



Commander Lance A. Eagan graduated from the Coast Guard Academy in 1962 and upon commissioning served in the North Atlantic aboard the USCGC BARTARIA. He received his Naval Aviator wings in 1965 and was assigned to Air Station Brooklyn, NY; there he flew the HU16E Albatross and the HH52A helicopter.

He was among the first group of Coast Guard Aviators to volunteer to serve in Vietnam with the U.S. Air Force flying rescue missions. Upon his return to the Coast Guard, Commander Eagan became an HH3F instructor pilot at the Aviation Training Center in Mobile, AL. After earning his Masters Degree in Management from the Naval Postgraduate School his next duty assignment was as Assistant Chief, Enlisted Assignment Branch at Coast Guard Headquarters.

Returning to the cockpit he served as Executive Officer of Air Station Savannah, GA and then as Executive Officer of Air Station Kodiak, AK. Prior to coming to Cape May, Commander Eagan attended and was a distinguished graduate of the Air Force's Air War College.

Commander Eagan has been awarded the Silver Star, the Distinguished Flying Cross, the Air Medal (with 10 oak leaf clusters), a Combat Action Ribbon, two Letters of Commendation, Presidential Unit Citation, National Defense Medal, Republic of Vietnam Campaign Medal, Vietnam Service Medal (with 4 bronze stars) and Republic of Vietnam Gallantry Cross (with palm).

To

PAO
US Coast Guard

From

MAJOR CARROLL SHERSHUN, USAF
INFORMATION / CIVIC ACTION OFFICER
Hq 3D AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307

MESSAGE

SUBJECT

Lance Fagan & Lonnie Mison

DATE

2/20/69

FOLD

It has been a real pleasure and privilege to serve with two outstanding officers of the USCG - Lance Fagan & Lonnie Mison. I have nominated Lance for the AVCG Helicopter Avrocon Award & suggest you do the same ASAP. He is in, you may know, for the Air Force Cross.

SIGNED

Carroll Shershun

REPLY

PS: I'd be happy to do an exclusive article on Lance & Lonnie for USCG to market if you would like. Just give me the word & advise how much you would like. Had 3 memorable flights north of DMZ w/ Lance last August. He's one helluva pilot.

SIGNED

and MTN! C

DATE

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MACI)
APO SAN FRANCISCO 96307



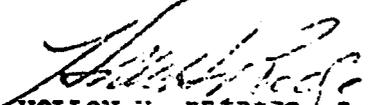
REPLY TO
ATTN OF: 3C

29 March 1969

SUBJECT: Commendation for Lt Lance A. Eagan

TO: Commandant
US Coast Guard
1300 (E) Street NW, Washington, D. C. 20591

1. During the past 12 months Lt Lance Eagan has served his country in a superb manner. As a member of this organization and of the famed "Jolly Green Giants" he has asserted himself as a true rescue tactician, astute aviator, and has volunteered for missions into hostile situations that would make most men shudder.
2. As an instructor pilot, his untiring efforts were reflected in the professional attitude displayed by his students. His ability to grasp a situation and comprehend its exigencies was proven time and again in the successful performance of the rescue mission. A constant source of new ideas and concepts in combat crew recovery, his dedication to Rescue and to his fellow servicemen is unflinching.
3. Lt Eagan flew 405 combat hours and accomplished 12 combat saves under the most hazardous conditions. His innumerable contributions to the rescue effort in Southeast Asia reflect great credit upon himself, the US Coast Guard, and his country.


HOLLON H. BRIGGS, Colonel, USAF
Commander

'Like a Target in a Shooting Gallery'

Dramatic Rescue Reveals Tri-Service Efforts

By Maj. Carroll Shershun
3rd Aerospace Rescue & Recovery Group

TAN SON NHUT AB — They used to call it Air-Sea Rescue.

Now it's officially known as the Aerospace Rescue & Recovery Service.

But Southeast Asia, otherwise known as S.E.A., is where the action is these days. And the name Air-Sea Rescue is no more. Nowadays it's called S.E.A. Air Rescue in the combat zone.

There's something surprisingly appropriate about the name, since Air Rescue is in fact a multi-serviced thing!

Soldiers, sailors and even U.S. Coast Guardsmen are an integral part of the 3rd Aerospace Rescue & Recovery Group, headquartered at Tan Son Nhut, and "servicing" the entire 1.1-million square mile war zone.

And the men who usually go down to the sea in ships have become a common part of the Air Rescue S.E.A. scene!

NUMEROUS HONORS

Men like U.S. Coast Guard Lt. Lance Eagan, 28, Saybrook, Conn., who has served as a Jolly Green Giant HH-3E rescue crew commander for more than nine months contribute to the multi-service operation. During that time he and two other Coast Guardsmen have added numerous honors to the 3rd ARRG's lengthening roll of spectacular air saves.

On July 2, 1968, the lieutenant completed one of the most dramatic tri-service rescues of the entire war.

July 2 was a little early for fireworks displays normally associated with Independence Day, but the fireworks flew galore for Lieutenant Eagan and his Air Force crew flying north over the DMZ out of Da Nang AB.

It was a day that he and his fellow 37th ARRS crewmembers, especially AIC Joel Talley, a pararescueman from Farmland, Ind., displayed the kind of exceptional bravery with which men of all services in Vietnam have become associated.

CLASSIC EXAMPLE

Their rescue of a downed F-105 pilot is one of the classic examples of the determination of Air Rescue crews.

Even after numerous fighter attacks against numerous Vietnamese anti-aircraft sites, three different Jolly Green aircraft were driven off, sustaining heavy battle damage from the intense hostile ground fire. The rescue attempt, which was initiated on June 30, was called off because of darkness.

On the morning of July 2nd, three Jolly Greens were scrambled even before sunrise. Voice contact with the injured pilot was established. But conditions grew dimmer when a fourth HH-3E rescue chopper was severely damaged by hostile ground fire. A few moments later an A-1 Spad, supporting the rescue mission, was shot down and its pilot killed.

B-52 STRIKE

For a short time all rescue forces were withdrawn from the immediate area due to a B-52 strike mission only a few miles from the survivor's position. No Air Force or U.S. Forces weapon is more feared

by the enemy than the high-flying SAC bomber, with its awesome bomb capability of 60,000 pounds of conventional bombs.

After the B-52 strike still another rescue attempt was launched. Lieutenant Eagan

Eagan maintained a hover with almost maximum power because of high winds.

Airman Talley directed the Jolly Green closer to the survivor, whose back had been broken. In an effort to get as close as possible, Lieutenant Eagan

lowed the damage until after the injured flier had been safely delivered to the nearest medical facility. More than 40 direct hits had been received from small arms, .30 caliber and .50 caliber weapons. They counted a total of 66 enemy bullet holes

by special event. It was his first rescue mission with the 37th ARRS.

When I asked Lieutenant Eagan what it was like to fly that particular mission, he smiled, and retorted:

"Have you ever been to a shooting gallery at an amusement park — and wondered what the target felt like?"

AMERICA'S CUP

It was a far cry from the days when Coast Guard helicopter pilot Eagan used to fly "cover" for the America's Cup sailing races off Newport, R.I.

But Lt. Lance Eagan, even though he is a member of the U.S. Coast Guard, is representative of all rescue pilots... whether they fly Jolly Greens or HH-3 "Pedro" choppers, the local base rescue "bird" that looks like a sparrow trying to beat itself to death.

While the Navy and Coast Guard have become familiar sights at the controls of Jolly Green Giants, Army green has become a familiar attire at the Seventh Air Force Joint Search and Rescue Center (JSARC) at Tan Son Nhut. JSARC, manned by 3rd ARRG personnel, controls and coordinates all rescue missions in S.E.A. — at sea or over the jungles.

ARMY GREEN

A familiar sight at USARC during the past year was Army Lt. Col. James A. Henderson, Ozark, Ala. He succeeded Army Lt. Col. John J. Collins of Concord, N.H., and was in turn succeeded last month by Army Maj. J. I. McNair, Jr., Stapleton, Ga. Colonel Henderson, himself an Army helicopter pilot, has over 16 years service and came to Vietnam for his second tour of duty from the U.S. Army Aviation School at Fort Rucker, Ala., where he is once again assigned as an instructor and flight commander.

While men of the Army, Navy and Coast Guard are a part of the 3rd Aerospace Rescue & Recovery Group, there is no distinction between services when it comes to the most important person in rescue — the man being rescued.

Over the past four years 3rd ARRG's customers have included over 500 soldiers and approximately 300 sailors and marines.

Thanks to men like Lieutenant Eagan and his fellow Coast Guard "mate," Lt. Col. Lonnie Mixon, there's a definite nautical influence in S.E.A. Air Rescue these days!

Nautical, yes! But nice!



Multi-Service Mission

Plotting plans for an all-nautical plotting of an Air Force Jolly Green Giant rescue helicopter are Navy Lt. Cdr. Don Garrett, San Diego, left, and Coast Guard Lt. Lance Eagan. Lieutenant Eagan was rescue crew commander for the tri-service rescue mission. He is one of two Coast Guard pilots on a year-long tour of duty with air rescue in Southeast Asia.

was at the controls of Jolly Green 21. Dumping all extra fuel to give his aircraft the greatest maneuverability possible, he started his run for the survivor, who was located just three miles north of the DMZ in dense jungle.

As Jolly Green 21 crossed the DMZ into North Vietnam it was severely shaken by the concussion from ten bursts of 37/57 mm anti-aircraft artillery fire in close proximity to the aircraft's right side. The Coast Guardsman executed a series of violent evasive maneuvers to avoid the burst and went into a spiraling descent while establishing positive voice contact with the survivor, who confirmed that he could not move because of his injuries.

SURVIVAL FLARE

Dancing over the high tree-tops, spotted smoke from the pilot's survival flare faintly rising through the dense jungle canopy. The survivor was located in a small U-shaped valley. The terrain on three sides of the aircraft rose some 200 feet above the Jolly Green.

