

~~CONFIDENTIAL~~
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 070407 USMC
VMEF 232 DaNang AB, RVN
9. (U) Crew: Jolly Green 26 Jolly Green 25
Maj Herbert D. Kalen RCC Capt Robert E. Prince
Capt John I. Patterson CP Capt Jerrold D. Ward
SSgt Albert D. Epps FE A1C Frances E. Grenier
SSgt John H. Stemple RS A2C Richard D. Garlie

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

76

Classified by 8 YEAR INTERVALS:
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.

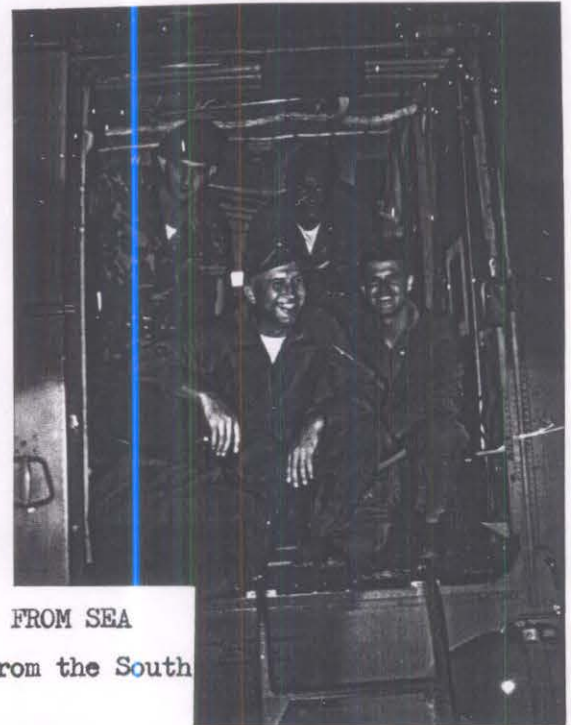
Martin called one of the Skyhawk pilots later that evening and was told the jet blew up a few seconds after he had ejected.

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 S R 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-

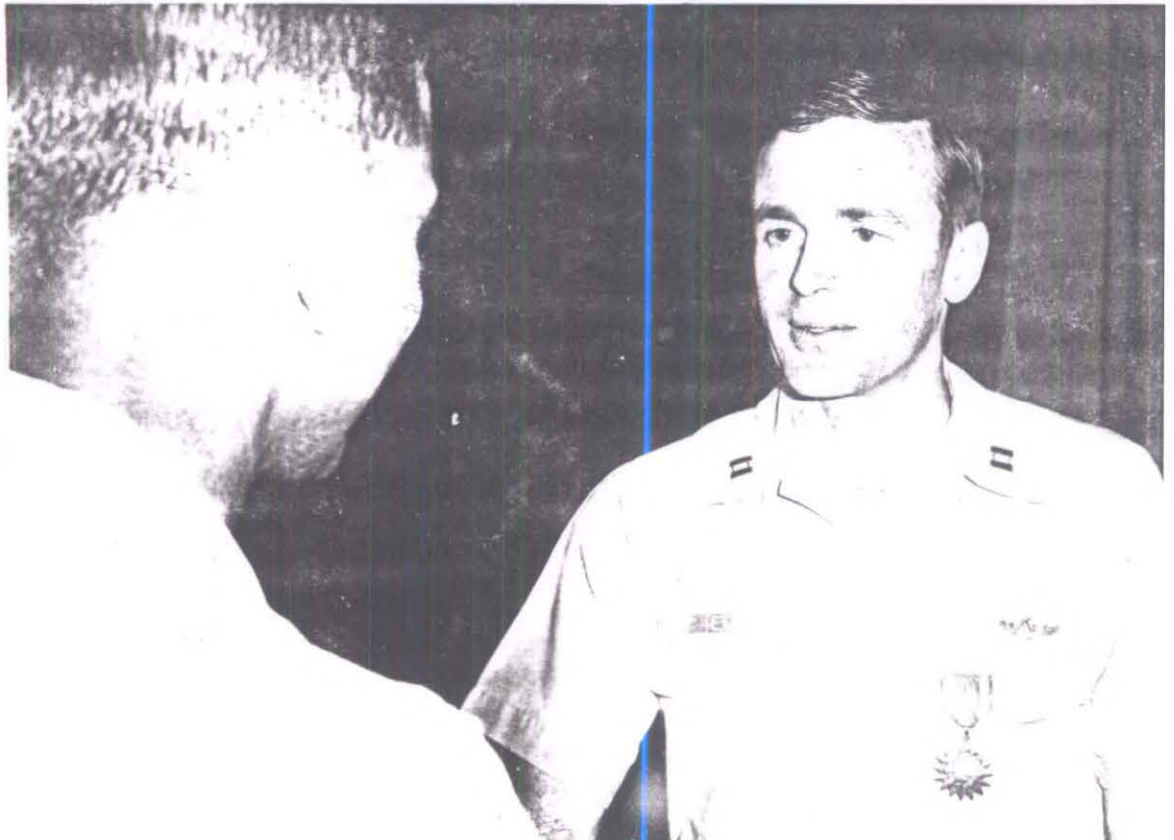
man First Class Robert J. Cotter, 20, of Palmyra N.Y., and Airman Second Class John Pighini, 22, of Levittown, Pa., was the pararescueman.

