

28 JAN 70

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(U) The final rescue effort for January was conducted the following day for Seabird 2A/B, who had ejected near the North Vietnam border.^{56/}

(U) Upon arriving at the scene, Sandy 01 vectored to Bravo's chute by Seabird 1 and immediately began trying to raise the survivor on voice. However, the only signal received was a steady beeper.^{57/}

(U) According to Seabird 1, Alpha had landed near the main road in the area. Sandy 01 observed much truck traffic on the road and saw two trucks stopped near the presumed position of Alpha. However, at no time did he see the chute or hear the beeper from Alpha.^{58/}

(U) After about an hour of searching, Sandy 01 saw Bravo's chute moving. Upon closer inspection he was fired upon by 20-30 uniformed individuals.^{59/}

(U) About this same time, Sandy 02 was given instructions by SEABIRD 1 to use evasive maneuvers; thus avoiding a hit by a SAM. The Sandys jettisoned all ordnance and left the scene.^{60/}

(U) During the trip back to NKP, Jolly Green 71 was hit by an air-to-air missile fired by a MIG and was destroyed. The Sandys followed the aircraft down but saw no survivors. KING 02 then issued instructions for all SAR aircraft to return to base.^{61/}

(S) Only two rescue efforts were conducted during February. The first was on 6 and 7 February for Milestone 516. The aircraft, an A-6, from the Carrier USS Ranger was striking targets in the

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368

39th ARRSq History, Jan - Mar 70 SUPPORTING DOCUMENT 2

72

DATE: 28 JAN 70

10 FEBRUARY 1970

MISSION NUMBER: 2-3-009-28 JAN 70

AIRCRAFT DESIGNATION: KING 2

LOCATION: 065/78/89 (1750N 10552E)

DISTRESSED AIRCRAFT: SEABIRD 02 (F105)

SAVES: None

1. (S) Initial MAYDAY, broadcast on GUARD by Seabird 01, was received by King 1 and King 2 at 0508Z, as King 2 was climbing out from Channel 70 (Udorn Air Base) to relieve King 1 and assume the Paksane orbit. Both King aircraft responded and King 2 took Airborne Mission Command (AMC). King 2 called Jack and asked for immediate SAR force launching; Meanwhile fixing locations of SAR survivors at 1754N 10549E (later revised to 1754N 10552E by Seabird 1). Seabird 1 stated he saw two good chutes and was watching them descend. He pin-pointed one parachute at the stated coordinates, also given as 070/80/89 (later corrected to 065/78/89) but could only state that the other landed in the vicinity of what he thought was Route 101, very close to the road. Seabird 01 said he lost sight of the second chute while concentrating on watching the first; Also said there were many trucks on the road, going both ways. Seabird 01 asked for other fast-mover aircraft to come in ASAP to relieve him as he was low on fuel. Wolf 20 responded on GUARD and Seabird 01 briefed him, showed him the location based on the sighted parachute, and then went to Peach Anchor for fuel. King 2 established 259.0 as primary UHF SAR frequency and had Wolf 20 assume On-Scene-Command awaiting arrival of Sandys 1 & 2 and fast-movers (which by now were enroute).

2. (S) In the meantime Jack had called King 2 with instructions to orbit slow movers at position 055/60/89 and fast movers at 070/55/89, advised that border clearances had been issued for all forces and was asked by King 1 (who was still backing-up King 2) to obtain MIG CAP. The following SAR forces were launched by Jack and directed to proceed to the slow mover holding area:

Jolly Greens 19, 09, 70, 77, 71, 72
Sandys 3 thru 8
Beaver 40, 41
Smoke 21, 22, 23

3. (S) From 0520Z until 0655Z a normal search effort was conducted at the SAR location by Sandy 1 (appointed On-Scene-Commander upon arrival) and Sandy 2, and by fast movers furnished by Invert and continually cycling in and out. A chute beeper was heard by the two Sandys and several of the fast-movers as they were searching the area.

