were flown to Da Nang aboard a Navy helicopter later.

The HH-53 helicopters from the 37th Aerospace Rescue and Recovery Squadron left the base at 11 p.m. and returned approximately two hours later with eight injured seamen.

TSgt. Harwell P. Quillian Jr., 26, Freeport, Fla., a pararescueman (PJ), remained aboard the carrier after the second HH-53 left to help prepare the two seriously wounded seamen for the flight to Da Nang. They arrived at 4:45 a.m. aboard the Navy helicopter.

Treating the injured men in the first helicopter was Air Force Dr. (Capt.) Jerry Howell, 28, Enterprise, Ala. The doctor aboard the Navy copter which later carried two injured seamen to Da Nang was Navy Commander Fredrick L. Deane, 35, Grand Rapids, Mich.

Piloting the first HH-53 was Capt. James D. Bruner, 30, Selma, Ala. His crew included 1st Lt. Jerry D. Stout, 24, Phillips, Tex., as copilot; Sgt. Edward D. Foy, 20, Plymouth, Wis., flight engineer, and PJs SSgt. Dennis C. Baker, 26, Panama City, Fla., and Sgt. Delbert H. Beauchamp, 22, Norfolk, Va.

Besides Quillian on the second Jolly Green Giant were Lt. Col. Stephen L. Sutton, 40, Monterey Park, Calif., aircraft commander; 1st Lt. Harey L. Holliday, 23, Nashville, Tenn., copilot; SSgt. Jimmy D. Victor, 26, Wichita Falls, Tex., as flight engineer, and Sgt. Steven L. Jones, 19, Pasco, Fla., PJ.



JOLLY GREEN TO THE RESCUE -- An HH-53 "Super Jolly Green Giant" helicopter swoops low over the jungle during a rescue mission in Southeast Asia. The helicopter is assigned to the 40th Aerospace Rescue and Recovery Squadron. (USAF Photo by SSgt. George M. Holland)

Looking at one of the many enemy armaments in one of the world's most unusual museums is Lt. Millard Vanderbilt. He is touring the Combined Republic of Vietnam Armed Forces/United States Material Exploitation Center museum in Saigon. The museum is chock full of Vietcong and North Vietnamese weapons, in most cases supplied, not always voluntarily, by the enemy. This is a 122mm rocket launcher, with rocket. Other displays feature booby traps and other kinds of launchers and guns.

Eight Sailors Rescued After Accident on Ship

DA NANG AFLD., Vietnam (7AF) — Two Air Force rescue helicopters responding to an aircraft accident that injured 22 men and killed five others aboard the USS Midway Oct. 24 flew eight of the injured seamen to Da Nang for treatment at the 95th Evacuation Hospital.

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Ex-Army Footballers Aid Combat Mission

SOUTHEAST ASIA — Twenty-three years ago, three Nakhon Phanom RTAFB colonels combined athletic talents for a common goal — an undefeated, untied U.S. Military Academy football season.

Today, the same three are working together in support of the Air Force's combat mission in Southeast Asia.

The three, who once wore pigskin togs for the "Black Knights" of the Hudson, are: Col. Robert E. Wayne, Task Force Alpha (TFA) commander; Irving B. Reed, 56th Special Operations Wing vice commander, and Lou E. Bretzke, 56th Special Operations Wing assistant director of operations.

Back during the glorious era of 1944-48 when All-Americans Doc Blanchard and Glenn Davis were monopolizing the sports pages, Colonel Wayne held the second-string varsity slot (1944 and 1945). The Cadets went

undefeated all three years.

A few years later, Colonel Wayne returned to West Point grid wars as an assistant football coach. During the 1948 and 1949 gridiron campaigns, he scouted future Army opponents and helped map out defensive and offensive strategy.

While the Task Force Alpha commander coached, Colonels Reed and Bretzke garnered their share of headlines in the 1948-1950 campaigns with Colonel Reed carving his niche as a defensive halfback and Colonel Bretzke alternating between center and linebacker.

West Point posted undefeated seasons in 1948 and 1949. In the 1948 campaign, the Black Knights went through a perfect season, but climaxed the year with a 21-point tie with arch-rival Navy.

The following year, Army notched an unblemished slate.

Bacardi light rum for what?



Enjoy it in Daiquiris and Bacardi Cocktails. And use it like gin or vodka in Martinis, Screwdrivers, Bloody Marys, tonic, bitter lemon.

BACARDI rum.
The mixable one.