Other Sandy pilots from the 602nd FS participating in the strike were Captains 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."



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37th AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



3 July 1967

REPLY TO
ATTN OF: Ops/6104

SUBJECT: Mission Narrative Report (1-3-99 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 ARRSM 55-1, 27 April 1967.

2. (C) I was Rescue Crew Commander for our local alert HH-3E, Jolly Green 30 on 2 July 1967. At approximately 1600Z I was called by LtCol Schafer, Det 7, 38th ARRS Commander. He said that Casualty Staging had requested we fly two WIA's with head injuries from NSA hospital at Marble Mountain to the USN hospital ship Sanctuary. We were told the Sanctuary was just off TACAN channel 50 and was enroute to Dong Ha. We were given UHF frequency 317.2 on which to call them.

3. (C) We were airborne at 1715Z and picked up the two wounded and one attendant at NSA hospital at 1735Z. We delivered the two wounded to the Sanctuary at 1800Z and dropped the attendant back at NSA at 1830Z.

4. (U) Weather and communications were not a problem. The crew functioned flawlessly. No other aircraft were involved.

5(U)Jolly Green 30 crew:

RCC Major William V. D. Hickerson
CP 1stLt Robert Levins III
FE SSGT Fred M. Halbert
RS A2C Walter White III

William V. D. Hickerson
WILLIAM V. D. HICKERSON, MAJOR, USAF
Rescue Crew Commander

60A

37ARRS, History, July - September 1967

The squadron was visited by General Howell M. Estes, Commander, Military Airlift Command (MAC) on 1 August 1967. General Allison C. Brooks, Commander, Aerospace Rescue and Recovery Service, made his annual visit between 31 August 1967 and 1 September 1967. While here, he awarded decorations to personnel of the squadron. Col Donald T. Smith, Commander of Pacific Aerospace Rescue and Recovery Center (PARRC) and Col Philip Y. Williams, Chief of Livery Operations, PARRC were on orientation and familiarization visits. Col Albert P. Lovelady, Commander, 3rd Aerospace Rescue and Recovery Group (3ARRGP) frequently visited the squadron. On 27 and 28 September 1967, Col Paul E. Leske, incoming Commander of the Sanctuary, 3ARRGP, Lt Col Robert E. Freshwater, 3ARRGP Vice Commander, Lt Col Carl W. Rottman, Chief, Safety Division, Hq ARRS, made an orientation and familiarization visit. turned out to be false and were to escort Jolly Green 26, Gulf of Tonkin orbit helicopter.

8. MISSIONS.

(1) 1-3-95, 2 Jul 67, Jolly Green 30 was scrambled from Da Nang AB on a medical evacuation of a USMC reconnaissance team member nineteen nautical miles Southwest of Da Nang AB. USMC UH-1E directed two USMC A-4's and two USMC F-8's in strafing the area to suppress ground fire in all quadrants from the ground party. Marine Corporal Michael F. Deau, 2146354, 1st Recon Battalion, was recovered and delivered to Charlie Medical Center, Da Nang AB.

(2) 1-3-96, 2 Jul 67, Jolly Green 25 and 26 were scrambled on a MAYDAY, seventeen nautical miles East of Dong Ha Air Base, Republic of Vietnam. Upon arrival on the scene, both helicopters established search patterns of the area. Jolly Green 25 continued the search with no success while Jolly Green 26 was diverted to mission 1-3-97, 2 Jul 67.

