

CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL
(EIGHTH OAK LEAF CLUSTER)

TO

JOHN W. STEPHENS

Sergeant John W. Stephens distinguished himself by meritorious achievement while participating in aerial flight as a Pararescue Specialist on an HH-53C Rescue Helicopter near Tchepone, Laos on 20 November 1972. On that date, Sergeant Stephens participated in the daring rescue of a fellow American airman from deep within hostile territory. When his helicopter was fired upon by a hostile antiaircraft weapon, he courageously exposed himself in the open gun position in an attempt to suppress the fire with his minigun and when that malfunctioned he continued suppressive fire with his hand held automatic weapon. The professional skill and airmanship displayed by Sergeant Stephens reflect great credit upon himself and the United States Air Force.

NOV 72

On the 9th, 7th Air Force decided that six A-1's were needed for Sandy Alert at Da Nang; Six pilots left for Bein Hoa to pick up the aircraft on hand receipts from the VNAF. By the 11th the six A-1's were on alert at Da Nang. On the 15th the aircraft were returned to the VNAF, and the Air Force's A-1 inventory was zero.

(U) As the squadron closed down, the aircrews were reassigned throughout the USA and PACAF. Returning to the USA are: Lt Col. William Latham, Ent AFB; Maj. Danny Roberson, Laredo AFB; Capt. Gene Bardal, Reese AFB; Capt. Don Screws, Lt Mike Cahill, and Lt Tim Brady, England AFB; Lt Bob Carlsen, Shephard AFB; Capt. Dave Finch and Capt. Don Caughlin have not received their assignments; Remaining in PACAF are: Maj. Ed Rider, Maj. Sam Westbrook, Maj. Doer Kari, and Maj. Ken Ohr, Korat RTAFB; Capt. Bob Simica, Capt. Robert Plant, and Lt William Gilbert, Osan AB; Capt. Jim Barden and Capt. Gary Koldyke, Udorn RTAFB; Maj. Jim Rutledge, Capt. Jim Elliott, Capt. Willie Kramer, Capt. T. Q. McLammon, and Capt. Gerry Homewood (arrived at NKP on 31 October), Clark AFB; and Capt. Ron Boatwright, Tan Son Nhut.

(U) The outstanding job the 1st Special Operations Squadron has done in SEA can best be expressed by the countless number of downed aircrews who have been saved from the POW/MIA list. Col. Norbert Simon, Commander of the 56th Special Operations Wing, summed up many peoples feelings in a letter to the 1st SOS when he said "It

V. (S) NARRATIVE:

(S) The month of November marked the end of the combat operations for one of the oldest units in Southeast Asia, The 1st Special Operations Squadron, and the last combat strikes by U.S.A.F. A-1's. The 1st SOS and the A-1's have earned a chapter in Air Force history for their search and rescue operations in Southeast Asia. In November all the A-1's were turned over to the South Vietnamese Air Force and all squadron personnel were reassigned.

(C) On 7 November Capt. Screws and Maj. Ohr (Sandy 07/08) successfully completed the last SAR for the 1st SOS. Coachman 159, an Army Huey helicopter with seven survivors, was downed the evening before by an unknown cause on the Song Tra Khuc River approximately 15 miles west of Quang Ngai, South Vietnam. A typhoon was forecast to hit the coast of South Vietnam around 1800 with winds as high as 140 knots. The weather had prevented King and several Army helicopters from spotting the exact location of the survivors. The Sandys launched knowing any delay would cause the SAR force to be grounded by the typhoon, leaving the survivors in enemy territory. The first two attempts to reach the survivors by the Sandys were thwarted by heavy rain, severe turbulence, and low clouds. Capt. Screws, Sandy 07, was able to reach the survivors' location on his third attempt by flying at dangerously

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(S) The last SAR involving the SANDYS occurred on 7 November. An Army Huey helicopter with seven survivors was downed approximately 15 miles west of Quang Ngai, South Vietnam. With time of the essence, the SANDYS were launched, despite the forecast of a severe typhoon. Because of the heavy rain, turbulence and low clouds, the A-1 crews were forced to fly at dangerously low altitudes (200 ft or less) in order to locate the survivors. Once their exact location had been determined, the SANDYS protected the departing rescue helicopters by effectively silencing the small arms fire that was harassing this bold rescue.

(S) During this final five month period of 1972, only one major accident occurred. 1Lt Lance Smith successfully ejected and was rescued over Northern Laos. He sustained only minor injuries.

