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MISSION NARRATIVE 10 MAY 1966

2-3-53-30W NOT ADED

483-205

Jolly Green 56 and 51 were maintaining strip alert at L-59 and keeping listening watch on HF. Approximately 1500 local, we heard that a aircraft had been shot down in the vicinity of the Red River in North Vietnam. We then quickly plotted a course to the crash area located 21 56N 104 35E a few miles from the Red River and over 120 miles northeast of our takeoff point. Compress alerted us and directed us to proceed to the area at approximately 1503L. We were airborne at 1510L and proceeded north on our planned course. Our first heading was 015° for approximately 65 miles and then to a heading of 043° until reaching the area located approximately 35 to 40 miles from Communist China.

Our course naturally was dog legged to avoid hazardous areas and SAM sites. Our altitude most of the way up was between 8M and 10M. The 8M was not enough to clear the high mountains and ridges of North Vietnam. The cloud base was 8M over the entire course and required IFR flight for many miles through unfamiliar and mountainous terrain. We attempted to stay clear of most villages and crossed roads at right angles.

We arrived in the target area approximately 1615L and contacted the Sandy aircraft already in the area. They had located the pilot and had radio contact with him. We could also hear him on our guard frequency. Sandy aircraft said that there was no reported ground fire in the area. We flew over the area at a high altitude and switched to guard channel to talk to the downed pilot. He stated that he was injured and was unsure if he could get into the sling. We advised him that we would use the forest penetrator and told him how to use it. If he had not been able to get into the seat by himself we were prepared to lower the paramedic into the area to assist the injured pilot. Sandy aircraft dropped a white phosphorous bomb to pin point the area, determine winds, and to effectively seal off an entrance to the area. Once we had visual contact with the survivor, we proceeded to the pickup point which was in a densely tangled jungle type foliage and terrain in a very steep canyon. There was a very small clearing within the canyon to which we asked the survivor to proceed. The survivor had started a large fire in the area by accident when his flare landed in the brush. The fire caused thermals and up drafts which in turn caused available engine power to drop off. Auxiliary fuel tanks were jettisoned prior to our entrance into the confines of the canyon.

In order to position the helicopter for a hoist recovery, we had to hover sideways into the steep canyon. This maneuver, of course, caused the helicopter to be below the rims of the canyon and helpless from snipers shooting down at us. We had asked the pilot to climb to a better pickup area higher up the canyon walls, but he was injured and unable to walk up the steep canyon sides. Our helicopter mechanic along with the rest of the crew could hear sporadic automatic small arms fire but we could not determine the location. As far as we know, we did not receive any hits from these weapons. As we approached the survivor, we

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By GPS 13 MAR 75
By DE DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
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tree penetrator to its full length of cable (240 feet). The survivor attempted to reach the penetrator but could not. Since we had all the hoist cable out, we then had to lower the helicopter lower into the canyon in order for the hoist to reach the ground. We then had to plan our way out over the canyon walls with an additional man aboard the aircraft and already at topping power.

Upon recovery of the pilot we proceeded out of the area on a heading of 220°. Our paramedic administered first aid to the survivor as soon as we were clear of the area. He was badly bruised and had a severe sprain or broken arm.

Approximately 35 miles out⁴⁵ were jumped by a flight of MIG type aircraft. Sandy 11 and 21 saw the aircraft also and advised the two Jolly Green's to hit the deck. Since we were quite high I flew into the clouds instead of taking to the ground. It was apparent that the hostile aircraft were interested in the Jolly Greens since they turned away from Sandy's 31 and 41 and flew in the opposite direction back to our position. A few minutes prior to the MIG alert, we saw large canister type containers falling to the ground at about our 3 o'clock position one to two miles. One container fell between the two Jolly Green's which were in trail positions. For a while, we thought that they were expended missiles. The F-4's maintaining MIG cap came to our rescue and gave chase to the MIGS and we were not further harassed.

Following this encounter, we proceeded to Lima Site 59 where we refueled. We departed L59 at 1900L and proceeded to Udorn through adverse weather conditions and local thunderstorms and landed at Udorn 2100 hours.

The F-4's did an excellent job keeping the MIG's from actually encountering the Jolly Green's and the two Sandy escorts. A word of praise to the Sandy aircraft in finding the downed pilot is certainly in order also, along with high praise for crown and TACC.

This recovery was number 13 for our crew and I would like to commend them for an outstanding accomplishment considering the distance traveled into North Vietnam. Also, Jolly Green 51 deserves much credit since they remained nearby throughout the mission.