Airman Talley, the pararescueman (PJ) was then lowered on the forest penetrator hoist, suspended from a 3/16th-inch cable, to a small clearing below. Encountering heavy undergrowth, vines and jagged rocks on the dimly-lit jungle floor, the PJ searched over 100 meters in 10 minutes while Lieutenant

ered the aircraft into the trees, cutting off limbs and branches with his whirling blades to maneuver into a position within 10 meters of the downed pilot and PJ. As Lieutenant Eagan maintained the hover, Airman Talley carried the helpless pilot to the hoist and secured him and himself.

VULNERABLE MOMENT

As the hoist began to raise the pair "all hell broke loose." The North Vietnamese had been waiting for the instant when the Jolly Green would be most vulnerable, the moment when the survivor and PJ were being raised to safety, to spring their trap.

A fusillade of automatic weapons fire erupted around the helicopter. The first hit originated from the ridge directly ahead of the rescue chopper and broke through the center windshield.

Remaining amazingly calm, Lieutenant Eagan held his hover as intense automatic weapons fire from underneath continued to hit the helicopter. He continued to hold his position under the barrage of fire until the forest penetrator had cleared the trees.

He then raced off under maximum power, executed a left turn to shield Airman Talley and the pilot, who were still on the hoist, from enemy fire.

MISSION'S END

They didn't stop to count bat-

in the aircraft. Four of the five main rotor blades had been hit and a large fuel leak had sprung on the underside of the aircraft.

There are no words to adequately describe the courage of men like Lance Eagan and Joel Talley, or of Maj. Robert E. Booth, the co-pilot — who later became the first man to make two pickups in North Vietnam, and of Sgt. Herbert H. Honer, the flight mechanic. For Airman Talley it was a particular-



Colonel Henderson

Summary of Action

***Combat Rescue - Scotch 03
LT Lance Eagan, USCG
Airman 1/c Joel Talley, USAF
Republic of Viet Nam
July 2nd, 1968***

On the afternoon of July 1st, 1968, an F-105 Thunderchief fighter-bomber, call sign "Scotch 3," piloted by LCOL Jack Modica USAF, was hit by hostile ground fire during a raid over North Viet Nam. The pilot flew south toward the Demilitarized Zone (DMZ) separating North and South Vietnam in an effort to reach the Gulf of Tonkin. The aircraft was losing altitude rapidly and Modica knew he would not make it across the line. After calling in his position, he ejected 17 miles northwest of the town of Dong Ha. The low altitude ejection rendered him unconscious when he landed, and when he regained consciousness he realized his back had been severely injured. USAF HH-3E rescue helicopters, call signs "Jolly Green" 27 and 31, from the 37th Air Rescue & Recovery Service (ARRS), Da Nang Air Base, Republic of Viet Nam (RVN), had been launched for rescue. Modica was surrounded by enemy troops, all of whom were aggressively searching for him. Jolly 27, low bird, (primary rescue helicopter) flew in and attempted a rescue but was driven off by ground fire. Having jettisoned its external fuel tanks, low on fuel, and deep in enemy territory, Jolly 27 left the area, escorted by Jolly 31.

Jolly Greens 29 and 22, also from the 37th ARRS, soon arrived on scene with darkness rapidly approaching. Jolly 29, low bird, commanded by LCDR Lonnie Mixon USCG, worked its way to the area of the downed crewman, but hostile fire was too intense and the approach was broken off. He evaluated the damage and then made another attempt, but was met by even more intense ground fire. The helicopter's electrical system was knocked out, a hydraulic line was ruptured, and its fuel tanks were hit. Faced with leaving Modica in the jungle, Mixon brought the helicopter around and headed back in for another try. Mixon was hit again repeatedly and subsequently broke off the approach. Darkness settled over the scene, forcing the rescuers to wait. Modica, injured and in shock from his ejection, spent a painful night concealing himself from a determined foe.

The next day, rescue attempts were again made but when the Combat Search and Rescue (CSAR) task force reached Modica's position, the enemy was waiting. The task force consisted of two HH-3E helicopters (Jolly call signs unknown) and A-1E Skyraider ("Spad") fighter-bombers to provide close air support. One Jolly received so much battle damage, it was forced to return to base with an unexploded B-40 rocket lodged in its belly fuel tank. An A1-E, "Sandy 11," was shot down while engaged in suppression fire. The pilot was killed. A debrief of all flight crews involved in the repeated rescue attempts established that Modica was on the floor of a small valley, under a thick jungle canopy. Crewmembers stated that the NVA gunners were close to Modica's position, hostile fire had come from all directions, and some seemed to have come from directly below the helicopter.

The North Vietnamese were using Modica as bait. With this knowledge it was determined that putting a pararescueman on the ground was foolhardy and would most probably result in his death. The rescue pilot would have to do the job by lowering the *forest penetrator* (a 26-pound, bullet-shaped apparatus with three folding seats attached to the rescue hoist) directly to Modica so that he could be extricated after he climbed onto it.

Three hours after the first attempt on July 2nd, two Jollies took off from a forward strip at Quang Tri, RVN. LT Lance Eagan, USCG was flying low bird (Jolly 21). As soon as Eagan entered the area, his helicopter came under fire from 37mm Anti-Aircraft Artillery (AAA) guns. Eagan dumped fuel to lighten the load, and descended for the small valley using twisting evasive maneuvers. Once in the small valley, the crew looked for Modica through a triple canopy of tree branches. Modica tried directing the helicopter by survival radio but he could not be spotted from the air. Pararescueman Joel Talley, Airman 1/c USAF, volunteered to ride the hoist cable down to the valley floor, but Eagan refused his request because of the extreme danger involved.

Eagan radioed Modica and asked him to activate a smoke signaling device, but due to the abundant triple canopy tree branch network, the smoke rapidly dispersed until only a general area could be determined. Modica confirmed that he could not move.

Airman 1/c Talley again asked to go down on the hoist. Realizing there would be no other way to get Modica out, Eagan gave his approval. After being lowered 125 feet, Talley got his bearings and started moving through the dense jungle towards Modica's position. Eagan again radioed Modica and asked him to call out to Talley or make a signal. Talley spotted Modica's "pen-gun" flare more than 50 yards from the helicopter. He knew he could not transport Modica through the jungle over this distance. Using his survival radio, he vectored Jolly 21 to his location. Eagan responded by edging the helicopter nearer, trimming tree tops with his rotor blades until he could get no closer than 10 yards because of a tall dominant tree against which Modica lay. By getting close to the trunk of this tree, the *forest penetrator* device could more reliably be lowered all the way to the ground without being obstructed by the triple canopy. Once the penetrator was within reach, Talley, who had been on the ground for 16 minutes, carried Modica to it – strapped them both in – and called on the radio "Take us up!"

The North Vietnamese had been waiting for this moment. Knowing Eagan was committed to a stationary hover, and the helicopter could not move off until Modica and Talley cleared the treetops, the enemy sprung a well-disciplined trap. The first shot hit the windshield in front of Eagan, missing him by a matter of inches. For the next 15 seconds, more than enough time to for the entire aircrew to be indiscriminately slain, Eagan held a steady hover while the helicopter received multiple hits from every angle. He later said, "they sounded like dull thuds." Then Eagan heard a shout from the hoist operator that Modica and Talley were clear, and he pulled rapidly away with the two men swaying back and forth on the hoist 50 feet below the aircraft.

Eagan landed at Dong Ha, where Modica was taken to a field hospital for observation. Armor plating and luck had saved all of them, aircrew and survivor alike. The intensity of the enemy fire was revealed in their extensive battle damage. The helicopter had received over 40 direct hits. There was a gaping hole in the tail section. Four of the five main rotor blades had been hit and the self-sealing fuel tank had sustained nine punctures. Eagan was quoted as saying, "a few

more inches either way and the Jolly would have gone down.” The helicopter was no longer flyable and was transported back to DaNang – slung under a huge Sky Crane cargo helicopter.

Background

On July 1, 1968, Scotch 03, an F-105 Thunderchief was shot down eighteen miles WNW of the Dong Ha airbase (located just below the DMZ). That this rescue was accomplished in an extremely hostile area was underscored by 7th AF report that, during the first six months of 1968, eighteen aircraft (including Scotch 03) had been hit by enemy fire, five of which were brought down, all within an eight mile radius of Scotch 03's location. Pilot reports had identified additional accounts of numerous heavy aircraft artillery in that area in the immediate days prior to the Scotch 03 shoot down.

There were approximately eighty aircraft involved in support of the rescue, including F-4s, F-105s, F-100s, OV-2s, C-130s, A-1s and HH-3Es. More than 121 tons of ordnance was delivered.

Reports varied on the number of hits Jolly Green 21 had taken. Suffice to say that it was somewhere in the range of 42-70 rounds from small arms and heavier caliber weaponry. It is doubtful that any Jolly Green, throughout the war, sustained greater damage, yet was still successful in its mission. The helicopter was taken out of service after the mission for extensive repairs.

Additional factors for consideration An A-1 had been shot down prior to JG 21's rescue attempt. Both the SMC and the Queen RCC had recommended that the mission be terminated, as too dangerous. Fortunately, for Scotch 03, they were overruled. LT Eagan and his crew were fully aware of the danger the mission posed and could have aborted the rescue attempt at any time after first encountering A/A on his approach, with no questions asked. LT Eagan steadfastly maintained his hover under the most heroic circumstances imaginable, a continuous barrage of ground fire from all quadrants. The heroism of AIC Joel Talley has been thoroughly documented. Additional accounting on his behalf in this joint service endeavor hopefully will be accomplished by USAF.

THE RESCUE OF SCOTCH 03

During the Vietnam War, the United States Air Force (USAF) Aerospace Rescue & Recovery Service (ARRS) mounted the largest and most successful combat rescue campaign in history. ARRS personnel saved more than 2,500 airmen from certain death or capture. The United States Coast Guard (USCG) played a small but hardly insignificant role in this campaign. In 1967 the services entered into an officer exchange program. In accordance with the agreement, during the period 1968-1973, ten USCG aviators flew the famed HH-3E and HH-53B/C Jolly Green Giant (JG) combat rescue helicopters of the 37th ARRS, located at Danang, Republic of Vietnam (RVN). In addition, a fixed wing aviator flew the HC-130P for the 39th ARRS, based at Tuy Hoa, RVN. The HC-130P served in a dual capacity, that of SAR Mission Coordinator (SMC) as well as tanker for the inflight refuelable Jolly Greens. One particular mission, the rescue of Scotch 03 on July 1-2, 1968 epitomized the very best that both services had to offer. For their efforts, JG Rescue Crew Commander (RCC), LT Lance Eagan, USCG and Rescue Specialist (PJ), A1C Joel Talley were recommended for the Air Force Cross and Medal of Honor, respectively. Both awards were subsequently downgraded. It is hoped that the two rescue services can once again work together, in a review process of the awards given these two American heroes.

