

*Life Report 21 April 1972*

# 'Can you hold out for just eight more minutes?'

When North Vietnamese troops drove across the Cambodian border toward Saigon, seven American advisers were trapped with a small force of South Vietnamese troops in the district compound at Loc Ninh. The compound was surrounded, and for two days the Communists pounded it with rockets, mortars, bazookas and rifle fire. The besieged Americans, along with their ARVN troops, huddled in three bunkers underground. As dusk fell, Maj. Gen. James F. Hollingsworth, boss of the Third Region Assistance Command, hovered over the battle for three hours in his command helicopter, deploying American planes and gunships in a delaying action while trying to arrange an air rescue. In Hollingsworth's chopper, this is what it sounded like:

HOLLINGSWORTH (to trapped advisers on ground): "This is Two-Fiver. Oh baby, I'm coming pretty good. I'm still fighting and checking. I've been promised it [rescue helicopter] in ten minutes away. Don't go anywhere. I know where you are."

Two minutes later, he was again asked about the rescue helicopter.

HOLLINGSWORTH: "Just going as fast as I can. Can you hold out about eight more minutes? I'm workin' as fast as I can. Eight-Three. Keep down, keep yourself together. You've been great. Talk to the FAC [Forward Air Controller] and just hold with it, baby."

Eight-Three was not reassured. He said that if he got out, it would be pure luck.

HOLLINGSWORTH: "Ah, bull, don't you worry about that, baby. Well, it's not pure luck, baby. Hold in there."

Flights of aircraft were approaching Loc Ninh from several bases in the area.

HOLLINGSWORTH: "Everything's airborne, everything is up now. It's just a matter of a few minutes. . . . Ah, damn, you're a little strong great guy, Eight-Three. Just stand by now and listen and keep that [radio] net of yours open and talk to the FACs."

A small U.S. chopper circled into the compound to test the gunfire before the transport helicopters tried to land. The pilot ran into intense ground fire and had to scoot out immediately. In the din of battle, the men trapped inside their bunkers did not see the helicopter, and they asked about it.

HOLLINGSWORTH: "He got shot up with 50-cal [heavy machine-gun fire], and now we're putting more ordnance on the goddamned stuff to try to get in there to you."

With his helicopter dancing out of range of ground fire, Hollingsworth kept up his efforts.

HOLLINGSWORTH (to FAC): "Get that stuff working in there! (To advisers): I'm gonna pick up every one of you I can. I want to get you all back. I'm gonna take all of you out that I can."

An inaudible reply came from the men trapped below.

HOLLINGSWORTH: "Well, I'm gonna try it."

Some of the ARVN troops caught at Loc Ninh decided to abandon their position and make a run for it into the woods. Two of the American advisers decided to do the same.

HOLLINGSWORTH: "This is Big Cloud Two-Five. Stuck with them little people and keep up on that radio." But there was no more radio contact with the two advisers.

Still below were five other trapped men. Hollingsworth spoke to one of them: "Ah, Chico-Whiskey, this is Two-Fiver. I'm going to stay with you and I'm gonna do every goddamned thing I can to get you out. God bless you."

Another member of the advisory team in a different bunker came on the radio, also asking to be taken out.

HOLLINGSWORTH: "Roger, Oscar Four Chico, right. I'll do it, and don't give up, don't give up. We tried to get a low bird to you in there first and it was shot all to hell, and we've gone back and put more ordnance in there and we're still gonna work with you. We'll be here all night long; if it's possible to get you out of there, we're gon-

na do it. Don't give up hope. Just pray as I've been doing for you the last three days and just hang in there and God bless you. I'm gonna do everything in my power to get you out." [To other aircraft]: "Let's keep layin' that stuff in there. And I hope you monitored my conversation with Chico. This means we've got to stay with it."

Night had fallen, and the Communists were about to overrun the compound. Deciding the situation was hopeless, two of the remaining Americans also decided to make a run for it. They radioed their intentions to Hollingsworth, flying in the dark above.

HOLLINGSWORTH: "Roger, Chico. I'm trying my goddamnedest, and everybody else, the Air Force, MACV and everybody else is behind this trying to get you out. We care about you and we're still trying, so go ahead into hiding there and take that radio and keep it up as long as it works and

whether I can still talk to you or not, I'm still going to try to get in there and get you out."

Hollingsworth could see the Communist troops storm the remaining defenses. He reported to the other planes what Chico was going to do and ordered continued saturation fire into the area.

HOLLINGSWORTH: "He is gonna hide in [location] and he's gonna want you to keep the enemy's heads down all night. I will make another attempt tomorrow to get in touch with them and to recover them." Then he switched call signals. "Eight-Three, it's Two-Fiver, over. Eight-Three, Two-Fiver, over." Pause. "Chico, Two-Fiver, over. Chico, Two-Fiver, over." There was a long pause, and in a lower, discouraged voice Hollingsworth said: "No contact with Chico or Eight-Three as of this hour. Two-Fiver, out." "

HAROLD ELLITHORPE

# FRONTIER NEWS *Journal* JOHN CHOPPER

By DON TATE  
Scripps-Howard Staff writer

BIEN HOA, South Vietnam — It was Mission Impossible but Capt. John Whitehead, 29, of East Point, Ga., did it.

The mission: land his light observation "Loach" helicopter on a red-dirt road near battle-ruined An Loc and pick up three American military advisers who with 15 South Vietnamese soldiers were surrounded by North Vietnamese (NVA) firing from the cover of rubber trees on either side of the road.

One chopper had exploded in the air trying it. Others had been repeatedly driven away.

The soldiers on the ground were desperate, wounded men who had been in the jungle for days evading the enemy. Now they were dug in under a big log beside the road, and the enemy was being kept off their backs only by a daisy chain of American air strikes around them.

