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BRIEF DESCRIPTION (Description of the act, achievement or service, including specific dates, places and facts. If additional space is required, use plain 8 x 10 1/2 bond paper, the first sheet of which must be signed by the recommending individual in addition to the signature required on this form.)

On 1 October 1969 at 1255, the crew of Jolly Green 79 and Jolly Green 72 were dispatched from a forward operating location in response to a distress call from an aircraft, Boxer 61. Both Jolly Green 79, under the command of Major Crupper, and Jolly Green 72, under the command of Captain Reeder, were airborne at 1407 from Hahn Airfield to the survivors location. Notification prior to take off indicated the Bravo man of Boxer 61, who had been ejected when the aircraft took a direct hit over the target area and was down southeast of Hahn Airfield. Shortly after take off, Jolly Green 72 advised the F4U forces that Mail 07, an OV-10, was also down in the same area following a mid-air collision with an 02; both were Forward Air Control aircraft and both were searching for Boxer 61.

Jolly Green 79 and 72 joined up with Jolly Green 79 and Jolly Green 72, and proceeded to the area, arriving at 1455. Jolly Green 79 and 72 were already in the area; they had survivors located, and had trolled for ground fire. Jolly Green 79 had taken one survivor and put ordnance in the area. The two survivors were believed to be Mail 07 and 02, using the call sign Box 09; at that time, it was not known that three were were on the ground.

After radio contact with Boxer 61 and realizing his critical condition, Major Crupper directed to descend immediately for a pickup attempt. Jolly Green 79 took a look at the area and directed Jolly Green 79 to a ridge line running north and south, where survivors were located. While Captain Reeder remained in a high orbit, Major Crupper made a high speed descent and spotted the smoke from the wreckage of the OV-10 on the western side of the ridge. Initially Jolly Green 79 was unable to locate the survivor and repeatedly asked him for radio directions, but received no response.

61 directed Jolly Green 79 to make a 180° hovering turn and move approximately 100 yards on a 100° heading from the hover position. At this time the survivor popped a flare, which appeared behind Jolly Green 79. Another 180° hovering turn was made and Major Crupper moved directly to the survivor. Jolly Green 79 was in a hover 15 and the survivor was on board at 1518.

The second survivor then popped a smoke flare and was spotted at Jolly Green 79's 6 o'clock position, about 30 yards away. Major Crupper immediately hovered to the position. The survivor was in good shape and had moved to a large rock. The hoist was established and hoist started down. When the hoist was almost within reach of the survivor, Jolly Green 79 started taking ground fire. Major Crupper immediately moved the hover into the tree tops and the Jolly's were notified. The exact location of the ground fire was not known. The hover was maintained and the survivor was able to get the penetrator, but the hoist had been damaged by the ground fire and Sgt. 1, the Flight Engineer, was unable to raise the penetrator electrically. He manually switched to emergency override and was able to get the survivor on board aircraft. No further ground fire was taken, primarily because the Jolly's were

NAME, GRADE AND TITLE OF INDIVIDUAL INITIATING RECOMMENDATION
 LT COL. CARROLL, 1st Colonel, USAF
 Commander

27. SIGNATURE

SIGNED

REMARKS

DESCRIPTION (Citation and supporting statements or other official documents)

Citation

(Cont) Item 25, AF Form 642, Recommendation for the Distinguished Flying Cross for Captain Dan L. Reeder, 522-44-1608PV.

laying ordnance, in a "daisy chain" around the hovering helicopter. The second survivor was on board at 1520 and Major Crupper departed the area on a northwest heading.

Just prior to getting the two downed airmen on board, it was determined that three survivors were on the ground. The two survivors picked up by Major Crupper had both been from Mail 07. As Jolly Green 72 climbed to altitude, Sandy 01 had made contact with and was pin pointing the position of Boxer 61B. Because of the hoist malfunction, the third pickup was turned over to Jolly Green 72 and Captain Reeder was directed to descend to 5000 feet by Sandy 01, as he attempted to locate Boxer 61B. Boxer 61B advised that he had utilized all of his smoke signals, and was suspended upside down in a tree with a broken leg and on the verge of passing out. Jolly Green 72 immediately was cleared and Captain Reeder began to descend. Boxer 61B's position was approximately 1.5 miles north of Mail 07's position on the west side of a ridge line running north and south. Over the radio, Boxer 61B kept repeating that he was upside down and about to pass out.

As he approached the ridge, from the west, Captain Reeder was told to go left about 50 yards. He turned northwest and Boxer 61B said, "You're going away from me, turn toward me". Sandy 01 advised him to give the Jolly a direction; and Boxer 61B said to turn right. Captain Reeder turned back towards the ridge and saw an orange chute beneath an over hanging tree about 50 yards away. He hovered to it and turned into the wind.