The upgrade of awards for the Vietnam War are hardly unprecedented, as witnessed by recently awarded Medals of Honor for two former U.S. Army Aviators. In addition, the award of a former USAF PJ was upgraded to the MOH in 2000.

The requirements for upgrade of an award are:

- (1) New Information
- (2) Recommendation by a congressman.
- (3) Approval by someone in the chain of command.

First, on the new information front are personal recommendations from participants and eyewitnesses to the Search and Rescue Effort. One is from former USAF 1/lt Dick Rutan, of Voyager around the world solo flight fame, and former Misty F-100 FAC, who participated in the effort. Obviously, recommendations by the survivor, LT/Col Jack Modica, USAF, ret., and Talley would carry significant weight.

Congressional support should not be a problem. Possible candidates are REP Jeff Miller (R-FL) who is a member of both the House Armed Services Committee and a representative of Joel Talley's district.. Another is REP Joe Courtney (D-CT), who is also a member of the House Armed Services Committee, and representative from Connecticut, Lance Eagan's home of birth, and of course the USCGA.

Finally, a waiver should be sought for someone in the chain of command, in that most senior commanders during that conflict have passed on. A waiver might best be effected through Vice CMDT/USAF liaison, something she has indicated a willingness to undertake.

THE RESCUE OF JACK MODICA (SCOTCH 03)

1-2 July, 1968 CHRONOLOGY

Date/Time

- 011835Z Scotch 03, a USAF F-105, engaged in a strike of a SAM transporter, hit by enemy AA fire, heads for feet wet, then reports smoke in the cockpit and ejects NW of Dong Ha. JGs 27/31 scrambled from Quang Tri alert to feet wet orbit to await arrival of Spad Rescorts scrambled from Da Nang. Crown 04 (HC-130P) proceeded to area to assume SMC.
- 010930Z JGs 29/22 dptd CH 77 for CH 103, but directed to Rockpile orbit for backup.
- 011030Z JGs 27/31 depart orbit to reposition to Rockpile to await RESCORT.
- 011030Z JGs 27/31 Rockpile orbit, comms established with Misty 41, F-100 FAC, who had seen Scotch 03's chute descending into trees, after his eject. Chute had hung up in trees for approx 3 minutes then disappeared. No beeper/no voice. Misty 41 requested JGs to enter area and attempt to locate survivor. JG 27 declined, pending positive comms with Scotch 03. This was SOP for combat rescue.
- 011045Z Misty 41 reports beeper/voice contact with Scotch 03, who reported possible broken back, requiring PJ assistance. Spads 11,12,13, 14 and Covey 171 (O-2 FAC) on scene. Spad 11 assumes OSC. JG 27/31 dptd Rockpile for scene. JG 31 detected ground fire but no hits. Covey 171 led JG 27/31 to scene, avoiding known 37 and 57MM A/A positions. JG27 descended to 3,000'. JG 31 remained west. Misty 41 marked the area with smoke. JG 27 continued descent, jettisoning tip tanks and prepared PJ for possible deployment. Ground fire escalated as JGs entered area. JG 27 proceeded to smoke at 150' AGL. JG 21 heard and saw heavy ground fire and broke off the approach awaiting suppression of ground fire. The exact location of Scotch 03 was not known, which placed constraints on ground fire suppression. JG 27 notified OSC that JGs would have to dpt scene due min. fuel, recommending immediate request for JG 29/22. JG27/31 binged to CH 103. JG 27 had taken several hits but was still serviceable. After refuel and inspection, JG 27/31 dptd CH 103 for scene to assist JG 29/22, but were RTB'd by SMC.
- 011100Z JG 29/22 DPTD Rockpile for scene.
- 011120Z JG 29 begins approach to smoke mark. Misty 41 vectored JG 29 to spot where he had earlier scene the chute. JG 29 received heavy fire at that position. JG 29 took numerous hits, damaging several aircraft systems, experiencing loss of No. 2 Generator, No. 2 T/R, No. 2 boost pumps, and reliable torque indication, and a hydraulic leak. JG 29 climbed to 2,500' and pilot determined that aircraft was still serviceable. JG 22 was preparing for a rescue attempt as nightfall was rapidly approaching. At this point it was decided that the already damaged JG 29 would make another

attempt, saving the undamaged JG 22 as Hi Bird. As JG 29 arrived in hover muzzle fire was detected from all quadrants and from below the aircraft. JG 29 climbed to 1,000' as JG 22 reported taking evasive action from airbursts in his vicinity. RESCORT Spads JOINED JGs enroute Rockpile.

- 011210Z JGs 22/29 ARR CH 103. A first light effort was fraged for the following day.
- 012120Z JG 31 dptd CH 77 for CH 103. Redirected to Rockpile for rendezvous with JGs 24/22, but diverted to CH 103 with fuel leak. Dptd CH 103 for Rockpile.
- 012215Z JGs 24/22 dptd CH 103 to Rockpile. Strike aircraft had been putting in ordinance for several hours in an attempt to sanitize the area.
- 020015Z JG 22 dptd for CH 103 to remove drop tanks.
- 020020Z JG 24/31 directed into rescue area. Spad 11, OSC, directed JGs to discontinue approach until Spads could direct ordinance in close proximity to Scotch 03. JG 24 binged to CH 103, replaced by JG 22. JG 31/22 to Rockpile, later joined by JG 31.
- 02055Z JG 31 attempts rescue, receives moderate ground fire, aborts approach. Spads delivered more ordinance as JG 31 attempted another approach. JG FE & PJ commenced M-60 firing. JG 31 received intense ground fire. Both fuel boost pump lights illuminated. JG 31 made turn to abort the approach, receiving more ground fire. Vectored by Spad 13 to avoid 37/50MM. JG 22 advised JG 31 that he was streaming fuel from the bottom of aircraft. Fuel Quantity dropping rapidly. JG 31 climbed to 4,000' and made an emergency landing at CH 103. JG 22 was experiencing flight control problems at this time.
- 020100Z JG 24 landed CH 103 for fuel.
- 020120Z Spad hit, losing oil pressure, crashed, no survivor.
- 020140Z JGs 21/28 dptd CH 77 to relieve battle damaged aircraft.
- 020215Z JGs 24/22 landed CH 103. SAR forces RTB'd due Arc Light (B-52) operation in vicinity of rescue area (not known if this was done in support SAR effort). **At this time, Crown 04 and Queen (Da Nang RCC) recommended termination of the SAR effort.** JGs 21/28 assumed alert at CH 103.
- 020530Z Queen advises another rescue attempt will be made.
- 020700Z JGs 21/28 rendezvous with Spads 13/14 and Sandys 3/4/5/6 at Rockpile. Continues heavy mover strikes in rescue area directed by Misty and Covey FACs. Sandy 03 OSC.

020710Z JG 21 dumps fuel to prepare for approach. Hostile area approach commenced.

020715Z 112 directed Sandys 3/4 to scene with Sandys 5/6 escorting JGs 21/28 to scene. JG 21 receives 6-10 bursts 37/57MM close by right side of aircraft. JG 21 makes evasive maneuvers to avoid concussions. Covey 112 directs JG 21 to the location of the earlier smoke mark.

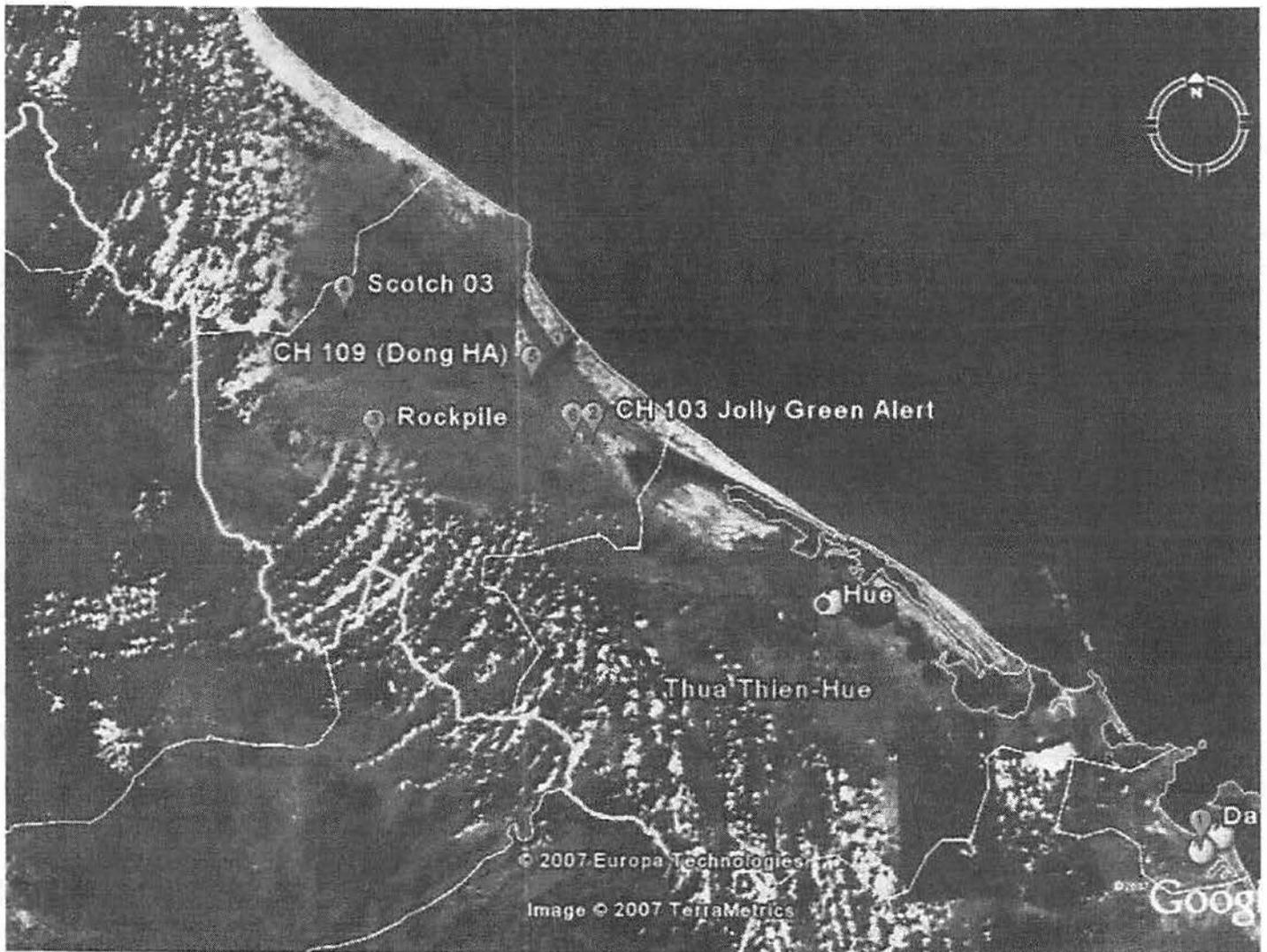
020725Z JG 21 establishes voice contact with Scotch 03. A spiraling descent was made in an attempt to visually sight the survivor. Scotch 03 popped smoke. FE spotted smoke and provided vectors toward survivor position. Survivor confirms that he is immobile requiring PJ assistance.