Capt. Whitehead devised a plan with Lt. David Ripley, of Vidor, Tex. Capt. Whitehead would zip in first. His gunner, Sgt. Ray Waite of Windsor, Conn., was to jump out, help the Americans into Lt. Ripley's following Loach. Then hurry back to his own ship as both choppers buzzed off.

There was another problem, however. Capt. Whitehead saw it as soon as he raced in over the trees, with ground fire popping around him, and sat his little ship down on the road.

The problem was something called instinct for survival. Theoretically, the South Vietnamese were to be picked up later and only the Americans lifted out in the Loaches.

A Loach is a small craft with a bubble nose, about as sturdy as a baby buggy. But those bloodied, exhausted, shell-pounded Vietnamese knew that to be left behind was almost certainly to die.

"They all ran out from behind that log in a wild rush, all 15 of them," said Capt. Whitehead. "They lunged at the aircraft, clawing at each other. It was bedlam. I told Waite to point his 60 (machine gun) at the South Vietnamese to give the Americans a chance to get

**'I was mad and helpless.**

**I figured this was it.'**

on, but not to shoot them. The ARVN jumped back and the Americans piled in the back seat."

The Vietnamese twisted off Sgt. Waite's machine gun belt and pulled him to the ground. He fought his way back to the Loach and then the Vietnamese climbed all over, screaming, crying, trying to get on.

"Ripley, right behind me, touched down on the road for a second, saw what was happening, and took off again, but not before five ARVN jumped on his ship.

"All this time the NVA were firing from the trees. One ARVN, holding onto Ripley's skids, was shot in the back and fell off. Then another one was knocked off.

"I was trying to pick it up but my ship wouldn't move. A Loach with the engine armor we carry is built to carry two people, just two. It'll carry more, but not this many more.

"There were 11 people piled on and hanging all over. The American sergeant in back with the bloody bandage around his head weighed 240 pounds by himself.

"I was mad and helpless. All my instruments had gone wacky. We were kicking up clouds of red dust. It flashed in my mind that this time I had strung it out too far. I figured this was it. But I started kicking the Loach's pedals, trying to get in the air just for a moment.

"Suddenly it started to move, just a little bit. I kept kicking. The ship was shimmying and shaking all over, like we were going to pop rivets. But it started to bounce up and down. Then I got it to spinning around. All directional control was lost. The Vietnamese were all hanging off the right side and the ship was leaning sideways.

"We were spinning around and around in the dust like something crazy and then went bouncing off down the road. I heard one NVA firing as we bounced 16, 12, 13 times going 60 yards down the road and all the time the ARVN were still hanging onto the skids, and onto the legs of the Americans.

I could see the trees ahead and knew I wasn't going to make it so I started doing these circles about five feet off the ground. I don't know how many people dropped off, but Ripley — he was circling above me — told me there were only nine on now — only nine — and somehow we started to lift.

"About 20 feet in front of us an NVA in a

(Continued on Page 10)

# 'It was hang on or die'

(Continued from Page 3)

dirty green uniform ran out and fired point blank at us with his AK 47. Others ran out all along the tree-line and began firing.

"I knew I was taking hits. I could hear the metal just tearing way, like popcorn popping. When they're right underneath it's a sickening feeling when they open up on you. We took a round in the fuel tank and began spewing gas. We took two 51 caliber machine gun hits in the rotor blades, but we were still flying. The little buggy wouldn't quit.

## BLOOD SATURATES SHIP

"Another round came right up thru the pedals past me, thru the American sergeant's hand in back and blood blew all over the windshield. By now the ship was saturated with it.

"I was having a terrible time controlling the aircraft. We staggered just up over the tree-tops about a 100 feet, still leaning side. Then this one ARVN crawled up from the right skid and tried to crawl in with me. But there was no way to get in. Got one arm wrapped around me, then the other, interlocked with my arm. Everytime he heard shooting he tried to crawl in further. He was about to make me wreck the ship, which was wobbly and shaking. I couldn't get any more altitude, the engine seemed about to quit, and this guy had me in a death grip. We were already leaning so far to the right that if he pulled my steering arm one more inch we were going into trees.

"I kept yelling in my radio to my commanding officer (flying in another chopper overhead) that if I could get to this little bastard on my right I would beat the hell out of him. I said if we ever landed I was going to get out and just beat the living hell out of him.

## 'HANG ON OR DIE'

"But I've got to hand it to all of them. I dragged them 18 miles thru the trees, all wounded and bleeding, and they had the guts to hang on. It was hang on or die.