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Jollies are clean

The first squadron at Da Nang to have all its personnel tested under Golden Flow, regardless of age, since the Wing's new program to identify and rehabilitate drug/alcohol abusers, Velvet Glove/Baseball Bat was put into effect, has come out with a perfect record.

According to Dr. (Capt.) William J. Howell, flight surgeon, the entire 37th Aerospace Rescue and Recovery Squadron went through a squadron sweep Golden Flow recently and the results were 100 per cent negative.

"The entire squadron is to be commended for such fine results which are directly attributable to interest shown by the commander, Lt. Col. Steven Sutton, and squadron supervisory personnel. They have been in the forefront in pushing the Velvet Glove/Baseball Bat program and have been most diligent in hosting briefings on this program including sessions with small groups," Dr. Howell said. "Their cooperation in this program has been outstanding," he added.

27 OCT 72
SAR

Jolly's save two F-4 jocks

In Air Force -4's, from the 37th Tactical Fighter Wing at Hahn RTAFB, was downed by anti-aircraft artillery (AAA) fire near Dong-Hoi, North Vietnam Friday morning, October 27. The crew was rescued later by helicopters of the 37th Aerospace Rescue and Recovery Squadron at Da Nang.

Describing the incident, aircraft commander Capt. Robert B. Jones, 35, Pryor, Okla., stated, "We were directing an air strike over Dong Hoi when my weapons system officer Capt. Eldon L. Bleak, 26 of Klamath Falls, Ore., and I were hit by AAA. A fire light went on in the instrument panel indicating a fire in one engine. We then lost hydraulic pressure and another light came on indicating the other engine was on fire, so we headed out to sea. We had traveled about 50 miles when we lost use of the aircraft's control surfaces so we ejected. The radio had gone out, but our wingman followed us and called in the rescue helicopters."

The two men had bailed out in water 20 miles off the coast of North Vietnam and seven miles north of the DMZ. After about 20 minutes two rescue helicopters arrived on the scene and picked up both men.

The crew of the helicopter which rescued Captain Jones was: pilot, Capt. Dennis Borozek, 27, South Bend, Ind.; copilot, 1st Lt. Frank Land, 26, Baton Rouge, La.; flight engineer, Sgt. Eddie Foy, 20, Plymouth, Wisc.; pararescuemen were TSgt Dennis Baker, 26, Panama City, Fla. and Sgt. Ronald Charlesworth, 21, Camp Hill, Pa.

The crew of the helicopter which rescued Capt. Bleak were: pilot, Coast Guard Lieutenant Jack Stice, 33, Sarasota, Fla.; copilot, 1st Lt. Mike McDaniel 24, De Pere, Wisc.; flight engineer, TSgt. Jerome Tuttle, 33, Laverne, Calif.; pararescuemen were Sgt. Helen Hammock, 21, Alice, Tx. and Sgt. John Richardson, 21, Portland, Ore. TSgt. Jimmie Hathcox, 39, Ocala, Fla., a combat photographer was also on board.

				SURVIVOR NAME & SSAN RANK & SQ		
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	LAND			CPT.		
	STOUT			335 TFS		
	FOY					
	BAKER					
	CHARLESWORTH					
	STICE	877	71	BLEAK, ELDON L.	330/72/77	1 COMBAT
	MCDANIEL			CPT.		
	TUTTLE			335 TFS		
	HAMMOCK					
	RICHARDSON					

21 OCT 72

0615	JB	SSG BREEDEN ON DUTY
0720	JB	ITEM 2 & LINE ALPHA TO JACK
0935	JB	JG 6A ↑ TNG A-40-099
1040	gh	11C SCRAMBLED C. Wolf #1 (JG 7B/65, TRG) 11C Sandies JUNE - Sandy 7 fuel/Sandy 8 BKN
1046	gh	WLC Punched out - 2 good shots - 330/72/77
1057	gh	JG 71 ↑ SARE
1050	gh	Both men in the water - No words on any boats in the area. VANGUARD 917 in area. Both men on voice - good condition.
1055	gh	JG 72 ↑ FCF
1057	gh	No boats in the area.
1102	gh	Vanguard going down to get visual
1115	gh	JG 65 O/S.
1118	gh	JG 65 has survivor in sight - Phase "B"
1122	gh	JG 65 dropping smokes
1125	gh	JG 65 hovering over SURVIVOR
1135	gh	JG 65 has "A" man on board
1145	gh	JG 71 has "B" man on board
1215	gh	JG 65 ↓ CL 77
1205	gh	JG 72 ↓ FCF
1230	gh	JG 71 ↓ CL 77