Two ARRS crews save Russian, Icelandic man

HQ ARRS -- Two Aerospace Rescue and Recovery Service crews began the new year by helping to save the lives of a Russian and an Icelandic national.

The rescue crews were called upon to aid the foreign nationals in unusual circumstances.

In the first mission, a Cessna 172 pilot from Iceland, crashed in the frigid 38-degree water just three miles short of the runway at the Reykjavik, Iceland, Airport when his single engine malfunctioned.

Seven minutes after the call for help was received at the Keflavik NATO base, an HH-3E Jolly Green Giant from Det. 14, 40th Aerospace Rescue and Recovery Wing was airborne.

Within 14 minutes, the helicopter crew had located the crash site and were preparing for the rescue pickup.

After a successful pick up (only 27 minutes after the call for help), the Icelandic pilot was taken to Reykjavik where an ambulance was waiting to administer further medical aid.

Members of the Jolly Green Giant crew were Majors Phillip Roberts and William Haskett, Staff Sergeants Carl Warmack and Donald J. Taylor and AIC George Daffern.

The next day, a crew from the 71st Aerospace Rescue and Recovery Squadron, Elmendorf AFB, Alaska, assisted in recovering a Russian seaman from a fishing trawler eight miles off the north shore of Nunivak Island, Alaska. The seaman, Bashmakov Vasiliy Andrevich, was suffering from peritonitis and required immediate medical attention.

Previous attempts by the U.S. Coast Guard at Kodiak, Alaska, to evacuate the seaman were unsuccessful due to the weather and the trawler's inability to transfer the seaman to shore near the village of Nekoryuk.

It was decided that helicopter pickup was the only possible way to save the seaman.

The Alaskan Air Command's 5040th Helicopter Squadron launched an HH-3 Jolly Green Giant from Elmendorf with a flight surgeon on board.

At the same time, the 71st ARRSq dispatched an HC-130 Hercules to provide helicopter escort, inflight refueling for the helicopter, and evacuation of the patient after the helicopter reached shore.

The 5040th helicopter hovered over the trawler and lowered the flight surgeon and a rescue-survival technician to the ship's deck.

The seaman was examined, placed in a Stokes litter, and hoisted aboard the helicopter. Then the HH-3 airlifted him to the Bethel, Alaska, airstrip.

There he was transferred to the Hercules for a faster flight to the Anchorage International Airport and then to the Alaskan Native Medical Center for treatment.

Super Jolly Green Giants in fight to rescue downed Army crewmen

DA NANG AIRFIELD, RVN -- Seven U.S. Army helicopter crewmen were rescued from their downed UH-1 Huey after their Air Force rescuers put up a heated fight against nearby communist forces.

The men of the 17th U.S. Air Cavalry Regiment at Phu Bai, were shot down by enemy ground fire near Khe Sanh.

Within minutes, Air Force rescue forces were on the scene. First to arrive were two Air Force A-1 Skyraiders flown by First Lieutenants Clifton E. Groves and Robert B. Carlson.

"As soon as we arrived, we began laying ordnance around the area to surpress hostile fire," stated Lieutenant Groves. The downed helicopter and the enemy soldiers were both in 10-foot high elephant grass about 25-yards apart.

As soon as the A-1s appeared overhead, the communist soldiers switched from firing on the downed helicopter with rifles to throwing hand grenades at it.

"When the guys on the ground reported no more fire, we thought we had pretty well sanitized the area," continued the lieutenant, "and we decided to attempt the rescue."

As the first HH-53 Super Jolly Green Giant, piloted by Capt. Peter H. Chapman, hovered over the downed men, ground fire broke again, peppering the rescue helicopter with bullets.

The HH-53 began experiencing control problems but returned safely to its base here. Two additional A-1s were now on the scene, and again the area was strafed. The A-1s also dropped smoke to conceal the second rescue attempt from the still-active communist troops.

Meanwhile, a second HH-53 Super Jolly Green Giant, flown by Capt. Rodney S. Griffith, launched from Da Nang and flew to the scene.

"The Skyraiders were dropping their ordnance so close it even scared me," said Captain Griffith, "but that's the way we like to have it...that's where it does the most good."

Flying directly into the area of the downed Army men, the crew of the Super Jolly Green Giant kept up a running duel against the ground fire from below. As the Army crew and passengers were pulled aboard, they too added their weapons' fire to defending the rescue helicopter.

"If it hadn't been for one of them with an M-60 machine gun," commented

SEE...53s IN FIGHT Page 3

34 sets of gold leaves within ARRS

HQ ARRS -- Thirty-four officers assigned to the Aerospace Rescue and Recovery Service have been tabbed for promotion to major under the FY 1972 temporary promotion program.