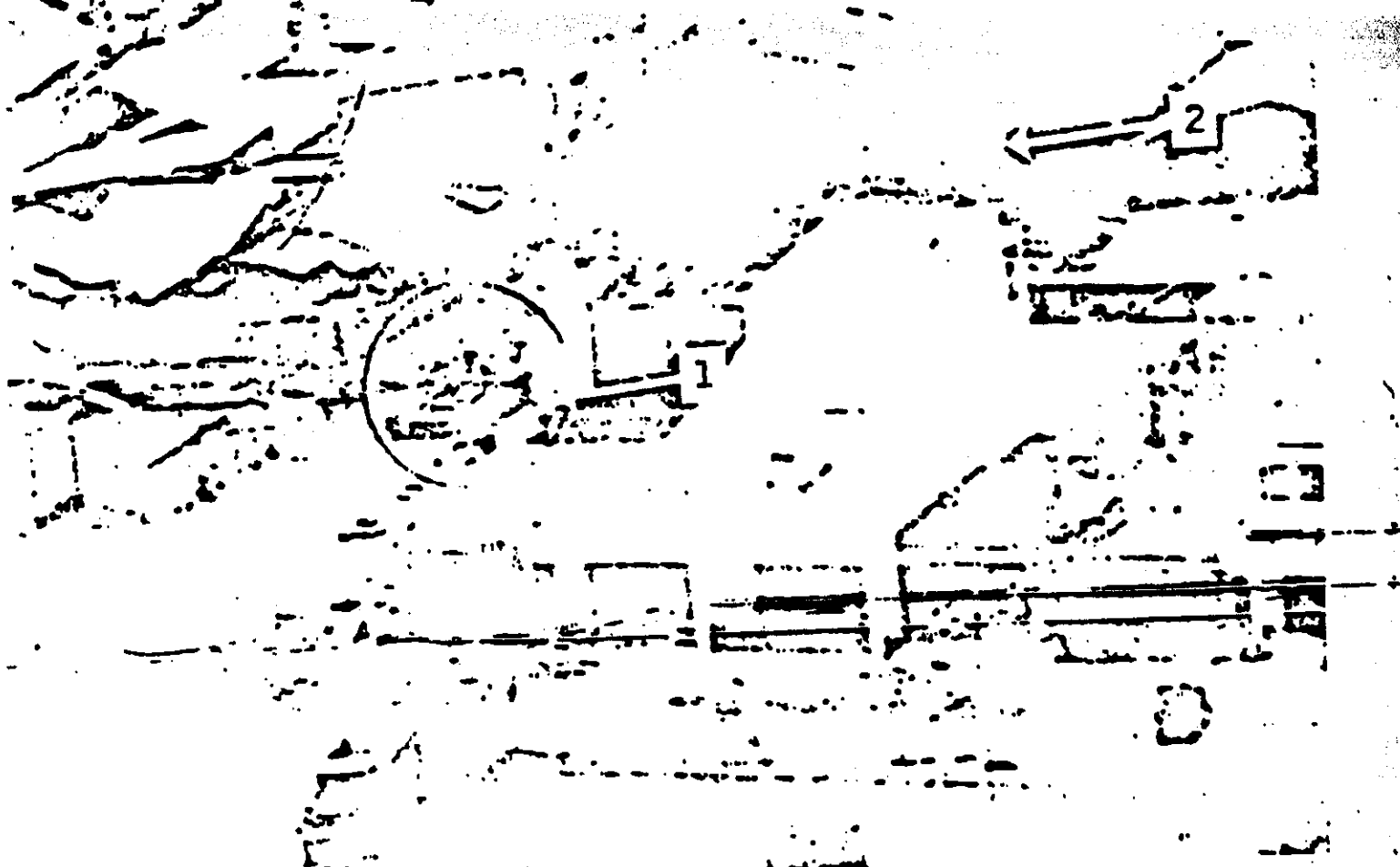
"And then, finally when we made it back

this poor little guy, got off. He was the smallest of them all. The others just fell off the chopper and collapsed. But I looked at him and he was like some half-dead little animal — red-eyed, filthy dirty, blood soaked all over his front, and just sort of standing there weaving and looking at me. Then he clasped his hands together, bowed his head, and collapsed."

Back at his Dien Hoa base, Capt. Whitehead was asked what would happen if he had to do it all over again. He said:

"I don't know if I could do it again. Yeah, I would do it again, but I don't know if I'd make it this time. The more I think about it the more ridiculous it seems."

Dream or not, Capt. Whitehead has been awarded the Silver Star for bravery and recommended for the Medal of Honor.