Pilot recovered: Capt Martin N. Mahrt,

Low Bird-Jolly Green 56

RCC- Capt Robert D. Furman
CP - Capt Dale V. Hardy
HM - A1C Robert E. Crites
PJ - A2C John Dagneau

High Bird-Jolly Green 51

RCC- 1/Lt Forrest M. Kimsey
CP - Capt Charles P. Rush
HM - SSgt Theodore M. Youngblood
PJ - A2C William D. Brotton

Frank A. Schmidt
for ROBERT D. FURMAN
Captain, USAF

Rescue Crew Commander CLASSIFICATION CANCELLED

Or Changed to *UNCLASS*

By Authority of *EDS*

By *[Signature]*

(Date) *1324475*

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F-105 PILOT STILL SAVED

TUES MAY 10TH 66
I WAS HIGH

MIGs Attack Rescue Copter Near China

By JOE SCHNEIDER

S&S Vietnam Bureau Chief

SAIGON—U.S. planes held off three enemy MIG-17s Tuesday while a helicopter crew picked up

a downed pilot only 50 miles from the communist Chinese border. The pilot was identified as Air Force Capt. Martin H. Mahrt of Custer, S.D.

Mahrt's F-105 was pulling away from hitting the Yen Bay arsenal, 80 miles northwest of Hanoi, when the plane was struck by ground fire.

Later, the pilot bailed out and landed about 105 miles northwest of Hanoi.

As the Air Force HH-3C rescue

copter was rescuing him, three MIG's made passes at the chopper and U.S. Skyraiders cover planes.

Air Force Phantom's arrived on the scene and saw the MIGs fire three missiles at the helicopter. The missiles seemed to run out of thrust just before reaching the chopper, the Phantom pilots said.

The F-4s attempted to close in on the MIGs, but the planes fled before the Americans could open fire.

Other Thunderchief pilots earlier spotted two MIG-17s dropping from the clouds, heading north-northeast of Hanoi.

The pilots were low on fuel and did not chase the communist planes.

Crewmen of the rescue chopper included Capt. Robert D. Furman of Strum, Wis.; Capt. Dale V. Hardy, of Enfield, N.H.; A2C John J. Desmeau III, of Detroit; and Capt. Robert J. Grites of Little Rock, Ark. (Col. 5)

Weather

May 11

	H	L		H	L
Tokyo	71	45	Taipei	90	75
Chitose	53	34	Manila	89	74
Itazuke	61	57	Guam	88	74
Seoul	77	61	Saigon	91	77
Naha	84	77			

(USAF Weather Central, Fuchu AS)

Determined Copter Pilot Receives Silver Star

SAIGON (UPI)—Capt. Jerry Jennings of El Paso, Tex., saw the Viet Cong firing at him, but still he lowered his helicopter.

He moved his HH3C helicopter slowly back and forth over the jungle infested with Viet Cong.

Jennings spotted the downed American pilot and set down. Bullets whizzed around his chopper. The communists were closing in.

With the downed pilot picked up Jennings tried to fly off. But

his rotor blades were stuck in trees.

He wiggled them loose and flew off through the communist fire.

Jennings has been presented the Silver Star, the nation's third highest award for valor, for his recent rescue action the Air Force announced Friday.

STARS AND STRIPES

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(Continued From Page 1)

Little Rock, Ark.

The rescued pilot was uninjured and was picked up in less than two hours.

(Air Force officials said Mahrt's rescue marked the deepest penetration of communist territory in the war by a rescue helicopter, UPI reported.)

The Yen Bay arsenal, target of Mahrt's flight, was hard hit. Eight buildings were destroyed and five heavily damaged. Large columns of smoke were seen over the arsenal when the U.S. planes left the scene.

Butler Airmen

Rescues Pilot

Helped Save Officer

Down In North Viet

24 May 66
Special To The Press

SAIGON, March 29—A Butler County, Pa., airman has been credited with helping to save a downed Air Force pilot from capture by Viet Cong troops.

He is A2C Laverne W. Kellerman Jr., 20, whose parents, Mr. and Mrs. Laverne W. Kellerman, live at RD 3, Butler.

Airman Kellerman, a medic aboard a rescue helicopter, helped pull 1st Lt. Kenneth D. Thomas Jr., of Mt. Auburn, Ill., from a rocky ledge in the mountainous jungles of North Vietnam last Wednesday, 25 hours after the pilot's F-105 jet fighter was shot down by enemy ground fire, officials said.