(S) The loss of this aircraft reduced the assigned A-1 inventory from 20 to 19. The officer strength decreased from a high of 31 in July to 25 in November. On seven separate occasions the A-1s received extensive battle damage. However, as a tribute to the outstanding professionalism of the men of the 1st SSG, no pilots or additional aircraft were lost to the enemy during this final period.

DECLASSIFIED

~~SECRET~~

low altitudes and sheer determination. The Jollys were scrambled from Quang Ngai. They had landed there to refuel. During the ingress, the clouds forced Sandy 08 and the Jollys to fly up the river at less than 100 ft., but the Jollys were able to reach the area and pick up the seven survivors. During the egress the Jollys came under small arms fire, but one low pass by Sandy 08 silenced the ground fire. The last SAR for the 1st SOS exemplified the resourcefulness and courage displayed by the Sandy aircrews in their efforts to recover downed airmen. During the first four days of November, the Hobos continued to strike enemy positions in the Barrel. The last Hobo flight was typical of the type air support the 1st SOS, flying the A-1, has provided throughout the war in SEA. Capt. Kramer and Capt. Caughlin struck a TPC late in the afternoon of the fourth. When the Hobos departed the target area, they had left five sustained fires and the Raven had observed seven secondary explosions.

(S) On November 3rd the first group of four A-1s, was turned over to the VNAF at Bien Hoa. The following day four more A-1's were flown to Bien Hoa to strengthen the Vietnamese Air Force. The last remaining A-1's at NKP, five E models, were flown out on the 5th. The 1st SOS was left with six A-1N's on Sandy alert at Da Nang, until the 7th when they were turned over to the VNAF at Bien Hoa.

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VI. (S) COMMANDER'S COMMENTS:

(S) As we finalize the last historical report of the 1st Special Operation Squadron, it might be appropriate to acknowledge the fine briefing and instructing the 1SOS pilots accomplished teaching the A-7 pilots to assume the SAR role in Southeast Asia. Several weeks of intense briefings, instructing and playing the role of a survivor in the field encompassed the training program. The A-7 assumed the responsibility for the SAR role on 15 Nov 72 and to date have accomplished 3 successful SARs. The first one in North Vietnam, a real tough one, gave the A-7 personnel the confidence required to pick up this new and demanding task. The personnel of the 1SOS are sure the A-7 will be able to accomplish this mission and continue the fine traditions started by the A-1 Sandys. We are all pleased that the A-7's will use the "Hobo" and "Sandy" call signs while flying their demanding missions in Southeast Asia.

(S) Although the A-1's are gone, the mission will be carried out. For the A-1 and the 1SOS Sandy and Hobo pilots this is the end of an era.

				SURVIVOR NAME, RANK, SSAN & UNIT		
DATE	CREW	SAVE	JG		LOCATION	TYPE SAVE
1 NOV	BRUNER	878	71	UNKNOWN		7 COMBAT
7	HOOK	↓		Michay Wilson CWO2 XXXXXXXXXX		
	VICTOR	888/4		G2 AUN CO 11 CAC		
	WILSON			Bert Schriebsstein CWO2 XXXXXXXXXX		
	RICHARDSON			G2 AUN CO 11 CAC		
	SUMNERFIELD			William Stephenson SP5 XXXXXXXXXX		
				TODDY AGUIRRE SP5 XXXXXXXXXX		
				LT(JG) Culhane Edward USNA		
				1st Angl Co		
				1LT (USMC)		
				MEYERS, Francis		
				CPT McCHAE		
				1st Ranger Group		
23 NOV	LATHAM	886	PEIRO	SUNDGREN,	DAWING AB	1 COMBAT
	MOULTON		61	JOHNSON 1LT		
	PARCHMENT			XXXXXXXXXX		
	GASKINS			23 TASS		
	MCCOY					

Robert LaPointe

From:

Wednesday, December 19, 2001 6:33 PM

To:
Subject:

