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1 Aug 1967

37 ARRS (OPS/6407)

Mission Narrative Report (1-3-115, 29-30 Jul 67) (U)

3rd ARRGp (BGRC) APO 96307

1. (U) This report is submitted IAW ARRGp Supl, ARRS 55-1, 27Apr67.
2. (C) On 29 July 1967, JG 07 and JG 10 were on strip alert at Quang Tri. We were scrambled at 0323Z by Cigar and were airborne at 0330Z. Our destination a burning aircraft carrier, was at 030/130NM from CH 109. There were no difficulties encountered enroute. Crown 04 was on scene and aided our enroute navigation by giving occasional DF steers after we were out of range of CH 109. The weather was VFR enroute and at the scene.
3. (C) We arrived on the scene at 0420Z and were directed to start a shuttle run from the USS Oriskany to the USS Forrestal (the distressed carrier) and back. We were carrying "Fogfoam" and oxygen breathing apparatus to the Forrestal and picking up casualties and taking them to the Oriskany on the return leg. The Oriskany was approximately one mile away from the Forrestal. There were three Navy helicopters on the scene. One was a Sikorsky SH-3B and the other two were Kamen HU-2's. The SH-3B had a very limited cargo and passenger carrying capability because of a Sonar installation and the two HU-2's could only carry two passengers or a small amount of cargo each trip. We were carrying as much as twelve passengers or 1500 pounds plus of cargo each trip. We estimate that we moved at least 75% of everything that was transferred by helicopter. We terminated our flying at 2230L on the 29th. We were alerted by Navy Air Operations at 0045L and again at 0130L on the 30th but cancelled both times. We were alerted again at 0500L and cleared for take-off at 0540L. On the 30th we were primarily involved in transferring maintenance personnel and equipment from the Forrestal to the USS Intrepid and occasionally made flights carrying deceased personnel from the USS Forrestal to the hospital ship USS Repose. We received an RTB at 1100L by Crown 04 and arrived at CH 37 at 1220L, 30 Jul 67.
4. (C) Summary of Operations:
 - (a) A problem in Navy terminology was initially encountered but after requesting explanations there were no more problems.
 - (b) Limited space. Deck space on the USS Forrestal was critical. At times it was necessary to pick up and hover sideways until clear of the deck because of helicopters parked in front and back. During all operations, the ship was under way making 15 to 20 knots. At night the same space was available with the added hazard of darkness. There was absolutely no room

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for error. All approaches had to be made well clear of the aft portion of the flight deck of the Forrestal because of the fire and fire fighting activities and the danger of explosions.

(c) Fuel. After the original fuel load was used, it was necessary to refuel our helicopters with JP-5. Refueling facilities were excellent and absolutely no problems were encountered using JP-5. If anything, the engines seemed to start better on JP-5 than with JP-4. JG 10 attempted to refuel with Crown O4 after the original fuel load had been used. The initial attempt was made with 600 lbs of fuel remaining. After the hook-up was made, Crown O4 had a fuel flow indication but JG 07 was not receiving fuel. Immediately after this, connection was broken while the hose was still in refueling range. Four hook-ups were made on the left side and three on the right side, all with the same negative results. Hook-ups were discontinued with 300 lbs of fuel remaining and a landing for refueling was made on the USS Bon Homme Richard which was directly below.

(d) Darkness. It is impossible to describe how dark it was. All night operations up to the final landing phase were conducted under strict IFR conditions. There were no visual references of any kind to the water, horizon or sky. It was impossible to tell if a light in the distance was a ship or an aircraft. All ships were operating with minimum lighting.

(e) One trip was made at night from the Oriskany to the Intrepid, which was still about 40 miles away, and back to the Forrestal, a total distance of about 100 miles. At the Intrepid we flew a night GCA and again encountered slight terminology problems.

(f) The copilots, flight engineers and PJ's were highly proficient in their duties. The copilots were required to repeatedly use T.O. -1 check lists thoroughly, yet in rapid succession due to the close proximity of the aircraft carriers. In addition, it was necessary to manually change radio channels on each sortie because of no preset ship frequencies, and make all necessary radio calls for landing and take-off. The congestion of traffic required constant vigilance within range of their view. To reduce pilot fatigue, it was necessary at times for the copilots to relieve the RCC by flying the aircraft, including approaches, from their left seat positions. The flight engineers maintained a constant check on all aircraft systems visible from within the aircraft and worked extremely well in coordinating with the ships deck hands in refueling the helicopters in minimum time. The flight engineers and PJ's assisted in and supervised all loadings and off-loadings to maintain the aircraft within proper C.G. limits. These functions required a tremendous amount of physical labor and constant attention of assisting personnel who were unqualified in helicopter loading procedures and under a great amount of excitement due to the events going on.