Lieutenant Thomas was on a night bombing mission when his aircraft was hit. He ejected at 12,000 feet and was near the ground when a gust of wind filled his chute and blew him three miles to the other side of a mountain.

Airman Kellerman's helicopter spotted the officer on a ledge, dropped a high speed hoist cable to him, and hauled him 240 feet into the chopper.



Rescue Pilot Tells of 'Meeting' 2 Missiles

By JOE SCHNEIDER
S&S Vietnam Bureau Chief

TAN SON NHAT, AB, Vietnam—How did you feel when you saw three deadly communist jet fighters bearing down on your unarmed helicopter?

"Slightly apprehensive," said Air Force Capt. Robert D. Furman with a grin.

Furman of the 33rd Air Rescue and Recovery Sq. was the pilot of a helicopter that picked up a downed F-105 pilot fewer than 50 miles from the north Vietnam-communist China border Tuesday.

The three MIG-17s fired three Side-winder-type missiles at the two "jolly green giant" helicopters that teamed up to rescue Air Force Capt. Martin H. Mahrt of Custer, S.D.

Furman said the first man in his helicopter to spot the MIGs was Capt. Dale V. Hardy of Enfield, N.H., the copilot. Others in the crew said they could see the silver bellies of the MIGs as they came within two miles and then saw "containers" shoot from the enemy aircraft.

It wasn't until they had landed that they learned they had been fired upon. The enemy planes were sighted about 35 to 45 miles away from the pickup area. The missile seemed to lose thrust and did not hit the choppers, other pilots said.

After the MIGs fired their missiles Air Force F4C Phantoms arrived. The communist planes fled before the Phantoms could close in.

Mahrt's plane was hit during a bombing raid about 80 miles northwest of Hanoi. He flew south before ejecting and was sighted by A1E Skyraider escort planes about 35-40 miles from the Republic of Vietnam border.

The Thunderchief pilot established contact with his rescuers and Furman descended in a canyon to pick up Mahrt who had been on the ground less than two hours. The second helicopter hovered above on emergency standby.

Furman said Mahrt had suffered "bumps and bruises" in bailing out of his stricken jet. He was able to jump aboard the chopper.

Mahrt was later treated and released at a medical center.

Furman said he could not remember

the rescued pilot's exact words upon being picked up except that he was highly elated and grateful for his ride home.

Furman, of Great Falls, Mont., has been flying helicopters most of his five years in the Air Force. He has flown 40 rescue missions since he arrived in Southeast Asia last October, including five pilot rescues "up north."

The chopper pilot seemed worried that he would get too much credit for the rescue.

He praised the downed pilot for "helping himself" and accurately guiding the rescuers in for the pickup.

He also praised the Skyraider and Phantom pilots and the pilot and crew of the second helicopter as well as his own crew.

U.S. Copter Rescues Pilot In North

10 MAY 66
SAIGON, South Viet Nam (AP) — A U.S. helicopter flew deeper than ever before into North Viet Nam to rescue an American Air Force pilot Tuesday and escaped two plane-borne missiles fired at it.

Communist MIG17s fired two heat-seeking missiles at the helicopter as it ranged 105 miles northwest of Hanoi. Other U.S. pilots in the area said the missiles "seemed to run out of thrust."

The helicopter escaped into a loud bank. The American pilots nearby said they spotted five MIGs but made no contact with them. The encounter took place about 40 miles from the Red Chinese border.

The helicopter rescued Capt. Martin H. Mahry, 32, of Custer, S.D. His F105 was hit by automatic weapons fire after an attack on the Yen Bay arsenal, 80 miles northwest of Hanoi. By the time he bailed out, he was 5 miles farther north.

Mahry was picked up in less than two hours by an HH3C helicopter, one of the Jolly Green Giants. They are given that name because of their color and size.

Members of the rescue crew were Capt. Robert D. Furman, 3, of Strum, Wis., the pilot; Capt. Dale V. Hardy, 27, of Enfield, N.H., copilot; Airman 2.C. John H. Dagneau III, 19, of Detroit, paramedic; and Airman C. Robert E. Grites, 28, of Little Rock, Ark., mechanic.

Downed Pilot Outruns Reds

2 MAY 66
SAIGON (AP) — A U.S. Air Force pilot outran communist pursuers in the mountains of North Vietnam Sunday night and rescue helicopters plucked him to safety dawn Monday.

