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125

OPENING/CLOSING/SUSPENSE

MISSION NUMBER: 1-3-100-27 SEP 68

SUBJECT: (USA O-1C) (LSAF HH-3E)

HH-3E

MIKE!

YOU WERE CORRECT ON THIS ONE - USAF SAID
MORE ON WAY (REPORTS) BUT THE DATES YOU GAVE
WERE INCORRECT - I ASKED THEM AFTER LEARNING
THIS TO GIVE ME ANYTHING THEY HAD IN 67-68
FOR USAF HELICOPTER SHOOTDOWNS, WECH. DOWNS, KIA OR
WIA OF USAF HELICOPTER CREWMEMBERS.

GOOD STUFF STARTING TO COME IN - WILL
KEEP YOU INFORMED. MORE OF THESE JIFFY
REPORTS SHOULD ARRIVE NEXT 30-60 DAYS

JOHN

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FLASH

(U)

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PT 0242
ZTTCZYUW RUMHCTA1381 2710000-CCCC--RUCIEUA.
ZNY CCCCC
DE RUMHPD JOYQ 2711910
ZNY CCCCC
Z O 271900Z SEP 68

FM OL1 3ARRGP SON TRA AB RVN
TO RUCIEUA/HQ ARRS SCOTT AFB ILL
RUHHABA/PACARRC/PROCP/HICKAM AFB HAWAII
RUEFHQA/HQ USAF/AFXOPFH
INFO RUEFHQA/CSAF/AFCP/AFXOPH
RUCIEUA/MAC/MCP/MACOA

RUKLAAA/TAC/DOOS LR/LANGLEY AFB LA
RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX
RUHFAAJXCINCPACAF/CC
RUCEAAA/HQ USAF ALTERNATE CP MAXWELL AFB ALA
RUMSAL/7AF/DOTO/DO/DP/DI/BDPMP/CP/TACCSS/TSN AD
RUMUFKA/3ARRGP/JSARC/TSN AD RVN
RHMSMVA/MACV SAIGON RVN
RUMSBE/US ARMY SPECIA
FORCES AN HOA RVN

RUMNTB/6TH SOS PLEIKU AB MO OMMOTOT M OH ON T NO T MMM40 NT N N

NG RVN
RUMHIC/71ST AVIATION AMERICAL DIV CHU LAI RVN
BT

(U) ~~CONFIDENTIAL~~ L/JOPREP JIFFY RESCUE/OL-1, 3ARRGP/SEP 68.

SUBJ: (U) RESCUE INFORMATION REPORT.

1. RESCUE OPENING/CLOSING REPORT GMV

GLMV GP

f. 4

PPP

IL HMM O MM OMM TANTICAL. B. CLASSIFIED. C. CAMOUFLAGED/NOT AVAILABLE/O-1C/
BLACKACE 19. D. U.S.A. E. ARMY, 212 BATTALION CSAV, CHULAI.

F. LT. URBIN REINHART. G. TWO P.O.B.

4. BLACKACE 18 ON GUARD AT 27/0224Z, OL-1, 3ARRGP.

5. 0234Z.

6. CROWN 4 ON GUARD QT 0224Z; JOLLY GREEN 24 AND 27, SPAD 11 AND
12 AT 0227Z.

7. CROWN 4 DIVERTED TO BLACKACE CRASH SITE AT 0235Z, JOLLY GREEN
24 AND 27 PLACED ON COCKPIT ALERT AT 0233Z, AIRBORNE AT 0236Z.

SPAD 11 AND 12 AIRBORNE AT 0236Z.

8. 1537N 10758E.

9. A. NOT A FACTOR. B. NOT A FACTOR.

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10. OL-1, 3ARRGP, MAJ J.B. MARSHALL JR., CAPT. F.W. WEAVER, SSGT
E.C. KONIECZKO, SSGT J.R. STIEFEL.

11. MARINES, -4.6, PANAMA (GCI), SPECIAL FORCES.

12. BLACKACE 18, 0234Z, 1537N 10758E.

13. PILOT: 37ARRS/HH-3E/LANDED/0518Z.

OBSERVER: 71ST AVIATION CO/UH-1/LANDED/0248Z.

