

DECLASSIFIED

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

4 July 1967



REPLY TO
ATTN OF: Ops/6104

SUBJECT: Mission Narrative Report (1-3-97 2Jul67) (U)

TO: 3rd ARRGp (RGRC) APO 96307

1. (U) This report is submitted to provide your office information required by 3rd ARRGp Supplement 1 to ARRSN 55-1, 27 April 1967.
2. (C) At 0705Z on 2 July 1967, Jolly Green 26 (Low) and Jolly Green 25 (High) were scrambled from Quang Tri, by Queen Control, in response to a report an aircraft has been sighted going into the water at 090°/14NM/Ch 109. Both aircraft were airborne at 0710Z and on the scene at 0715Z.
3. (U) Weather in the area was clear. The water was relatively calm.
4. (C) Contact was made with Crown 5 who could give us no further information on the downed aircraft. There were several Army helicopters in the area but no contact could be established with these aircraft. Jolly Green 26 and Jolly Green 25 set up search patterns but were unable to locate any survivors. At 0720Z Lo Gap 31 transmitted on guard that his aircraft was on fire and he was bailing out. He gave his position as 100°/20NM/Ch 109.
5. (C) Jolly Green 26 immediately proceeded to the area where Lo Gap 31 bailed out and Jolly Green 25 remained in the area to search for the first aircraft. Jolly Green 26 located the survivor at 0725Z and at 0730Z completed the rescue without any difficulty. Jolly Green 26 then proceeded to Ch 37 and Jolly Green 25 returned to strip alert at Quang Tri as directed by Queen Control. No trace of the aircraft that went into the water at 090°/14NM/Ch 109 or its crew was found.
6. (U) Jolly Green 26 refueled at Ch 37 and remained on alert at Ch 37.
7. (C) Crew coordination was excellent throughout the mission and Sgt Epps, the Flight Engineer, did a fine job of directing me over the survivor.
8. (C) The rescued survivor was Major Bruce A. Martin USMC
VMF 232 DaNang AB, RVN

9. (U) Crew: Jolly Green 26

Jolly Green 25

Maj Herbert D. Kalen RCC
Capt John I. Patterson CP
SSgt Albert D. Epps FE
SSgt John H. Stemple RS

Capt Robert E. Prince
Capt Jerrold D. Ward
A1C Frances E. Grenier
A2C Richard D. Garlie

Herbert D. Kalen
HERBERT D. KALEN, MAJOR, USAF
Rescue Crew Commander

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Classified by 6-10000-1
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 7 FEB 1977
DECLASSIFIED ON 76

F8E Pilot Ejects

Stars and Stripes 22 July 1967

And Just in Time

DA NANG, Vietnam (ISO)—“Get out quick!”

This was the call Maj. Bruce A. Martin, 33, of Marine All-Weather Fighter Sq.-232 received when his F8E Crusader was hit by enemy ground fire just south of the demilitarized zone and he was forced to eject.

Martin's flight had begun badly that afternoon when the wingman for the mission developed mechanical difficulties and was unable to take off.

Continuing alone, he reached the strike zone and contacted the forward air controller. The controller told him of the possibility of ground fire over the target area; and to follow two A4E Skyhawk jets of Marine Aircraft Group-12 in on the target.

As he pulled out of the second pass, the fire warning light went on. Martin radioed the controller and told him that he was heading out to sea.

Martin was being escorted by two Skyhawks when his instruments began registering hydraulic and power failures. One of the Skyhawk pilots radioed that a fire was burning at the jet's tail.

“I was just getting ready to punch out (eject) when the other Skyhawk piloted yelled ‘get out quick’ over the radio,” Martin said.

“I didn't see my aircraft after that. I no sooner hit the water and climbed into my life raft, when there right over me was an Air Force HH3 ‘Jolly Green Giant’ helicopter lowering his rescue harness.”

He received only minor scratches.

