

DECLASSIFIED

37 OPS

21 JUL 1967

Mission Narrative Report (1-3-111, 20 July 1967) (U)

3d ARRGp (RGRC)
APO 96307

1. (U) This report is submitted in accordance with 3d ARRGp Sup 1, ARRSN 55-1, 27 April 1967.
2. (C) On the afternoon of 20 July 1967, Jolly Green 28 was on airborne alert on North orbit over the Gulf of Tonkin. Approximate position was 20°N, 107°07'E. At 0915Z an unknown aircraft reported seeing a good chute descending through 9,000' directly over Bandmaster, (Destroyer/Tacan ch. 20) Bandmasters' position was 20°N, 107°E. Jolly Green 28 had a visual sighting on the chute and survivor. Permission to attempt the recovery was given Jolly Green 28 by Bandmaster at 0920Z, and I intercepted the pilot, flying in a circle around him as he descended to the water. An immediate hover was established and the horse collar was lowered to the downed pilot. He was not injured and quite capable of helping himself. As the hoist was being raised, the flight engineer realized the pilot's leg was entangled in the shroud lines. The man was lowered to the water and quickly cut himself free. The pick-up was accomplished at 0925Z without further incident. The survivor was then taken to his carrier, the USS Oriskany. Mission was completed at 1000Z and Jolly Green 28 rendezvoused with Crown 5 to refuel for the flight back to Channel 37.
3. (U) Weather in the area was not a factor. Ceilings were 7000'+, surface winds were less than 10kts.
4. (C) The survivor was Lt. R. W. Kuhl, USN, . His unit is AL63, USS Oriskany, Gulf of Tonkin.
5. (C) Although no other aircraft were directly involved in the pick-up, three Navy Al's (Barn Owls 63,64,571) had been provided as our Rescort while we were on orbit station. These aircraft were at our disposal if we had needed them. Arrangements such as this are very commendable and greatly appreciated by the Jolly Green crews.
6. (C) Crew coordination on Jolly Green 28 was excellent.
7. (C) Aircraft involved:
Jolly Green 28
Crown 5
Barn Owls (63,64,571)
8. (C) Aircrew Jolly Green 28
Capt. Thomas E. Bair
Capt. Ralph W. Brower
CSgt. John H. Hazzard, Jr.
A3C Richard H. Garlie
Capt. Carl Danonte

USAF HH-3E
USAF HC-130P
USN Al-s

RCC
CP
FE
RS
IP

DECLASSIFIED

DECLASSIFIED ON 7 FEB 1977
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

RF-6 # 151987

37ARRS, History, July - September 1967

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