Air Force selected 1,630 officers for promotion, including 1,555 primary-zone of which 1,300 are line officers.

Promotions will be effected in monthly increments as vacancies occur beginning this month.

Selected are George F. Armstrong, 40th Sq; Wilson T. Arnold, 67th Sq; Frank E. Brammer, 41st Sq; Robert A. Choate, 41st Wg; Charles R. Cole, 37th Sq; Edward L. Coleman, Det 1, 44th Sq; Dennis L. Constant, 39th Sq; and Ronald A. Cote, 79th Sq.

Also tabbed are Verl K. Diamond, Det 6, 3rd Gp; Walter J. Downs, 39th Sq; Lloyd W. Elsberry, 3rd Gp; Jerome A. Emerson, 43rd Sq; Duane E. Farnham, 40th Wg; Norman R. Foley, 37th Sq; Daniel E. Furlong, 40th Wg; and Thomas R. Gainer, Det 1, 33rd Sq.

Others are Hoyt D. Hawkins, 1550th Wg; Richard D. Hoover, 1552th Sq; Russell T. Jones, 39th Wg; Curtis E. Kelly, 67th Sq; George W. Lightner, 1551st Sq; Arthur F. Machado, Det 15, 43rd Sq; Glynn A. McGregor, Det 16, 42nd Sq; Bobby L. Meadows, 33rd Sq; and Alfred R. Meyer, 71st Sq.

And Robert J. Meyer, Hq ARRS; Aram Paquin, Det 22, 42nd Sq; Donald C. Purvis, 40th Wg; James F. Roller Jr., 1550th Wg; Rondall E. Skinner, 39th Sq; John C. Smith, Det 4, 40th Wg; Phillip W. Smith, 41st Wg; Franklin W. Watkins, 39th Wg; and Edward R. Williams, 1551st Sq.

3rd ARRGp honors Pham Van Dieu for his actions

TAN SON NHUT AB, RVN -- Mr. Pham Van Dieu, of Quang Nuyan District near Saigon, was honored recently by the officers and men of the 3rd Aerospace Rescue and Recovery Group.

Mr. Dieu was responsible for saving the life of a crewmember of a HH-53 Super Jolly Green Giant after the helicopter crashed into the Nha Be River.

Mr. Dieu found the airman in the water near the crash scene, brought him aboard his vessel and carried him to his village. There, Air Force rescuers picked up the injured man and carried him to safety.

Col. Warner A. Britton, 3rd ARRGp commander, presented Mr. Dieu with a plaque and a transistor radio.

Pedro crew pulls two from muck

WILLIAMS AFB, Ariz. -- An HH-43B Pedro crew with Det. 16, 42nd Aerospace Rescue and Recovery Squadron rescued two boys stuck in mud and was credited with saving one of them.

The rescue helicopter flew to Picacho Reservoir to help Pinal County Sheriff's office in locating and recovering the stranded youngsters. The boys had been stranded in a muddy area of the lake since late afternoon.

Another hunting companion was able to get out and go for help. Sheriff's deputies got out to the lake, but were unable to reach the hunters. They then called Williams AFB for help.

Members of the helicopter crew were Maj. Dean Ketchum, aircraft commander; and SSgt. Phillip Myers, aircraft mechanic and operator of the hoist used to pull the boys out of the waist-deep mud. Also on the mission were Captains Glen McGregor, copilot, and Harry Van Dolah, an Air Force doctor; and SSgt. George Kessel and Sgt. Richard Kinsey, firefighters.

...53s in fight

Captain Griffith, "we would have been hosed pretty good. Just as an enemy soldier popped up to take aim, the G.I. caught him with a quick burst of fire."

The total time for the rescue took about 10 minutes, and one injured soldier in serious condition was taken to Da Nang's 95th Evacuation Hospital.

Crewmen aboard the rescue helicopter were Capt. Leslie C. Hart, copilot; Sgt. James K. Ashdown, flight engineer; and TSgt. Charles S. Salome, and Sgt. Michael L. Wagner, pararescuemen. All are members of the 37th Aerospace Rescue and Recovery Squadron.

...TV series

Both Air Force and the Department of Defense have approved ARRS cooperation with the producers, and are making every attempt to insure that the program, if aired, is a success.

A pilot script has been submitted by the producers to the major television networks, and the last indication was that one of the networks was very much interested in a 90-minute motion picture pilot, with the right to expand it into a series if the pilot receives a good rating.

The Hollywood Reporter (The Hollywood News Service) carried a recent article that was very optimistic about the success of such a program.

This program will be one of seven proposed series by Herman Rush Associates, "all aimed at family entertainment, for networks and syndication in prime time periods."

The originators of the idea, Bill Hellinger and Clint Young, along with the producers, have visited several locations to gather ideas, including ARRS headquarters and an afternoon with Brig. Gen. Frank K. Everest Jr., ARRS commander.