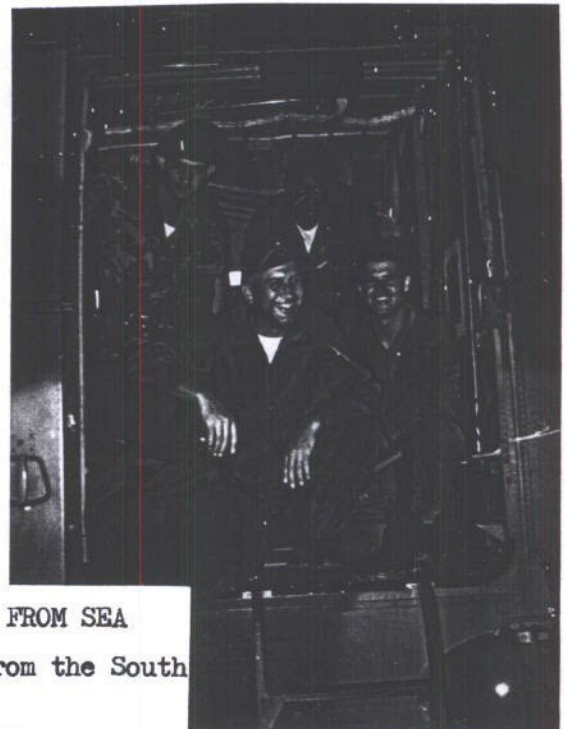
Martin called one of the Skyhawk pilots later that evening and was told the jet blew up a few seconds after he had ejected.

RESCUED

An Air Force F-105 pilot was rescued from the sea Sunday by an HH-3E Jolly Green Giant helicopter crew from the 37th Aerospace Rescue and Recovery Squadron from Da Nang AB.

The pickup was made approximately two miles at sea, directly off the coast of Dong Hoi.

Members of the rescue helicopter were: Lt. Col. Victor Goudey, pilot; Capt. John I. Patterson, co-pilot; SSgt. Billy Willingham, flight engineer and A2C David A. Carl, pararescueman.



JOLLY GREEN PLUCKS DOWNED MARINE CRUSADER PILOT FROM SEA

Successful rescue of USMC Maj Bruce A. Martin from the South China Sea, 2 July 1967.

RCC Maj Herbert D. Kalen

RCCP Capt John I. Patterson

FE SSGT Albert D. Epps

RS SSGT John H. Stemple

HUGE RESCUE EFFORT

Thirty-two aircraft were involved in one of the biggest rescue efforts of the Vietnam war recently after an Air Force F-105 Thunderchief pilot spent a night on the ground in North Vietnam.

Captain Dale M. Pichard, 27, of Llano, Tex., was picked up at 9 p.m. from a heavily defended area, 28 miles north of Mu Gia Pass, by an HH-3E Jolly Green Giant helicopter crew from the 37th ARRS.

"I was ready to cash it all in last night," Pichard said this morning. "I didn't figure I would be here today."

Enemy ground fire brought Pichard's F-105 down July 3. Darkness and heavy ground fire forced the SAR effort to be called off Sunday night after A-1E Sandys had dropped ordnance in the area.

A-1E pilot Captain Do-

nald F. Miles, assigned to the 602nd FS of Cleburne, Tex., said "It was getting dark and we couldn't keep everyone in sight. As soon as we flashed on our lights they would shoot the heck out of us."

Major Richard L. Mehr, also from the 602nd of Jefferson town, Ky., lead Sandy pilot and the on-scene rescue director of the SAR effort that night and morning told the downed pilot to go to higher ground.

Pichard narrowly escaped capture during his 15 hours on the ground. Enemy troops were on top of his chute soon after he landed. "I went about 50 yards away from the chute and it was as far as I could get, because they were all up along a hill."

There were trails all around the heavily wooded pickup area. He spent the

night lying under brush and enemy troops got as close as 20 feet to his position.

Twenty-three Thunderchief pilots were in to suppress enemy ground fire around the area that morning before the pickup was made. Sandys also dropped a smoke screen around the area before a Jolly Green, piloted by Captain Gregory Etzel, of Albany, Ga., went into the area.

"The Sandys did a great job in laying down a perfect smoke screen," Etzel said.

"As we got him on the hoist, we started getting more ground fire, so we started our pull-out with him on the hoist below us. We swung around a ridge and into the smoke screen before we finally lifted Pichard into the chopper."

Co-pilot of the rescue Jolly Green Giant was Captain Harold W. Bradley, Jr., of Tampa, Fla. Flight engineer was Air-

man First Class Robert J. Cotter, 20, of Palmyra N.Y. and Airman Second Class John Pighini, 22, of Levittown, Pa., was the paramedic.

Other Sandy pilots from the 602nd FS participating in the strike were Captain Paul F. Kimminau, of Wichita, Kan., and Jack Cochran, of Atlanta, Ga.

It was the first pickup for Etzel since coming to Southeast Asia. He is the pilot who flew the first nonstop helicopter flight in a Jolly Green across the Atlantic to the Paris Air Show in June.

"We had to ride across the Atlantic to Paris for more than 30 straight hours but the nervous strain of this SAR was equal to that flight," Etzel said.

"You can't say enough for the entire rescue effort," Pichard, a member of the 388th Tactical Fighter Wing said. "They were all wonderful."