020730Z Hover established by JG 21. No ground fire at this time. Sandys and Covey orbiting overhead. PJ lowered on jungle penetrator. No visual on the survivor, PJ commenced ground search. Scotch 03 directed to fire pen gun flare. PJ saw it and made way to survivor. PJ requested that the penetrator be moved closer to his position. Penetrator lowered 10M south of PJ/Survivor. Hover was at 130' AGL. Further movement was precluded by. Trees were contacted by rotor blades in attempt to get nearer to the PJ/survivor. The PJ dragged the survivor to the penetrator. As PJ was undoing penetrator straps, survivor fired 2 tracers. PJ relieved him of his weapon.

020745Z PJ called for hoist up. NVA must have been monitoring frequency as extremely heavy ground fire erupted from all quadrants and below the helicopter. The first round entered the center cockpit windshield, narrowly missing both pilots. The hover was maintained as the penetrator was raised, all the while taking numerous hits. No. 2 T/R and associated equipment were lost. The CP returned fire from his window. As the penetrator cleared the treetops JG 21 started a moving turn as penetrator was reeled in.

020752Z PJ and survivor on board JG 21. Covey 112 led JGs southward through the DMZ.

020810Z JG21 delivered to Dong HA Medevac pad. All SAR forces RTB'd. JG 21 ferried to CH 103. Aircraft determined to be unsafe for further flight.



RESCUE ROUTE OF JOLLY GREEN 21

- Da Nang AFB 37th ARRS
- Quang Tri USMC Airfield (CH 103)
- Orbit Overhead The Rockpile USMC Outpost
- Scotch 03
- Dong Ha AFB Medical Facility
- Final landing at Quang Tri USMC Airfield (CH 103)
Helicopter is considered unsafe to fly and slung to Da Nang
by an Army H-64 Sikorsky Skycrane the following day.



~~UNCLASSIFIED~~

~~CONFIDENTIAL~~

41 and Spad 11 that JG 27 and 31 would have to leave the area because of minimum fuel and recommended JG 29 and 22 be called in immediately. With JG 29 and 22's arrival, JG 27 and 31 returned to CH103 for fuel and aircraft inspection. JG 27 had received one round through the right sponson and a round through a rotor blade pocket, but was determined to be safe for flight. JG 27 and 31 again departed for the rescue area to assist JG 29 and 22 but were RTB'd by Crown 4 after 10 minutes of flight. JG 27 and 31 subsequently returned to CH77 at 1500Z with no further incident. At 0930Z JG 29 and 22 departed CH77 enroute CH103 for night alert duty. Prior to reaching CH103, Crown 4 was queried for information and instructions on the existing SAR mission. JG 29 and 22 were directed to orbit over the "Rockpile" as backup SAR forces. JG 29 and 22 penetrated the border at 1100Z and JG 29 was cleared in for a rescue attempt at 1120Z. The approach was made from the southwest to the smoke. 1150ft hover was established and Misty 41 reported Scotch III's position to be 25 meters SE of the smoke. JG 29 made a turn on the spot and air-taxied to the new position. Upon arrival in the near vicinity of Scotch III, JG 29 began taking heavy ground fire. Departure was taken to the SW and after moving approximately 300 meters another barrage of ground fire was taken from directly below. Damage was evaluated as No. 2 generator, No. 2 TR, No. 2 boost pumps and the forward fuel gage being inoperative. There was a difference in torque between 0 and 80%. There was a hydraulic leak near the transmission. Both engines were determined to be operating properly. JG 29 climbed to 2500 feet and determined that the helicopter was still airworthy. The Spads put down smoke on the east ridge. JG 22 was preparing to make a rescue attempt although it was dusk and nightfall was rapidly approaching. At this point it was decided that JG 29 would make the attempt since JG 22 was still unscathed and would be of greater value as high bird. JG 29 made an approach from the NW in an effort to avoid the previously sighted ground fire area. Just as JG 29 reached a hover, heavy ground fire was received. Missile flashes were sighted on both ridge lines and from directly below the aircraft. JG 29 commenced a climbout when JG 22 began taking airbursts at 1000ft JG 22 had to make violent flight maneuvers to avoid being hit. The Spads joined the Jolly Greens in escort to the "Rockpile." 50 cal ground fire was encountered with no hits until all aircraft were clear of the SME. JG 29 and 22 landed CH103 at 1210Z. A "first light" effort was fraged for 2 July. JG 24 and 22 were airborne at 2215Z from CH103 and was joined by JG 31 at the "Rockpile." After 2 hours of orbiting, JG 22 was directed to RTB CH103 to remove the external auxiliary fuel tanks. At 0045Z, JG 24 and 31 were directed into the area by Crown. Prior to arriving in the area Spad 11 had assumed OSC and directed the helos to hold off while the Spads made ordnance deliveries in close proximity of Scotch III. JG 24 was 15 minutes past bingo fuel and RTB CH103 to refuel. JG 22 arrived on scene as relief of JG 24. At 2120Z, 1 July 1968, JG 31 departed CH77 with instructions to proceed to CH103. Upon initial contact with Queen JG 31 was directed to proceed to the "Rockpile" and rendezvous with JG 24 and JG 22. While enroute JG 31 attempted to transfer fuel from external auxiliary fuel tanks but when pressurized the right tank leaked around the filler cap. JG 31 landed at CH103 at 2220Z and by re-adjusting the

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 10 years

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filler cap the leak was stopped. Departing CH103 at 2230Z, JG 31 rendezvoused with JG 24 and JG 22 over the "Rockpile" at 2245Z. While JG 22, 24 and 31 orbited Misty 21 established contact with Scotch 03 at approximately 2320Z and began directing high performance aircraft in their strikes around Scotch 03's position. Crown 4 called at 2335Z and directed JG 31 to return to CH103, remove the external fuel tanks, refuel and return to the "Rockpile" orbit point. JG 31 landed at CH103 at 2350Z, removed tanks, refueled and departed at 0015Z arriving orbit point 0030Z along with Spads 11, 12 and 13 who had departed from CH77. JG 22 then left the orbit point to proceed to CH103 to remove the external tanks, refuel and return to the orbit point. The high performance aircraft attempted to sterilize the area until 0020Z. The Spads then moved into the area to try to neutralize the area close to the survivor. Spad 13 then brought JG 24 and 31 into the area of the downed pilot. JG 24 was too low on fuel for a rescue attempt and returned to CH103. JG 31 returned to orbit point to wait for JG 22 who was enroute from CH103. At 0055Z JG 22 returned to the "Rockpile" and the decision was made to attempt a rescue. Cloud cover was moving into the area and any further delay would force the rescue aircraft to abort the rescue effort. JG 31 assumed low bird position and under the direction of Spad 13 was guided into the survivor's area. As JG 31 entered the area from the southwest, Covey 171 requested Scotch 03 to begin directing JG 31 to his position, JG 31 initiated a slow descending left turn and after 180 degrees of turn, moderate ground fire was encountered. JG 31 climbed to 300 AGL and continued to turn left. The Spads put in more ordnance while JG 31 prepared for another approach to the survivor. While JG 31 was still in the turn the Co-pilot spotted the smoke from the survivor's flare coming up thru the trees. Continuing the left turn JG 31 established a hover with the survivor on the right side of the aircraft. The Flight Engineer and Rescue Specialist commenced firing the two M-60 machine guns. Immediately JG 31 began receiving intense ground fire and sustained several hits. Both forward boost pump fuselage warning lights and the forward fuel by-pass lights, illuminated. JG 31 climbed out to the southwest over a ridge about 100 meters from the survivor and received more ground fire. Spad 13 gave heading directions to assist JG 31 in remaining clear of 3724 and 5744 positions. While JG 31 was climbing out the forward fuel quantity gauge indicated a rapid low of fuel. Spad 13 and JG 22 advised JG 31 he was streaming fuel from the bottom of the aircraft. JG 31 continued to climb to 4000 feet MSL and proceeded to CH103. The tower was advised that JG 31 had sustained battle damage. The tower operator cleared the traffic pattern and had fire fighting equipment standing by to assist JG 31. JG 31 landed at 0135 and without further incident. JG 24 landed CH103 at 0100Z for fuel and was airborne at 0110Z enroute to the "Rockpile." JG 31 reported that he was rapidly losing fuel. JG 22 was having slight control problems at this time. JG 24 proceeded on an intercept course for JG 31 and 22. At 0120Z Spad 11 stated that he had lost oil pressure and was heading feet wet. JG 24 and 22 diverted in his direction since JG 31 was south of the DMZ at this time. JG 24 and 22 rendezvoused approximately 3 miles south of the Spad 11 crash site. Spad 12 reported that Spad 11 went in with his canopy still on. JG 24 and 22 reversed course for SVN. JG 24 and 22 landed CH103 at 0215Z. JG 21 and JG 28 departed Channel 77 at 0140Z to relieve the other Jolly Green crews who had sustained battle damage during recovery attempts. Prior to arriving at Channel 103 the SAR communications were monitored and shortly after the loss of Spad 11, the SAR forces were RTB'd due to a fringed ARC Light strike