Shotwell, Lance; rlapointe@gci.net
A Thank You, 29 Years Late



four.jpg



one.jpg



three.jpg



two.jpg



6 Nov 1972.doc

Don,

November 6, 1972 started out uneventfully. Our four member UH-1 crew (first pilot, aircraft commander, door gunner and crew chief) woke up after remaining overnight at Chu Lai. We picked up three passengers at the 1st ARVN Division HQ in Quang Ngai; a Navy LT (jg), a Marine 1LT (ANGLICO) and an US Army Ranger Advisor. Then proceeding to our area of assignment for a naval gunfire mission in a valley running north-south 5 kilometers inland from Quang Ngai. Unknowingly and without any warning of an oncoming typhoon, we spent the morning and afternoon orbiting the valley directing 5" naval gunfire at suspected enemy facilities and troop concentrations. When the typhoon arrived, we were blocked by the bad weather and not able to return to Quang Ngai. Trying to circle the bad weather was not possible and the Navy ship off-shore could not pick us up on radar. As darkness approached, we were able to find a safe landing area along a river bank. After landing our helicopter (Army Helicopter Tail# 69-15159, Call Sign: Coachman 159), we managed to move inland before the monsoon rains came. During the hours of darkness, we were probed by enemy small arms fire (AK-47). It was after the encounter with the NVA, that an Army fixed wing flying from Saigon to Danang heard our distress signal on his Guard frequency. During the night we heard the drone of a C-130 trying to find our position on the ground. It wasn't until later that next morning November 7, long before dawn, that we were able to make contact with you, Call Sign: SANDY 08. I remember how you were able to locate our position by having us send one beep when you were left of our position and two beeps if you were to the right. You cannot imagine how happy we were when you finally dipped below the clouds and we could see your A-1 Skyraider. You were then able to direct two Jolly Green Giant USAF helicopters from the 37th ARRS to a successful pick-up. I assure you, your calmness, professionalism and dogged determination that day to locate and secure our rescue, worked wonders to relieve the fears of 7 very wet and very scared survivors.

You have no idea how satisfying it is for me, after 29 years, to finally thank you for saving my life. Because of your actions that day (which to you may have been just another rescue mission), I survived to marry my sweetheart (married now nearly 28 years), have a daughter that is now 21 years old and continue to serve in the Army until 1992. Don, there are significant images that have stayed with me through out the years; the green nylon parachute opening on my first airborne jump, my wife's eyes when I said "I do", the first time I saw my daughter after her birth, and the A-1 Skyraider that saved my life.

Thank you Don Screws.

Bert Schreibstein, LTC US Army Retired
12506 Rock Chapel Court
Herndon, VA 20170

>>>
>>>Ron
>>>I was one of the Army crew members saved by an HH-53c on 7 Nov 72.
>>>
>>>I noticed that your web page
>>>www.jollygreen.org/research/ronthurlow/NotableH53s.htm, lists the
>>>following information:
>>>HH-53 -- 68-5784 -- US Army x 7 saves -- 7 Nov 72 -- Bruner 'JG71"
>>>crash or grnd team -- Unk
>>>
>>>If you would like a detailed account of the events leading to the
>> loss
>>>of the Army Helicopter and the successful rescue of the 7 survivors,
>>>I
>>>can provide more information than you could ever dream of.
>>>
>>>I would like to get in touch with "Houk" and the other crew members
>> of
>>>JG71; Bruner, Victor, Wilson, Richardson, and Summerfield, and offer
>> my
>>>29 years too late thank you.
>>>
>>>I have declassified documents regarding this rescue, handwritten
>> journal
>>>entries, names of survivors, Army aircraft tailnumber, name of the
>> A-1
>>>Skyraider pilot that found and directed the Jolly Greens into the
>>>pick-up site., etc.
>>>
>>>Regards,
>>>
>>>Bert Schreiberstein, LTC US Army Ret.
>>>12506 Rock Chapel Court
>>>Herndon, VA 20170
>>>
>>>phone:703-430-8943
>>>

On November 6, 1972 we were given the mission of flying two naval gunfire officers so they could call in 5 inch rounds from a Navy Destroyer just off the coast to our east. The targets were houses in a village that was allegedly built the night before in a valley to the south west of Quang Nhai. At the end of 1972, every one thought that the war would be coming to an end very shortly. Secretary of State Henry Kissinger, had been shuttling between Hanoi and Geneva. I was even told by some of the pilots upon my arrival in Da Nang that it would be a waste of time to unpack as we all would be going home soon. Each night the NVA, who were to the west of the main highway, QL.1, would rush to the hill tops and place NVA flags on the tree tops, and would force villages to build fake villages. The theory was that when the cease-fire took place, the flags and villages under the control of the NVA would be the cease-fire lines. Needless to say, the ARVN would then go out in the day-time and remove the flags, replacing them with RVN flags and it was the mission of the Naval gunfire teams to destroy the villages.

