

DECLASSIFIED

~~SECRET~~~~CONFIDENTIAL~~

80

Lent
New R
9

FROM: 1-40/0

SUBJ: Mission Narrative Report (2-3-46, dated 31 May 68)

6 June 1968

TO: 1-40CW
3rd ARRG (JSARC)
IN TURNClassified by Waw 1
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
51 DEC 74

4/18

1. (U) This report is submitted IAW ARRG 392/3rd ARRG Sup-1, dated 15 June 67.

2. (S) Jolly Green operations was notified that Streetcar 304, a Navy aircraft, was down at 1650L on 31 May 1968. The Sandys and Jolly Greens 20(L) and 36 were immediately launched by COMPRESS and arrived in the orbit area at 1750L. At 1753L Sandy 5 was hit by ZPU fire. In spite of a rough engine and loss of oil pressure, he returned safely to Ch 89. The Jollys and remaining Sandys remained in the orbit area. At 1814L Sandy 7 was hit over the survivor's position and went down in the immediate area. Voice contact was established with him at 1822L but, due to poor weather and impending darkness, all forces were RTB'd at 1848L. The 2 survivors were advised that a first light effort would be made in the morning. Sandys 1 through 6 and Jolly Greens 16, 20, and 15 were airborne at 0440L, 1 June. Nail 56 reported voice contact with Streetcar 304 at 0530L. No contact could be made with Sandy 7. The Jolly Greens and Sandys arrived in the orbit area at 0540L. Sandys 1 and 2 went on to the scene to assist the Nail Forward Air Controllers locate the survivor's exact position and direct jet strikes. Intense ground fire and poor weather (rain showers and ceilings that were intermittently 200-300' overcast) were to hamper rescue efforts for the entire day. Repeated but unsuccessful efforts were made to contact Sandy 7 throughout the day. Nails 66, 56, and 23 alternated control of the jet resources. Crown 3 was the SAR control aircraft. At 0808L Jolly Greens 16, 20, and 37 were recycled on the tanker. Sandy 1 was hit over the rescue scene at 0852L and immediately exited the area. Jolly Green 16, using DF steers, immediately headed for the disabled aircraft. Sandy 1 ejected at 0858L and was picked up at 0906L (see mission report 2-3-47 for details). Due to continuing bad weather, all forces were RTB'd at 0915L. By 1400L the weather, while still not good, had began to improve and the Sandys and Jollys were again launched. They were joined in the orbit area by Spads. Additional jet strikes were called in and continued at 2-3 minute intervals until past 1800L. While Jollys 16, 20, and 37 were again the prime helicopters, Jolly Greens 19 and 15 also flew orbits during the day. Sandy's 3, 4, 5, 6, 9, and 10 flew afternoon sorties. Nail's 15, 58, and 28 participated along with Crown 2. Jolly's 16, 20, and 37 arrived in the area at 1458L and orbited until A/R was accomplished with Crown 2 at 1735. Jolly 16 was directed by KING at 1805L to attempt a pickup before darkness closed in, even though the Sandys did not feel the area to be safe. Jolly 16 orbited immediately south of the survivor's position until 1815L while a final jet flight was called in and the Sandys attempted to sterilize the area. At 1825L Jolly 16 and Sandy's 5 and 6 began to work their way to the survivor. Jolly 16 began receiving intense 37MM and small arms fire and was forced to withdraw at 1830L. Jolly 16 tried approaching by another route and again encountered small arms fire. While still inbound to the survivor, word was given to RTB all forces and Jolly 16 exited the area. Sandy 5 advised the survivor to expect another first light effort in the morning.