Three helicopter attempts late Monday afternoon to rescue Capt. James M. Ingalls were driven off by communist groundfire. Ingalls had parachuted into the mountains 3:45 p.m. after groundfire shot down his A-1E Skyraider while he was flying a forward air control mission over North Vietnam.

Across the 17th Parallel frontier, a U. S. helicopter picked up a downed U. S. airman at dawn after he had eluded Communist pursuers through the night in the mountains of North Viet Nam near the Laotian border. Communist gunners beat off three attempts Sunday after-

noon to rescue Air Force Capt. James M. Ingalls of Palo Alto, Calif. He was the 48th pilot brought out of the Communist North this year.

helicopter flew out to the South China Sea with the pilot dangling from the cable. There Mansfield was lowered to the water and a second helicopter picked him up. Ingalls was shot down in the mountains near the border with Laos on Sunday, and twice ground fire drove off helicopters trying to rescue him. Surrounded by Communists, he slipped through during the night and was picked up in the morning by a helicopter.

The pilots snatched from the ground in North Viet Nam were Navy Lt. Richard Mansfield of Brattleboro, Vt., and Air Force Capt. James M. Ingalls of Palo Alto, Calif.

Mansfield's Skyhawk was hit on a mission near the coast and he parachuted to safety. A helicopter from the carrier Ranger came to his rescue, but its hoist jammed and he was left dangling 30 feet below the helicopter.

In a hail of ground fire.



MIGs Use Missiles First Time

10 May 66
By AP and UPI

Saigon — Communist MIG fighters attacked U.S. fighter planes with missiles for the first time in the Viet Nam war but missed their target, a U.S. military spokesman said today.

The spokesman said a flight of three Russian-designed MIG 17s shot a pair of heat-seeking air-to-air missiles similar to the American Sidewinder Tuesday at Air Force planes protecting a shot down pilot in North Viet Nam 105 miles northwest of Hanoi.

The missiles missed and the MIGs fled, he said, and an Air Force helicopter recovered Capt. Martin A. Mahrt, 32, of Custer, S. D., in the longest successful rescue mission of the war.

Before Tuesday's attack, the MIGs relied strictly on 20 mm cannons the few times they ventured out to challenge attacking U.S. fighter planes, the spokesman said.

Missiles Guard Pass

U.S. pilots also reported for the first time that the Communists are using surface-to-air anti-aircraft missiles (SAMs) to protect the vital Mu Gia Pass which is the gateway to the main Communist supply route into South Viet Nam. Previously most SAM missile sites were in the industrial area around Hanoi.

A spokesman said two SAMs were launched at a reconnaissance flight of U.S. Air Force Phantom jets Tuesday as they streaked by at more than 1,500 miles per hour. The missiles missed.

The beefed-up Communist air defenses brought down two Air Force F-105s during Tuesday's wide-ranging raids against the north, the spokesman said. One was piloted by Capt. Mahrt, but no parachute was seen from the other crash and the pilot was believed killed.

U.S. pilots have used the heat-seeking Sidewinder to good advantage on several occasions to down Communist jets. The missiles particularly effective against jets when fired from the rear. Their heat-seeking guidance systems sends them right up the exhaust pipe.

Lacked Thrust

The planes attacked Tuesday were prop-driven Al Skyraiders called in to protect Mahrt until a "jolly green giant" helicopter could reach him. The Skyraider pilots said the missiles appeared to run out of thrusting power before exploding harmlessly some distance away.

While the Skyraiders whirled to challenge the fleeing MIGs, Air Force Capt. Herbert D. Furman, 33, of Strum, Wis., picked up the downed pilot and headed back to safety with a distance record for helicopter rescues in Communist territory.

Downed Flyer Outruns Reds, Is Rescued by Copter Next Day

American Airman Hides in Hills in North Viet Nam Through Night

SAIGON, South Viet Nam, May 2 (AP) — A United States Air Force pilot evaded Communist pursuers aloft in the mountains of North Viet Nam last night and rescue helicopters plucked him to safety at dawn today.

Three helicopter attempts late yesterday afternoon to rescue Capt. James M. Ingalls of Palo Alto, Calif., were driven off by Communist ground fire. Ingalls had parachuted into the mountains at 3:45 p.m. after ground fire shot down his A-1E Skyraider when he was flying a forward air control mission over North Viet Nam.

He was the 45th pilot brought out of North Viet Nam by the U.S. Air Force's Third Aerospace Rescue Recovery Group since Jan. 1. The group rescued 120 downed pilots in the last three months of 1965. Ingalls made immediate radio contact with search Skyraiders who flew overhead after he went down along the North Viet Nam-Lao border. They were led to him by the radio "beeper" that all pilots carry in their survival kits.