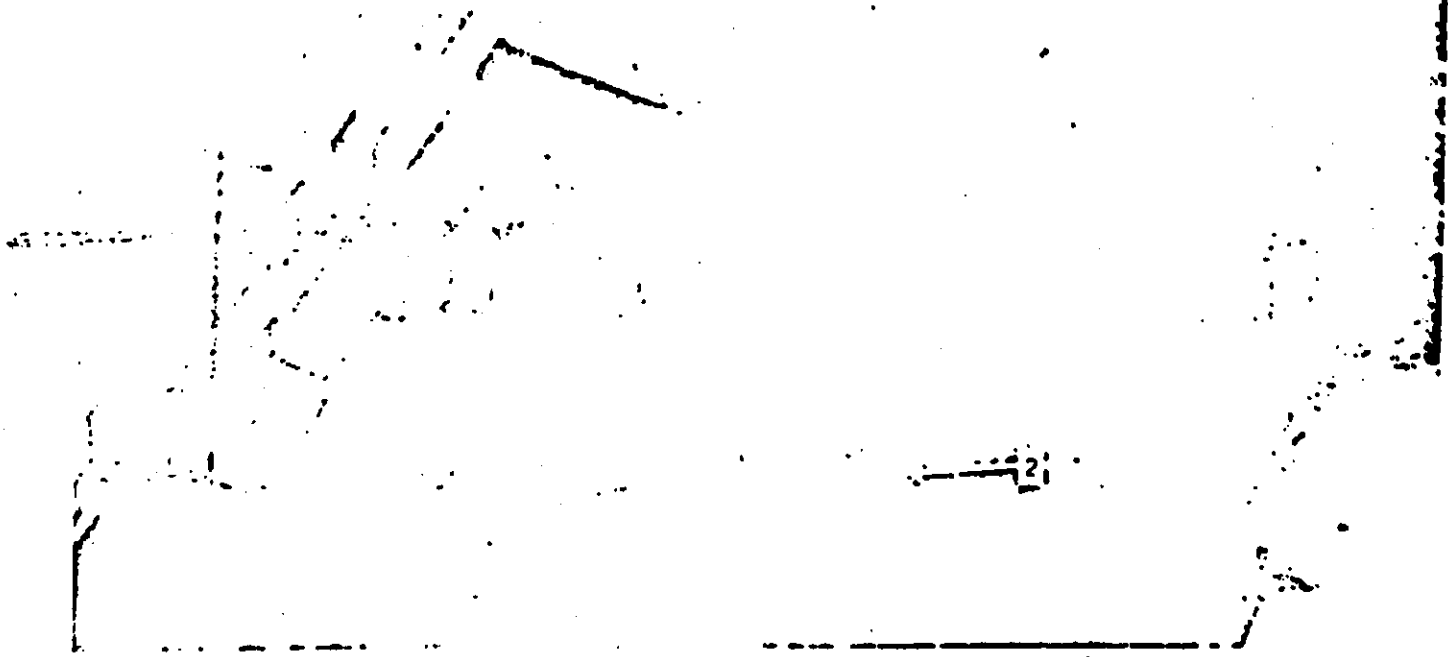


AVIATION WEEK - 22 MAY 1972

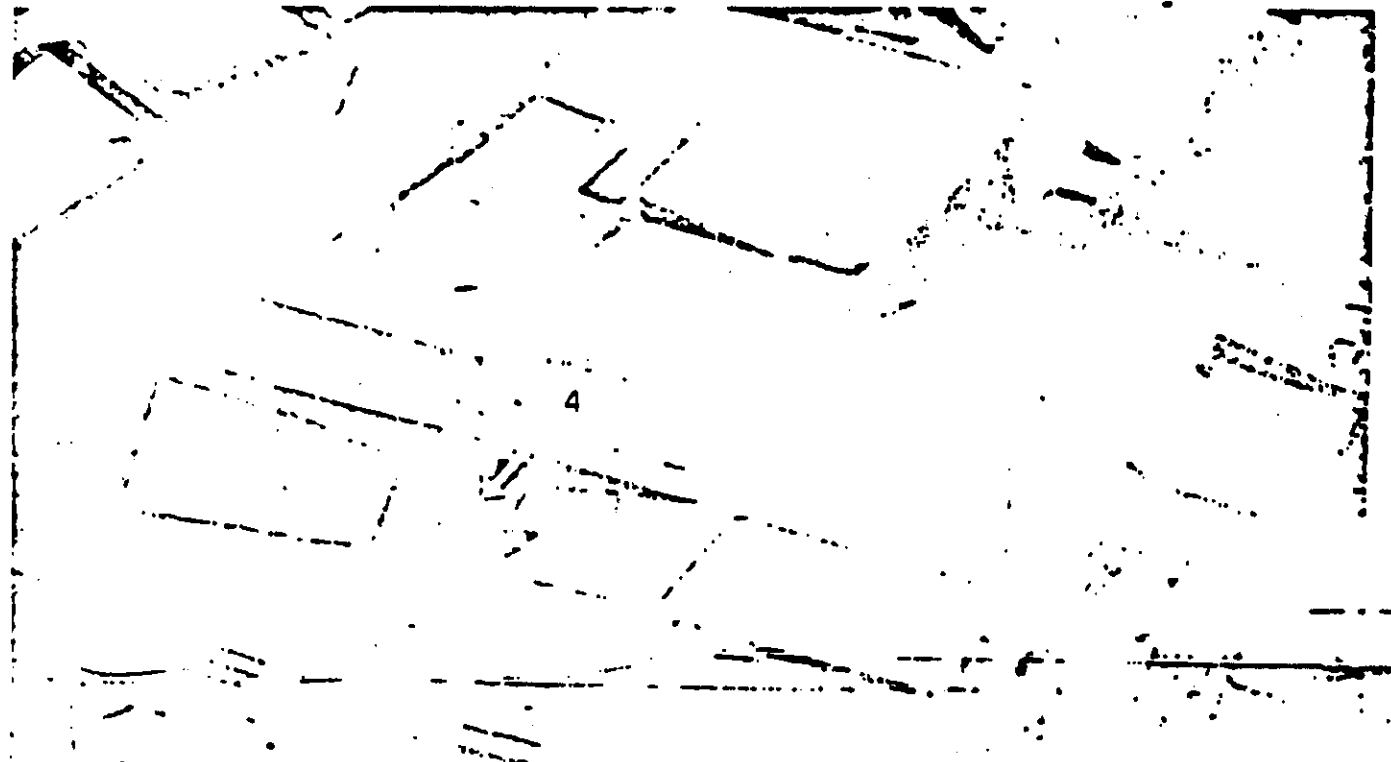
## Army Cobras Blast Tanks Near An Loc

Army/Bell AH-1G Cobra helicopter gunships firing 2.75-in HEAT rockets destroyed a number of Soviet-built T-54/55 tanks operated by the North Vietnamese army during street fighting in An Loc Apr 13-15. Two tanks above were hit during fighting on Apr. 15 by a Cobra from Battery F, 78th Aerial Field Artillery, a unit of the 3rd Brigade, 1st Cavalry Div. Tank in foreground has been knocked out. Note burning tank in rear. At left is a closeup of the destroyed tank, showing what appears to have been camouflage material attached to it. During the period from Apr 1 through May 11, which included the fighting around An Loc, the unit claimed 10 Soviet-built tanks destroyed and another six damaged. The destroyed tanks included four PT-76 amphibious models. All the rest were T-54s. The unit also claimed 18 trucks destroyed and two damaged, along with two anti-aircraft guns and a number of mortars, rocket launchers and light artillery.

INCL 1001 AVIATION WEEK 22 APRIL



T-54/55 burns in the streets of An Loc. (above) blocking the path of a second tank, which also was destroyed. Below, another T-54/55 was destroyed after its crew apparently attempted to conceal it by driving it into a building. Army has moved to increase its anti-tank capability by bringing additional Cobras, equipped with Hughes TOW anti-tank missiles, into South Vietnam (awast May 15, p. 18).



INCL 10C2 AVIATION WEEK 22 APRIL

# Has Critical Role

BY DONALD KIRK  
(War Eastern Correspondent)

**LONG THANH, South Viet Nam, April 21**—The men of the Blue Max don't ask esoteric questions such as why they are in Viet Nam or what the United States still hopes to accomplish in the war.

"The attitude of our people is completely professional," said Maj. Larry McKay, 31, of Charleston, S. C. His helicopter unit derives its name from the term for the old German Iron Cross.