Downgraded to CONFIDENTIAL

Cy 1 of 9 Copies

~~CONFIDENTIAL~~

1-400-685-43

ARODC # 687200

GROUP 4

68-AD-1535
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

DECLASSIFIED

18 AUG 1971
(Date)
IAW AFR 205-2

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

During this time period Jolly Green 20 made a forced landing and the crew was picked up by Jolly Green 37 (see mission report 2-3-48 for details). All forces were on the ground at Ch 89 by 1950L. The crew of Jolly Green 16 transferred to Jolly Green 09 upon landing at Ch 89. Jolly Greens 19, 09, and 37 took off at 0450L on 2 June to proceed to the orbit area. Jolly Green 19 discovered a transmission leak and was forced to turn back at 0530L where he transferred to Jolly Green 15. Jolly Greens 09 and 37 continued on, escorted by Sandys 9 and 10. Again, for the 3rd day, low-lying clouds and rain showers and intense ground fire hampered rescue efforts. Nails 56 and 69, and Crown 1 and 3 supported the mission. Jet strikes were made continuously at approximately 1 minute intervals until 0815L. Jolly Green 15 arrived in the orbit area south-east of the survivor at 0810L. Hostile gun positions were so near the survivor that the jets were forced to drop ordnance very close to his position. On the last attack, the survivor, who had moved his position from the previous night, was wounded by shell fragments. It was decided to attempt an immediate pickup even though the area had not been completely sterilized. Jolly Greens 09 and 37 flew through heavy rain storms to reach a new orbit area immediately south of the survivor. Jolly Green 15 remained in the original orbit area and was covered by Spad aircraft while the Sandys laid down a smoke screen between the survivor and the major gun positions. Jolly Green 09 started in at 0827L, escorted by the Sandys, while Jolly Green 37 held to the south. Weather in the area varied from broken ceilings of 200 to 800' though visibility beneath the ceilings was good. Both Jolly Green 09 and the Sandy's made best use of the available cloud cover as they threaded their way into the area. At 0832L Jolly Green 09, flying 100' above the trees, received heavy ZPU fire from directly below and from the left of his aircraft as he was attempting to arrive over the survivor. Jolly Green 09 immediately banked hard to the right as the flight engineer fired 100-150 rounds from his M-60 into the position immediately below him. There was no more return fire and Jolly Green 09 reached the safety of a cloud. The next 10 minutes were spent attempting to evade enemy gun positions while inbound. Sandy's 1,2,3,4,9, and 10 stayed with the Jolly, expending suppressive fire. Jolly 09 made a wide circle to the north and crossed the river on a westerly heading at which time the tips were jettisoned (0842L). Nail 69 vectored Jolly Green to the survivor's position and marked it with three WP smoke rockets. As Jolly Green 09 approached a hover the survivor began directing the helicopter's movements. Jolly 09, Nail 69 and the Sandys repeatedly requested a smoke flare, but did not observe any smoke. Jolly Green 09 entered a hover at 0844L and began a visual search of the trees, moving according to the survivor's instructions. During this time the 6 participating Sandys offered outstanding protective cover. They kept up a tight weave pattern, firing rockets and 20mm cannon. This alone allowed Jolly Green 09 to hover for over three minutes without sustaining battle damage even though the aircraft was receiving small arms fire. The survivor was located and lifted on the hoist at 0847L. Heavy anti-aircraft fire erupted behind them as the Sandys and Jolly Green 09 exited the area. Jolly Green 09 then began receiving ZPU fire from the 12 O'clock position. Sandy 9 immediately sent 4 rockets into the position. There was no return fire. Jolly Green 09 climbed above the clouds and set course for Ch 89. The survivor was suffering from exposure and shock as well as approximately 8-10 shrapnel wounds. One of

Downgraded to CONFIDENTIAL
18 AUG 1977
(Date)

~~CONFIDENTIAL~~

LAW AFR 205-2

DECLASSIFIED

~~SECRET~~

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

DECLASSIFIED ~~SECRET~~

~~CONFIDENTIAL~~

the fragments had entered his abdomen. Jolly Green 09 landed at Ch 89 at 0945L. A total of 62.4 hours were flown by Jolly Green aircraft during the 3 days the mission was in progress. None of the helicopters received any battle damage. The pickup was made at 120°/103/Ch 89.

3. (C) The survivor was: Kenneth Fields, Lt, USN, Carrier "AMERICA".

4. (U) The crews of the Jolly Greens were:

31 May

JOLLY GREEN 20 (L)

RCC Major Edward B. Russell
RCCP Major Milton S. Washington
FE SSgt Bernard W. Grau
RS Sgt J.T. Lombard

JOLLY GREEN 36

RCC Capt James H. Platt
RCCP Major Paul M. Reagan
FE ALC Narciso A. Otero
RS Sgt Peter S. Harding

1 June

JOLLY GREEN 16 (AM)

RCC Capt David A. Richardson
RCCP Major Paul M. Reagan
FE SSgt Coy W. Calhoon
RS Sgt Peter S. Harding
AP Sgt Thomas C. Grandmaison

JOLLY GREEN 16 (PM)

RCC Capt David A. Richardson
RCCP Major Louis D. Yuhas
FE SSgt Coy W. Calhoon
RS Sgt Peter S. Harding
AP Sgt Thomas C. Grandmaison

JOLLY GREEN 20

RCC Major Dale L. Oderman
RCCP Major Dale N. Weeden
FE SSgt Carl L. Warmack
RS Sgt Jules C. Smith

JOLLY GREEN 15

RCC Capt Harry W. Walker
RCCP Major Dean H. Williams
FE SSgt Haril D. Thacker
RS SSgt Don A. Beasley

JOLLY GREEN 37

RCC Capt Henry C. Conant
RCCP Capt Edward L. Heft
FE SSgt Raymond J. Price
RS ALC Ember A. Curry