Ingalls landed at the base of a cliff and two Air Force HH-3E Sikorsky helicopters told him to move a mile down the mountain slope. There was no sign of the enemy as one helicopter hovered over Ingalls. Suddenly, hidden gunners opened fire from the surrounding jungle, driving the helicopter off.

Ingalls, carrying a radio, crawled to a cave and hid. He was picked up by a helicopter at dawn today. The rescue ship was piloted by Maj. Eathorn L. Stearns, Sulphur Springs, Tex., and Capt. David C. Henry of Philadelphia, Pa. The crew third was Sgt. Theodore H. Ambrose, McMan.

Ingalls spent the night on the mountain, constantly on the move. Helicopters found him at dawn at a spot far from where he had been the previous afternoon. They went straight in and picked him up without a shot being fired. Ingalls had successfully evaded his pursuers.

The helicopter that picked up Ingalls was from the aerospace group's Fifth Detachment, known as "the Jolly Green Giants" because of the green camouflage paint covering their aircraft.

The rescue ship was piloted by Maj. Eathorn L. Stearns, Sulphur Springs, Tex., and Capt. David C. Henry of Philadelphia, Pa. The crew third was Sgt. Theodore H. Ambrose, McMan.



SAVED BY JOLLY GREEN GIANT
—Capt. James R. Mitchell, USAF, an F-105 Thunderchief pilot, was shot down while on his 10th strike mission over North Vietnam. Soon after ejecting from his craft, he was picked up by an Air Force HH-3 "Jolly Green Giant" rescue helicopter from the Da Nang air base.

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3d ARRGp Hist, Apr - Jun 66

Det 2-3-51-6 May

(C) Two C-1E pilots were located and recovered by an HH-3 using the hoist at 1720N 10540E. Both survivors were returned to Nakhon Phanom.

Det 2-3-52-6 May

(C) An F-105 was hit over the target; his wingman reported a good chute at 2139N 10451E (NVN), approximately five miles from the target area. Electronic search the next day by F4C's produced strong beeper contact but was unsuccessful due to limited time on scene before fuel bingo. Search suspended the following day when no visual or electronic contact was made.

Det 2-3-53-10 May

(C) The pilot of an F-105 shot down in the vicinity of the Red River (NVN) was located at 2156N 10435E. ALE's in the area contacted the downed pilot; an HH-3 recovered the injured airman by hoist. On leaving the scene, MIG's attacked the two helicopters but were driven off by F-4C's.

Det 2-3-54-10 May

(C) Two HH-3E's were scrambled from Nakhon Phanom to recover a downed F-105 pilot at 2030N 10412E. ALE's vectored the helicopters to the scene and marked the pilot's position with smoke. One of the HH-3E's lowered its hoist penetrator to within three feet of the pilot who had a bad leg injury; however, he was able to get aboard the penetrator and was hauled into the aircraft for return to Udorn.

Det 2-3-55-11 May

(C) C-130 and ALE's made visual and electronic search for USMC pilot of an A-4 down in Laos at 1621N 10648E with negative results. Search suspended since wingman was doubtful that pilot ejected.

Det 2-3-56-13 May

(C) An F-105 pilot bailed out 5½ miles NW of Nakhon Phanom and was recovered by hoist using an HH-3 helicopter.

Det 2-3-57-15 May

(C) HC-130, HU-16, KC-135 and F-105's made electronic search for F-105 pilot down at 1722N 10630E (NVN). Search suspended due to negative contacts.

Det 2-3-58-15 May

(C) The last known position of an AC-47 was 1658N 10604E (Laos). HC-130 and ALE's made visual and electronic search but no leads or contacts were made.

Det 2-3-59-16 May

(C) The pilot of an ALE bailed out successfully at 1712N 10610E. His wingman had the chute in sight and radio contact with the downed pilot. On arrival of HH-3E's, the downed airman fired a smoke bomb, was located and picked up by hoist for return to Nakhon Phanom. Ground fire was heard during the recovery but no battle damage was sustained.

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At mid-afternoon, it began to rain. Hunt took advantage of the noise to move a quarter of a mile to the east, the only direction from which he had not heard firing. Aircraft bombed near his position so he moved further east, where he hid during the night. Airman Hunt tried to contact the rescue force with his radios but, after discarding the one ruined by insect repellent, he found that his second had a broken antenna.