GROUP 4

Downgraded at 3 year intervals; declassified after 18 years

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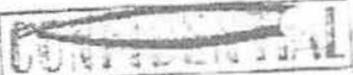
in the area. At this time Crown 4 and Queen recommended termination of the effort. JG 21 and JG 28 assumed the alert at Channel 103. At 0530Z Queen advised another recovery attempt would be made. JG's 21 and 28 were to rendezvous with Spads 13 and 14 and Sandies 3, 4, 5, 6 over "Rockpile" at 0700Z. JG's 21 and 28 departed CH103 at 0640 and arrived over "Rockpile" at 0700Z. Sandy's 3,4,5,6 arrived to provide RESCORT. At this time Crown 4 briefed that Covey 112 would lead the Sandys and Jollies into the area and T&C air strikes would cease when the Jollies were 3/4 miles out. At this time JG 21 stated Sandy 3 would be the only clearing authority for the JG's to make an approach. At 0710 JG 21 dumped fuel for the penetration. Hostile area descent was performed by the CP. At 0715 Covey 112 led Sandy 3 and 4 to the area. Sandy 5 and 6 escorted JG 21 and 28 about 2 miles behind. At 0720 JG 21 commenced dumping the buffer of fuel he had retained for a wave-off. About one minute later JG 21 received 6-10 bursts of 37/5MM AAA fire close aboard the right side from the Fingers Lake region. As the helicopter was shaken by the concussion, evasive action was taken and vectors from Covey 112 were utilized in the descent to the area previously marked by smoke. The area was approached from the south and voice contact was made with the survivor at 0725Z. A spiraling descent was made trying to sight the survivor. He popped smoke, and giving vectors, managed to direct us to a point 50 meters west of him. Two 40kt 360 degree turns were used in locating his smoke. The FE saw the smoke and directed the helicopter into a position over a clearing in the jungle 30-50 meters south of the survivor. JG 28 meanwhile held high. The survivor confirmed at this time he could not move and would require a Rescue Specialist to get him in the hoist. The hover was established at 0730Z. No ground fire was received. Sandys and Coveys were holding overhead. The RS was lowered to the ground on the penetrator. The survivor could not be seen from the helicopter; only his smoke was visible. The RS had to search the jungle for the survivor. The CP and FE maintained constant vigilance for enemy forces and directed the pilot in maintaining the hover. The RS had extreme difficulty in locating the survivor. The CP directed the survivor to fire a flare and to shout to assist the RS. He fired a pen gun and the RS observed the flash. The RS finally saw the survivor's feet and was able to reach him. At this time the RS requested the penetrator be moved closer to this position due to the extreme density of the jungle. Extreme crew coordination between all members of the crew resulted in placing the penetrator about 10m south of the survivor. The hover was about 130 feet AGL and a tall tree prevented moving any closer. The rotor blades contacted the tree in an effort to get as close as possible. A ridge extended 150 feet above on the left side, 200 feet in front, and 150 ft above and on the right side. The wind and terrain forced a heading into the ridge. The penetrator was again lowered and the RS carried the survivor to it. While the RS was undoing the straps on the penetrator, the survivor fired two tracers. The RS relieved him of his .38 revolver. He then placed the survivor to be raised on the penetrator and secured himself. At 0745Z he called for the penetrator to be raised. At that instant it appeared that the EVA had been monitoring the radio conversation and extremely heavy ground fire began. The first round entered the cockpit from the ridge directly ahead and penetrated the center windshield. The hover was maintained as the penetrator was raised through the trees. Heavy fire struck the helicopter and the No. 2 IR and associated equipment were lost. The CP attempted to return fire and then monitored the controls as the penetrator broke the canopy and

GROUP 4

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 a climb was initiated moving forward and up to clear the area of ground fire and prevent the personnel on the hoist from being hit. The CP recommended a left turn, which was entered to clear the lowest point of the ridge. During approximately 90 degrees of turn the hoist was brought up and the FE pulled the penetrator in the aircraft while directing the pilot in hoist operations. The RS extracted himself from the penetrator and he and the FE got the survivor into the aircraft at 0752Z. The survivor was given water and treated for shock by the RS and FE. Covey 112 led JG 21 back across the DMZ around the 37/57MM AAA sites to the Dong Ha Med Evac pad. Since JG 21 had lost his gyro compass the survivor was transferred at 0810 and JG 21 returned to ORLO3 with JG 28 as escort. Inspection of the aircraft indicated ground fire was received from all quadrants, ranging in size from AK47 and 30cal, to 50cal. Four of the five main rotor blades were hit.

3. (C) SURVIVOR: LTCOL JACK MEDICA JR, 333rd TAC FTR WING.
4. (U) Other aircraft participating are too numerous to mention.
5. (C) CREW LIST:

1 July				
JG	RCC	RCCP	FE	RS
27	Maj Robey	Capt Egan	SSgt Stumbaugh	A1C Thompson
31	Maj Wingfield	Capt Griffiths	Sgt Malone	Sgt Stenaland
29	LCDR NIXON	Capt Wiegard	Sgt Mangrum	Sgt Boushelle
22	Maj Green	Capt Spray	Sgt Beland	Sgt Klanovich

2 July				
JG	RCC	RCCP	FE	RS
31	Capt Oliver	Maj Stafford	Sgt Rodriguez	SSgt Miller
24	LCDR Nixon	Capt Wiegard	Sgt Mangrum	Sgt Boushelle
22	Maj Green	Capt Spray	Sgt Beland	Sgt Klanovich
21	Lt Eagan	Maj Booth	Sgt Honer	A1C Talley
28	Capt Ashley	Maj Wicker	SSgt Bowers	SSgt Spears


 LANCE L. EAGAN, Lt, USCG
 Rescue Crew Commander

GROUP 4

Downgraded at 3 year
 intervals, declassified
 after 30 years



~~UNCLASSIFIED~~

~~SECRET~~

44
65

Mission Narrative 1-3-65
Crown 4

1 July 1968

At 0836Z Scotch Lead (F-105) reported Scotch 3 hit by ground fire heading for feet wet 2 of CHLO9. C-4 proceeded to CHLO9 area to intercept. Scotch lead advised Scotch 3 bailed out at approx 290/18-109, 1658-10644. JG 22-27-29-31 launched CHLO3, SPAD 11-12-13-14 CH77. Misty 51 with Misty 41 and Covey 171 in area with Scotch 1-2-4 sighted chute. No beeper or voice. Chute later disappeared (No explanation). JCS held feet wet 2 CHLO9 and later repositioned to "Rockpile" approximately 10 minutes from scene awaiting voice contact with survivor downed in multiple layered tree canopy. SPAD 11 on scene commander had no contact with survivor but elected to have JG27-31 led in by Covey 171 for low level looksee with only ground fire reported. Ground fire rapidly intensified as JCS entered area. Considerable time was spent in directing JCS to suspected site while avoiding ground fire and rendezvous with on scene commander. Misty 31 reported white smoke in area and possibly the survivor. Later voice contact with survivor proved this negative. JCS 27-31 advised 10 minutes to Blings and taking ground fire. SPAD 11 reported voice contact with Scotch 3, injured and requires help to get on penetrator. C-4 moved in JG 22-29 and RTED JG 27-31 to CHLO3 for fuel. JG 22-29 met heavy ground fire in area and were taking hits. JG29 reported hydraulic or transmission oil leak and pulling out to check battle damage. JG22 reported taking hits and maneuvering to avoid ground fire. C-4 pulled all SAR forces out for battle damage and darkness, recommending first light effort in concurrence with SPAD 11. JCS RTB CHLO3, SPADs to CH77, C-4 to CH83. Mission open.

P Major Benson
 CP Capt Tenhoor
 E Major Parten
 N Major Nelson
 RO TSgt Ford
 FE TSgt Bryant
 PE SSgt Mahl TDY 36 ARRS
 LM A1C Sherrer TDY 35 ARRS

Frederick J.M. Benson
 FREDERICK J.M. BENSON, Major, USAF
 Rescue Crew Commander

GROUP-4
 Downed 4:00 AM or intervals.
 Declassified on 12/15/88

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 287-107

~~SECRET~~

MISSION # 1-3-85

2 July 1968 47

On 1 July at 2200Z (2 July 0600 Local) a preplanned major Search and Rescue (SAR) effort commenced to recover the pilot from Scotch-03 (USAF F-105), shot down by hostile ground fire late the day before without enough day-light remaining to effect his recovery. His position was 295/18/Ch-109 in a heavily defended dense jungle area of North Vietnam. He had a badly sprained back and could hardly move.

Crown-4 was Airborne Mission Commander and was on orbit at 2200Z to control the SAR. Two Misties (F-100 Forward Air Controllers (FAC's)) arrived on scene at 2220Z. Misty-11 was appointed On Scene Commander with Misty-21 as alternate so as to keep a Misty FAC on scene at all times, allowing them to cycle one at a time to their tanker for fuel. They made radio contact with and located the survivor almost immediately. Covey-17L (USAF O-2 FAC) joined them to assist in marking targets. From 2230Z until 0030Z the FAC's directed high performance fighter strikes on suspected enemy ground fire positions near the survivor.