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mission no?
who is Hostage 1-03

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DEC 94

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14. 6/6/6/6/0/0.
15. BLACKACE CREWMEMBERS TAKEN TO NAVAL SUPPORT ACTIVITY HOSPITAL, DANANG. JG27 CREWMEMBERS RETURNED TO DANANG AB, UNHARMED.
16. 2/8PLUS50, HC-130P/39ARRS, 5/15PLUS05, HH-3E/37ARRS, 14/39 PLUS20, A-1E/6ACS.
17. 1/0/0/0/95/0/NA/NA.
18. A. (BLACKACE PILOT) ALL OF 37 ARRS: RCC LT L. A. FAGAN, RCCP LT. COL. J.H. GRADY, PJ SGT S.M. NORTHERN, PJ SGT D.C. PALMER, PJ SGT W. JENNINGS B. 1ST LT. URBIN REINHART, 212 BATTALION CASV. A. (BLACKACE OBSERVER) ALL OF 71ST AVIATION C. CHU LAI: A/C LT R.J. IRWIN, PILOT W1 CISMOWSKI, FE PVT WILLIAMS, GUNNER SPC3 SMITH B. NOT AVAILABLE
A. (JOLLY GREEN CREW) ALL OF 37ARRS: RCC MAJ L.M. WRIGHT, RCCP, MAJ R.D. SHULAR FE SGT J.L. MANGRUM, PJ SGT T.T. WINTERS.

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B. MAJ B.J. WINGFIELD, MAJ W BURNFIELD, SGT D.I. BELAND, SGT AVERY ALL OF 37 ARRS.

19. A. 5NM RADIUS 1527N 10758E 100 PERCENT EFFECTIVE

B. SE C. SE D. SE

H. (1) 2USA, 4 USAF ALL USA (2) COMBAT SAVES (3) AIRCREW MEMBERS FIVE ARRS COMBAT SAVES, INCLUDING FOUR USAF CREWMEN AND ONE U.S. ARMY CREWMAN/BOTH AIRCRAFT DOWNED DUE TO HOSTILE ACTION/ FIVE PJ DEPLOYMENTS/NO AIR REFUELINGS. BLACKACE 19 WAS FORCED TO CRASH LAND AFTER ENEMY GROUND FIRE CAUSED HIS ENGINE TO FAIL. RATTLER 12, A US ARMY UH-1 HELICOPTER WAS ABLE TO RECOVER THE USMC OBSERVER OF BLACKACE 19. THE OBSERVER WAS TAKEN TO THE NAVAL HOSPITAL DANANG IN GOOD CONDITION. THE US ARMY PILOT OF BLACKACE 19 WAS TRAPPED IN THE AIRCRAFT WRECKAGE AND SUFFERED MULTIPLE INJURIES, INCLUDING TWO BROKEN LEGS, A BROKEN ARM, AND INTERNAL INJURIES. AFTER JOLLY GREENS 27 AND 24 ARRIVED AT THE CRASH SCENE, THEY LANDED AND DEPLOYED THEIR PJS WITH TOOLS TO FREE THE TRAPPED PILOT. SPADS 11 AND 12 PROVIDED COVER, BUT AFTER THE PJS WERE DE-PLOYED HOSTILE FIRE HIT JOLLY GREEN 27 CAUSING NUMBER TWO ENGINE FIRE AND FAILURE. THE CREW OF JOLLY GREEN 27 MANAGED TO PUT OUT THE FIRE, BUT COULD NOT FLY THE AIRCRAFT OFF THE GROUND, EVEN AFTER