At first light, he displayed the red signal panel, from his survival vest, in a clearing he had located during the night by light of aerial flares. The Sandies spotted his signal at approximately 0500 hours and the Jolly Greens arrived shortly thereafter. The helicopter crews suspected a trap and were approaching very cautiously until they identified Hunt through field glasses. Airman Hunt was retrieved in routine fashion which was a sharp anti-climax to the day and night he spent evading the enemy.

In conjunction with other components of the total SAR force, the HH-3E, with its extended range, permits a theoretical coverage of most of NVN; however, survivability and chances of success north of the Red River and in Route Package VI are so questionable that few rescues are attempted. An example of a very deep rescue occurred on 10 May 1966 when Captain Martin Nahrt ejected from his F-105 along the Red River between Hanoi and Red China.

Exerpts from the mission narrative of the Jolly Green pilot, Captain Robert D. Furman, give vivid details of the rescue, including a rare encounter with MIG's:

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Jolly Green 56 and 51 were maintaining strip alert at L-59 and keeping listening watch on HF. Approximately 1500H local, we heard that an aircraft had been shot down in the vicinity of the Red River in North Vietnam. We then quickly plotted a course of the crash area located 21 56N 104 35E a few miles from the Red River and over 120 miles northeast of our take-off point. Compress (Call sign for Udorn RCC) alerted us and directed us to proceed to the area at approximately 1503L. We were airborne at 1510L and proceeded north on our planned course. Our first heading was 015° for approximately 65 miles and then to a heading of 043° until reaching the area located approximately 35-40 miles from Communist China.

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The deep recovery missions, such as the one on 10 May 1966, require quick reaction time. On 30 May 1966, another deep recovery attempt was made when an F-105 was shot down across the Red River, 30 miles from the Chinese border. The SARTF was launched and contacted the survivor via his survival radio five minutes before its arrival in the area. The pilot said that he was under his chute in the forest and was awaiting pickup. The chute was easily spotted but the pilot could not be located and was apparently captured. 125/

E. Summary

Brigadier General John Murphy has written a concise appraisal of SAR in Laos and NVN:

The evolution of the Rescue Team, i.e., HH-3E/A-1E Tactical Fighters/HC-130, and its operational procedures has been a unique development in this Southeast Asia conflict. My personal admiration and respect both for the helicopter crews and the

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TUES 10 MAY 66

Rescue Pilot Tells of 'Meeting' 2 Missiles

By JOE SCHNEIDER

S&S Vietnam Bureau Chief

TAN SON NHUT AB, Vietnam—How did you feel when you saw three deadly communist jet fighters bearing down on your unarmed helicopter?

"Slightly apprehensive," said Air Force Capt. Robert D. Furman with a grin.

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Furman said the first man in his helicopter to spot the MIGs was Capt. Dale V. Hardy of Enfield, N.H., the copilot. Others in the crew said they could see the silver bellies of the MIGs as they came within two miles and then saw "containers" shoot from the enemy aircraft.

It wasn't until they had landed that they learned they had been fired upon. The enemy planes were sighted about 35 to 45 miles away from the pickup area. The missile seemed to lose thrust and did not hit the choppers, other pilots said.

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Furman said Mahrt had suffered "bumps and bruises" in bailing out of his stricken jet. He was able to jump aboard the chopper.

Mahrt was later treated and released at a medical center.

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the rescued pilot's exact words upon being picked up except that he was highly elated and highly grateful for his ride home.

Furman, of Great Falls, Mont., has been flying helicopters most of his five years in the Air Force. He has flown 40 rescue missions since he arrived in Southeast Asia last October, including five pilot rescues "up north."

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He also praised the Skyraider and Phantom pilots and the pilot and crew of the second helicopter as well as his own crew.

HIGH
BIRD

MAY 9

- 19 Sure. do wish I were home with Judy and the girls. Seems like I miss them a little more every day.
- 19 I guess I've finally kicked the smoking habit. It's been 4 months now. Poole says it had one for 2 months. I lost \$5.00 bet on it but I'm glad.

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19

MAY 10 1966

- 19 Duty today. Dagneau got a pickup in the Red river valley and Hunt got one by the Plain of Jars. Hunts had a busted leg. No shots fired at either of them. Sgt Loughry (Mouse) came home today from the Navy hospital ship "Repose". Very large party at NCO club.
- 19 Dagneau's was farthest pick up so far. 100 miles north west of Hanoi. They were chased by MiGs but F-4C's drove them off.
- + New P-53 came. A2C Stevenson
- 19 A2C Injille A2C Ward A2C Hawler