(3) 1-3-97, 2 Jul 67, Jolly Green 26 was diverted to a downed USMC F-8 pilot twenty nautical miles Southeast of Dong Ha AB. Marine Major Bruce A. Hartin, 070407, was recovered and returned to Da Nang AB while Jolly Green 25 returned to Quang Tri for alert.

(4) 1-3-99, 2 Jul 67, Jolly Green 30 accomplished a medical evacuation of two wounded-in-action patients from Naval Support Activity Hospital (NSA), Da Nang AB to USN hospital ship, USS Sanctuary.

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2. (C) I was the Rescue Crew Commander for our DaNang local alert HH-3E Jolly Green 30 on 2 July 1967. At approximately 0620Z I was notified that Queen had asked to scramble us to recover two wounded USMC reconnaissance team members from an area on the 220° radial, 19 NM from TACAN Ch 37. I was told to contact Deadlock 3-0, a USMC UH-1E, on UHF frequency 317.1mcs.

3. (C) We were airborne at 0645Z and estimating the area at 0700Z. We advised Queen and Deadlock of our progress. Deadlock 3-0 had been directing some fighter strikes around the surrounded ground party and had just pulled out due to a thunderstorm over the area. He flew to a nearby FOL to refuel and left Deadlock 3-2 to continue controlling fighters. When we arrived at 0700Z we contacted them again and remained high while Deadlock 3-2 ran a flight of two A-4's (Oxwood) in on bombing and strafing runs. When he finished, Deadlock 3-0 had returned and directed a flight of two F-8's (Wagecut) to expend their ordnance.

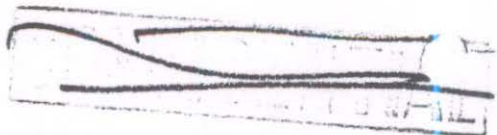
4. (C) We configured the aircraft for hostile area descent and started in to the pickup at 0750Z. Deadlock 3-0 and 3-2 flew close to me making gunnery and rocketing passes during my approach. My Flight Engineer SSgt Halbert spotted the objective and I pulled out in a tactical approach and turned on final again. We had contacted the ground party on FM frequency 37.8. Their call sign was Charge Sheet. They originally requested a basket be used but due to the high trees and reported hostile fire I decided to use the forest penetrator and described to Charge Sheet how to secure the survivor on to it. I was afraid the basket would be too difficult to get through the trees and would require exposing ourselves to hostile fire for a longer time if it became tangled in the trees.

5. (C) We made the pickup at 0820Z. The survivor (Charge Sheet had advised that only one man would require evacuation) was Marine Corporal Michael P. Dean, 2146854, 1st Recon Battalion who had gun shot wounds in the left knee. A2C White, the pararescue specialist, administered aid to him and we delivered him to Charlie-Med at 0835Z.

6. (C) Radio procedures and discipline were excellent. Weather was a delaying factor in that the thunderstorm kept the fighters out of the area for about 30 minutes. My crew did an excellent job in all respects. The

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Deadlock UH-1E's were extremely effective in suppressing ground fire that Charge Sheet had originally reported as extremely heavy.

7. (U) Recommendations: None

8. (U) Aircraft involved in recovery effort.

Deadlock 3-0 & 3-2	USMC UH-1Es
Oxwood Flight	2 USMC A-4s
Wagecut Flight	2 USMC F-8s
Jolly Green 30	USAF HH-3E

9. (U) Crew of Jolly Green 30

RCC	Maj William V. D. Hickerson
CP	1stLt Robert Levins IIII
FE	SSGT Fred M. Halbert
RS	A2C Walter White III

William V. D. Hickerson
WILLIAM V. D. HICKERSON, MAJOR, USAF
Rescue Crew Commander

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(4) 1-3-99, 2 Jul 67, Jolly Green 30 accomplished a medical evacuation of two wounded-in-action patients from Naval Support Activity Hospital (NSA), Da Nang AB to USN hospital ship, USS Sanctuary.

