

C. SIGNIFICANT RESCUE

AIR FORCE JOLLY GREEN RESCUE CREWS SAVE TWO DOWNED PILOTS

Air Force HH-1E Jolly Green Giant rescue helicopter crews plucked two downed U.S. fliers from the hands of North Vietnamese soldiers July 18 in a daring rescue effort in the North.

Crews from the 3rd Aerospace Rescue and Recovery Group rescued both crew members of an Air Force F-4 Phantom downed near the northern tip of Mu Gia Pass.

The Air Force pilots, Captains Robert R. Headley, 25, of St. Petersburg, Fla., and Gregory A. Kushner, 25, of Tucson, Ariz., were hit after striking their target, an enemy bridge.

The Jolly Green that rescued Headley was co-piloted by First Lieutenant Mark H. Mutchler, 24, of Palisade, Colo. Airman First Class John C. Jeffers, 25, of Blue Springs, Mo., was the pararescueman of board.

Headley was spotted in a tree after he notified the rescue chopper of his position with his rescue radio. The captain said, "The first attempt with the penetrator missed me by 10 feet and the second time around it was put right down my throat."

Kushner was picked up a short distance away. He was hoisted into the rescue helicopter from near a waterfall.

The Jolly Green rescuing Kushner was piloted by Lieutenant Colonel Victor Goudney of Fort Walton Beach, Fla. Other members of the crew were First Lieutenant Robert Levins, 26, of Collingswood, N.J., co-pilot; Staff Sergeant John H. Hazzard, 31, of Wichita Falls, Tex., flight engineer and Airman Second Class Robert F. Gabourel, 21, of New Orleans, pararescueman.

The air-to-air helicopter refueling capability recently inaugurated in the 3rd AARG units, was used for the first time, when one of the Jolly Greens was refueled by an HC-130 Hercules tanker during this mission.

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- MORE -

USAF DAILY SUMMARY, FRIDAY, JULY 21, 1967

The entire rescue was supported and protected by A-1E Skyraider "Sandy" pilots, including Lieutenant Colonel Joseph A. Guthrie of Cincinnati, Major Sandy A. Zevin, 38, of West Palm Beach, Fla., and Captains Richard S. Skeels, of Storm Lake, Iowa, and Constantine Pappas, 30, of Albuquerque.

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CAPT STAN MCCLEAN LOW BIRD ROC



18 July 1967

SSgt John H. Hazzard	FE
1 Lt Robert Levins III	RCCP
Lt Col Victor Goudy	RCC
A2C Robert F. Babourel	RS



18 July 1967

RCCP	1 Lt Mark H. Mutchler
RS	ALC John C. Jeffers
RCC	Capt Standley A. McGhan
FE	ALC Michael W. Mulvaney

IN-FLIGHT REFUELING DURING RESCUE. On 17 July, an HH-3E completed a successful recovery of a pilot shot down over North Vietnam when a second distress call was received by Crown aircraft. A plane flying cover for the Jolly Green had been hit and the pilot bailed out. The Rescue Crew Commander aboard the HH-3E reported he did not have enough fuel to attempt another recovery immediately, so an HC-130 tanker was directed to descend and refuel the helicopter in-flight. Upon completion of the mid-air fuel exchange, RCC Capt Stanley McGhan successfully dodged enemy ground fire and picked up the second pilot. This mission is believed to mark the first time helicopter in-flight refueling was accomplished during a recovery mission.

DECLASSIFIED

DEPARTMENT OF THE AIR FORCE
37* AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF: 37 OPS

19 JUL 1967

SUBJECT: Mission Narrative Report (1-3-109, 18 July 1967) (U)

TO: 3d ARRGp (RRRC)
APO 96307

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

2. (C) At 0212Z, 18 July 1967, Jolly Green 28 and 25 were scrambled at Quang Tri, on Falcon 02, an F-4C, reported down at 105°44'E, 17°47'N. My flight was airborne in five minutes at 0217Z, estimating the general area at 0335Z. Firefly 13 met and escorted Jolly Green 28 into the valley where the downed survivor was located. Jolly Green 25 held to the north at 6000 feet. The general pick-up area was reported to be 4500 ft. MSL and 25°C. Firefly 13 vectored me up a ravine where he believed the survivor to be. Halfway up this ravine Falcon 02 contacted me on his UHF 10/A survival radio. I orbited his approximate position three times requesting him to discharge smoke for a positive fix. His smoke was never observed. On the third pass the TE observed the pilot's parachute. The downed pilot told me to place the penetrator ten feet east of his parachute in a clear area. After doing this he told me to move ten feet to the west. The TE brought up the penetrator to avoid getting it entangled in the trees. At this time the TE saw the pilot was still in his parachute hanging from a tree. The TE lowered the penetrator directly to Falcon 02 and he got on it without fastening the retaining strap. As he was being pulled up his parachute harness (still fastened) pulled him off the penetrator. The TE again lowered the penetrator and this time Falcon 02 fastened the retaining strap and quick released his parachute harness. Firefly 13 advised me to depart the area to the northwest to avoid known 37 mm gun positions. As I was climbing out the second pilot (P30) called me on guard saying he had me in sight. I descended and made three orbits based on his radio vectors. The F.E. spotted the P30's parachute and dropped an ANK-18 smoke grenade on the position. I notified Jolly Green 25 on guard, that I was departing the area due to low fuel and turned the second recovery over to him.