"They don't even ask, because we don't even know ourselves," he said. "We just have enough faith in our country."

## Fills Specialized Role

The professionalism of the Blue Max qualifies it as one of the Army's few elite units remaining in Viet Nam and also explains its specialized role in battling the Communist offensive 60 miles north of Saigon.

"We have encountered the heaviest ground-to-air fire ever found in the Viet Nam war within South Viet Nam," McKay said. "We even believe the intensity of the fire may exceed that in Southern Laos during the incursion last year."

American officers credit the long, thin Cobra helicopters flown by the Blue Max with frustrating repeated Communist assaults on the provincial capital of An Loc.

## Destroyed 6 Tanks

The Blue Max has poured machine gun fire and rockets into enemy concentrations surrounding An Loc and has de-

stroyed at least six Soviet-built tanks.

"We feel, at least, we're buying time for the South Vietnamese," McKay said. "Once they blow the gap beyond An Loc, they have open road."

McKay noted proudly that a dozen Cobras from his unit have flown every day, often after receiving hits from enemy machine guns.

"Our pilots have been flying 11 to 12 hours a day in peak periods," he said. "As small as they are, American assets have been very critical in the entire battle."

The critical role of American airpower—including jet bombers and fighters as well as helicopters—was particularly crucial yesterday and today in fending off assaults by hundreds of North Vietnamese troops with tanks.

Heavy anti-aircraft fire protected the Communists, who fired more than 2,000 rocket and mortar rounds into the town. Indicative of the seriousness of the battle was the fact that American B-52s yesterday flew seven missions in the An Loc region.

"The first day of this offensive we weren't expecting nearly the intensity of the anti-aircraft fire," said Capt. Bill Causey, 22, of Bladenboro, N. C.

Causey's Cobra was hit four straight days but has never crashed.

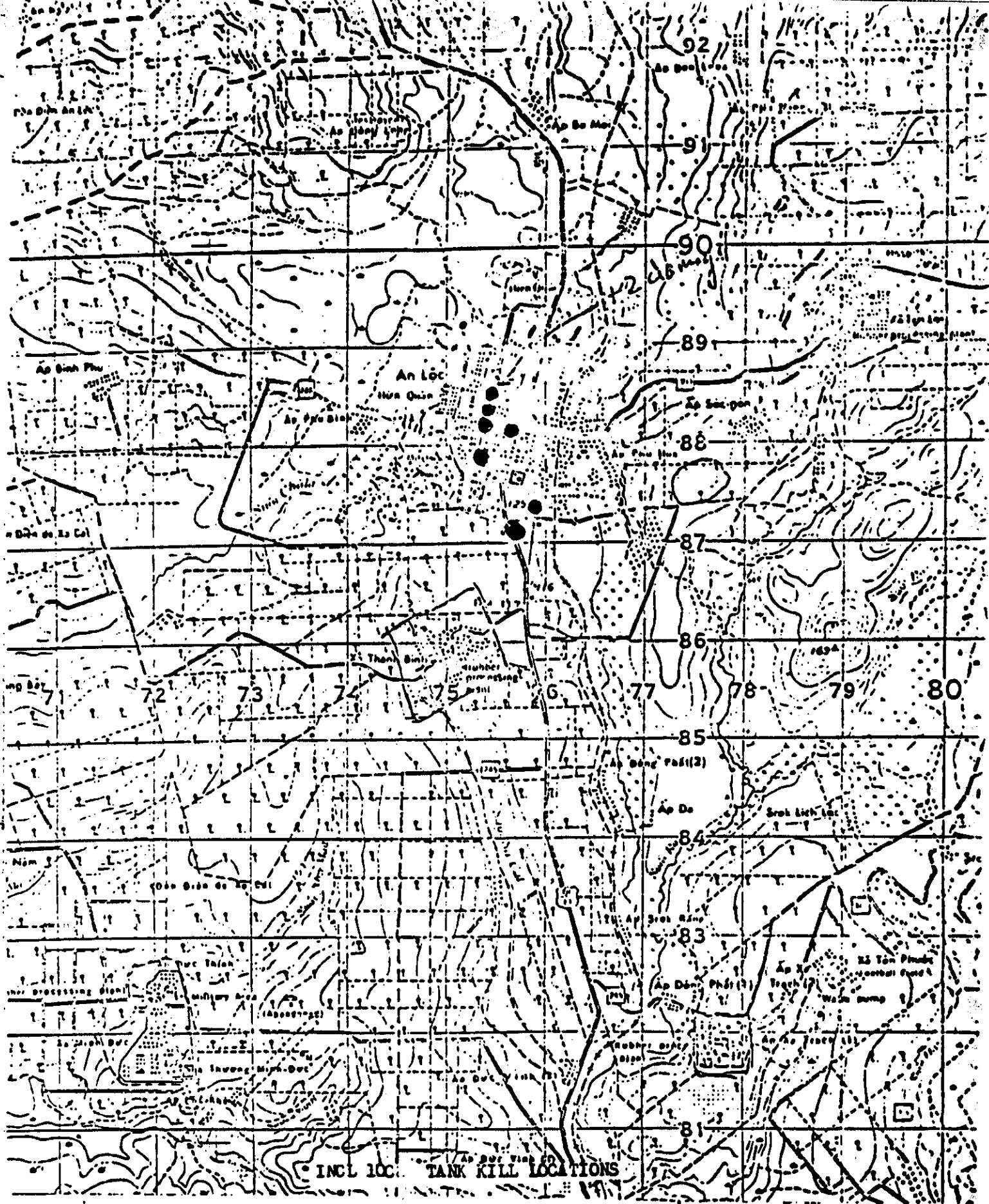
McKay rolled in on the Soviet-built tanks the first day they roared thru the streets of An Loc.