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GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years

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39th ARRSq History, Jan - Mar 70

Periodic calls were made by Sandy 1 and by some of the fast-movers on GUARD and on DELTA frequency asking survivors to come up voice. No responses were received. At no time was there any voice contact or indications of responses to the calls. At about 0650Z Sandy 1 stated that someone had gathered in the survivor's parachute. He checked further and said someone was standing there with his shirt off and he was going to take a closer look.

4. (S) At 0655 Sandy 1 reported taking a hit and was egressing to the west, into higher terrain. Sandy 2 accompanied him and they circled a few miles west of the SAR area while they analyzed Sandy 1's condition. Wolf 01 & 02, Seabird 01, Bear 01 & 02, and Stormy 03 were currently on the scene and continued the search effort.

5. (S) Starting about 0600Z SAM indications were called by one of the fast-movers on scene. During the next hour or more several SAM detections were noted and called by various of the fast mover forces. Wolf 20 stated that at least five SAM's were launched from a location believed to be anywhere from five to 15 miles north. These SAM's were visually seen by the fast movers and at least some were apparently fired at them because they were forced to take evasive action to escape being hit. About 0735Z, we started hearing bandit calls over GUARD by Deepsea. The first heard by King 2 was 292/67/CRAB, followed shortly by 280/50/CRAB, headed East and then 280/40/CRAB, headed East. These locations were generally North of our SAR area, moving South Easterly, but were close enough that King 2 again asked Jack for MIG CAP (Radio Log shows 0742Z).

6. (S) Shortly after Sandy 1 was hit and egressed, Jack was given the evaluations of Sandy 1 & 2 and the fast-mover FACS regarding the improbability of the survivors' rescue. As many as 30 people were seen by Sandy 1 & 2 in the immediate vicinity of the parachute location and they then moved off to the North along a trail. The other survivor had not been sighted nor was a second beeper heard. As stated, voice contact was never established with either survivor. About this time Seabird 01 returned from tanker again and established that the survivor he had pin-pointed was Bravo and the other, whom he believed landed by the main road, was Alpha. Based on the above info, Jack was asked for further instructions. While awaiting a reply, King 2 conferred with Sandy 1 and King 3 and a decision was made to top-off the fuel tanks of the orbiting Jollys. This operation was turned over to King 3 and Sandys 5 & 6 were assigned to provide cover.

7. (S) At/about 0758Z someone came up on the VHF SAR frequency and shouted that another airplane had been hit and there were no chutes. King 3 reported that one of the Jolly Greens had been shot down and King 3 was taking evasive action. In response to King 3's request at this time for fighter protection, King 2 turned Wolf 06 and Stormy 03 back to Invert Control for intercept vectors and Hillsboro reported Gunfighters had been scrambled out of Channel 77. At this time the decision to RTB all SAR forces was received from Jack and all SAR forces were accounted for by Kings 2 & 3. Sandys 1 & 2 flew over the Jolly Green crash site on their egress heading and confirmed no survivors.

39th ARRSq History, Jan - Mar 70 SUPPORTING DOCUMENT 3

DATE: 28 JAN 70

10 February 1970

MISSION NUMBER: 2-3-009-28 JAN 70

AIRCRAFT DESIGNATION: KING 3

DISTRESSED AIRCRAFT: SEABIRD 02 (F105) JOLLY GREEN 71 (MH-3)

LOCATION: 065/78/89 (1750N 10552E)

SAVES: None

1. (S) At 1340L, King 3 was scrambled from Udorn to assist King 2 working the Seabird 02 mission. 1421L, King 3 arrived in the area and was told to hold 090/30 - 50/89. King 2 briefed King 3 about the mission and later determined that a holding point for the SAR forces would be 055/30 - 60/89. King 3 controlled Jolly Green 09, 19, 70, 71, 72, 77, Sandy 5, 6, and Beaver 40, 41, 42, 43.