(C) Narration continues by P30 of Jolly Green 25. I was unable to observe the recovery area and Jolly Green 28, as we were holding north and above the clouds. Because of this, after being notified that I would have to affect the pickup of the second pilot, I ventured too far south and received fire, but no hits, from the 37mm in that area. I did not see the smoke that JG 28 had dropped nor did I see the survivor's smoke flare, penguin flare or parachute. Due to the extremely steep walled dead end gorge that he was in, I had much difficulty locating him. He was on a shelf half way up a sheer 3,500 foot wall. The elevation at the top was 4,000 ft. his elevation was 2,600ft. After determining that we had power available we began a slow flight search. On the fourth pass, the survivor talked me in until we were directly over him. No problems were encountered with the pickup which required use of all the hoist cable. We had adequate fuel remaining for the RTB to Ch. 89.

DECLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS.

DECLASSIFIED

~~CONFIDENTIAL~~

3. (U) Howler over the survivors was 5000 feet scattered and was not a factor.

4. (U) The survivor Jolly Green 28 recovered was Captain Robert R. Headley, USAF, 555th Tactical Fighter Squadron, Ubon, RTAFB. Jolly Green 25's survivor was Captain Gregory Kuehner, USAF, , same organization.

5. (C) Several comments on this mission are necessary. At no time did I or R33 of Jolly Green 25 notice any signaling device employed by the downed pilots. They stated they both used Mk-13 day-night flares and the pen gun flare. The pyrotechnic used were not effective in this terrain of dense jungle canopy. During join-up with the fire flies 13 and 14, frequent radio calls were made on UT, VT and T. Crown 1 was also involved in the conversation. Pilots were not identifying which radio they were calling me on. Standard words as: "Victor", "Uniform", "Hotel" and "Fox Mike" should be employed on all initial radio calls. Jolly Green 25 was unable to jettison the port tip tank by any means. As it was empty it did not hamper the mission.

6. (C) The following additional comments concern my aerial refueling with Crown 1. Do to the reported location of the survivor it was necessary to jettison fuel to accomplish a hover. At my direction my co-pilot computed a 10 minute hover and a recovery at Ch 69 with minimum fuel reserve. Subsequent events, already discussed, required me to remain in the area longer than I anticipated. I was forced to leave the second survivor do to my low fuel state. My primary reason for requesting fuel from Crown 1 was to insure necessary fuel reserve upon arrival at Ch 69. The second reason was to obtain the ability to return to the recovery scene as a back-up for Jolly Green 25 in case of any difficulties.

7. (C) Aircraft involved in the task force:
Jolly Green 28, 25 HI-3E
Firefly 13, 14 A-1E
Sandy 6, 7, 8 A-1E
Crown 1 HC-130P

8. (C) Air crew Jolly Green 28 (low - element lead)
Captain Standley A. McGhan R33
1Lt Mark H. Hutchler ROCP
A1C Michael W. Mulvany FE
A1C John C. Jeffers RS

Air crew Jolly Green 25 (High)
LtCol Victor Goudey
1Lt Robert Levins III
SSGT John H. Mazzard
A2C Robert F. Gabourel

Classified by _____
R33 SUBJECT TO GENERAL DECLASSIFICATION
ROCP SCHEDULE OF EXECUTIVE ORDER 11652
FE AUTOMATICALLY DOWNGRADED AT TWO
RS YEAR INTERVALS.
DECLASSIFIED ON 7 FEB 1977

Standley A. McGhan
STANDLEY A. MCGHAN, CAPT, USAF
Rescue Crew Commander Jolly Green 28

DECLASSIFIED

~~CONFIDENTIAL~~

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.

37ARRS, History, July - September 1967

(5) 1-3-98, 3 Jul 67, Jolly Green 25 and 26 scrambled from Quang Tri on a downed aircraft, three nautical miles northwest of Dong Ha. Due to the closeness of Dong Ha, Marine ground forces were used for recovery and the Jolly Greens were returned to Quang Tri.