The series, if produced, will be filmed on location at a selected ARRS unit. All filming will be done without conflicting with normal schedules of training, etc.

The producers are in hopes that the filming can begin this spring and the first showing will be in the fall..

All scripts will be realistic and based on actual past ARRS missions. All aircraft and aspects of the ARRS mission will be featured.

There have been several previous attempts at a similar series, but all failed in the early planning stages.

This one, however, has much support from all levels, and everyone is keeping their fingers crossed.

So keep checking your local television listings, who knows, maybe this fall you can see "yourself" in action again.

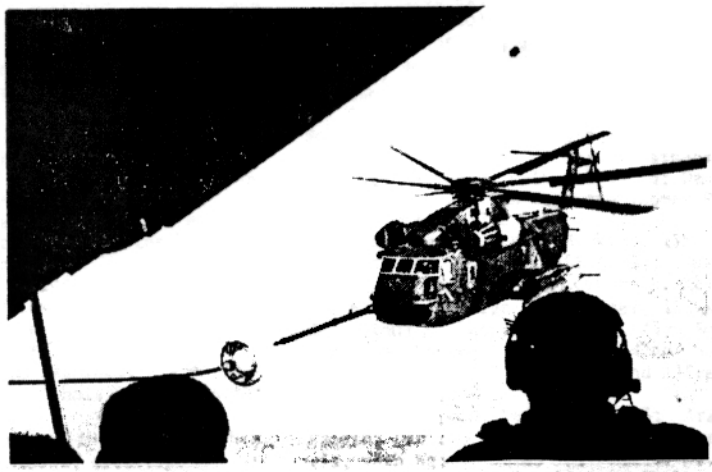
...World record

climb to 39,000 feet for the long flight.

If conditions are favorable, the mission commander may elect to extend the flight on to McGuire AFB, N.J., or Andrews AFB, Md., rather than land at Scott.

In addition to breaking the world record for distance, this flight will demonstrate the global capability of ARRS and will assist in identifying any possible operational problems that could affect search and rescue contingency plans requiring such a long range flight.

The crew making this long range flight is: Lt. Col. Edgar L. Allison, mission commander; Capt. Richard J. Racette, pilot; Capt. David E. Gardner, copilot; Maj. Anthony Liparulo and Capt. Carl E. Bennett, navigators; Technical Sergeants Morelle E. LaRouche and William F. Litton, flight engineers; Staff Sergeants Pat E. Carrothers and William L. Hippert, radio operators; TSgt. Theodore F. Trainer, loadmaster; SSgt. Robert K. Landry, crew chief; and Maj. Kenneth S. Wayne, flight surgeon.



CREW MEMBERS OF AN HC-130 Hercules from the 39th Aerospace Rescue and Recovery Squadron, Cam Ranh Bay AB, Vietnam, watch as the aircraft's aerial refueling hose and receptacle are extended for a fuel-thirsty HH-53 Super Jolly Green Giant. This teamwork increases the helicopter's range in search and rescue missions. (Air Force News Service Photo)

Its Jolly Green Giant a 'known' nickname

HQ ARRS -- Have you ever wondered about the origin of the nickname "Jolly Green Giant?"

And the reference is to the helicopter version, not the "Ho, Ho, Ho" one.

This is how it came about, according to a sheet of information uncovered recently in the Hq Aerospace Rescue and Recovery Service historian's office.

The CH-3Cs which arrived in Southeast Asia in July 1965 were not originally nicknamed the Jolly Green Giants.

The first Jolly Green's were HH-43Bs located at Udorn Airfield, Thailand, under the command of a Capt. Dave Allen. During the initial stage of operations, Captain Allen arranged for camouflage painting of the H-43s.

The only paint available at that time was a bright green.

Although somewhat obscure, the term Jolly Green was descriptive of the paint job as expressed by an Australian Caribou pilot flying out of Udorn.

The word Giant was applied to the CH-3C when it arrived to differentiate between the two types of helicopters operating there.

When static call signs were assigned in lieu of changing call signs, the Jolly Green Giant nickname was permanently assigned to the CH-3 and the H-43s reverted to their Pedro call sign.

Now, we're wondering how the Pedro nickname came about?

Does anyone have the answer?

31 DEC 71

37 ARRS tops 100 saves in '71, over 700 since coming to SEA

The big five-day war was over and it was back to business as usual when, in the afternoon of New Years Eve, the crews of the 37th Aerospace Rescue and Recovery Squadron here brought their total number of rescues to over 100 for the year and over 700 since the unit has been in the Republic of Vietnam.