## Couldn't Bomb City

"The Air Force wasn't cleared to bomb in the city because they'd cause too much damage," McKay explained. "So we went in with antitank rockets on our birds. There were three of them [tanks] in downtown An Loc."

McKay scored a direct hit on one tank, then Causey rolled in on the next two. "One of the tanks spun out as if it were lost," Causey said. "I don't think the drivers knew what they were doing."

McKay said, "We proved that a Cobra, with the proper type of rockets, flying thru intense anti-aircraft fire, can knock out a tank."



INCL LOC TANK KILL LOCATIONS





16 April 1972

AVDACC

SUBJECT: Letter of Commendation

Commanding Officer  
229th Assault Helicopter Battalion  
3d Brigade (Separate)  
1st Cavalry Division (Airmobile)  
APO San Francisco 96490

1. I wish to take this opportunity to commend your organization for the significant contribution it has made to the history of the US Army and Army aviation during the period of 4 through 13 April 1972. The heroic actions of your aviators have contributed immeasurably to the overall success of the ARVN soldiers and US advisors defending An Loc. The successful evacuation of approximately 6,000 ARVN troops and refugees from Bu Dop, while under intense antiaircraft fire was both a tactical as well as a humanitarian victory. Heavy automatic weapons fire did not deter your troop-carrying helicopters from performing critical reinforcing missions at Nui Ba Den and An Loc. The fire support rendered by your attack helicopters from both cavalry troops and the aerial field artillery battery was pivotal in tipping the scales in favor of the defenders on numerous occasions.

2. The contributions of your outstanding maintenance organization during this period were key to mission success. While flying a total of 4,018 hours, which exceeded the USARV standard by 1,678 hours, your aviation maintenance personnel maintained an admirable 82.5 percent operational readiness rate. This remarkable aircraft availability rate insured that air assets were always available to support the tactical situation. The morale, esprit, and professional competence displayed by those hardworking personnel have been outstanding throughout this critical period.

INCL 1001 LETTER OF COMMENDATION

AVDAGC  
SUBJECT: Letter of Commendation

3. Mission accomplishments such as these can only be performed by well-trained, highly motivated personnel. Again, let me commend you and each of your men for their magnificent display of courage, compassion, and professionalism. The FIRST TEAM will always exist as long as it has men of your caliber.



JAMES F. HAMLET  
Brigadier General, USA  
Commanding

INCL 1092 LETTER OF COMMENDATION



BỘ QUỐC PHÒNG  
BỘ TỒNG THAM MƯU QUYNH  
KHÔNG QUÂN  
SƯ ĐOÀN 3

Brigadier General James F. Hamlet  
3rd Brigade, 1st Air Cav Division  
APO San Francisco, California 96240


22 June 1972

General Hamlet, on behalf of the officers and men of the III Air Division, I wish to convey my deepest appreciation for your personal concern and assistance in extracting the deceased crewmen of our CH-47. Your kindness will always be remembered by the officers and men of this organization.

I particularly thank your aviators. Their bold and courageous action on 15 June 1972, indicates great personal motivation and pride in their profession. Because of their bravery, the bereaved families are now able to properly inter their loved ones.

My sincere thanks and appreciation for your efforts which made this operation a success. And convey to your courageous aviators my appreciation and thanks for a task well done.

HUYNH BA TINH, Colonel, VNAF  
Commander, 3rd Air Division

  
INCL 10D3 LETTER OF APPRECIATION

# WITNESS STATEMENT

LTC McConnell distinguished himself on 19-20-21 June 1972 while serving as Commander of the helicopter assets supporting the 1st Airborne Brigade, Airborne Division, Army of the Republic of Vietnam. The 1st Abn Bde's mission was to move from An Loc, Binh Long Province, RVN along Highway 13 to the vicinity of Tan Canh XT 758762 for Air extraction. The 1st Abn Bde engaged in fierce, brutal, fighting with an enemy regiment in bunkers along QL 13 and the pickup zone. Due to the heavy fighting and intense ground-to-air fire directed towards the helicopters, the pickup zone had to be relocated on two different occasions even though no pickup was made on the 19th and 20th June, due to heavy ground attacks against the 1st Airborne Brigade, LTC McConnell utilized all the helicopter assets at his command to assist in turning back the enemy attacks. Throughout these two days LTC McConnell flew from early morning to late evening in his C-6, coordinating airstrikes, artillery fire, cobra strikes and air cavalry operations. During these two days LTC McConnell continuously dodged heavy small arms fire, 30 cal., 50 cal. fire and the new heat seeking SA-7 missile at low level flight to insure proper coordination of all assets. On the 20th of June the anti-aircraft fire was so intense that two helicopter gunships were shot down within minutes by SA-7's. Throughout this LTC McConnell continued to stay on station, flying low level to assist in the search for the down craft. Undeterred by the heavy fire LTC McConnell continued the search until both downed aircraft were located and ground troops could be guided to the aircraft. On 21 June LTC McConnell, again flying C-6, began the direction of the successful extraction the 1st Airborne Brigade. Again the pickup zone was ringed by large, determined enemy force. Determined to accomplish the mission LTC McConnell, braving the enemy continuous heavy ground to air fire, kept his helicopter over the pickup zone coordinating the continuous airstrikes, helicopter gunships artillery and air cavalry to suppress the enemy fire. Again two more gunships were shot down by the SA-7 missiles and as before LTC McConnell exposed his aircraft to the heavy fire to direct the successful air rescue of the downed crewmembers. Throughout the remainder of the day as the air extraction continued LTC McConnell repeatedly exposed his aircraft to insure the successful air extraction. LTC McConnell's efforts and bravery were heavily responsible for the great success of the air extraction and the heavy amount of casualties the enemy suffered. There were 96 enemy killed during the three day of fighting with 32 enemy killed by air support of all types and two POW's including an enemy company commander. LTC McConnell's repeated acts of bravery of the 19th, 20th June and especially the 21st of June, were an inspiration to all who served with him. His fellow aviators, inspired by this example of daring bravery, leadership and determination to accomplish the mission, again and again flew into the heavy enemy fire to successfully complete the extraction of the 1st Airborne Brigade.