(6) 1-3-100, 3 Jul 67, Jolly Green 30 accomplished the delivery of frozen blood from NSA to the USS Sanctuary.

(7) 1-3-101, 4 Jul 67. Upon return from Quang Tri, Jolly Green 10 evacuated four wounded Marine personnel from NSA to the USS Sanctuary.

(8) 1-3-102, 5 Jul 67, Jolly Green 10 and 25 scrambled from Quang Tri on downed aircraft which turned out to be false and were diverted to escort Jolly Green 26, Gulf of Tonkin orbit helicopter, whose number two engine was inoperative to Da Nang AB.

(9) 1-3-104, 6 Jul 67. Jolly Green 07 accomplished the medical evacuation of a critical patient from NSA to the USS Sanctuary.

(10) 1-3-105, 7 Jul 67. While enroute from Da Nang AB to Quang Tri, Jolly Green 07 and 10 were diverted to a downed USMC A-4 pilot seventeen nautical miles northwest of Dong Ha AB. Jolly Green 07 landed while the pararescueman aided the pilot, Marine Major R. E. Brubaker, 069652 to the helicopter. During the rescue, the Jolly Greens and their escort aircraft were subjected to intense automatic weapon fire. Jolly Green 07 received battle damage - numerous holes in the rotor blades and fuselage - and returned to Da Nang. Jolly Green 10 went to Quang Tri and resumed alert.

(11) 1-3-106, 13 Jul 67. Jolly Green 28 and 29 were scrambled from Quang Tri on a USAF A-1E pilot downed eleven nautical miles southwest of Khe Sanh Air Base, Republic of Vietnam. The pilot was recovered by a VNAF H-34 and the Jolly Greens returned to Quang Tri for alert.

(12) 1-3-108, 17 Jul 67. Jolly Green 26 accomplished the medical evacuation of one critical patient from Da Nang AB to NSA.

(13) 1-3-109, 18 Jul 67. Jolly Green 28 and 25 were scrambled on a downed USAF F-4C ninety nautical miles northwest of Dong Ha. Jolly Green 28 recovered one pilot, Capt Robert R. Headley, after extreme difficulty in locating him due to the ineffectiveness of the

pyrotechnics in the dense jungle canopy and had to leave the area due to low fuel. It is interesting to note that air to air refueling was used for the first time on this particular mission. This new method of refueling enabled Jolly Green 28 to remain in the area as a back-up for Jolly Green 25. Jolly Green 25 recovered the other pilot, Capt Gregory Kuehuen, and proceeded to Nakhon Phanom RTAFB.

(14) 1-3-110, 19 Jul 67. Jolly Green 07 and 22 were scrambled from Dong Ha AB on a downed USAF F-105 pilot, eighty-seven nautical miles North of Dong Ha. They returned to Quang Tri after fifteen minutes of flight since the US Navy had recovered the pilot.

(15) 1-3-111, 20 Jul 67. Jolly Green 28 was alerted on North Orbit over the Gulf of Tonkin of a downed USN F-4 pilot. The pilot, Lt R. W. Cuih, 682437, was recovered and delivered to the USN carrier, USS Oriskany.

(16) 1-3-112, 21 July 67. Jolly Green 10 and 30 were scrambled from Da Nang AB on a night extraction of eleven survivors forty-six nautical miles due West of Da Nang AB. With the aid of flare aircraft, Jolly Green 10 recovered five foreign nationals and Jolly Green 30 recovered six personnel, two USA and four foreign nationals.

(17) 1-3-113, 24 Jul 67. Jolly Green 25 and 30, while enroute to Quang Tri, were diverted to a position thirty-four nautical miles Northwest of Dong Ha AB on a downed USAF F-4C. After a visual and electronic search, there was no evidence of any survivor and the Jolly Greens returned to Quang Tri and resumed alert.

(18) 1-3-115, 29 Jul 67. Jolly Green 07 and 10 were scrambled from Quang Tri to aid the distressed carrier, USS Forrestal. A shuttle run was directed from the USS Oriskany to the USS Forrestal for the transfer of equipment and casualties. On the following day, the Jolly Greens made flights from the USS Forrestal to the USS Intrepid carrying equipment and also to the USN hospital ship Repose carrying deceased personnel. During this two day period, the Jolly Greens carried ninety-five passengers, twenty litter patients and twenty-three deceased bodies; and 20,200 pounds of cargo.

(19) 1-3-116, 29 Jul 67. Jolly Green 30 was alerted by a USN destroyer while on North Orbit over the Gulf of Tonkin of a downed USAF F-105 pilot. The pilot was in the water at 20°40' North



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CAPT STAN ROCHER LAM AIR R C



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AF Museum Photos

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