On this mission, CW2 Mickey Wilson was the Aircraft Commander of the helicopter mission. He was only a Warrant Officer and I was a Captain but he had been in country longer and had many more hours of flying time than I had.

On the afternoon of 6 November 1972 (coincidentally election day in the States) our helicopter mission was simple: Use naval guns to destroy the huts and suspected enemy positions that had sprung up in the valley southwest of Quang Ngai. We refueled at Chu Lai. As we were flying up and down the valley looking for targets, a typhoon, unknown to us, was brewing off the coast and fast approaching our area. With limited numbers of U.S. troops in Vietnam at the end of 1972, there were no air weather warning stations in our area either.

We spent most of the afternoon flying up and down the valley looking for targets. On board our UH-1D helicopter designated ARMY 159, was the four man crew of CWO Mickey Wilson (pilot SSN 459-82-5796), myself - CPT Bertrand Schreiberstein (co-pilot, SSN 452-76-7426), SP5 William Stephenson (door gunner, SSN 55-80-3740), SP5 Tobias Aguirre (crew-chief, SSN 585-40-0907) and the three passengers -- CPT McCabe a MACV (Military Assistance Command Vietnam) Ranger, 1LT Francis Meyers, a Marine Naval Gunfire Observer and LT (jg) Edward Culhane, his replacement, a Navy Naval Gunfire Observer (ANGLICO).

When we finally called it a day, we turned to fly north in the valley only to see that the clouds from the typhoon had blocked our exit. We then climbed in altitude in order to fly over the clouds back to Quang Ngai and then to Chu Lai. Unfortunately, the clouds were over 30,000 feet high. We were already thinking about flying to the Destroyer and ditching the helicopter if necessary in the ocean. We had only 30-40 minutes of fuel left, so we called the Destroyer and asked if they could pick us up on their radar. They couldn't. The weather got nastier. Now we really were in a bind. Flying now at 8,000 feet and in midst of clouds, we couldn't lose altitude without fear of striking a mountain or hilltop. On top of all this, it was freezing at 8,000 feet and except for the door gunner who had a flight jacket, the crew were wearing only a thin Nomex flight uniform.

We decided to descend in a slow spiral, hoping to see the hills in enough time to soften the crash. We descended for over what felt like an hour, but was probably only fifteen minutes. The door gunner got on the intercom and said that he saw a hole in the clouds and a clearing below. I remembered from my psychology training at the Safety Officers Course, that pilots sometimes see what they want to see and not what is really present. We asked him to make sure he wasn't imagining the hole in the cloud. We couldn't see out of any of our windows because of condensation and the thick clouds. The door gunner had the side door open and could see better than Mickey or I. We proceeded through the hole and at the last moment turned on the landing light. All I could see was white. I thought we were in a middle of a cloud. What I really saw was the sand of a sandbar along side a river. What river and where we were were unknown.

We landed on the sandbar. One thing was for sure, we were west of the valley. This meant that we were somewhere in the middle of territory undisputedly controlled by the NVA. We tried to contact our base at Quang Ngai by radio but we were too far away. We figured that the best thing to do was shut down the helicopter and get away from it, just in case our landing was heard by troops in the area. We removed the two machine guns, I "zero'd" the communications encryption box, and we proceeded in the dark away from the river about 100 meters. It was there that we discovered that we had left behind one of the machine guns. We didn't go back. I was carrying an M-12 grenade launcher and had about 40 rounds, with the exception of the one machine-gun the other people had M-16s. We layed down on the ground in a circle with our feet touching and weapons pointing outward. Both Mickey and I had aircraft survival radios. We tried repeatedly to contact someone on the emergency frequency but apparently without success. It started to rain. It was around 9 o'clock in the evening when we first heard what sounded like a motor boat. Then the sound stopped as it approached our vicinity. We heard some people speaking Vietnamese, then without warning, they sprayed the area with AK-47 fire. The AK-47 was the Soviet or CHICOM weapon of choice of the Viet Cong and the NVA. This firing continued for a few minutes. The NVA were conducting reconnaissance by fire. This meant they didn't know where we were, but were hoping that if they fired in our direction we would return the fire and give away our position and strength. We did not return the fire. The firing stopped but the rain didn't. We continued to call on our survival radios with no success. Since we were not sure if the enemy was still in the area we tried to be real quiet. The door gunners, SP5 Aguirre, was lucky, he brought a fatigue jacket which repelled some of the rain. I didn't have a rain parka or poncho. I'm not sure if it was getting colder or if I was scared, but I was beginning to shiver. The door gunner shared a part of his jacket with me. During the night I couldn't sleep, but the door gunner tried. Unfortunately, he snored. So every time he snored, I'd poke him in the ribs with my elbow.

