

Successful rescue of Col Gordon F. Bradburn and Lt Col Charles Smith, A-1G, 16 Nov 66. While retrieving SSgt Souza, who had been on the ground looking for the 3rd survivor, Jolly Green 18 came under intense automatic weapons fire. Lt Col Smith was seriously wounded, the aircraft was damaged and it was necessary to drag Sgt Souza through the trees to escape the fire. Despite injuries that required 26 stitches to his face and scalp, Sgt Souza administered to Col Smith's shoulder and arm wound. For this he received the Silver Star. Capt Dickey put the aircraft into a Special Forces camp and transferred the survivors and Sgt Souza to an Air America Caribou. His crew was extracted by the High Bird. They returned the next day, repaired the aircraft and flew it home.

Low. RCC Capt David E. Dickey High RCC Maj Wm V D Hickerson
CP Maj Frank L. Trochak CP Capt Walt Olsson
HM TSgt Chas. R. McGatha HM A1G H. W. Mulvaney
RS SSgt James Souza RS A2C Joseph W Duffy

THE SUN, BALTIMORE, THURSDAY MORNING, DECEMBER 29, 1966

2 Viet Copters Are Reluctant Fish

Baltimore Lieutenant Is
Pilot Of One That
Went Down

By ROBERT A. ERLANDSON

(Sun Staff Correspondent)



Arms Production

President, Maryland Association
for Retarded Children,
Baltimore.

that: "... the manufacture of mili-
tary goods is the most wasteful pro-
duction possible because it results in no
goods. It is my opinion
the opposite is true.
duction of military equipment
new jobs and purchasing power
turn stimulates the economy.
and more purchasing power
again stimulates the econ-
are experiencing this situa-
tion—this
Vietnam

Letters to the Editor

Activity

unconscious did anyone get the mes-
sage that he was dying—except the
conservative groups as the American
Medical Association and the American
Academy of Pediatrics. Also ignored
are the nation-wide findings which are
considered to be in marked contrast
to the expected results of severe re-
tardation in a comparable group of
untreated phenylketonurics.
Colleen Depkin,
President, Maryland Association
for Retarded Children,
Baltimore.

N E. WALTER

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2 Downed Airmen Are Snatched From DMZ

Huntingdon Copter Pilot In Daring Viet Rescue

Word coming out of Viet Nam today praises the skill and courage of a Huntingdon, R. D. 1, helicopter pilot who rescued two downed U.S. jet airmen from the demilitarized zone (DMZ) between North and South Viet territory.

Capt. David E. Dickey, 29, of Hartslog Valley, Huntingdon, R. D. 1, took only 29 minutes for the "picturebook rescue operation" in which the Akron, Ohio, and a Chicago, Ill., airmen were saved from capture by the Viet Cong.

Dickey is a son of Mr. and Mrs. E. Howard Dickey, Huntingdon, R. D. 1. His father has been construction engineer at the Owens - Corning Fiberglas Corporation plant at Huntingdon since 1959.

Sources in Viet Nam note that the Akron pilot previously had been shot down and rescued three times, while the Chicago jet flier had been downed and rescued twice.

Dickey has been in Viet Nam only one month, but during that time he has flown many mis-

sions. Most of the time he has been the "top" man as the rescue 'copters fly in on their dangerous missions. He got his big chance on Friday when he was the bottom man on the mis-



CAPT. DAVID DICKEY

sion by the 38th Military Air Rescue and Recovery Service. In "storybook" fashion he set his whirlybird down in the DMZ and snatched the two Yank pilots from the hands of the enemy.

Sources in Saigon were loud in their praise of the work of the Huntingdon, R.D. 1, flier who has been in the Air Force since 1959.

Capt. Dickey's wife, the former Helen Sparhawk of Lincoln, R.I., and their two children, David, 4, and Pamela, 2, are residing at the pilot's parental home in Hartslog Valley while he is in the service. Capt. Dickey has visited his parents on numerous occasions since they moved to Huntingdon County from Lincoln, R.I., in 1959.