JOLLY GREEN 19 (AM ONLY)

RCC Capt James E. Oliver
RCCP Major Louis D. Yuhas
FE Sgt Kelly D. Day
RS Sgt J.T. Lombard

2 June

JOLLY GREEN 09

RCC Capt David A. Richardson
RCCP Major Louis D. Yuhas
FE SSgt Coy W. Calhoon
RS Sgt Peter S. Harding
AP Sgt Thomas C. Grandmaison

JOLLY GREEN 19/15

RCC Capt Henry C. Conant
RCCP Capt Glen A. Lintner
FE SSgt Raymond J. Price
RS ALC Ember A. Curry

GROUP 4

DECLASSIFIED

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

DECLASSIFIED

~~CONFIDENTIAL~~

JOLLY GREEN 37

RCC Capt Harry W. Walker
RCCP Major Dean H. Williams
FE SSgt Hairl D. Thacker
RS SSgt Don A. Beasley
AP Sgt Thomas C. Grandmaison

Royal A. Brown Jr.

ROYAL A. BROWN JR, LtCol, USAF
Det Operations Officer

DECLASSIFIED

~~SECRET~~

SANDY 1 SAR

Classified by
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 14652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS
 DECLASSIFIED ON *SLC/H*

FROM: 1-40/0

SUBJ: Mission Narrative Report (2-3-47, dated 1 June 1968)

6 June 1968

TO: 1-40C/W

3rd ARRG (JSARG)

IN TURN

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRG Sup 1, dated 15 June 67.
2. (S) Jolly Greens 16, 20, and 15 were launched by COMPRESS at 0440L, 1 June 68 and were airborne in support of the rescue efforts for Streetcar 304 (see mission report 2-3-46). All aircraft were holding at approximately 125°/80/89 when Sandy 1 was hit by ground fire (0852L). Jolly Green 16 immediately used DF steering to navigate towards the disabled aircraft. Sandy 1 ejected at 0858L and landed in a tree in a heavily forested area. He was easily sighted and, at 0901L, the hoist was lowered. The rotor blast was causing his parachute to slip in the branches and when the survivor released his harness so he could get on the penetrator he slipped and fell to the ground, stunning himself. Seeing the survivor lying inert upon the ground, the Flight Engineer immediately brought the hoist back up and the Pararescue Specialist prepared to descend. When the hoist was about 10 feet below the bottom of the aircraft, the survivor began stirring around and signaled that he was all right. The hoist was again lowered without the PJ and the survivor strapped himself into the penetrator and was brought aboard at 0906L. Jolly Green 16 immediately departed the area for Ch 89. The survivor was treated for shock and examined for injuries. Except for a broken tooth and a bruised leg, he was in good condition. Weather in the area and enroute to Ch 89 was 6000' overcast with good visibility. Sandy 1 reported being fired at while descending in his parachute and hearing ground fire during the pickup. There was no battle damage to the helicopter. Pick up coordinates were 106° 01'W 16° 29'N. Jolly Green 16 returned to Ch 89 with the survivor, landing at 1000L. The mission was so spontaneous that very little coordination was required among forces; cooperation was excellent. Radio discipline was satisfactory and aerial refueling was not a factor in the recovery.

3. (C) The name of the survivor was: Major William G. Palank, 602 ACS, Udorn RTAFB, Thailand.

- (U) The crew members of Jolly Greens were:

JOLLY GREEN 16 (LOW)

RCC Capt David A. Richardson
 RCCP Major Paul Reagan
 FE SSgt Coy W. Calhoon
 RS Sgt Peter S. Harding
 AP Sgt Thomas C. Grandmaison

JOLLY GREEN 20 (HIGH)

RCC Major Dale L. Oderman
 RCCP Major Dale N. Weeden
 FE SSgt Carl L. Warmack
 RS Sgt Jules C. Smith

(Date)

18 AUG 1971
 Downgraded to CONFIDENTIAL
 IAW AFR 205-8

~~CONFIDENTIAL~~

68-AD-1534

ARODC # 681200

GROUP 4

Cy 1 of 9 Copies

1-40D-68-S-44

~~SECRET~~

DOWNGRADE AT 3 YEAR INTERVALS
 DECLASSIFY AFTER 12 YEARS

DECLASSIFIED

DECLASSIFIED

CONFIDENTIAL

~~SECRET~~

JOLLY GREEN 15 (BACKUP)

RCC Capt Harry W. Walker
RCCP Major Dean H. Williams
FE SSgt Hairl D. Thacker
RS SSgt Don A. Beasley

David A. Richardson
DAVID A. RICHARDSON, Captain, USAF
Rescue Crew Commander

370PS/6407

12 July 1967

Mission Narrative Report (1-3-84, 8Jun67) (U)

3rd ARRGp (RGEC)
APO San Francisco 96307

1. (U) This report is submitted in accordance with 3rd ARRGp Supplement 1 to ARRSN 55-1, 27 April 1967.