2. (S) 1430L, King 3 commenced refueling Jolly Green 09 with Jolly Green 19 in trail. 8000 feet was the agreed on altitude with the remaining Jollies and Sandies holding at about 9500 feet in trail with King. The refueling heading was 275° and starting point of 055/60/89. About 1440L, Jolly Green 09 was topped off and King 3 made a 360° turn since Jolly Green 19 was unable to keep up with King 3 even though the airspeed was only 101 kts. While King 3 was attempting to join on Jolly Green 19 at 1448L a MIG 21 attacked and shot down Jolly Green 71. Sandy 5 verified that it was Jolly Green 71 also that it was a MIG 21 as Jolly Green 72 saw the fighter. Neither Sandy 5 & 6 nor Jolly Green saw any chutes or heard a beeper. Jolly Green 72 reported that the airplane blew up in the air and that there couldn't possibly be any survivors. King 3 ordered all forces to get down and commenced evasive action by descending to approximately 200 to 300 ft AGL and making frequent and rapid turns. The refueling hoses were ordered retracted, however they were slow retracting and had to be recycled. 1450L, Jolly Green 72 reported that the MIG was again making a run on him; Sandies were attempting to maneuver to a firing position. 1451L, right-scanner reported an unidentified fastmover at our 5 o'clock position, believed to be a MIG. About this same time King 3 lost the refueling drogues. 1452L another air craft reported a MIG making a firing pass on him, and King 3 stated that a MIG CAP was now in the area.

3. (O) When the MIG attacked, King 3 requested a MIG CAP from Invert and from Jack.

4. (O) About 1454L King 3 requested a check in of all SAR forces and eventually accounted for all except Jolly Green 71. 1503L, King 3 RTB'd all forces to NKP, controlling these forces until they were safely across the "fence".

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3ARRGp Hist., Jan-Mar 1970

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Combat and Non-Combat Saves

(U) The units subordinate to 3ARRGp were responsible for 51 combat saves and 35 non-combat saves for a total of 86 saves for the quarter.⁴ The total number of saves since 1 December 1964 is 2961: 2041 combat and 920 non-combat.

3ARRGp Flying Hours

(U) 3ARRGp units flew a total of 8764.6 hours during the quarter.⁵

Aircraft Loss

(S) (GP-4) On 28 January 1970, an HH-53B, SN 66-14434, assigned to the 40ARRSq, Udorn RTAFB, Thailand, was lost after being shot down by a MIG-21. The "Jolly Green" was orbiting across the Laotian-North Vietnam border north of the DMZ awaiting a pick-up attempt of the crew of a F-105 downed north of Ma Gia Pass. At the time, MIGs were reportedly in the area, and MIGCAP was called for. About 20 minutes after the MIG alert, the high "Jolly Green," flying cover for the low bird, saw a rocket pass beside his aircraft and strike the low "Jolly Green". The aircraft disintegrated, and the burning wreckage was observed falling to earth. There are no known survivors among the six crewmen.

Standardization

(U) Captain Arthur W. McCants, Jr. replaced Major Maxie L.

4. Appendix 2 lists the number of saves for each month of the quarter.
5. Appendix 3 lists the flying hours by airframe for each month.

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40th ABRISQ HIST, JAN-MAR 1970

On 28 January 1970 Captain Helly G. Bell and his crew of five were shot down by a MIG 21. Captain Bell, aircraft commander of Jolly Green 71 was orbiting across the Laotian-North Vietnam border north of the DMZ awaiting a pick up attempt of the crew of an F-105 downed north of Ngia Pass. The area had been looked over by the On Scene Commander and he reported that one of the pilots had not been seen or heard from. The other pilot had come up on beeper but his parachute had been removed from it's first reported position and he had been seen being marched up a road by the hostile forces. No further contact was made with either pilot and the On Scene Commander decided to RTB¹⁷ the forces. This decision was countermanded however, by higher authority. About the same time MHs were reported to be in the area. MIG Cap was called for at the beginning of the SAR¹⁸ but had never arrived. About 20 minutes after the MIG report, Lt Col C. A. Shipman, flying high bird for Captain Bell, saw a rocket pass beside his aircraft and strike JG71. The aircraft disintegrated and the burning wreckage was observed. All SAR forces dove for the ground, took evasive action and returned to NKP. Jolly Green 71's position when shot down was 18°08'N 105°33'E, just across the border of North Vietnam.