Capt. Dickey was the command pilot flying a giant Sikorsky HH3E helicopter, Jolly Green Giant, on the Friday mission.

He took his basic training at San Antonio, Texas, and got his wings at Vance AFB, Enid, Okla. He has been flying helicopters for the past four years and has been stationed at numerous other bases in the U.S. and was at Little Rock, Ark. prior to being sent to Viet Nam.

Dickey's wife said she never dreamed that newspaper's would tell her of her husband's first successful rescue mission. She remarked that he writes almost daily and she expects a letter soon telling her of the mission which has received wide publicity in the states.

The two rescued fliers were shot down in the buffer zone when their F4C Phantom Jet was hit by ground fire in the southern panhandle of North Viet Nam.

Dickey, described the rescue for newsmen and said the two airmen were hiding in elephant grass about six feet high. The area was surrounded by rice paddies and low shrubbery.

He added, "As they ran toward our aircraft, our hoist operator lowered the hoist. The pilots were able to get into the hoist unaided. They were only about 50 yards apart at the two pickup points."



HUNTINGDON AND MOUNT UNION, PA., MONDAY, SEPTEMBER 19, 1966.

THE DAILY NEWS

DECLASSIFIED

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3d ARRGp Hist, Oct-Dec 66

o. (C) (GP-4) On 16 November while in a hover on an ACR mission (Det 1-3-86-16 Nov) in a hostile area, Jolly Green 18 (HH-3E, SN 65-12786) sustained battle damage from enemy ground fire and was forced to withdraw and land at the nearest friendly site. One of two recovered pilots and the PJ were injured. The two recovered Pilots and the PJ were immediately air evacuated for medical treatment. The rest of the crew was returned to home station by Jolly Green 15. Jolly Green 18 was repaired and returned to service.

p. (C) (GP-4) At 1805L, 29 Nov 66 an HH-3E, SN 64-14231 assigned to Det 5, 38 ARRSq crashed while landing at a classified destination. Aircraft was engulfed in dust during night landing touchdown and the Pilot evidently lost control; helicopter was totally destroyed by post impact fire. Four aircrew members aboard the HH-3E escaped with only minor injuries.

q. (U) During the period of this history, the aircraft assigned to the 3d ARRGp were operationally ready 82.7% of the time. The 17.3% of time not operationally ready (NOR) were contributed to 9.1 NOR (Maintenance) and 8.2 NOR (Supply). Greater battle damage was sustained by our helicopters in this quarter than the previous one, accounting for a higher NOR(M) rate.

r. (U) Members of the 3d ARRGp have been awarded 6 Purple Hearts, 20 Silver Stars, 102 Distinguished Flying Crosses, 11 Bronze Stars, 13 AF Commendation Medals, 233 Air Medals and 4 Airman Medals, during the period of this report.

s. (U) Special Order G-204, Hq MAC, 2 December 1966 discontinued Det 1, 3d ARRGp and Det 2, 3d ARRGp in the first paragraph of the order. In the second paragraph of the same order operating locations, CL 1, 3d ARRGp and CL 2, 3d ARRGp, were designated and established at Danang Appt, Vietnam and Udorn Afd, Thailand respectively, effective 15 Dec 1966.

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NOVEMBER 16

Tolly Guns Souza L.B. Puffy

43 Alts. Heavy

HH-3E Alts Resco

Souza made pickup of A-1H.

Went down hill to and survivors

(3). Found two and sent them up

hill. Looked for 15 minutes to

find other. No Luck. Crew lowered hoist

to Souza and started to bring him in.

Automatic weapons opened up and J.D.

started moving away, dragging Souza

through the trees receiving severe face

and scalp lacerations. One round (of

9) hit a survivor under shoulder blade

of left arm and coming out of right arm

pit. Souza immediately started treatment

forgetting his own wounds. Undoubtedly

saved men's life. Chopper had to make

emergency landing in Special Forces camp.

(It was supposed to have been Sobys flight)