2. (C) At 1800 on 8 June 1967 Jolly Greens 25 and 26 were ordered to RTB from Quang Tri, however as we approached the coast, waterboy informed us of a downed F-4 at 17°39'N and 106°16'E. I informed Queen of my intention to proceed to the area. Since we were in weather and channel 109 was inoperative, we received vectoring from Waterboy to the area, and by 1847L we were on scene. Queen ordered us to orbit until the armor plate A-1s established contact with the downed F-4 crew. No voice contact was ever established and the A-1 aircraft received intense ground fire in the area. At 1905L Queen ordered me to RTB. I descended from 8000' to 1000' and proceeded to channel 37, arriving at 2010L.

3. (U) Jolly Green crews were:

High

RCC Bair, Thomas E. Capt
CP James, John W. Lt Col
FE Epps, Albert D. SSgt
RS Gaboural, Robert F. A2C

Low

RCC Halligan, John E. Capt
CP Trochak, Frank M. Maj
FE Bettevy, Rodney J. A1C
RS Hackney, Duane D. A1C

John E. Halligan
JOHN E. HALLIGAN, Captain, USAF
Rescue Crew Commander

Classified by
SECRETIO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 9 FEB 1977

e. A VNAF H-34 crashed 75 miles North-East of Bien Hoa on 9 June 1967. Aboard the VNAF helicopter was a Swiss National and the Vietnamese Deputy Minister of Education. On arrival at the crash site, which was in a very mountainous area, the crew was faced with heavy rains, low ceilings, high trees and approaching darkness. The Pararescueman was placed on the ground and 45 minutes later he had located and retrieved two of the injured. The mission had to be curtailed due to the deteriorating weather conditions and the helicopter crews RON'd at Bao Loc. The next morning, as soon as weather permitted, the third survivor was retrieved. All mission hovering had to be done over very steep slopes approximately 125 feet over the pick-up point.

PERSONNEL

The detachment continued to operate below authorized manning levels throughout the entire quarter. On 18 April, one RCC was PCS'd to Det 10. During the months of May and June, one mechanic arrived per month.

FACILITIES

The detachment airmen were moved into the new barracks area on the East side of the base in the month of May. The men share the barracks with the men of the 504th TAC Support Group.

Final approval by the base facility utilization board was received in April for the renovation and airconditioning of a second building in the detachment area for the operations crews.

CIVIC ACTIONS

This detachment participated with the base in supporting a lepersarium 10 miles North-West of the base. We provided airlift support to the base and also the detachment men donated clothing collected from their hometowns.

9 JUN 67

19,000-FOOT DROP INTO SEA

Lady Luck Stands by Downed Flyers

WASHINGTON, D. C. EVENING STAR

SAIGON (UPI)—It is bad enough to lose control of an airplane nearly four miles above the earth. It is a shade worse when it happens over North Vietnam. But Lady Luck still opened for two U.S. fliers.

Air Force Maj. Charles A. Colton, 32, of Greenville, Miss. and Lynn, Mass. and copilot 1st Lt. Ralph E. Frank, 24, of St. Petersburg, Fla. had just finished a bombing run Friday—one of 99 by U.S. pilots over North Vietnam—when automatic weapons just north of the demilitarized zone ripped holes in their F4C Phantom jet.

"We felt a bang on the bottom of the aircraft and noticed loss of utility pressure," said Colton.

At that instant the Phantom was about to become America's 577th airplane loss of the war over North Vietnam. Colton and Frank were sure of that.

The trick now was to keep from joining the scores of other U.S. pilots imprisoned in North Vietnam.

"When some of the gauges went to zero," said Colton, they headed desperately out to sea. Then, abruptly at 19,000 feet, everything came apart.

Colton tugged at the control stick, and nothing happened.

"The flight controls locked and the plane became uncontrollable," he said. "Then we punched out (ejected)."

As the two parachutes

blossomed above the Gulf of Tonkin, other pilots on the flight radioed for rescue service.

Colton and Frank hit the water and climbed aboard a raft. But the sea was "extremely rough," said Colton. Waves 20 to 30 feet high doused them and they "almost flipped out of the raft."

Then came luck in the form of a "Jolly Green Giant" HH3-E helicopter piloted by Maj. James F. Hicks of High Point, N.C. Hicks zeroed in on the bobbing pair near a speck of land called Tiger Island.

"We had trouble picking up the first man (Colton)," said Hicks, "because he was tangled in his parachute lines, which also were around his dinghy."