During the evening, we finally were contacted by someone in an aircraft flying between Saigon and Da Nang. He was able to hear our beeper signal but not our voice transmissions. Our radio batteries were getting weak. He asked us a series of questions and we replied with one beep for yes, and two for no. He got the message that we had come under fire and that no one was injured, as yet. He said that he'd get some help. I wondered how, since he had no idea where we were. During the night I could hear large

fixed wing aircraft overhead. I later found out that these were the "Kingfisher" US Air Force planes based out of Thailand that used direction finding radio to pinpoint pilot downed over North Vietnam. In the early morning before daybreak we thought we heard helicopters and the sound of 51 cal. machine-gun fire. A friend later told me that the Air Force planes had pinpointed our position within a 10-kilometer square area and some of our 11 CAG unit helicopters and gunships were trying to scout the area. Only to come under heavy 51 caliber machine-gun fire as they got closer to our position. By the time morning came, Mickey and I decided that we should try to get back to the helicopter. We figured that if we could get it started we had enough fuel to get to the coast, which was under RVN control. We were also aware that the helicopter could be the bait for an ambush or that it could be booby-trapped. We crawled on our stomachs toward the sandbar. I mentioned that it rained all night. When we got to the vicinity of where we thought the helicopter should be, all we saw was a raging torrent of water coming down the river. It was the same river that when we landed was just a brook with sandbars. The monsoon rains had changed all that. We looked at each other and realized that the \$250,000 helicopter had washed away during the night.

When we got back to the other passengers, and figured that escape by helicopter was no longer an option, we decided to move further inland. In the jungle, the foliage is always denser near rivers, so by moving inland we could move faster. It was going to be slower than using a helicopter, but our only hope for survival was to escape and evade (E&E) downstream along the river. As we moved inland and it got lighter, the clouds started to rise and we could see that we were next to a large open field.

The sound of the small fixed wing aircraft was a good sign. We could hear the plane (A-1E) but couldn't see it. We could now hear the pilot but again would only talk to him by beeping for yes or no. He told us not to move or to fire on any targets. This was confusing. Why shouldn't we fire on any target? Across the large field we saw movement. Was it enemy or friendly forces? The small plane tried to get closer to our position, by asking if he was left or right of us. After about an hour, he dropped down below the clouds that were still hugging the terrain, and we attempted to signal him with the pencil flares that were part of our survival equipment. He saw us when we fired our last remaining flare. Again he told us not to fire on any targets because if he saw any firing he would drop/fire some of his ordnance on any flashes he saw.

About fifteen minutes later we saw some observation helicopters accompanied by Cobra gunships swoop over the field and fire on targets in the tree line on the other side of the field. They kept that up for a while. Then they moved off the field and in flew two huge Jolly Green Giant Air Force Helicopters. I didn't know why we needed two helicopters, one was enough to pick-up the seven people on the ground. I later found out that the Air Force sent in two helicopters because they wanted to ensure the mission was successful. They thought that one was going to get shot down. The two giant helicopters landed in the open field. We ran to the aircraft through the gale force wind of the rotor wash. It was then that I saw that SP5 Stephenson was still wearing his "chicken plate" armor. The rotor wash was so strong it tore off Stephenson's heavy armor chicken plate vest and it blew away in the wind. He did not recover it. We hastily got on board the helicopters and

were flown down the river at speeds that threw us off balance with the centrifugal force of each turn. We landed at the abandoned airfield at Quang Ngai. It seemed that every one was there when we got off the helicopters. The medics gave us a once over. No one was injured. The most uncomfortable condition was that we were water-logged. Our skin was so wrinkled by being half submerged in water for nearly 16 hours that just brushing my hands against something took off clumps of skin.

It wasn't a joke when we told the Aviation Group Commander that we had no idea where the helicopter was. The loss of the helicopter and weapons were investigated as standard procedure (depending on the results of the investigation, either Mickey or I or both would have to pay for the loss or not. The investigation had to be conducted so the Army could eventually order a new, complete helicopter. The Aviation Company Commander, Major Ollie Craddock, told me that we were very lucky. It seemed that we had been located by two elements of an NVA Regiment working in the area and by morning we were about an hour away from being captured. A few days later, all the survivors were awarded Vietnamese medal for bravery. I later had a rain parka made from a camouflaged poncho and poncho liner, which I always took with me when I flew. To the best of my recollection the position of the helicopter was north west of Quang Ngai, coordinates BS345610, Army Helicopter tail # 159, callsign Coachman 159. All crew members were awarded Vietnamese Crosses of Gallantry by the Vietnamese Major General in command of the Division we were supporting.