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

JENKINS DOES TRACHEOTOMY

~~UNCLASSIFIED~~

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[illegible]

Classified by 62 3086
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Aug 76

7-

1. RESCUE OPENING/CLOSING REPORT 31JAN 70
2. 2-3-010-31 JAN 70
3. INJURED THAI SOLDIER/MEDICAL EVACUATION A-H SE
4. 902 AEROMEDICAL EVACUATION SQ. DON MUANG RTAFB 31/1220Z; UDORN RCC
5. SE 6. 1/HH3E/DET1 40ARRS/31/1242Z 7. JG 09 LAUNCHED AT
31/1310Z 8. 1658N 10359E 9. A-C. NOT A FACTOR 10. OL-2 3ARRGP;
MAJOR RICHARD O. JULIAN, CAPT CHARLES H. COLE 11. NONE 12. JG 09;
31/1410Z/1658N 10359E 13. DET 1 40ARRS /HH3E/LANDING/31/1410Z.
14. 1/2/1/1/0/0/ 15. TAKEN TO UDORN RTAFB MEDICAL FACILITY, THAILAND
16. 1/3.0/DET 1 40ARRS/HH-3E 17. A. 0/0/0/0/NOT AVAIL/0/0/1
B. 0/0/0/0/NOT AVAIL/0/0/0 18. A. CREW MAKING SAVE: RCC GARRETT,
LEWIS E. MAJ 37ARRS, CP MARTIN, ROBERT M., MAJ., 40ARRS, FE POPE,
THAYER D., SSGT, DET 1 40ARRS, RS JENKINS, PAUL L., MSGT, DET 1,
40ARRS. B. SOMRIT NAMSORN, THAI ARMY SECURITY POLICEMAN. 19. H ARRS
CREDITED WITH 1 FOREIGN NATIONAL NON-COMBAT, NON-AIRCREW MEMBER SAVE.
NO AIR REFUELING, RS WAS NOT DEPLOYED. THE 902ND AEROMEDICAL
EVACUATION SQUADRON AT DON MUANG RTAFB REQUESTED, AT 31/1220Z, THE

PAGE 3 RHUABA0199 ~~C O N F I D E N T I A L~~
EVACUATION OF A THAI ARMY MAN WITH SEVERE HEAD INJURIES FROM CAMP
HOUEY THAILAND TO UDORN RTAFB. APPROVAL FROM JRCC WAS OBTAINED AND
JG 09 WAS ALERTED AT 31/1242Z AND WAS AIRBORNE 31/1310Z. JG 09
PICKED UP THE INJURED MAN 31/1410Z ALONG WITH ANOTHER THAI ARMY

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55-17

fire impacting on a critical component causing an unbalanced condition or failure leading to a severe beat or vibration.

Tail No.: 65-07937 Model: UH-1F Date of Loss: 13 Apr 69 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Pleiku, SVN Call Sign: Green Hornet

Pilot: James O. Lynch (27W-75)

Notes: Shot down by ground fire attempting to extract a reconnaissance team. Captain Lynch was killed by hostile ground fire.

Tail No.: 59-1562 Model: HH-43 Date of Loss: 19 Jul 69 Unit: 38th ARRS, U-Tapao RTAFB
Country of Loss: Thailand Call Sign: Maple 02

Pilot: Warren K. Davis (20W-18)
P.J.: Harry Cohen (02E-40)

Notes: flying SAR for burning B-52 at U-Tapao, B-52 exploded causing the helicopter to crash.