While Hicks kept the chopper hovering about 25 feet above the water, his crew—including copilot Lt. Mark H. Mutchler, 24, of San Leandro, Calif., T. Sgt. Andrew Benton, 32, of Buffalo, N.Y., and Airman 2C Walter White III of El Paso, Tex.—pulled the pilot and the raft aboard.

"We cut away the parachute

line and the dinghy," said Hicks.

A second later the helicopter swung over another 100 yards and plucked Frank from the sea.

The pilots were in the water only about 15 minutes, said Mutchler. The rescue took about 45 minutes.

"Our entire mission took only four hours, including an unexpected swim and a short trip to the hospital. The Jolly Green Giant really looked good coming in after us," Colton said.

SURVIVOR

MAJ CHARLES COLTON

HAVE PHOTO

9 JUN 67. JPK

JOLLY GREEN PICKS UP TWO
DA NANG BASED F-4C PILOTS
FROM H₂O NEAR TIGER ISLAND

RCC Maj James F. Hicks
RCCP 1LT Mark H. Mutchler
FE TSGT Andrew Benton
RS A2C Walter White III

~~SECRET~~

CONFIDENTIAL

192

NARRATIVE TABLE OF RESCUE MISSIONS

1. (S)(Gp4) On 9 April Capt Lisko, Maj Gardner, AIC Graham, and SSgt Stemple rescued Justin C. Bryant, a Dornier Pilot for Continental Air Lines in Laos. During this rescue the PJ's from both planes and Capt Lisko's co-pilot were put on the ground.
2. (s)(Gp4) On 14 April Lt Col Fletcher, Maj Moore, SSgt Rogerson, and A2C Bowers rescued Maj Paul R. Cram, an Air Force F-105 pilot in Laos.
3. (S)(Gp4) Maj Lloyd, Lt Mutchler, A2C Malone, and A2C Benno picked up Capt Wallace L. Mekkers, an F4C pilot in North Vietnam.
4. (S)(Gp4) On 24 April Lt James, Maj Shows, SSgt Picklesimer, and A2C Brotton rescued 1/Lt John B. Millhollen, an F4C pilot in North Vietnam.
5. (S)(Gp4) An F-105 pilot, Maj C.C. Vas, was picked-up by Capt O'Mara, Capt Fechsner, SSgt Watson, and AIC Benno on 3 May.
6. (S)(Gp4) Capt Webster, Capt Bradley, SSgt Godsey, and MSgt Williams rescued Maj Glen Wilson, an F-105 pilot in North Vietnam on 14 May.
7. (S)(Gp4) On 21 May Lt Col Fletcher, Capt May, SSgt Rogerson, and A2C Benno rescued Lt Hugh Wisely and Ensign Jim Laing, Navy F4B pilots in Laos. On the same day Capt Svoboda, Lt gonos, SSgt Riley, and A2C Brotton picked up Navy SH-3A crew members, Lt david Georgus, Lt JG Samual Payne, Dale B. Kome, and Teddy R. Ray, in Laos.
8. (S)(Gp4) Two USAF A1E pilots, Maj Raush and Maj Russel, were rescued by Capt Firse, Capt Hester, SSgt Ely, and A2C Davis in North Vietnam on 11 June: A2C Davis, his PJ, was wounded by ground-fire.
9. (S)(Gp4) Capt Dowdy, Maj Shows, SSgt Andrews, and A2C Pighini picked up Lt Col William L. Janssen, an F-105 pilot, on 16 June in Thailand.
10. (S)(Gp4) On 21 June Capt Firse, Capt Fechsner, SSgt Ely, and A2C Klenovich rescued Capt Robert E. Patterson, an RF-101 pilot, in North Vietnam. During this pick-up SAM's were fired at the high bird.
11. (S)(Gp4) Lt James, Maj Wells, SSgt Picklesimer, and A2C Pighini rescued an F-105 pilot, Maj Ralph Kunster, in Laos on 30 June.