*Clarence E. Donaldson*

CLARENCE E. DONALDSON

Dep Sr Adv

1st Abn Bde (ARVN)

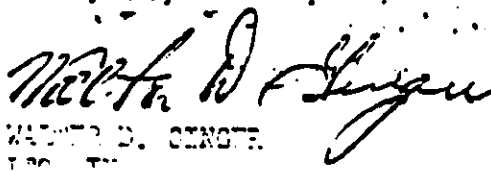
INCL IOE1 WITNESS STATEMENT

**STATEMENT**

As the US coordinator between 1st AVF Division and 229th Assault Helicopter Battalion (AHB), 3d Bde, 1st Cav, I observed the insertion and extraction of troops from vicinity of An Loc, Binh Long Province, 22-23 June 1972.

From 0800-1615 hours, 22 June, the 43d Regimental Headquarters (-) and two infantry battalions were airlifted from Lai The to An Loc. The flight approach was low level from the 17 (N 15 15) to the 17 (N 15 16). Although all flight paths were varied, the enemy engaged the aircraft with a heavy volume of fire to include 37mm, 51mm and conventional small arms. In spite of the enemy fire the insertion was successfully completed. Professionalism was demonstrated throughout by all aircraft crews. The crew chief of the crew for command and control helicopter, LTC Louis J. McConnell, CPL Harry C. Small, TFC Gary T. Rogers and MA Larry S. Brown, was outstanding. Without regard for personal safety the aircraft crew members maneuvered throughout the area of insertion and extraction locations to provide support for US fighters and air support for the flight paths for the Cobras and lift helicopters.

From 0800 to 1715 hours, 23 June, the 229th AHB, airlifted approximately 600 men from Lai Khe to An Loc and extracted 600 men. Although clouds partially concealed the flight paths, the aircrafts were engaged by automatic weapons fire and were exposed to heavy indirect fire in the 17. The 17 was changed three times; however, the incoming 105mm fire continued. The cloud cover combined with the 105mm fire in the An Loc area also increased the hazards for the aircrafts. The dedication, valor, and professionalism demonstrated by the members of the 229th AHB during 22-23 June reflects great credit upon themselves, their unit, and the United States Army.



WALTER D. SINGER  
LTC, INF  
405-35-3120  
Sgt. 52nd RCAF

INCL 10E2 WITNESS STATEMENT

Inclosure 10-E (Continued)

# TRƯỞNG LỆNH QUÂN-ĐOÀN III, QUÂN KHU 3 THĂM XÃ AN-LỘC NGÀY 16-6-1972

INCL 10E3. NEWS ARTICLE OF LTC. KINH'S VISIT

PHỤ TRANG



Phụ Trách : LÊ-THUY-DU  
Hình Ảnh : Phòng DA/CTLC

PHÁT HÀNH NGÀY : 21-6-1972

Ngày 16-6 vừa qua, Trung Tướng NGUYỄN-VĂN-MINH Trưởng Quân Khu III kiểm vùng 3 Chiến Thuật đã bắt thăm cũng một số giới chức hữu trách viếng thăm Thị xã An-Lộc nơi các chiến-sĩ ta vừa giải tỏa xong áp lực của địch quân sau 68 ngày tử thủ. Cuộc thăm viếng này đã làm nức lòng và gây niềm tin tưởng cho các chiến-sĩ đã vì An-Lộc mà chiến đấu thắng lợi cuối cùng.