Tail No.: Model: HH-53 Date of Loss: 5 Dec 69 Unit: 40th ARRS, NKP, THA
Country of Loss: Laos Call Sign:

PJ: David M. Davison (15W-27)

Notes:

Tail No.: 66-14434 Model: HH-53B Date of Loss: 28 Jan 70 Unit: 40th ARRS,
Country of Loss: NVN Call Sign: Jolly Green 71

Pilot: Holly G. Bell (14W-73)
Co-Pilot: Leonard C. Leaser (14W-75)
Flight Engineer: William C. Shinn (14W-77)
P.J.: William D. Pruett (14W-76)
P.J.: William C. Sutton (14W-77)
Other: Gregory L. Anderson (Photographer) (14W-73)

Notes: hit by missile fired from MIG during SAR for SEABIRD 02 (F-105G). The Mig-21 was piloted by Vu Ngoc Dinh who then had 6 total kills. He was with the 921st Flight Regiment.

Tail No.: 64-15491 Model: UH-1P Date of Loss: 14 Mar 70 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Duc Lap, Quang Duc, SVN Call Sign: Green Hornet

Pilot: Dana A. Dilley (13W-126)

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IMMEDIATE

PT 00108

* **CONFIDENTIAL** *

MAN. THE INJURED MAN WAS DELIVERED TO AWAITING UDORN HOSPITAL PERSONNEL AT 1500Z. WHILE ENROUTE THE PARARESCUE CREW MEMBER, MSGT JENKINS, PERFORMED A TRACHEOTOMY IN ORDER TO KEEP THE PATIENT ALIVE DR. MEEK, AN AIR FORCE SURGEON, STATES THE MISSION WAS NECESSARY TO SAVE THE PATIENTS LIFE, BUT, ALTHOUGH THE PATIENT IS STILL ALIVE, HE HAS LITTLE HOPE FOR HIS ULTIMATE SURVIVAL. DR. MEEK ALSO VOLUNTEERED HIS OPINION THAT THE TRACHEOTOMY PERFORMED BY MSGT JENKINS WAS A BEAUTIFUL JOB. THE PATIENT WAS INJURED IN A MOTORCYCLE ACCIDENT AND HAS SEVERE BRAIN DAMAGE.

BT
#0199

NNNN#

3/2

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Jolly Green 71

70/01/28 HH-53B 66-14434 40th ARRS Udorn

Capt Holly G. Bell Pilot KIA/BNR
Capt Leonard C. Leaser Copilot KIA/BNR
SMSgt William D. Pruett PJ KIA/BNR
TSgt William C. Sutton PJ KIA/BNR
Sgt William C. Shinn Flt Eng KIA/BNR
Sgt Gregory L. Anderson Photographer KIA/BNR

The [Jolly Green](#) website also has a list of all HH-3 and HH-53 losses in Southeast Asia. From this list, you can get the names of the crew on Jolly Green 71 by looking at the HH-53 loss on 28 Jan 1970.

You can then go to <http://www.scopesys.com/anyday> and enter Jan 28. After some notable events in world history are listed, you will find a section listing MIAs for that day. The crew of JG 71 is listed, along with the F-105 crew that was the object of the SAR, Seabird 02. The F-105 crew, although having ejected safely, never made it into the POW system.

The events described here took place in North Vietnam north of Mu Gia pass. Seabird 02 was down in the foothills along the route structure leading north out of Mu Gia. Jolly Green 71 was northwest of this area in the high terrain along the border of Laos and North Vietnam.

An interesting note is that the two sets of coordinates given for the crash site of JG 71 do not agree. The Lat-Longs given are N 180200 E 1053300 which puts the crash site inside Laos. The UTM coordinates of WF 582048 move the crash site north, into North Vietnam.

Play Jolly Green 71 Shootdown Tape
(9:28) RealAudio

Seabird 02 SAR

Jolly Green 71 Downed by MiG 21

28 Jan 70

(tape courtesy of Tom Stump, Sandy pilot)



Would be nice to get inputs from those who were in the flight, both from the Jolly Green side and from the Sandys.