Spad's- 11 & 12 (USAF A-1) were sent in to check the SAR scene at 0030Z and they recommended the Jolly Greens (USAF RH-38's) come in for a pick-up. They also reported negative ground fire. Crown-4 then appointed Spad-11 On Scene Commander and directed Jolly Greens-24 low and 31 with their Escort, Spads-13 & 14 and Sandies-1 & 2 (USAF A-1), from their orbit position (Rock Pile Orbit) to the scene for a pick-up. Jolly Green-24 then reported that he would not have enough fuel to hover, so Crown-4 sent the Jolly Greens and their Escort back to orbit and RTB'ed (Return To Base) Jolly Green-24 to Ch-103 for fuel. Jolly Green-22 was on the ground at Ch-103 refueling at that time to join the SAR forces. Jolly Green-22 arrived over Rock Pile Orbit at 0055Z. Crown-4 then directed Jolly Green-31 low and 22 to the SAR scene for the pick-up based on Spad-11's recommendation. He had reported weather moving in so Crown-4 held the fast movers high under Panama's (CCI) control.

At 0115Z Jolly Green-31 was hovering over the survivor and started receiving heavy ground fire from directly underneath. The pilot reported fuel fumes in the cockpit and that number 1 & 2 boost pumps were out, he also reported rotor vibrations. At about the same time Jolly Green-22 reported rotor vibrations from mechanical difficulties. Crown-4 directed all SAR forces away from the scene. The Jolly Greens were RTB'ed to Ch-103 escorted by Sandies-1 & 2, who RTB'ed Ch-77.

While egressing from the SAR scene at 0124Z, Spad-11 received ground fire and reported "C" oil pressure, and that he was headed for a clear area to leave the airplane. No further radio transmissions were heard from Spad-11. Spad-12, his wing man, followed him and repeatedly called on guard frequency for him to bail out because of excessive smoke coming from his aircraft. When Spad-12 got no response from his call, Crown-4 also called for Spad-11 to bail out. There was still no response. Spad-12 followed Spad-11 until he crashed, and reported that he crashed with his cockpit closed. No chute was observed and no beeper was heard. Spads-12, 13 & 14 searched the area for about 25 minutes for signs of a survivor and concluded that the pilot perished in the crash. The Spads were RTB'ed Ch-77 and the Misties to Panama Control. The Covey RTB'ed home plate for fuel. At this time all high performance strike aircraft were under Panama Control.

Arc Light strikes were scheduled to commence within a few miles from the survivor at 0205Z and would last until approximately 0230Z. During this pause in the SAR effort, Queen asked Crown-4 for a recommendation whether or not another attempt should be made to rescue the survivor, and for an explanation of why this was Crown's recommendation. Crown-4 answered with the following statement without recommendation; "It appears to be a trap to shoot down the Jolly Greens, since we have had aircraft working in the area all morning and none have been fired on until the Jolly Green was in a hover for the pick-up, and that fire came from directly underneath the Jolly Green. I believe that the probability of losing at least one more aircraft is far greater than the possibility of recovering the survivor. Then if we do recover the survivor we still have a far greater than normal probability of losing at least one more aircraft in the process."

No decision was ever relayed to Crown-4 as to whether or not another attempt would be made, however at 0245Z Misties-11 & 21 joined by Misty-31 arrived back on scene and requested more high performance aircraft to direct against the suspected ground fire positions around the survivor. Crown-4 then requested additional flights of high performance aircraft to work with the Misties. Several flights were turned over to Crown from Panama, and the strikes began again. While these strikes were going on Blue Chip directed, through Panama, that three of the flights turned over to Crown not be used. One of the flights, Love Bug, was on the target at that time and had expended almost all of his ordnance. Crown-4 tried for several minutes without success to contact the Misty On Scene Commander, to pass on this information. In the meantime Crown-4 had determined through Queen, that it would be impossible for several hours to get more Jolly Greens and Spads to the scene because of battle damage and mechanical difficulties. When Crown-4 finally made radio contact again at 0310Z with the Misty, he directed that all forces pull away from the SAR scene to re-organize. The Misties and high performers were again turned over to Panama Control. Spads-31 & 32 had arrived over Rock Pile Orbit to support the SAR but would bingo for fuel before the Jolly Greens could arrive on scene. Queen directed that Crown-4 hold the Spads on orbit.

Crown-4 asked for confirmation from Blue Chip, through Queen, whether or not another SAR effort was planned and what forces would be available for the mission. No confirmation, pro nor con, was received. At 0310Z Panama relayed to Crown that Blue directed all SAR forces RTB. Crown-4 asked Queen to confirm this message from Blue Chip, but again no confirmation was received.

At 0438Z Queen directed that Spads-31 & 32, who would bingo for fuel in 30 minutes, expend their ordnance on the suspected ground fire positions near the survivor, and to check the situation on the ground for another attempted recovery. The Spads were sent in and expended their ordnance. They reported negative ground fire, but the survivor could hear people moving around and could not see them. After the Spads cleared the target Queen directed that several flights of Gunfighters and Phantoms expend their ordnance and RTB, since they had been airborne all day syeling off the tankers. Misties-11 & 21 had RTB'ed so Misty-31 joined by Misties-41 & 51 returned to the scene to take over as On Scene Commanders. They were joined by Coveys-112 & 172 to assist in marking targets. Crown-4 still had no information that another recovery attempt would be made.

At this time Crown-4 requested from Queen: "If another recovery attempt is to be made, request a firm ETA for the Jolly Greens and their Rescort, also request that since the high performance strikes have started again, they be continued until the Jolly Greens and their Rescort arrive on scene, holding one flight of high performers high, to use if necessary during the pick-up." Crown-4 did continue to receive high performance flights approximately every 15 minutes. They were sent to the Misties and boxed suspected ground fire sights in the area.

Queen advised that there were no Spads nor Sandies available from Ch-77, but they had launched Sandies-3,4,5 & 6 from Ch-89. Crown-4 then requested that the Jolly Greens, which were back in commission, be launched from Ch-105 to join-up with the Sandies over Rock Pile Orbit at the Sandies ETA of 0700Z to that position. Jolly Green-21 low & 28 were launched.

The Sandies were not familiar with the area of Rock Pile Orbit so Crown-4 directed Covey-112 to intercept them on a discrete frequency, and lead them to Rock Pile Orbit. The Sandies nor the Jolly Greens were familiar with the area of the survivor so Covey-112 was instructed to remain with the Sandies over Rock Pile Orbit and lead the forces to the SAR scene on Crown-4's command. Sandies-3 & 4 were briefed that they would proceed approximately 2 mile ahead of the Jolly Greens and Sandies-5 & 6, and all these forces would remain on the same frequency, which was different from the one being used by the Misties and the high performers. Sandy-3 was briefed to go to guard frequency as soon as he arrived on scene and take over On Scene Commander from Misty-31. Sandies-3 & 4 were to check the area over, while the Jolly Greens and Sandies-5 & 6 held clear of the area until called for by Sandy-3.

Misty-31 was briefed that Sandy-3 would take over upon arrival, and the Misties and high performers were to hold high at that time in case they were needed during the pick-up. At 0705Z Rustic flight (High performers) were cleared to the Misties by Crown-4. At this time all forces had been briefed what to do. At 0710Z the Sandies and Jolly Greens led by Covey-112 were directed to depart orbit for the SAR scene. At 0720Z Sandies-3 & 4 and Covey-112 arrived on scene and Sandy-3 took over On Scene Commander just as Rustic flight was clearing the target. One flight of high performers (Bear Flight) was orbiting high and were instructed to go to Misty-31 on a discrete frequency and standby in case they were needed. Sandies-3 & 4 and Covey-112 located the survivor and called in the Jolly Greens and Sandies-5 & 6.

Jolly Green-21 was in a hover at 0730Z and lowered their Pararescue man to assist the survivor on to the penetrator. At least two anti-aircraft gun positions opened fire on Jolly Green-21, but they received no hits. Misty-31 immediately directed Bear flight in on the gun positions, which silenced them. The Jolly Green had lowered the Pararescue man only a few feet from the survivor, but the jungle was so thick they had to hoist him back in and move that few feet to lower him again. At 0740Z the Pararescue man had the survivor on the penetrator and the recovery was made successfully. The Jolly Greens and the Sandies egressed along a route recommended by Covey-112 and all forces were RTB'ed. Jolly Green-21 delivered the survivor, who was in critical condition, to the hospital at Ch-109.

THE RESCUE OF SCOTCH 03

During the Vietnam War, the United States Air Force (USAF) Aerospace Rescue & Recovery Service (ARRS) mounted the largest and most successful combat rescue campaign in history. ARRS personnel saved more than 2,500 airmen from certain death or capture. The United States Coast Guard (USCG) played a small but hardly insignificant role in this campaign. In 1967 the services entered into an officer exchange program. In accordance with the agreement, during the period 1968-1973, ten USCG aviators flew the famed HH-3E and HH-53B/C Jolly Green Giant (JG) combat rescue helicopters of the 37th ARRS, located at Danang, Republic of Vietnam (RVN). In addition, a fixed wing aviator flew the HC BOP for the 39th ARRS, based at Tuy Hoa, RVN. The HC-BOP served in a dual capacity, that of SAR Mission Coordinator (SMC) as well as tanker for the inflight refuelable Jolly Greens. One particular mission, the rescue of Scotch 03 on July 1-2, 1968 epitomized the very best that both services had to offer. For their efforts, JG Rescue Crew Commander (RCC), L T Lance Eagan, USCG and Rescue Specialist (PJ), A1C Joel Talley were recommended for the Air Force Cross and Medal of Honor, respectively. Both awards were subsequently downgraded. It is hoped that the two rescue services can once again work together, in a review process of the awards given these two American heroes.

The upgrade of awards for the Vietnam War are hardly unprecedented, as witnessed by recently awarded Medals of Honor for two former U.S. Army Aviators. In addition, the award of a former USAF PJ was upgraded to the MOH in 2000.

The requirements for upgrade of an award are:

- (1) New Information
- (2) Recommendation by a congressman.
- (3) Approval by someone in the chain of command.

First, on the new information front are personal recommendations from participants and eyewitnesses to the Search and Rescue Effort. One is from former USAF lilt Dick Rutan, of Voyager around the world solo flight fame, and former Misty F -100 F AC, who participated in the effort. Obviously, recommendations by the survivor, LTICol Jack Modica, USAF, ret., and Talley would carry significant weight.

Congressional support should not be a problem. Possible candidates are REP Jeff Miller (R-FL) who is a member of both the House Armed Services Committee and a representative of Joel Talley's district.. Another is REP Joe Courtney (D-CT), who is also a member of the House Armed Services Committee, and representative from Connecticut, Lance Eagan's home of birth, and of course the USCGA.