Sgt Willis, one of the Pararescuemen, knowing the survivor's condition, had volunteered to go down on the hoist and was prepared for immediate lowering. Sgt Lohrenz, the Flight Engineer, skillfully directed Captain Reeder over the survivor and lowered the hoist with Sgt Willis aboard. As the Pararescuemen started down, Sandy 01 advised that Jolly Green 72 was taking ground fire from his one through three o'clock position along the ridge, and proceeded to lay down anti-personnel ordnance about 100 yards to the right of the helicopter. Captain Reeder attempted to turn to bring Jolly Green 72's "2" gun into effective position, but due to the wind, estimated at 20 to 30 kts, the northerly heading, parallel to the ridge, had to be maintained. Sporadic small arms fire could be seen coming from the trees on the ridge line, but due to the Sandy's continuous and effective laying of ordnance, throughout the entire time Jolly Green 72 was in hover, the ground fire was ineffective. As Captain Reeder established a hover, Boxer 61B said, "You're over me", and passed out. Sgt Willis explained later that Boxer 61B was suspended by his left ankle, which was wedged between a limb and the trunk of a tree. He was upside down with his head approximately two feet off the ground completely supported by his trapped left ankle. His right knee also appeared to be broken. Sgt Willis attached a line from his harness to the survivor's chute risers to prevent him from falling and physically broke the trapping limb from the

(Con't) Item 25, AF Form 642, Recommendation for the Distinguished Flying Cross for Captain Dan L. Reader, 523-44-1608FW.

tree. Sgt Willis then carried Boxer 613 back to and held him on the forest penetrator as Sgt Lohrengel raised them both back up to the helicopter.

During the time, in excess of 10 minutes, that Sgt Willis was on the ground, Sgt Lohrengel provided precise directions to Captain Reader, who maintained an almost motionless hover. This allowed the hoist cable to remain extended, ready for immediate pickup.

Captain Thompson, kept the engine torques watched and advised Captain Reader of the engine performance throughout the extended hover. He also kept the SAR forces informed of the mission progress over the radio and scanned the area to the left of the aircraft for gun fire.

Sgt Schicker, the second Paramedicman aboard Jolly Green 72, manned the 73 gun, scanning the area to the rear for ground fire. He left his gun, as Sgt Willis and the survivor reached the door of the aircraft to help Sgt Lohrengel get the survivor on board. Then as Sgt Willis caught his breath, Sgt Schicker immediately went to work treating the semi-conscious survivor. He set the survivor's broken right leg and left ankle. Sgt Schicker also administered an "IV" to prevent shock.

Captain Reader exited the area to the west and climbed to join up with Jolly Green 79, who had maintained a high orbit, providing cover for Jolly Green 72. After join up, the Handy's escorted Jolly Green 79 and Jolly Green 72 back to Hahn Air Base.

Wounds, battle damage and the survivors' conditions were passed to King 02. Jolly Green 79 had a fuel leak in the right auxiliary tank and numerous bullet holes. After Jolly Green 72 retracted the landing gear during climb out, the unsafe warning horn came on and would not reset. ~~An attempt to pull the circuit breaker was made, but the head broke off; so~~ to ease communications strain, the landing gear was lowered. The Paramedicman treating the survivor stated he was going into deep shock from his extremely painful injuries, so to ease aircraft vibrations and reduce his pain, an attempt to retract the gear was made; but it would not come up. Suspecting battle damage, Captain Reader left the gear down and advised Jolly Green 79 that Jolly Green 72 would need to hover and have tear pins installed before landing. After the tear pins were inserted by the ground crew at Channel 89, Jolly Green 72 landed and the survivor evacuated by helicopter at 1600. ~~At 1600, the~~ Captain transferred his two survivors to the ambulance at 1620.

Post flight inspection revealed that Jolly Green 79 had taken 11 hits throughout the aft cabin and blades and that Jolly Green 72 had only one hit, a small area round that was struck by a metal ammunition box, placed on the deck.

(Con't) Item 25, AF Form 42, Recommendation for the Distinguished Flying Cross for Captain Dan L. Reeder, 528-44-1608PV.

in the rescue of three downed American airmen, in that they descended into a known hostile area, before it was proved permissive, in order to rescue a downed crewmember who was within minutes of death, I recommend the following awards: To WSGT Edward M. Willis, Pararescue Specialist, The Silver Star; to Captain Dan L. Reeder, Aircraft Commander; Captain Donald Y. Thompson, Co-pilot; SSgt David C. Lohrangel, Flight Engineer; Sgt Brenton D. Schicker, Pararescue Specialist, The Distinguished Flying Cross.

AC: Captain Dan L. Reeder,

CP: Captain Donald Y. Thompson,

FE: Staff Sergeant David C. Lohrangel,

RS: Master Sergeant Edward M. Willis,

RS: Sergeant Brenton D. Schicker,

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CHARLES E. CAMPBELL, Lt Colonel, USAF
Commander