PAGE FIVE RUMHPD 161 C O N F I D E N T I A L

DUMPING DOWN TO EMERGENCY FUEL, BECAUSE OF NOT ENOUGH ROTOR SPEED ON ONE ENGINE. SPADS 11 AND 12, ALONG WITH SEVERAL FLIGHTS OF HIGH PERFORMANCE AIRCRAFT, BEGAN AN EXTENSIVE SUPPRESSION OF THE AREA WHILE JOLLY GREEN 24 RECOVERED THE CREW OF JOLLY GREEN 27 AND TOOK THEM TO DANANG AB IN GOOD CONDITION/ THE CREWS OF THE JOLLY GREENS DETERMINED BETTER TOOLS WERE REQUIRED TO FREE THE TRAPPED BLACKACE PILOT, SO JOLLY GREEN 31 WAS LAUNCHED FROM DANANG AB WITH THE TOOLS NEEDED. JOLLY GREEN 28 WAS LAUNCHED FROM A FOL TO BACK UP JOLLY GREEN 31. HELICOPTER GUNSHIPS FROM MAG 16 1ST MAW, PROVIDED ESCORT WHILE US ARMY HELICOPTERS BROUGHT SPECIAL FORCES GROUND TROOPS TO THE SCENE TO ESTABLISH A SECURE PERIMETER SO THAT JOLLY GREEN PJS AND A DANANG AB FIREMAN COULD FREE THE TRAPPED PILOT. AT 0518Z, THE PILOT WAS FREED AND JOLLY GREEN 31 TOOK HIM TO THE NAVAL HOSPITAL AT DANANG. SEVERAL SPADS AND USMC HELICOPTER GUNSHIPS CONTINUED TO

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CYCLE AND PROVIDE COVER WHILE 37 ARRS MAINTENANCE PERSONNEL WERE TAKEN TO THE SITE WHERE JOLLY GREEN 27 WAS DOWN. THE MAINTENANCE MEN PREPARED THE AIRCRAFT FOR HELICOPTER CRANE RECOVERY WHILE IN VERY HOSTILE ENVIRONMENT. AFTER MANY FRUSTRATIONS OF ATTEMPTING TO OBTAIN A HELICOPTER CRANE, HURRICANE 428, US ARMY CH-54, RECOVERED JOLLY GREEN 27 TO DANANG AB. JOLLY GREENS 22

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AND 04, ALONG WITH HOSTAGE 1-0 AND HOSTAGE 2-0 FLIGHTS (USMC HELICOPTER GUNSHIPS) TOOK THE MAINTENANCE MEN AND SPECIAL FORCES PERSONNEL TO A SECURE AREA. THE SUCCESS OF THE MISSION WOULD NOT HAVE BEEN POSSIBLE WITHOUT THE HEROIC DEEDS OF THE MANY INDIVIDUALS ON THE SCENE. SPECIAL RECOGNITION SHOULD BE GIVEN TO THE JOLLY GREEN CREW OF MAJ B. J. WINGFIELD AS WELL AS THE CREWS OF HOSTAGE 1-0 AND HOSTAGE 2-0, WHOSE CONCERTED EFFORTS CONTRIBUTED TO THE SUCCESSFUL CONCLUSION OF THIS MISSION.

GP-4.

BT

NNNN#

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 DEPARTMENT OF THE AIR FORCE

37TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
 APO SAN FRANCISCO 96337



REPLY TO
 ATTN OF: 370

SUBJECT: Mission Narrative Report (1-3-100-8271) 27Sep68

30 SEP 1968

Classified by _____
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS
 DECLASSIFIED ON 31 DEC 84

TO: 370

370

IN TUNE

1. (U) This report is submitted in accordance with AFM 55-2, 1 SEP 68
 SUP 1, dated 15 Apr 68.