Finally, a waiver should be sought for someone in the chain of command, in that most senior commanders during that conflict have passed on. A waiver might best be effected through Vice CMDT/USAF liaison, something she has indicated a willingness to undertake.

Background

On July 1, 1968, Scotch 03, an F-105 Thunderchief was shot down eighteen miles WNW of the Dong Ha airbase (located just below the DMZ). That this rescue was accomplished in an extremely hostile area was underscored by 7th AF report that, during the first six months of 1968, eighteen aircraft (including Scotch 03) had been hit by enemy fire, five of which were brought down, all within an eight mile radius of Scotch 03's location. Pilot reports had identified additional accounts of numerous heavy aircraft artillery in that area in the immediate days prior to the Scotch 03 shoot down.

There were approximately eighty aircraft involved in support of the rescue, including F-4s, F-105s, F-100s, OV-2s, C-130s, A-1s and HH-3Es. More than 121 tons of ordnance was delivered.

Reports varied on the number of hits Jolly Green 21 had taken. Suffice to say that it was somewhere in the range of 42-70 rounds from small arms and heavier caliber weaponry. It is doubtful that any Jolly Green, throughout the war, sustained greater damage, yet was still successful in its mission. The helicopter was taken out of service after the mission for extensive repairs.

Additional factors for consideration An A-1 had been shot down prior to JG 21's rescue attempt. Both the SMC and the Queen RCC had recommended that the mission be terminated, as too dangerous. Fortunately, for Scotch 03, they were overruled. LT Eagan and his crew were fully aware of the danger the mission posed and could have aborted the rescue attempt at any time after first encountering A1A on his approach, with no questions asked. LT Eagan steadfastly maintained his hover under the most heroic circumstances imaginable, a continuous barrage of ground fire from all quadrants. The heroism of AIC Joel Talley has been thoroughly documented. Additional accounting on his behalf in this joint service endeavor hopefully will be accomplished by USAF.

THE RESCUE OF JACK MODICA (SCOTCH 03)

1-2 July, 1968 CHRONOLOGY

Date/Time

- 011835Z Scotch 03, a USAF F-105, engaged in a strike of a SAM transporter, hit by enemy AA fire, heads for feet wet, then reports smoke in the cockpit and ejects NW of Dong Ha. JGs 27/31 scrambled from Quang Tri alert to feet wet orbit to await arrival of Spad Rescorts scrambled from Da Nang. Crown 04 (HC-130P) proceeded to area to assume SMC.
- 010930Z JGs 29/22 dptd CH 77 for CH 103, but directed to Rockpile orbit for backup.
- 011030Z JGs 27/31 depart orbit to reposition to Rockpile to await RESCORT.
- 011030Z JGs 27/31 Rockpile orbit, comms established with Misty 41, F-100 FAC, who had seen Scotch 03's chute descending into trees, after his eject. Chute had hung up in trees for approx 3 minutes then disappeared. No beeper/no voice. Misty 41 requested JGs to enter area and attempt to locate survivor. JG 27 declined, pending positive comms with Scotch 03. This was SOP for combat rescue.
- 011045Z Misty 41 reports beeper/voice contact with Scotch 03, who reported possible broken back, requiring PJ assistance. Spads 11,12,13, 14 and Covey 171 (0-2 FAC) on scene. Spad 11 assumes OSC. JG 27/31 dptd Rockpile for scene. JG 31 detected ground fire but no hits. Covey 171 led JG 27/31 to scene, avoiding known 37 and 57MM AIA positions. JG27 descended to 3,000'. JG 31 remained west. Misty 41 marked the area with smoke. JG 27 continued descent, jettisoning tip tanks and prepared PJ for possible deployment. Ground fire escalated as JGs entered area. JG 27 proceeded to smoke at 150' AGL. JG 21 heard and saw heavy ground fire and broke off the approach awaiting suppression of ground fire. The exact location of Scotch 03 was not known, which placed constraints on ground fire suppression. JG 27 notified OSC that JGs would have to dpt scene due min. fuel, recommending immediate request for JG 29/22. JG27/31 binged to CH 103. JG 27 had taken several hits but was still serviceable. After refuel and inspection, JG 27/31 dptd CH 103 for scene to assist JG 29/22, but were RTB'd by SMC.
- 011100Z JG 29/22 DPTD Rockpile for scene.
- 011120Z JG 29 begins approach to smoke mark. Misty 41 vectored JG 29 to spot where he had earlier scene the chute. JG 29 received heavy fire at that position. JG 29 took numerous hits, damaging several aircraft systems, experiencing loss of No. 2 Generator, No.2 T/R, NO.2 boost pumps, and reliable torque indication, and a hydraulic leak. JG 29 climbed to 2,500' and pilot detennined that aircraft was still serviceable. JG 22 was preparing for a rescue attempt as nightfall was rapidly approaching. At this point it was decided that the already damaged JG 29 would make another

attempt, saving the undamaged JG 22 as Hi Bird. As JG 29 arrived in hover muzzle fire was detected from all quadrants and from below the aircraft. JG 29 climbed to 1,000' as JG 22 reported taking evasive action from airbursts in his vicinity. RESCORT Spads JOINED JGs enroute Rockpile.

011210Z JGs 22/29 ARR CH 103. A first light effort was fragged for the following day.

012120Z JG 31 dptd CH 77 for CH 103. Redirected to Rockpile for rendezvous with JGs 24/22, but diverted to CH 103 with fuel leak. Dptd CH 103 for Rockpile.

012215Z JGs 24/22 dptd CH 103 to Rockpile. Strike aircraft had been putting in ordinance for several hours in an attempt to sanitize the area.

020015Z JG 22 dptd for CH 103 to remove drop tanks.

020020Z JG 24/31 directed into rescue area. Spad 11, OSC, directed JGs to discontinue approach until Spads could direct ordinance in close proximity to Scotch 03. JG 24 binged to CH 103, replaced by JG 22. JG 31/22 to Rockpile, later joined by JG 31.

02055Z JG 31 attempts rescue, receives moderate ground fire, aborts approach. Spads delivered more ordinance as JG 31 attempted another approach. JG FE & PJ commenced M-60 firing. JG 31 received intense ground fire. Both fuel boost pump lights illuminated. JG 31 made turn to abort the approach, receiving more ground fire. Vectored by Spad 13 to avoid 37/ 50MM. JG 22 advised JG 31 that he was streaming fuel from the bottom of aircraft. Fuel Quantity dropping rapidly. JG 31 climbed to 4,000' and made an emergency landing at CH 103. JG 22 was experiencing flight control problems at this time.

020100Z JG 24 landed CH 103 for fuel.

020120Z Spad hit, losing oil pressure, crashed, no survivor.

020 140Z JGs 21/28 dptd CH 77 to relieve battle damaged aircraft.

020215Z JGs 24/22 landed CH 103. SAR forces RTB'd due Arc Light (B-52) operation in vicinity of rescue area (not known if this was done in support SAR effort). **At this time, Crown 04 and Queen (Da Nang RCC) recommended termination of the SAR effort.** JGs 21/28 assumed alert at CH 103.

020530Z Queen advises another rescue attempt will be made.

020700Z JGs 21/28 rendezvous with Spads 13/14 and Sandys 3/4/5/6 at Rockpile. Continues heavy mover strikes in rescue area directed by Misty and Covey F ACs. Sandy 03 OSC.

020710Z JG 21 dumps fuel to prepare for approach. Hostile area approach commenced.

020715Z 112 directed Sandys % to scene with Sandys 5/6 escorting JGs 21/28 to scene. JG 21 receives 6-10 bursts 37/57MM close by right side of aircraft. JG 21 makes evasive maneuvers to avoid concussions. Covey 112 directs JG 21 to the location of the earlier smoke mark.

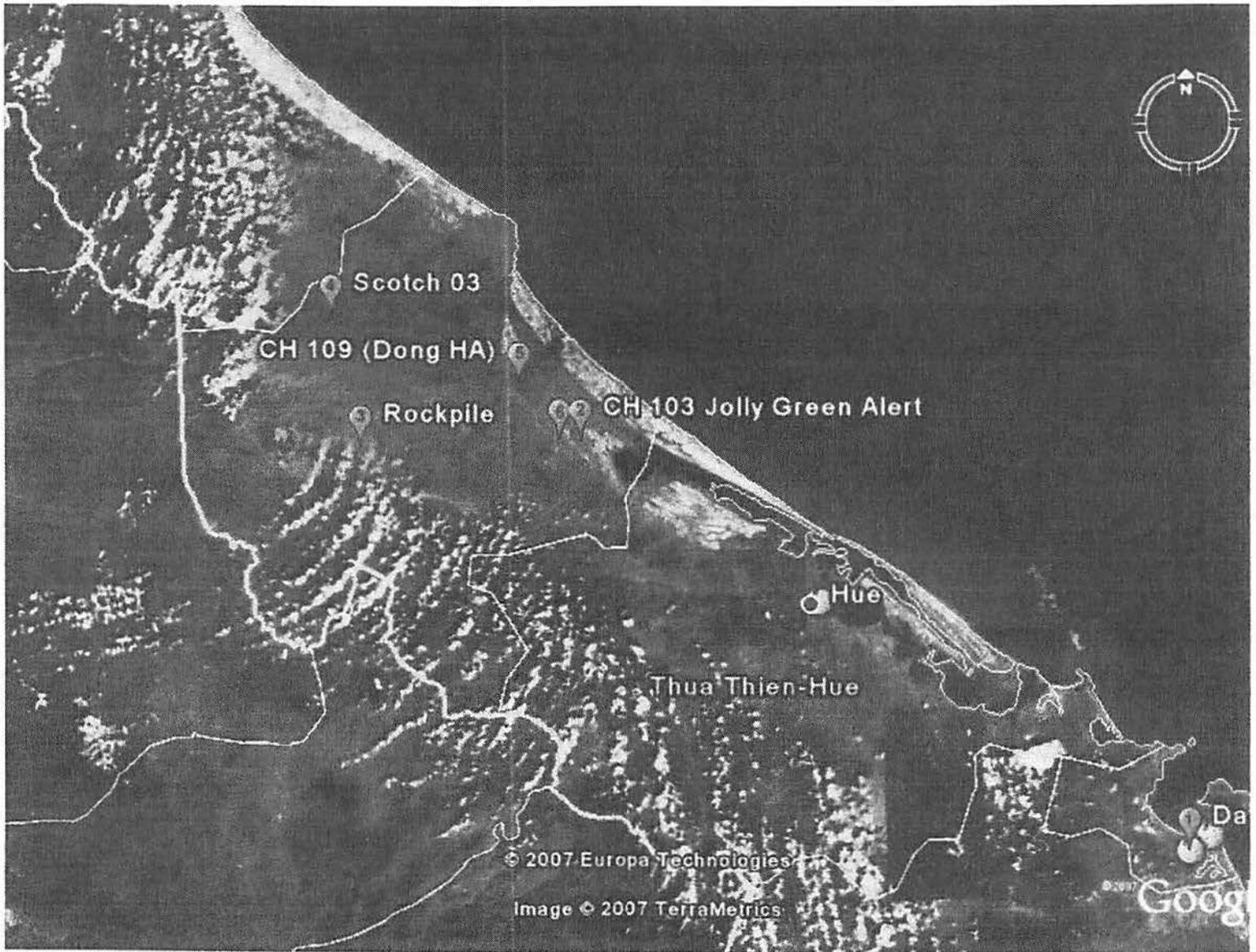
020725Z JG 21 establishes voice contact with Scotch 03. A spiraling descent was made in an attempt to visually sight the survivor. Scotch 03 popped smoke. FE spotted smoke and provided vectors toward survivor position. Survivor confirms that he is immobile requiring PJ assistance.