HISTORY DET 2 37th APR-JUN 67

						(returned)					
596	20 May 1967	RF-101	NVN	Maddox N. G.	Maj	MIA					
597	21 May 1967	A-1E	SVN	Holler J. C.	Maj	Rescued					
598	21 May 1967	F-100D	SVN	Lindberg D. C.	Capt	KIA					
599	22 May 1967	O-1E	NVN	Holmes L. E.	LtCol	KIA					
600	22 May 1967	F-4C	NVN	Perrine E. L.	Capt	MIA		Backus K. F.	1Lt	KIA	
601	22 May 1967	F-4C	NVN	Vogel R. D.	Maj	POW (returned)		Baldwin D. L.	1Lt	Rescued	
602	25 May 1967	F-4C	Sea	Rhymes C. C.	Maj	Rescued	USAF Helo	Randolph R. E.	1Lt	Rescued	
603	27 May 1967	F-105D	NVN	Blackwood G. B.	Capt	MIA					
604	30 May 1967	F-4C	Sea	Schrupp W. C.	Maj	Rescued	USN Ship	MacDougall T. R.	Capt	Rescued	
605	31 May 1967	F-4C	Sea	Fulcher M. C.	Maj	Rescued	USN Helo	Wolff A. E.	Capt	Rescued	
606	2 June 1967	F-105D	NVN	Smith D. L.	Maj	POW (returned)					
607	2 June 1967	F-4C	NVN	Rockett A. C. Jr	Capt	MIA		Carrier D. L.	1Lt	KIA	
608	3 June 1967	B-57B	u	Springston T.	Maj	MIA		Kearns J. T.	Capt	MIA	
609	4 June 1967	A-1E	LAOS	Robinson L. M.	LtCol	KIA					
610	4 June 1967	F-105D	Sea	Kough C. J. Jr	Maj	Rescued					USN Helo
611	5 June 1967	O-1G	SVN	Butterfield D. H.	Capt	KIA					
612	6 June 1967	F-100D	SVN	Baker D. S.	Capt	KIA					
613	6 June 1967	RF-4C	LAOS	Owens J. L.	Maj	MIA		Sale H. R. Jr	1Lt	KIA	
614	8 June 1967	F-4C	NVN	Apodaca V. J.	Capt	KIA		Busch J. T.	1Lt	KIA	
615	8 June 1967	F-4C	Sea	Colton C. A.	Maj	Rescued	USAF Helo	Franks R. D.	1Lt	Rescued	
616	8 June 1967	B-57B	SVN	Busch E. H.	Capt	KIA		Morrison P. W.	1Lt	KIA	
617	11 June 1967	A-1E	NVN	Rausch J. F.	Maj	Rescued	USAF Helo	Russell R. L.	Maj	Rescued	
618	11 June 1967	F-4C	NVN	Stockman H. S.	LtCol	POW (returned)		Webb R. J.	Capt	POW (retur	
619	11 June 1967	F-4C	NVN	Klemm D. M.	Maj	KIA		Pearson R. H.	1Lt	KIA	

1967 (cont)

2 Apr 67 (cont) Because of the size and shape of this gear, the pickups were called "Ash Can" missions.

31 May-
1 Jun 67 First Nonstop Transatlantic Helicopter Flight. Two ARRS HH-3Es, assigned to the 48th ARR Squadron, flew nonstop from New York to Paris, with the aid of aerial refueling by HC-130Ps, only one assigned to the 48th ARR Squadron. The aerial route closely paralleled the flight path of Charles A. Lindbergh 40 years earlier. The HH-3s, piloted by Majors Herbert Zehnder and



Standing in front of one of the two HH-3s which completed the nonstop transatlantic crossing are: Major Herbert Zehnder, Mr. Igor I. Sikorsky, and Major Donald B. Maurras.

Donald B. Maurras, completed the 4,270-mile flight in 30 hours and 46 minutes.

2 Jun 67 An HC-130 crew from the 57th ARR Squadron was credited with saving 46 crewmen from the West German ship *Essberger Chemist*, which had been ripped apart by an explosion. Pararescuemen jumped to aid the crewmen, and the Norwegian ship *Tomar* was vectored to the scene.

11 Jun 67 Captain John A. Firse and his H-3 aircrew from the ARRS detachment at Udorn, rescued two downed A-1E pilots in North Vietnam. The first downed pilot was rescued without difficulty, but enemy fire was encountered during the second attempt. The second survivor was pulled into the H-3, but the pararescueman was

DET 2 3D ARRS HH-3E PJ ADC LUTHER DAVIS PILOT CAPT JOHN FIRSE
CO-PILOT CAPT GILBERT HASTER
FE SSAT ROGER A ELY

1967 (cont)

- 11 Jun 67 (cont) wounded and the helicopter was heavily damaged before departure. Captain Firse later received the Air Force Cross.
- 2 Jul-3 Jul 67 Captain Gregory A.M. Etzel, an HH-3 pilot from the 37th ARR Squadron, rescued a downed F-105 pilot from a heavily defended area in North Vietnam. Captain Etzel located the survivor on 2 July, but darkness prevented a rescue attempt. On 3 July Captain Etzel returned with a rescue task force. After enemy ground fire had been silenced, Captain Etzel went down and hoisted the survivor aboard. Later Captain Etzel received the Air Force Cross.
- 18 Jul 67 Two HH-3s assigned to the 37th ARR Squadron searched for two downed Navy pilots located about 38 miles south of Hanoi. The SAR task force, consisting of both Navy and Air Force aircraft, located the survivors. A Navy H-3 suffered damage and was forced to exit the area. Major Glen P. York and his HH-3 crew went down through the enemy fire and hoisted one of the Navy pilots aboard. Major York also contacted the second survivor, but fuel approached a critical point and he was forced to leave. The second ARRS HH-3, piloted by Captain Gregory Etzel, went down but failed to locate the second survivor. Major York received the Air Force Cross as a result of this mission.
- 8 Nov-9 Nov 67 Captain Gerald O. Young, an HH-3 pilot assigned to the 37th ARR Squadron, won the Medal of Honor while participating in a combat rescue mission to recover a group of United States soldiers surrounded by enemy forces near Khe Sanh, Vietnam. Other members of Captain Young's crew were posthumously awarded the Air Force Cross. They were: Captain Ralph W. Brower, co-pilot; Staff Sergeant Eugene L. Clay, flight engineer; and Sergeant Larry W. Maysay,