Input from Jim 'Jink' Bender (Sandy 04):

I didn't hear Tom Stump's tape but I do have my own copy. I checked my log book and the date is correct.

I was one of the Sandy wingmen, Sandy 04. It was a bad day all around. The SAR was for SeaBird 02 and the shootdown location was in North Vietnam. While Sandy 01 was ascertaining the exact location and condition of survivors he had a SAM fired at him. SA2 as I recall. I think **Capt. John Dyer** was Sandy 05. Sandy's 5 & 6 were escorting a formation of 4 Jolly's (70, 71, 72, & 77). They had arrived from the West Northwest at about 10,000 ft. Jolly 19 (I think) was the primary low helicopter and he decided to refuel early. A C-130, King 03, and the Jolly 19 headed a ways west at about 7,000 ft to conduct the refueling and I went along to provide cover. We were all holding west along the border in Laos, waiting to see how things were going to transpire.

We were receiving several Mig calls but none of us were familiar with the reference point, CRAB, used by the radar guys. After listening to the tape someone reports that the Mig position is some 15 Miles north of us. Anyway, shortly thereafter, people started yelling "Migs!" and Jolly 71 disappeared in smoke. King 03 dropped his tanks and headed west into the weeds and the now disconnected refueling Jolly 19 did the same. Apparently two Migs made one pass through the holding helicopter formation and escaped to the North. Jolly 72 was in loose trail with Jolly 71 when the missile and Mig passed them on the right and hit Jolly 71.

Well, it was chaos after that!! Everyone in the SAR force was headed west at this time to RTB. My notes say that Sandy 01 was unable to contact any SeaBird 02 survivor. My tape is from the cockpit of Jolly 72 whose Aircraft Commander was reported to be **LTC Shipman**. My notes also show the AC of King 03 was **Lt. Casey Quinn**, USCG. I can't remember who was piloting Sandy 01, 02, 03, or 06.

Jolly Green 71

70/01/28 HH-53B 66-14434 40th ARRS Udorn

Capt Holly G. Bell Pilot KIA/BNR
Capt Leonard C. Leaser Copilot KIA/BNR
SMSgt William D. Pruett PJ KIA/BNR
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Play Jolly Green 71 Shootdown Tape **(9:28) RealAudio**

28 January 70

SENIOR MASTER SERGEANT WILLIAM D. PRUETT and MASTER SERGEANT WILLIAM C. SUTTON. Anti-aircraft guns shoot down an F-105 fighter-bomber along the border Between North Vietnam and Laos. It is one of the first aircraft losses since the bombing halt ordered by President Johnson, fifteen months prior. Sergeant's Pruett and Sutton are TDY to an HH-53 unit in Thailand, and are crewmembers on one of the HH-53s launched to effect the recovery of the F-105 crew. The mission is deep in enemy territory; and often the forces penetrate North Vietnamese airspace. This does not go unnoticed by communist ground radar controllers who launch at least one Soviet Mig fighter against the intruders. Although U.S. airborne radar control aircraft are aware of, and broadcast the MIG's presence, little concern is rendered by the overwhelmingly superior American force. The North Vietnamese Air Force is not known for brazen acts of courage. But this is not a typical Mig fighter pilot. Hugging the lowlands and valley of the mountainous region, he skillfully conceals himself in adverse weather and slips through the American protective combat screen. He launches first one air-to-air missile that misses Pruett's and Sutton's aircraft, then, immediately, another one. It impacts, bringing the huge helicopter down. The six-man crew is lost. This is believed to be the first time a helicopter is brought down by an air-to-air missile during the Vietnam War. *Source = 50 years*

Jolly Green 71 crew was A/C Captain Holly Bell, C/P Captain Leonard Leeser, FE Sgt William Shinn, PJ's SMSgt William Pruett and TSgt William Sutton, Photographer Sgt Gregory Anderson

