

37 ABRS (Ops/6104)

Mission Narrative Report (1-3-116, 29 July 67) (U)

30 JUL 1967

3rd AARGp (BGHC)
APO 96307

1. (U) This report is submitted IAW AARGp Supl, AERRSM 55-1, 27 Apr 67.
2. (C) On the afternoon of 29 July 1967, I was on the north orbit point over the Gulf of Tonkin. At 0855Z a USN destroyer (callsign Bright Penny) notified me of a pending SAR mission. At 0900Z I was told a pilot was down at 048°/50NM from Bright Penny. Rainbow flight was orbiting and talking to Rainbow 2 who was in the water and in good condition. Due to minimum fuel Rainbow lead, 3, and 4 had to depart for a tanker. Another aircraft callsign Pageboy flew over the survivor using a ten second hold down for a DE steer for me. Rainbow 2 observed Pageboy flying over him and heard his ten second hold down. He thought it wise to deploy his smoke at this time. I saw the smoke at a distance of two miles and proceeded in to hover over him. The Flight Engineer hoisted him aboard at 0915Z and cut his life raft away dropping it back into the ocean. I headed back to Bright Penny where Crown 5 met and refueled us to 6000 lbs. I was RTB'd to Gh 37 arriving there at 1145Z.
3. (C) At no time did I have rescop or rescop assigned to me. The survivor was 11 1/2 miles from the nearest island.
4. (U) Weather in the pickup area was 10,000 broken with a smooth sea state.
5. (C) The survivor was 1Lt James E. West, USAF, on tempo-
rary duty to 355th TFW, 57th TFS, Takhli, RTAFB.

6. (C) Aircraft Involved:

Pageboy
Crown 5
Jolly Green 30

Unknown

USAF HC-130

USAF HH-3E

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

7. (C) Aircraft Jolly Green 30

Stanley A. McMan, Capt
Warren E. Walker, 1Lt
Billy Willingham, SSGT
John G. Jeffers, ALC

ECG
ECGP
FE
ES

DOWNGRADED AT 3 YEAR INTERVAL

DECLASSIFIED AFTER 12 YEARS

DD FORM 1380-10

Stanley A. McMan
STANLEY A. MCCHAN, CAPT, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

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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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107°30' East. Jolly Green 30 was directed to the area by DF steers from aircraft over the downed pilot. The pilot, 1Lt James E. West, was recovered and returned to Da Nang AB.

(20) 1-3-118, 1 Aug 67. Jolly Green 30 and 07 were scrambled from Quang Tri on a parachute twenty-five nautical miles North of Da Nang AB. Upon arriving at the objective, a search was conducted but nothing was found. After three hours of airborne alert, the search was terminated.

(21) 1-3-119, 6 Aug 67. Jolly Green 07 and 29 were scrambled from Quang Tri after being notified that a F-4C was on fire and both pilots were ejecting. The area was approximately five miles off the coast marked by an oil slick. A low level search was initiated with negative results. Witnesses in other aircraft saw the F-4 go in with no parachutes and no beepers.

(22) 1-3-120, 6 Aug 67. Jolly Green 28 was scrambled from Da Nang AB. The objective was Army UH-1 downed by gunfire. Upon reaching the scene, the Jolly Green waited until the area had been secured by four Marine Huey gunships. After getting three survivors on board, JG 28 developed mechanical problems and had to leave the area. The survivors were one American and two South Vietnamese.

(23) 1-3-121, 7 Aug 67. Jolly Green 29 was on an orbit mission when he was diverted to the coast of North Vietnam for the search of a downed F-4 crew. An F-100 had voice contact with the survivors and was directing the SAR forces into the area. At 0800Z, the survivor called on guard that he was about to be captured. No further voice contact was established and no visible evidence on the ground was seen. All SAR forces were recalled and the search terminated.

(24) 1-3-123, 17 Aug 67. Jolly Green 10 and 30 were scrambled from Quang Tri to pick up a downed pilot in the Gulf of Tonkin. Upon arriving on the scene, Jolly Green 30 could see that the pilot was injured by the way he was lying in the liferaft. A pararescue-man was lowered to the water to assist the downed pilot. Once the pilot was aboard, he was taken to the hospital ship, USS Repose. The downed pilot was Major Vollmer, 388th TFW, Korat AB, Thailand.

(25) 1-3-124, 17 Aug 67. Jolly Green 26 was on an orbit mission when he was advised that the pilots of a Navy RA-5 had ejected in the Gulf of Tonkin. An oil slick was spotted where the downed aircraft had gone in. However, no contact was made with the downed pilots by either visual or electronic means. The search was ended due to darkness.