Captain Gerald O. Young was awarded the Medal of Honor by President Lyndon B. Johnson.

Battalion Hospital.

(4) Mission 1-3-67, 8 May 67. Pedro 96 scrambled from DaNang, RVN to aid four Marines who were wounded 12 miles west of DaNang. Pedro 96 was shot down with minor injuries to the crew. The crew was picked up the next day and aircraft was destroyed.

(5) Mission 1-3-68, 9 May 67. Pedro 95 scrambled from DaNang, RVN on a UH-1B crash. Recovered two bodies and returned to DaNang.

(6) Mission 1-3-75, 21 May 67. Pedro 95 scrambled from DaNang, RVN to aid 5 marines who needed medical evacuation 7 miles north west of DaNang. Survivors recovered and turned over to 1st Marine Medical Battalion Hospital.

(7) Mission 1-3-87, 12 Jun 67. Pedro 95 scrambled from DaNang, RVN on 2 F4B pilots 5 miles east of DaNang. Both were recovered and returned to DaNang.

(8) Mission 1-3-92, 21 Jun 67. Pedro 95 scrambled from DaNang, RVN on an A-4 pilot that was down 5 miles west of DaNang. Pilot recovered and returned to DaNang.

Summary of Missions. Eight actual aircrew recovery missions resulted in the recovery of ten persons, all of which were Marines and two civilian bodies. 216 local base recovery or Fire Suppression missions and 146 miscellaneous support missions were flown.

8. Personnel.

a. Introduction. The 38th Aerospace Rescue and Recovery Squadron at Tan Son Nhut performs all of the administrative and personnel services, assisted by the Detachment's Administrative section at DaNang, except for finance.

b. Assigned Strength. The average strength of the permanently assigned personnel has remained at 14. This number includes 5 officers and 9 airmen. During this period 2 officers and 4 enlisted personnel have been

'Jolly Green' Initiates New Rescue Method

DA NANG AB—The HH-3E Jolly Green helicopter has initiated a new concept in rescuing pilots downed over North Vietnam. Using air-to-air refueling for the first time on an operational mission, a Jolly Green from the 37th Aerospace Rescue and Recovery Sq. here made its first rescue orbit over the Gulf of Tonkin.

It flew in a wide orbit over the South China Sea waiting for a call to rescue some pilot downed by the enemy north of the 17th Parallel.

Orbit missions of this type have been flown over the Gulf of Tonkin before by crews of the 37th ARRS using the HU-16 fixed-wing amphibian aircraft, but it was the first time for the HH-3E.

By using the new concept of air-to-air refueling, the helicopter has an almost unlimited range and is able to fly inland from its orbit position to pick up downed pilots.

Piloted by Col. Albert P. Lovelady, commander of the 3d Aerospace Rescue and Recovery Gp., the first flight was scheduled to last about 5 hours, 45 minutes.

Colonel Lovelady said of the mission, "This new type of operation will greatly enhance our rescue capabilities. It will allow us to do a much better job."

Before returning to Da Nang, the helicopter was refueled twice in mid-air by HC-130P tankers of the 39th Aerospace Rescue and Recovery Sq. from Tuy Hoa AB.

This entirely new method in helicopter operations was the idea of one of the pilots who flew on the mission. Maj. John H. McLeash, now assigned to the 3d ARRG, spent the past two and one-half years planning this type of operation while assigned to Hq, Aerospace Rescue and Recov-

ery Service, at Orlando AFB, Fla.

Crew members making the flight, in addition to Colonel Lovelady and Major McLeash were: Maj. William O. Mayfield,

aircraft commander and instructor pilot; Maj. Herbert D. Kalen, pilot; TSgt Maurice F. Tasker, flight engineer; and A2C Walter White III, pararescueman.