Robert LaPointe

From: Udo Fischer [ucfischer@zianet.com]
Sent: Monday, July 21, 2003 2:05 PM
Subject: Jolly 71 Sandy Tape (uf

Found an envelope in my files about the downing of JOLLY 71, 28 Jan 1970. The envelope from former Sandy Pilot Tom Stump contained two written pages (see below) and a tape taken by a Sandy. I could burn tape copies for those who want one. udo

Tom Stump's address in 1998 was: 16 Flyway Drive, Newton Square, PA 19073

(the following was scanned from two pages)

Seabird 02 SAR
Jolly Green 71 Downed by MiG 21

28 Jan 70
(tape courtesy of Tom Stump, Sandy pilot)

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3/11/98

Robert LaPointe

From: Charles Spears
Sent: Wednesday, February 06, 2002 9:17 AM
To: rlapointe@gci.net
Subject: 28 Jan 1970

28 Jan 1970

Your report on above date mentions the bravery and sleuth of the N. Viet Pilot who shot down an HH-helicopter. There are a few discrepancies. Brave, I believe he is or was. However, the only reasons his attack was successful were due to mistakes and non-communication on our part. Another snafu in the Viet Nam story. I was a Comm/Nav technician sitting in a helicopter on the ground at NKP, Thailand working on a problem of some type. On ground power, I had all the radios on as a general principal. Suddenly over the headsets came a call, "Bogey 250 miles out and coming in." This call continued every 25 or 50 mile closure points, I have forgotten which. The problem, coordination from "Command Center" and the participating parties, the airmen directly involved was awry.

1. The radio frequency the Aircraft Command And Control Radar airman was broadcasting on was not the same frequency the SAR party had been assigned to monitor.
2. The C-130 with several Sandys and the rescue Helicopters were approaching the rescue sight in complete assurance of safety. There was always a MIG CAP, a flight of F4's above them for absolute protection. The problem, the F4's were still flying up and down the North Vietnamese border waiting on permission from the Command Center to cross it.

No doubt after firing his missiles and securing one kill, the NVN pilot felt his luck had run out for he swung around and headed North as fast as possible. He also thought the MIG Cap was present and that he had slipped through it. In actuality, had he stayed around, it would have been like a turkey shoot for him.

I find your site very interesting and informative. I hope this helps to some degree.

Retired Msgt. C.R. Spears

Name: John Cody finlaw@harbornet.com

Website:

Referred by: Just Surfing On In

From: Gig Harbor, WA.

Time: 1999-03-03 21:57:21

Comments: Re: SEABIRD 02 SAR and mission tape of Jolly Green 71 downed by MIG 21. I flew Jollies with the 40th ARRS out of Udorn, Thailand. Crews of JG 71,72,70 & 77 were all squadron members. Capt Holly Bell, Aircraft Commander of JG 71, was my hootch-mate and a best friend. A most tragic day. I will never forget it. I was the Aircraft Commander of either JG 70 or 77 on that mission. JG 70 and 77 joined the SAR effort from our alert position at Lima 98 in the Barrel Roll. We were preparing to take gas from the HC-130 tanker (King 03) as soon as the HH3's finished refueling when the MIG engaged the SAR force, pickled his missile, and downed JG 71. JG 71 and 72, as I recall, were TDY out of NKP where we rotated the alert of two HH-53 crews from our home base in Udorn. I had no idea I could jink a chopper that hard and that fast in the trees! I would like to hear from fellow Jollies and Sandies who participated in the mission. Nice site guys. Thanks for preserving the memory of this last call of our brave comrades-in-arms who crewed Jolly Green 71 on that tragic day, January 28, 1970.

67-14702	CH-3E	15 Jan 69	SOS, 56th ACW	Laos	Knife 54	Gerald T. Henery	Adams	Gerald Bucknol	Hernand E. Wilson
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was on Prairie Fire emergen
extraction, was hit by groun
crash landed, later destroye
friendly aircraft.