Footnote: On January 8, 1973, after completion of a Report of Survey investigation, I was told that Mickey Wilson was not being held liable for the loss of the helicopter that washed down the river. Mickey never learned of the decision, as on that same day his helicopter were shot down by an SA-7 heat-seeking missile, just north of the Qua Viet river, near Quang Tri. He was listed as missing in action for years, but later changed to "missing presumed dead". His name and the names of all on his helicopter are etched on the Vietnam War Memorial in Washington DC.

Robert LaPointe

From:
Sent: Sunday, November 25, 2001 6:09 PM
To:
Subject: Rescue of Army Aviators 6-7 Nov 72

On the afternoon of November 6, 1972 while assigned to the 62nd Cbt Avn Company (Royal Coachmen) I was a co-pilot of a UH-1D supporting the 2nd ARVN Division in Quang Ngai Province (I Corps). On that day, my helicopter (Army 159) with its 4-man crew, an Army Advisor (CPT), a Naval officer and a Marine Corp ANGLICO were directing naval gunfire on suspected enemy positions when we were forced down because of bad weather and low fuel. After landing the aircraft on a river sand-bar, we exited the aircraft and set up a defensive perimeter about 100 yards from the river. During the night, we came under fire from NVA units. We attempted contact using our survival radios and were later told that "Kingfisher" out of Thailand attempted to DF our position with out success. As the morning came, we were spotted by an A-1E aircraft and two Jolly Green Giants swooped in for our rescue.

I would like to know if documents exist of that rescue and the names of the crew on both rescue helicopter. I have always assumed that the Jolly Green Giants came from Da Nang AFB, and assume that the rescue was accomplished by the 37th ARRS. Perhaps one of its last rescue before being deactivated.

Any help you can provide would be welcomed.

Bert Schreiberstein
US Army, Lieutenant Colonel (retired)
Herndon, VA

08 NOV 72

0515	SSG BREEDEN ON DUTY
0740	Jg 71 72 ↑
0742	SANDY 7 & 8 ↑
0807	SANDY ENTER AREA
0818	Jollies Holding F.W.
0825	SANDY UNABLE TO WORK AREA (BAD WEATHER)
0848	SANDY 1 AND FLIGHT ORDERED TO BEIN HOA
0852	Jollies CLEARED TO TSN FOR WX EVAL.
0854	Jg 71 & 72 ↓ QUANG N. FOR FUEL & POW-WOW
0930	SANDY 7 HAS VISUAL ON SURVIVORS
0935	King WANTS Jollies 71 & 72 ↑ AND ON THEIR WAY
0936	SANDY 7 IN CONTACT WITH COACHMAN, 7 SURVIVORS
	NO GROUND FIRE
0940	FRIENDLY TROOPS, 4 CLICKS TO EAST
0942	SANDY 8 LEADING Jg 71 & 72 UP RIVER
0950	ARMY CHOPPERS IN AREA, RUN IN (ARMY OR JOLLIES?)
0952	Jollies ON SAR ATTEMP
0955	SANDIES ADVISE JOLLIES MAY BE ABLE TO LAND

DATE	CREW	SAVE	JG	SURVIVOR NAME, RANK, SSAN & UNIT	LOCATION	TYPE SAVE
NOV <u>7</u>	BRUNER HOUK VICTOR WILSON RICHARDSON SUMMERFIELD	878 ↓ 884	71	UNKNOWN Mickey Wilson CW02 XXXXXXXXXX G2 AVN CO 11 CAG Bert Schriestein CW02 XXXXXXXXXX G2 AVN CO 11 CAG William Stephenson SFS XXXXXXXXXX TODDY AGUIRRE SFS XXXXXXXXXX		7 COMBAT
				LT(JG) Culhane Edward USNA 1st Anglico 1LT (USMC) MEYERS, Francis CPT McCHOE 1st Ranger Group		
3 NOV	LATHAM MOULTON PARCHMENT GASKINS MCCOY	886	PEDRO 61	SUNDGREN, JOHNSON 1LT XXXXXXXXXX 23 TASS	DMWING AB	1 COMBAT