AF Times 5 July 1967 Record-Setting Helicopters Set For SEA Duty

EGLIN AFB, Fla. — After establishing two international records, two helicopters from the 48th Aerospace Rescue & Recovery Sq. are on their way to Vietnam.

Both HH-3E "Jolly Green Giant" copters flew nonstop from New York to Paris for the 27th Paris International Air and Space Salon. Now they will be used for rescue operations in Vietnam.

Pilots of the helicopters on their record flights were Maj. Herbert R. Zehnder (New York to Paris in 30 hours 40 minutes) and Maj. Donal B. Maurras (New York to London in 29 hours 13 minutes and on to Paris).

Pacific Stars & Stripes
Wednesday, July 5, 1967

Refueled Copters Fly Rescue

DA NANG, Vietnam (IO)—The HH-3E jolly green helicopter has begun using air-to-air refueling in rescuing pilots downed over North Vietnam.

A jolly green from the 37th Aerospace Rescue and Recovery Sq. at Da Nang AB recently made its first refueled rescue mission over the Gulf of Tonkin.

It flew in a wide orbit over the South China Sea waiting for a distress call to rescue a pilot downed by the enemy north of the 17th Parallel.

Orbit missions of this type have been flown over the Gulf of Tonkin before by crews of the 37th ARRS using the HU-16 Albatross amphibious plane, but it was the first time for the HH-3E.

With air-to-air refueling, the helicopter has an almost unlimited range and is able to fly inland from its orbit position to pick up downed pilots.

The first flight lasted about five hours and 45 minutes.

Before returning to Da Nang,

the helicopter was refueled twice in mid-air by HC-130 Hercules tankers of the 39th Aerospace Rescue and Recovery Sq. from Tuy Hoa AB.

The new phase in helicopter operations was the idea of one of the pilots who flew on the mission, Maj. John H. McLeash, 37. He spent the past two-and-one-half years planning this type of operation while assigned to Headquarters, Aerospace Rescue and Recovery Service at Orlando AFB, Fla.

'Jolly Green Giant' Aerial Refueling Increases AF Rescue Capabilities

DA NANG — The HH-3E Jolly Green helicopter has initiated a new concept in rescuing pilots downed over North Vietnam.

Using air-to-air refueling for the first time on an operational

mission, a Jolly Green from the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB, made its first rescue orbit over the Gulf of Tonkin.

It flew in a wide orbit over the

South China Sea waiting for a distress call to rescue some pilot downed by the enemy north of the 17th parallel.

Orbit missions of this type have been flown over the Gulf

of Tonkin before by crews of the 37th ARRS using the HU-16 Albatross fixed-wing amphibian aircraft, but it was the first time for the HH-3E.

By using the new concept of air-to-air refueling, the helicopter has an almost unlimited range and is able to fly inland from its orbit position to pick up downed pilots.

Piloted by Col. Albert P. Lovelady, 46, of Alexandria, Va., 3rd Aerospace Rescue and Recovery Group commander, the first flight was scheduled to last about 5 hours, 45 minutes.

Colonel Lovelady said of the mission, "this new type of operation will greatly enhance our rescue capabilities. It will allow us to do a much better job and I'm proud to be sharing the honors of this first mission with the men of the 37th ARRS who made it work."

Before returning to Da Nang, the helicopter was refueled twice in mid-air by HC-130P Hercules tankers of the 39th Aerospace Rescue and Recovery Squadron from Tuy Hoa AB.

This entirely new method in helicopter operations was the idea of one of the pilots who flew on the mission, Maj. John H. McLeash, 37, of Winter Park, Fla., now assigned to the 3rd ARRG, spent the past 2½ years planning this type of operation while assigned to Headquarters, Aerospace Rescue and Recovery Service, at Orlando AFB, Fla.

Crew members making the flight, in addition to Colonel Lovelady and Major McLeash were: Maj. William O. Mayfield, 40, Owensboro, Ky., aircraft commander and instructor pilot; Maj. Herbert D. Kalen, 39, Fort Walton Beach, Fla., pilot; TSgt. Maurice F. Tasker, 34, Belmont, N.H., flight engineer, and A2C Walter White III, 20, of El Paso, Tex., pararescue man.



ANOTHER FIRST—Following the first helicopter air-to-air refueling mission in Southeast Asia, rescue personnel at Da Nang AB inspect the probe used. From left are: Col. Albert P. Lovelady, Alexandria, Va., 3rd Aerospace Rescue and Recovery Group Commander; Maj. Lamar G. Tullos, Hickam AFB, Hawaii, helicopter standardization pilot; Capt. Carlton R. Damonte, Windsor Locks, Conn., aerial refueling instructor pilot; and A1C Michael W. Mulvaney, Lawton, Okla., flight mechanic.

Second from left: Maj. William O. Mayfield, RCC

(AIR FORCE PHOTO)