2. (C) At 0225Z Blackace 19 (C-1) crashed at reported sight 290/25/77. JG's 27 and 24, and Spads 11 and 12 scrambled from CM77 at 0230Z. Approximately 10 minutes after take-off, Blackace 18 (C-1) informed Crown that a Rattler (H-1) had landed and recovered one crewmember who had exited the crash and reported he was unable to recover the pilot due to the pilot being trapped in the aircraft. Rattler 534 requested the Jolly Greens continue to the crash site to effect recovery of the pilot. At this time Jolly Green 27 informed Crown he had hammers and files but suspected additional equipment would be required. Spads 11 and 12 arrived in the area prior to the Jolly Greens and along with Hellborn 291 Flight and Lovebug 543 (F-4s), were sanitizing the area due to ground fire reported by Rattler 534 one kil meter east of the crash site. JG's 27 and 24 arrived on scene at 0250Z and held to the SW while the Spads worked over the area. At 0230 JG's 27 and 24 landed at the crash site after being cleared in by Spad 11. Both aircraft landed because both Rescue Specialists were needed to extract the pilot of Blackace 19. Due to lack of heavy cutting equipment the Pararescue personnel experienced difficulty in freeing the pilot. At 0345 JG 27 lost No. 2 engine and an external engine fire was reported by the Flight Technician. JG 24 was on the ground a proximately 10 meters to the rear of JG 27. Upon seeing the fire, JG 24 notified JG 27 of the engine fire and established an immediate hover to check for ground fire and establish communication with the Pararescue personnel who were still at the crash sight. Pararescue personnel requested JG 24 to hover over the crashed aircraft and lower the hoist to try to lift the wing off of the C-1 pilot. Due to the severity of the crash the rescue hoist was ineffective and the hoist effort was discontinued. Simultaneously JG 27 shut-down the No. 2 engine and eliminated the fire by accomplishing engine fire checklist. After receiving a report from the Flight Technician that no apparent fuel leaks existed or severe damage to the engine, JG 27 attempted two engine restarts which were unsuccessful. JG 27 attempted to lower the aircraft on one engine after everything was thrown off the aircraft and fuel dumped to 1000 pounds. The hover attempt was unsuccessful with maximum power. JG 27 advised Crown 4 the crew was leaving for JG 24 who had landed to the rear of JG 27.

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 after 12 years

Reproduced on 18 Feb 69 by ARODC
 Authority of ARODC
 Reproduced
 cy # 1 of 1 cy (s)

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The two parascue personnel remaining low to avoid suspected ground fire returned to JG24 and advised heavy cutting equipment was needed to extract the pilot. This information was relayed to Crown 4. The crew of JG27 removed most of the weapons from JG27 and boarded JG24. Just prior to JG24 lifting off, small arms fire was received through the forward window above the sponson on the right side of the aircraft. Small fragments from the bullets cut the ear of JG27's Flight Engineer. The bullets continued through a parachute, horse collar, and covered the chest rack shoulder harness on the back of the RCC on JG27. At 0355 JG24 departed the crash scene with undetermined battle damage. Spads 11 and 12 had been continually delivering ordnance while JG24 and 27 were on the ground. After JG24 took hits the Spads stepped up their ordnance delivery to protect JG24's departure. JG24 informed Crown 4 that he was returning to Channel 77 due to unknown battle damage, minimum fuel and two crews on board. Contact was established with JG31 who had departed Channel 77 with a fireman and power saw to cut out the trapped pilot of Blackace 19. JG31 was advised that ground fire had been received from the south east and to plan his approach accordingly. JG24 landed at Channel 77 at 0422 and examination of the aircraft revealed damage to the hoist but no internal damage since the bullets had dissipated in the parachutes.

2. (C) At 0309Z, the operation center at the 37th ARRS monitored HF radio conversation and heard that quite possibly heavy equipment would be required to free the downed aviator. Various members of the 37th in the area volunteered to crew a Jolly Green to take the required gear to the scene. A crew was selected and individuals dispatched to procure the required equipment. A volunteer was sought and obtained from the 366th Civil Engineering Fire Protection Division, 366 CSG. A gasoline powered cutting saw, K-12 was included in the equipment carried by SSGT Ellis A. Thompson, the fireman who had volunteered. At 0324Z Queen notified the On-Scene-Commander, Spad 11 that another Jolly would be launched with the required tools.

At 0344Z JG 31 was airborne, enroute to the scene. The suggested crew consisted of pilot and copilot, three rescue specialists and the fireman.

At 0400Z JG 31 arrived in the vicinity. Spad 12 picked up JG 31 and led him into the area. Queen launched JG31 from QT at this time for high bird. SPAD 11 was attempting to FAC a flight of fast movers, Lovebug 543 to sterilize the area. However, the weather deteriorated and he was unable to use them. At this time more SPAD's were requested. At 0420Z SPAD 11 FAC'd SPAD's 03 and 04 into the region and placed strikes along a road 100 m to the SW. JG31 completed transferring fuel and jettisoned his drop tank. Upon the completion of these strikes, JG31, coordinating with SPAD 11, made his approach. A tactical approach was made to the West, landing in deep elephant grass in the northern slope of a hill.