The call for help came when a U.S. Army helicopter, a rescue chopper from Delta Troop of the 35th Cavalry at Phu Bai, was hit by ground fire and was forced to land They landed in an area of elephant grass, which is about 10 feet high, and they were less than 25 yards from the enemy. The enemy, also in tall grass, held off on their firing when the A-1 "Sandys" arrived, so they wouldn't give away their position. Instead, they were tossing grenades at the Army crew.

First Lt. Clifton E. Groves and 1st Lt. Robert B. Carlsen, Sandy pilots, were the first to arrive at the scene. "As soon as we arrived," said Lieutenant Groves, "We started laying down our ordnance all around to suppress the bad guys. We thought we had pretty well sanitized the area and, when the guys on the ground reported no more ground fire, we decided to bring in the Jollys for the pickup." Groves was the on scene commander for the operation.

As the first HH-53 Super Jolly Green Giant rescue helicopter, piloted Capt Peter H. Chapman, went into a hover he started to receive ground fire, and had to pull out. The A-1 Sandys saturated the area again to make it clear for another attempt. By this time two more Sandys had arrived on the scene.

The first Jolly Green had picked up some hits and was having control problems and had to return to base. The Sandys then started laying down a smoke screen between the "good guys and the bad guys" to make it easier for the second chopper to make the rescue.

Capt. Rodney S. Griffith, aircraft commander on the Jolly Green which made the pick-up, said "The Sandys were dropping their ordnance so close it was even scaring me. But that's where we like to have it. That's where it does the most good." Continuing, the captain said, "All this time Sergeant Ashdown, our flight engineer and the PJs (Pararescueman) and even Sergeant Wines, the photographer were using our guns to maximum effectiveness. As the survivors were brought on board, they grabbed their own weapons and helped us defend ourselves. In fact," added Captain Griffith, "if it hadn't been for one of them with an M-60, we'd have been hosed pretty well, because one of the bad guys had popped up and was just taking aim when he got him."



LIEUTENANT GROVES
Sandy Pilot

The rescue took about 10 minutes, but the entire crew agreed that it seemed more like 10 hours. When all the Army troops were on board, they took the injured to the 95th Evacuation Hospital in Da Nang before returning to the base. In all, 7 men were rescured. One other had been killed by ground fire.

The concensus among the crews was that it was a very well coordinated rescue. One of the PJs, who has served nearly four years in the Republic of Vietnam, commented that he had never seen a better crew, in action. "I've never worked with as professional a crew as this one," he said. "Everyone the Sandys, the Jollys and even the crew we picked up worked together to make it work as fast as possible."

Other crew members on the Super Jolly Green Giant were Capt. Leslie C. Hart, co-pilot; Sgt. James K. Ashdown, flight engineer; SSgt. James W. Wines, the combat documentation photographer.

31 DEC 71

31 0505	RR	Iron Queen - 2 army helicopters down 280/66/69 as reported by King.
0510	RR	The helos are surrounded by Charlie
0515	RR	Call sign Charlie House 14 w/4 L 8 SOB, and Charlie House 26 w/2 SOB.
0525	RR	JG 62/63 (NKP) and Sandy 05 + 06 (NKP) launched.
0530	RR	JG 73 + 65 ↑ for SAR
0520	RR	Sandy 07/08 ↑ for SAR
0550	RR	Bird 29 is OSC
0700	FR	J.G. 21 & 66 SCRAMBLED
0702	FR	J.G. 73 & 65 AR AT 0815Z
0707	FR	J.G. 21 & 66 AIRBORNE
0710	FR	PHASE ALPHA
0720	FR	SURVIVORS LOCATED IN TALL-ELEPHANT GRASS
0740	FR	J.G. 21 & 66 ARE HOLDING OVER CH-103
0745	FR	J.G. 73 ARE TAKING GROUND FIRE.
0746	DP	RTB'd ALPHA'S
0748	DP	JG 73 + 65 going To CH 103 to check damage
0754	DP	Queensage Launch "C's SCRAMBLED JG 71 + 72
0806	DP	JG 71 + 72 ↑
0822	DP	JG 73+65 on Grd at CH 103 checking oil Leak
0836	DP	JG 66 picking up SURV NEG GRD FIRE HAVE INJURED MAN ON AIRCRAFT
0840	DP	JG 21 DRAWING FIRE + RETURNING IT
0844	DP	JG 71 + 72 040/20/103
0845	DP	JG 21 HAS SURVIVORS AND ON WAY OUT
0849	DP	CALLED QUEEN TO RTB "C"S CH 71 → 103 72 RTB 77.
0850	DP	JG 21 ENROUTE CH 77 FOUND SERIOUSLY INJURED
0857	DP	JG 72 talked to JG 21, ONE KIA - ONE WIA
1900	DP	KING 21 8 PICKED UP, (1 KIA, 1 WIA, 6 O.K.)