(C) Recommendations:

(a) That all ARRS helicopter pilots be briefed by qualified personnel in use of Navy terminology.

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(b) That helicopter aircrews not be replaced at night in the event of future operations of this type. Both RSC's feel that they would have been hopelessly confused by the combination of circumstances had they arrived on the scene at night. The only exception would be if they had previous experience in this type of operation.

6. (C) Sorties, loads and time flown:

	SORTIES	PAX	LITTER PATIENTS	CARGO	BODIES	TIME FLOWN
29 Jul	44	20	20	10,000 lbs	0	17:20
30 Jul	26	75	0	10,200	23	10:25
TOTAL	70	95	20	20,200	23	27:45

7. (C) Aircraft involved

JG 07 and JG 10
Big Mother 69
Clementine 1 and 2

USAF HH-3E
Navy SH-3B
Navy HU-2

8. (C) Aircrews:

JG 07 (Low)

Robert E. Prince, Capt
Richard D. Kennard, 1LT
Albert D. Epps, SSGT
Richard D. Garlie, A2C

RCC
CP
FE
RS

JG 10 (High)

William O. Mayfield, Maj
Jerry D. Clearman, 1LT
John H. Hazzard, Jr., SSGT
Walter White, III, A2C

Robert E. Prince
ROBERT E. PRINCE, Capt, USAF
Rescue Crew Commander

WILLIAM O. MAYFIELD, MAJ, USAF
Rescue Crew Commander

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DID NOT EXIST

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

Supporting Document# 16

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<u>SAVE NO</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>DATE</u>	<u>SOURCE</u>
61	Ralph D. Frank	1/Lt-AF		9 Jun 67	1-3-85
62	Bruce A. Martin	Maj-M		2 Jul 67	1-3-97
63	Michael P. Dean	Cpl-M		2 Jul 67	1-3-97
64	Ralph E. Brubaker	Maj-M		7 Jul 67	1-3-105
65	Robert R. Headley	Capt-AF		18 Jul 67	1-3-109
66	Gregory Kushner	Capt-AF		18 Jul 67	1-3-109
67	R.W. Kuhl	Lt-N		20 Jul 67	1-3-111
68	C.W. Kinney	Sfc-A		21 Jul 67	1-3-112
69	J.R. Kinshaw	Sfc-A		21 Jul 67	1-3-112
✓ 70-78 (19)	UNK ARVN	UNK		21 Jul 67	1-3-112
79-98 NC	UNK U.S. Navy	UNK		29-30 Jul 67	1-3-115
99	James E. West	1/Lt-AF		29 Jul 67	1-3-116
100 NC	Walter N. Webb	Sgt-M		1 Aug 67	1-3-118
101-103	UNK U.S. Army	UNK		6 Aug 67	1-3-120
104	Vollmer	Maj-AF		17 Aug 67	1-3-123
105-112	UNK USMC	UNK		21 Aug 67	1-3-127
113	Russel W. Naugle	Pfc-M		22 Aug 67	1-3-128
114	M.A. Silva	1/Lt-AF		23 Aug 67	2-3-61
115	Corwin M. Kippenhaw	Capt-AF		26 Aug 67	1-3-131
116 NC	J.F. Gray	Lcpl-M		28 Aug 67	1-3-132
117 NC	F. Hurado	Pfc-M		28 Aug 67	1-3-132
118 NC	J.M. Dructor	Lcpl-M		28 Aug 67	1-3-132

YANKEE STATION, Tonkin Gulf, Viet-nam This operating area, 100 miles off the Indochinese coast at 16 degrees north latitude, 110 degrees east longitude, soon became known as **Yankee Station**. ...

Yankee Station -20 miles off the coast of Vietnam.We used to spend our time sailing from the south end of Vietnam to the north end of Vietnam. One time we did this 24/7 for 54 days straight. That's along time to watch the flying fish and count the sea snakes.We were lucky enough to have closed circuit TV on the Oriskany. We got to watch some movies to pass the free time. There was always a card game somewhere...and there was always sleeping.

1971 JANUARY

1--Task Force 77 (TF-77), the Attack Carrier Striking Force Seventh Fleet, continued operations off Vietnam on Yankee Station, the "on line" area in the Gulf of Tonkin, with missions consisting of interdiction of the Ho Chi Minh Trail in Laos, air support for allied ground forces in South Vietnam (SVN), photographic reconnaissance, combat air patrols and electronic warfare. On station at the beginning of the year were Hancock and Ranger.