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intervals; declassified
after 12 years

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As JG31 was landing, a secondary explosion resulted from the strikes. Snads 03 and 04 had remained in the area to provide cover. Crown 04 continued co-ordinating with Panama to bring in additional SPAD RESCUE aircraft. Meanwhile, Queen had been obtaining helicopter gunship support and a security team as well as requesting a CH 54 Skycrane. SSgt Thompson and Sgt Northern were deployed. SSgt Thompson carried with him a gasoline powered portable cutting saw, K-12. The men had to wade through a swamp to get to the trapped pilot, immersing the saw. Sgt Northern immediately checked survivor for injuries. After administering morphine to the still conscious pilot, the task of cutting away the twisted metal was set about. The pilot was pinned in the left side of the aircraft, his left leg wedged between the engine and frame. The survivor's left hand was jammed between the engine, which was pushed back against his chest, and the instrument panel. A second RS was requested and Sgt Palmer was deployed. The deep mud, water and grass was chest deep, creating many problems in handling the power saw. Jolly Green 31 had remained on the ground awaiting an evaluation. A fifteen to 20 minute job was anticipated and the HCO decided to leave the ground and orbit the area rather than attract additional attention to the area. Due to the noise of the saw, the team requested Huey gunship cover since they would not be able to detect an enemy force advancing on them. Hostage 10 and 20 provided this support. After the ground party had started work, a Special Forces reaction team was ferried into the area by UH-1D "Slick" helicopters. One of the Green Beret Sergeants assisted the crewmen of JG 31. The mud required two men to hold the saw and the third to restart it when it jammed. All four men worked feverishly to cut away the frame. The cutting was done within two inches of the survivor's leg. Water had to be splashed on the pilot to protect him from the heat and hot metal chips. During this operation the fireman, Sgt Thompson was burned on the arm by the hot saw motor. As they finished the job of extracting the survivor, JG 31 dropped a semi-rigid litter and came around and landed. The landing was made in the swamp and landing gear was retracted to permit the aircraft to settle into the mud. The survivor was pulled the 40' across the swamp by the hoist, brought on board and aid was administered. The Special Forces reaction team leader indicated he wanted his team extracted as 12 of them boarded JG 31. At this time JG 23 arrived overhead. JG 31 made a max performance take-off and departed the area at 0505Z. JG 31 arrived at Naval Support Activities Hospital, DaNang at 0519Z. The survivor had been treated for his injuries enroute. The Special Forces team departed at NSA. JG 31 returned to DaNang.

3. (C) The crews from Jolly Green 27 and 24 preflighted new aircraft and prepared to return to the crash site. At 0630Z Jolly Green 22 (the crew from Jolly Green 27) and Jolly Green 04 (the crew from Jolly Green 24) departed Channel 77 with three maintenance personnel on each aircraft to ready JG 27 for pickup by the CH-54, a Flying Crane. Prior to arriving at the crash site JG 22 and 04 were advised that 24 army personnel, Hostage 10 and 20, and SPADs 03 and 04 had secured the immediate crash area. At 0644Z JG 22 landed and dropped off three maintenance personnel. After take-off, JG 04 landed and deployed the three remaining personnel. During the next 2+30 JG 22 and 04

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intervals; declassified
after 12 years