Jolly Green HH-53 SEA Losses

Tail Number	Model	Date	Unit	Location	Call Sign	Pilot	CoPilot	Flight Engineer	Pararescueman	Pararescueman	Other	Notes
66- 14430	B	18 Jan 69	40th ARRS	Laos	Jolly Green 67	Paul J. Darghty	Barton C. Libby	James R. Purdue	Thomas R. Pope	Donald Johnson		mission was SAR for SANDY 02 1H piloted by LTC Lurie Morris (Rescued) who was shotdown January. The helo was recoveri Morris when the aircraft was hi ground fire, lost it's hydraulic sys (SAR log reports first stage sen made an emergency landing, at 1245G, nine miles southeast of Tchephone Laos. At 1251G, JG- landed and picked up everyone board JG-67, along with LTC Mc the survivor. At 1300G, the orde given for fast movers to destroy 67; at 1508G the SAR log reads "RUSTIC flight got a good hit or - its burning - lots of green back going up in flames."
66- 14434	B	28 Jan 70	40th ARRS	NVN	Jolly Green 71	Holly G. Bell	Leonard C. Leeser	William C. Shinn	William D. Pruett	William C. Sutton		hit by missile fired from MIG du SAR for SEABIRD 02 (F-105G). Mig-21 was piloted by Vu Ngoc who then had 6 total kills. He w the 921st Flight Regiment.
68-8283	C	30 Jun 70	40th ARRS	Laos	Jolly Green 54	Leroy C. Schaneberg	John W. Goeglein	Marvin E. Bell	Paul L. Jenkins	Michael F. Dean		hit by ground fire during SAR fo 44 (OV-10A), crash site excavat 93, remains identified as a grou March 1995.
68-8285	C	21 Jul 71	40th ARRS	Laos	Jolly Green 54	C. Bennet	B. Robben		Chuck McGrath			shot down while recovering dro

15 Jan 69	SOS, 56th ACW	Laos	Knife 54	Gerald T. Henery	Adams	Gerald Bucknol	Hernand E. Wilson	was on Prairie Fire emergency extraction, was hit by ground fire, crash landed, later destroyed by friendly aircraft.
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Jolly Green HH-53 SEA Losses

Date	Unit	Location	Call Sign	Pilot	CoPilot	Flight Engineer	Pararescueman	Pararescueman	Other	Notes
18 Jan 69	40th ARRS	Laos	Jolly Green 67	Paul J. Darghtv	Barton C. Libby	James R. Purdue	Thomas R. Pope	Donald Johnson		mission was SAR for SANDY 02, an A-1H piloted by LTC Lurie Morris (Rescued) who was shotdown on 17 January. The helo was recovering LTC Morris when the aircraft was hit by ground fire, lost it's hydraulic system (SAR log reports first stage servo) and made an emergency landing, at 1245G, nine miles southeast of Tchephone Laos. At 1251G, JG-70 landed and picked up everyone on board JG-67, along with LTC Morris, the survivor. At 1300G, the order was given for fast movers to destroy JG-67; at 1508G the SAR log reads "RUSTIC flight got a good hit on JG-67 - its burning - lots of green backs going up in flames."
28 Jan 70	40th ARRS	NVN	Jolly Green 71	Holly G. Bell	Leonard C. Leaser	William C. Shinn	William D. Pruett	William C. Sutton		hit by missile fired from MIG during SAR for SEABIRD 02 (F-105G). The Mig-21 was piloted by Vu Ngoc Dinh who then had 6 total kills. He was with the 921st Flight Regiment.
30 Jun 70	40th ARRS	Laos	Jolly Green 54	Leroy C. Schaneberg	John W. Goeglein	Marvin E. Bell	Paul L. Jenkins	Michael F. Dean		hit by ground fire during SAR for NAIL 44 (OV-10A), crash site excavated Dec 93, remains identified as a group 7 March 1995.
21 Jul 71	40th ARRS	Laos	Jolly Green 54	C. Bennet	B. Robben		Chuck McGrath			shot down while recovering drone.

Name: John Cody

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