The US Navy began carrier operations off the coast of Vietnam in early 1965, when strike aircraft from the USS Cora/Sea and USS Hancock mounted the first of the Flaming Dart reprisal attacks on the North. Part of Task Force 77 of the US Seventh Fleet, the carriers operated on what was known as 'Yankee Station', an area about 140 kilometres off the coast of North Vietnam. At first three carriers were involved, steaming independently and with destroyer escort, but in June 1965 this number was increased to five. By that time a sixth carrier had been despatched, at General Westmoreland's request, to 'Dixie Station'. About 185 kilometres southeast of Cam Ranh Bay off South Vietnam, this position was used to hit targets in the South. The carrier remained on station for about a year, until sufficient airbases had been established ashore.

Yankee Station became the base for all US Navy aircraft taking part in Operation Rolling Thunder—the bombing of the North between March 1965 and November 1968. All types of naval aircraft took part—A-4 Skyhawks, A-7 Corsair IIs, A-6 Intruders, F-4B Phantoms, F-8 Crusaders and A-3B Skywarriors - and by 1966 they were carrying out sustained operations along selected 'route packages'. Each carrier launched and recovered its aircraft for 12 hours, paused for 12 hours to rest and replenish its stocks of fuel and ordnance, then recommenced operations for a further 12 hours. Except during periods of bad weather, there were always aircraft from at least two carriers on call.

Forrestal Death Toll Is 129 As Carrier Puts Into Subic

By S.SGT. RUSS HAVOURD

SAS Philippines Bureau Chief

SUBIC NAVAL BASE, R.P.

—The death toll from Saturday's fire aboard the USS Forrestal had reached 129 as the heavily damaged aircraft carrier steamed into this port late Monday.

Officers said 67 of the dead were unidentified and seven were still unaccounted for. The unidentified were too badly

burned to be recognized, a spokesman said.

Sixty-four crewmen were reported injured.

Related stories and photo on
page 5

When the Forrestal docked, 52 bodies were airlifted to Clark AB for transfer to the States. A memorial service was held aboard the carrier with more

than 2,000 crewmen attending.

The remaining dead are in Vietnam or aboard ships off the coast of Vietnam.

The tragedy occurred in the Gulf of Tonkin Saturday when fire swept out of control and engulfed the stern section of the aircraft carrier. Several bombs and rockets exploded, blasting holes in the deck and

(Continued on Back Page, Col. 2)

Pacific Stars and Stripes 2 August 1967

(Continued From Page 1)

letting the fire into berthing areas two decks below the flight deck.

"Indications point to some small type of explosion in the pack of aircraft positioned in the after section of the ship's flight deck," Rear Adm. Harvey P. Lanham, commander of Carrier Div. 2, said at a press conference aboard the Forrestal Monday night.

"An A4 Skyhawk fuel tank was punctured and ignited. Cause of the puncture is unknown at this time."

According to the Forrestal's skipper, Capt. John Beling, the fire broke out about seven minutes before the planes were to be launched on a strike over North Vietnam.

Lanham said plane losses totaled more than one-fourth of the ship's aircraft complement, with 21 destroyed and 42 damaged. The destroyed planes were jettisoned, according to a crewman.

The explosions that cut through the flight deck were believed to have been blasts of 750- and 1,000-pound bombs.

"Each plane carried in the vicinity of 4,000 pounds of bombs and rockets," Beling said.

"Most of it exploded."

Damage estimates were not available late Monday but a team of experts from the States made preliminary checks of the damage area after the carrier docked.

The Forrestal is one of the largest conventional aircraft carriers in the U.S. Navy.

Lanham and Beling said they believed the ship would be back in action soon but did not specify when.

"The ship is in good shape except for the aft section," Beling said.

"We steamed over here at about 27 knots using half our boilers. In other words the propulsion of the ship is unimpaired, and that's an important factor."



Crewmen of the carrier Forrestal carry bodies of shipmates to a helicopter on the flight deck of the ship. Another copter (left) is guided in to pick up more bodies to be carried to shore. (AP Radiophoto)

#79-98 - 29 & 30 Jul 67

LOW:	RCC	Capt Prince	HIGH:	RCC	Major Mayfield
	RCCP	1Lt Kennard		RCCP	Capt Clearman
	FE	SSgt Epps		FE	SSgt Hazzard
	RS	A2C Garlie		RS	A2C White

This mission by our above two crews covered two days and was in support of the Forrestal tragedy. Our crews adapted themselves skillfully to carrier operations on this mission and successfully evacuated twenty injured men from the distressed carrier to surrounding ships where medical attention was waiting. Our crews logged almost 30 hours and completed 70 sorties in both daylight and darkness during the two day period. Needless to say, the job accomplished for the Navy by our Jolly Green Crews was outstanding.

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Related stories and photo on page 5

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#99 - 29 July 1967

RGC Captain McGhan
RCCP 1Lt Walter
FE SSgt Willingham
RS A2C Jeffers

Here's another intrepid pick up in the Gulf of Tonkin. Lt James E. West (USAF) punched out of his aircraft, only had to wait 15 minutes in his raft till our crew arrived to fish him out.