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orbited the crash area awaiting arrival of the Army Crane. At 0730Z Crown was notified the aircraft would be ready for a 0830Z pickup and heavy rain showers and low clouds were hampering operations. The aircraft was ready at 0800Z. At 0815Z JG04 coordinated with crown, Mustang 10 and 20 (W-1 gunships) and the ground party for the evacuation of the ground troops which were securing the area. JG 22 and 04 were to carry out 10 passengers each once the crane departed. The remaining personnel would be picked up by a W-1. At 0752Z Spad 03 reported several rounds of incoming mortar fire about 500 meters north of the ground party and ordnance was deployed. JG22 and JG04 continued orbit until about 0900Z. JG22 was forced to return to An Hoa for fuel. JG04 was forced to return to An Hoa because of approaching darkness and JG04 returned to the area. Decision had been reached on the ground party had not arrived. The decision was by JG04. JG22 landed and picked up the remaining personnel and returned them to An Hoa. JG 04 was picking up the remaining personnel. JG 22 picked up the six air force personnel the crane had not arrived. Just the Crane was overhead. JG 22 returned to the area because all personnel were assembled. JG 22 and JG 04 were on board. At 1025Z was down. JG 04 took off to re-head for the Crash scene. W-1 area JG 22 descended at 1032Z to decent and landing was made and undefended area. JG 22 departed while the Crane descended and made the hook-up at 1035Z. At 1044Z JG 22 immediately descended to pickup Sgt Watkins who was hiding in the elephant grass. Take off was made at 1047Z at the last of twilight. JG 04 had to pickup fuel and the extra five air force personnel prior to returning to the area. After sufficient altitude JG 22 and 04 released the Spads to return as escort for the Crane. All forces were RTB to Channel 77 and landed by 1115Z.

4. (C) The survivors were: Pilot, Lt. Urbin Reinhardt

51 (U) Crews were:

Spad 11: CAPT DALLIES, O'Deen
Spad 12: MAJ FARMER, WILLIAM F.
Spad 01: MAJ GILL, LINDELL

Spad 02: MAJ RICHARDS, CARL H.
Spad 29: MAJ DINEEN, DONALD C.
Spad 30: LT COL BERNICH, HERBERT C.

JG 31
ROOF EAGAN, RALPH A., CAPT
ROOF GILBY, JAMES H., LT COL
RS NORMAN, STEVE H., SGT
RS JENNINGS, WILLIAM IV., A1C
RS PALMER, DENNIS C., A1C
FIREMAN: THOMPSON, ELLIS A., SSGT

JG 27 & 22
ROOF WINGFIELD, BILL J., MAJ
ROOF BURFIELD, WATSON, MAJ
VE BELAND, DUANE I., SGT
RS AVERZ, ALLEN J., SSGT
RS FIELDS, ROBERT H., A1C

GROUP 4

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Downgraded at 3 year
intervals; declassify
after 12 years

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Spad 12: MAJ FARMAN, WILLIAM F.

Spad 01: MAJ GILL, LINDEN L.

Spad 02: MAJ RICHMONDS, CARL H.

Spad 29: MAJ DINEEN, DONALD C.

Spad 30: LT COL KIRCH, HAROLD C.

JG 31

ROCP MAGLIN, LANCE A., CAPT

ROCP GILBY, JAMES H., LT COL

RS NORRIS, STEVE H., SGT

RS JELINGS, WILLIAM IV., A1C

RS PALMER, DENNIS C., A1C

FIREMAN: THOMPSON, ELLIS A., SSGT

JG 27 & 22

ROCP WINGFIELD, WILLIAM MAJ

ROCP BURFIELD, WATSON, MAJ

VE BELAND, DUANE I., SGT

RS LAYERS, ALLEN J., SSGT

RS FIELDS, ROBERT H., A1C

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JG 24 & 04

RCC WRIGHT, LEO H., MAJ
RCCF SHULAR, ROBERT D., MAJ
FE SWANSON, WALTER A., ALC
RS WINNERS, THOMAS T., SGT
FE MANGRUM, JACKIE L., SGT

6. (C) OTHER AIRCRAFT
HOSTAGE 1-0 and 2-0 VII-1

ORGANIZATION UNKNOWN

X ARMY UM-1H

" "

LOVENUG 543-F-4

" "

HELLIGAN 291-F-4

" "

X RATTNER 534-UM-1

" "

BLANCHARD 18 O-1

" "

HURRICANE 428 CH-54A

" "

Billy J. Wingfield

BILLY J. WINGFIELD, MAJ, USARF
Rescue Crew Commander

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after 12 years