020730Z Hover established by JG 21. No ground fire at this time. Sandys and Covey orbiting overhead. PJ lowered on jungle penetrator. No visual on the survivor, PJ commenced ground search. Scotch 03 directed to fire pen gun flare. PJ saw it and made way to survivor. PJ requested that the penetrator be moved closer to his position. Penetrator lowered 1 OM south of PJ/Survivor. Hover was at 130' AGL. Further movement was precluded by. Trees were contacted by rotor blades in attempt to get nearer to the PJ/survivor. The PJ dragged the survivor to the penetrator. As PJ was undoing penetrator straps, survivor fired 2 tracers. PJ relieved him of his weapon.

020745Z PJ called for hoist up. NY A must have been monitoring frequency as extremely heavy ground fire erupted from all quadrants and below the helicopter. The first round entered the center cockpit windshield, narrowly missing both pilots. The hover was maintained as the penetrator was raised, all the while taking numerous hits. No.2 T/R and associated equipment were lost. The CP returned fire from his window. As the penetrator cleared the treetops J G 21 started a moving turn as penetrator was reeled in.

020752Z PJ and survivor on board JG 21. Covey 112 led JGs southward through the DMZ.

020810Z JG21 delivered to Dong HA Medevac pad. All SAR forces RTB'd. JG 21 ferried to CH 103. Aircraft determined to be unsafe for further flight.



RESCUE ROUTE OF JOIYY GREEN 21

- Da Nang AFB 37th ARRS
- Quang Tri USMC Airfield (CH 103)
- Orbit Overhead The Rockpile USMC Outpost ●

Scotch 03

- Dong Ha AFB Medical Facility
- Final landing at Quang Tri USMC Airfield (CH 103)
Helicopter is considered unsafe to fly and slung to Da Nang by an Army H.64 Sikorsky Skycrane the following day.



Summary Report 1-3-65, 1 Jul 68

(C) At 0850Z, 1 Jul 68, Jolly Greens 27 and 31 were scrambled from Da Nang AB, RVN, to intercept an F-105 which had received battle damage and was heading for the Gulf of Tonkin. The F-105 pilot was unable to reach the sea and ejected northwest of Dong Ha, North Vietnam. Misty 41 (an F-100 FAC) had established a visual reference of the location of the F-105 pilot entering heavy forest. At 1045Z Misty 41 established voice contact with the survivor who stated he was injured. Spads 11, 12, 13, and 14, and Covey 171 arrived on scene and commenced a visual search for the survivor with Misty 41 assisting. Although the survivor's position had not been pinpointed, Jolly Green 27 was cleared for ingress because of the nature of injuries to the F-105 pilot. Jolly Green 27 was driven off by ground fire. Since he had disposed of external tanks it was necessary to depart the rescue area with Jolly Green 31 escorting. Back-up forces, Jolly Greens 29 and 22, were cleared for ingress at 1120Z. Jolly Green 29 approached the location of the survivor but sustained battle damage and was forced to withdraw temporarily. Jolly Green 29 made a second attempt to ingress the area but was again driven off by ground fire. Darkness had approached therefore all SAR forces were withdrawn for the night. On 1 Jul 68 at 2215Z Jolly Greens 24, 22 and 31 were launched for the rescue area. At 0045Z on 2 Jul 68, Jolly Green 24 departed the scene for refueling. Jolly Green 31 was cleared for an attempt at rescue at 0055Z but received extensive battle damage and was forced to withdraw to home plate. Spad 11 had received battle damage, lost oil pressure and crashed with the canopy in place. Jolly Greens 24, 22 and 31 were replaced by Jolly Greens 21 and 28 at approximately 0145Z. SAR forces were withdrawn temporarily while other missions were performed in the area. At 0700Z SAR forces (Jolly Greens 21 and 28), Spads 13 and 14, Sandy 3, 4, 5 and 6; and Covey 112) were reformed in the area of the survivor. Jolly Green 21 penetrated to the survivor's position at 0730Z, confirmed that help was essential, and lowered the rescue specialist. After a difficult ground search the survivor was located, placed aboard the forest penetrator with the rescue specialist, and hoisting into the helicopter began. As the penetrator departed the ground at 0745Z intense ground fire was experienced with resultant battle damage to the helicopter. Upon the penetrator clearing the trees a successful egress was made. Survivor was Lt Col Jack Medica Jr., 333rd Tac Ftr Wg.

MISSION # 1-3-65

UNCLASSIFIED

2 July 1968

On 1 July at 2200Z (2 July 0600 Local) a preplanned major Search and Rescue (SAR) effort commenced to recover the pilot from Scotch-03 (USAF F-105), shot down by hostile ground fire late the day before without enough day-light remaining to effect his recovery. His position was 295/18/Ch-109 in a heavily defended dense jungle area of North Vietnam. He had a badly sprained back and could hardly move.

Crown-4 was Airborne Mission Commander and was on orbit at 2200Z to control the SAR. Two Misties (F-100 Forward Air Controllers (FAC's)) arrived on scene at 2220Z. Misty-11 was appointed On Scene Commander with Misty-21 as alternate so as to keep a Misty FAC on scene at all times, allowing them to cycle one at a time to their tanker for fuel. They made radio contact with and located the survivor almost immediately. Covey-171 (USAF O-2 FAC) joined them to assist in marking targets. From 2230Z until 0030Z the FAC's directed high performance fighter strikes on suspected enemy ground fire positions near the survivor.

At 0438Z Queen directed that Spads-31 & 32, who would bingo for fuel in 30 minutes, expend their ordnance on the suspected ground fire positions near the survivor, and to check the situation on the ground for another attempted recovery. The Spads were sent in and expended their ordnance. They reported negative ground fire, but the survivor could hear people moving around and could not see them. After the Spads cleared the target Queen directed that several flights of Gunfighters and Phantoms expend their ordnance and RTB, since they had been airborne all day cycling off the tankers. Misties 11 & 21 had RTB'ed so Misty-31 joined by Misties-41 & 51 returned to the scene to take over as On Scene Commanders. They were joined by Coveys-112 & 172 to assist in marking targets. Crown-4 still had no information that another recovery attempt would be made.

The Sandies were not familiar with the area of Rock Pile Orbit so Crown-4 directed Covey-112 to intercept them on a discrete frequency, and lead them to Rock Pile Orbit. The Sandies nor the Jolly Greens were familiar with the area of the survivor so Covey-112 was instructed to remain with the Sandies over Rock Pile Orbit and lead the forces to the SAR scene on Crown-4's command. Sandies-3 & 4 were briefed that they would precede approximately $\frac{1}{2}$ mile ahead of the Jolly Greens and Sandies-5 & 6, and all these forces would remain on the same frequency, which was different from the one being used by the Misties and the high performers. Sandy-3 was briefed to go to guard frequency as soon as he arrived on scene and take over On Scene Commander from Misty-31. Sandies-3 & 4 were to check the area over, while the Jolly Greens and Sandies-5 & 6 held clear of the area until called for by Sandy-3.

Misty-31 was briefed that Sandy-3 would take over upon arrival, and the Misties and high performers were to hold high at that time in case they were needed during the pick-up. At 0705Z Rustic flight (High performers) were cleared to the Misties by Crown-4. At this time all forces had been briefed what to do. At 0710Z the Sandies and Jolly Greens led by Covey-112 were directed to depart orbit for the SAR scene. At 0720Z Sandies-3 & 4 and Covey-112 arrived on scene and Sandy-3 took over On Scene Commander just as Rustic flight was clearing the target. One flight of high performers (Bear Flight) was orbiting high and were instructed to go to Misty-31 on a discrete frequency and standby in case they were needed. Sandies-3 & 4 and Covey-112 located the survivor and called in the Jolly Greens and Sandies-5 & 6.

Jolly Green-21 was in a hover at 0730Z and lowered their Pararescue man to assist the survivor on to the penetrator. At least two anti-aircraft gun positions opened fire on Jolly Green-21, but they received no hits. Misty-31 immediately directed Bear flight in on the gun positions, which silenced them. The Jolly Green had lowered the Pararescue man only a few feet from the survivor, but the jungle was so thick they had to hoist him back in and move that few feet to lower him again. At 0740Z the Pararescue man had the survivor on the penetrator and the recovery was made successfully. The Jolly Greens and the Sandies egressed along a route recommended by Covey-112 and all forces were RTB'ed. Jolly Green-21 delivered the survivor, who was in critical condition, to the hospital at Ch-109.

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