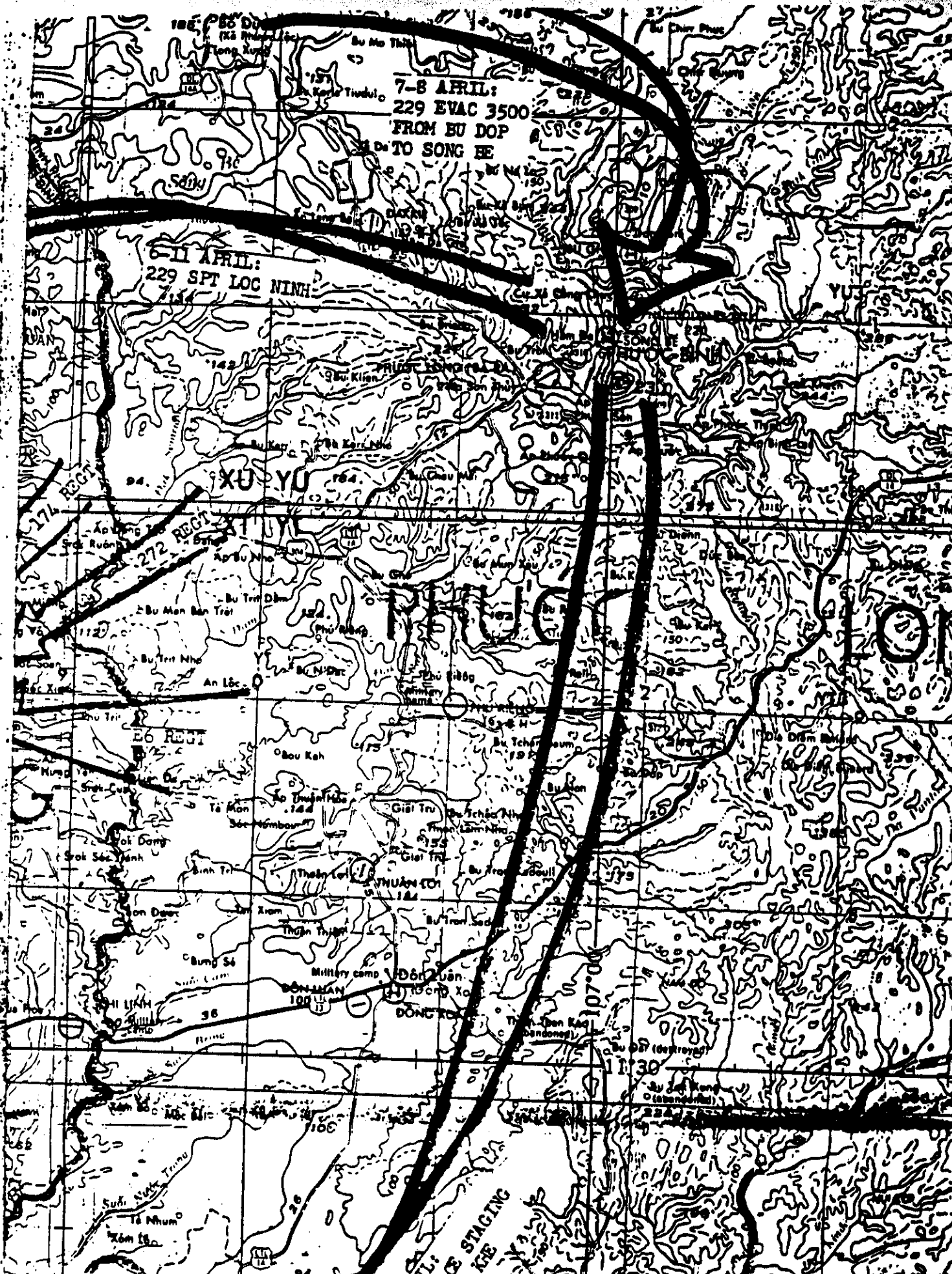
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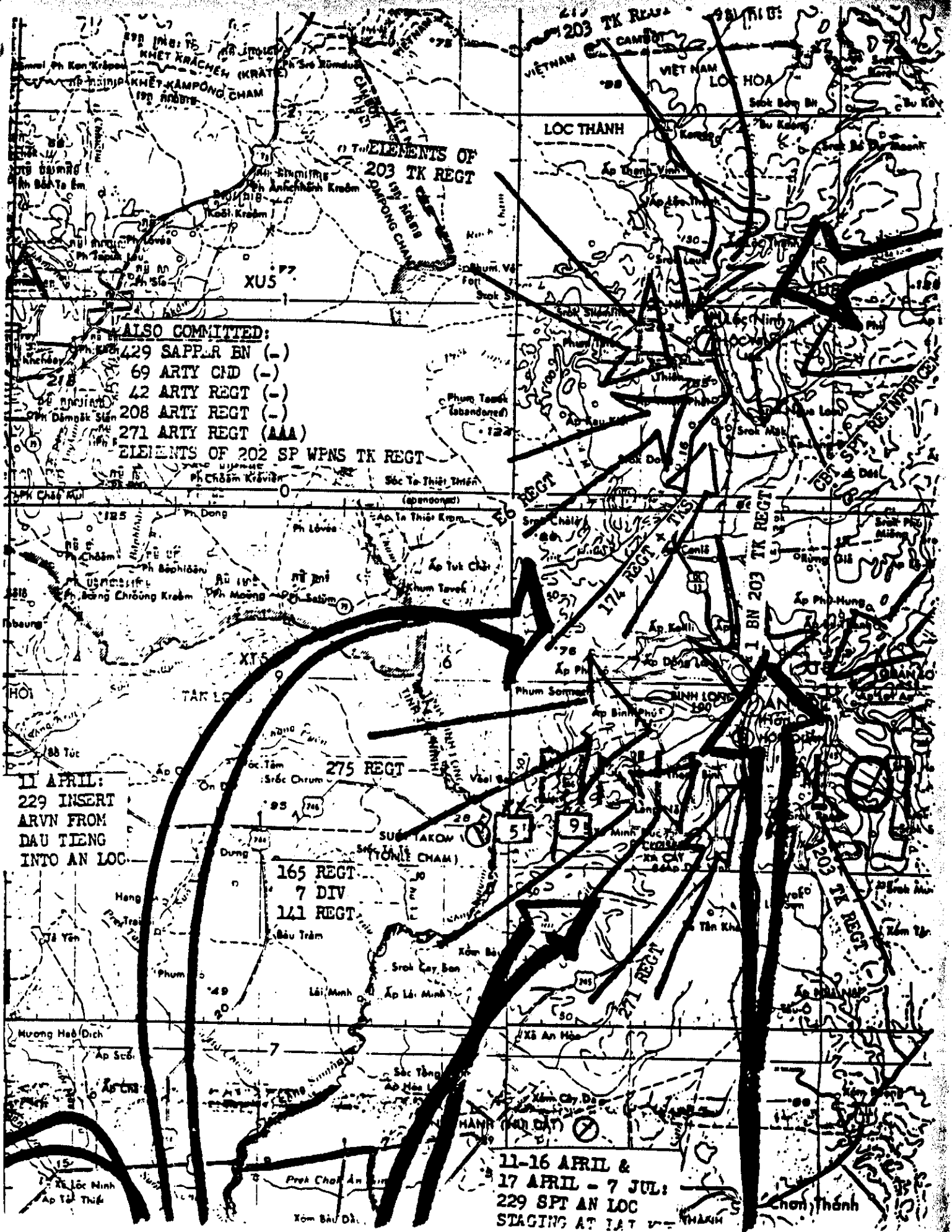
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XU YU

10700

ICE STAGING  
KIE





**ALSO COMMITTED:**

- 229 SAPPAR BN (-)
- 69 ARTY CID (-)
- 42 ARTY REGT (-)
- 208 ARTY REGT (-)
- 271 ARTY REGT (AAA)
- ELEMENTS OF 202 SP WPNS TK REGT

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INTO AN LOC.

11-16 APRIL &  
17 APRIL - 7 JUL:  
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