CHAPTER V

SUPPORTING DOCUMENTS

1. Mission 12-38-13, 3 Jul 67. Mission Narrative.

a. At 1110L, 3 Jul 67, Det 12, 38ARRS received a call from Khanh Hoa Sector (FAC Control) advising us that contact had been lost with Army O-1, Sea Horse 38, who was directing Naval fire on Hon Hoa peninsula fifteen miles North of Nha Trang. The Detachment Commander assumed the role of Mission Commander and called DASC Alpha requesting a ramp check of all Army airfields in the area. He then phoned Coastal Surveillance and requested an airborne communications search. The Rescue Crew Commander ordered the primary recovery aircraft prepared for the possible recovery mission.

b. At 1130L, Khanh Hoa sector called to confirm that the aircraft was missing and presumed to be down on the peninsula or in the surrounding water. Three O-1 aircraft in the general vicinity were directed to proceed to the peninsula and search the immediate area of the Naval shelling. Det 12 was notified at 1145L that Air Force O-1, Walt 30, had located two survivors by the red smoke flares they had ignited. Pedro 98 was airborne and enroute at 1150L and Pedro 99, the secondary aircraft, launched about two minutes later.

c. Communications was established between the two rescue aircraft and the two O-1 aircraft circling the survivors via UHF and FM radio. While the helicopters were enroute, the Mission Commander called for

gunship cover since the area has long been a haven for the Viet Cong. After flying for approximately ten minutes, Pedro 98 sighted the circling O-1 aircraft and asked for an estimate of the security condition of the area. Negative hostile fire was reported and, feeling that haste was necessary for the survival of the downed crewmembers, the RCC decided to make the recovery as soon as possible. Gunship cover was not available, but naval fire could be called upon if necessary.

d. Walt 30 marked the position of the survivors with a smoke rocket and Pedro 98 made a tight, circling approach to the area while evaluating the wind and terrain. The survivors made themselves conspicuous at the edge of a clearing, and Pedro 98 landed very nearby. One survivor had a superficial cut on his forehead, but both appeared to be in excellent condition; except for mild shock.

e. The survivors quickly boarded the helicopter and the RCC immediately took-off for Nha Trang. Pedro 99, who had been flying cover during the recovery, followed immediately. Both survivors were deposited at the 8th Field Hospital and the mission terminated at 1230L.

2. Mission 12-38-14, 13 Jul 67.7 Mission Narrative.

Det 12, 38ARRS, was informed by the Nha Trang control tower through the crash phone network at 1455L that a VNAF U-17 had crashed on the beach just as he turned out of traffic. The alert helicopter, Pedro 98, was airborne within two minutes and enroute to the scene of

RUHBERA/CINCPACFLT PEARL HARBOR HAWAII

BT

CONFIDENTIAL OL-1 3ARRGP 50140 JUL 67. FOR CSAF (AFXPOTH, AFOP); MCA (MAOCCA, MCP); TAC (DOOS-LR); CINCPACAF (DOCO-); 7AF (DOCO, DO, DI); PARRC (PRCOP); PRCOP; EARRGP (RGRG). SUBJECT: (U) RESCUE INFORMATION REPORT.

ARXBC	
ARFBI	
ARIIG	
ARASG	

1. RESCUE OPENING/CLOSING REPORT.

2. 1-3-101 4 JUL 67.

4. A. MED EVAC OF 4 PATIENTS FROM NSA HOSPITAL TO USN HOSPITAL SHIP SANCTUARY. B. THRU H. S/E

5 DET 7 38ARRS AT 2106Z/3 JUL 67.

6. NOT REQUIRED.

7 2/HH-3E/37ARRS/2125Z.

8. LAUNCHED JOLLY GREEN 07/26 AT 2230Z.

9. 16/02N 108-15E.

10. NOT A FACTOR.

11. OL-1, 3ARRGP/MAJ ORR.

12. USN.

13. S/E.

14. S/E.

Classification (as stated) (changed to) effect

GDS

under the authority of

~~CONFIDENTIAL~~

PAGE 3 RUMHPD 32B C O N F I D E N T I A L

15. A. 4/0/4/4/0/0. B. 4/4/0/0/1/0.

16. DELIVERED TO USN HOSPITAL SHIP SANCTUARY.

17. 4/3PLUS40/37ARRS/HH-3E.

18. 0/0/1/0/NOT AVAILABLE/0/2/1.

19. A. RCC PARKS, RODNEY G. 1/LT., CP CARDILE, FRANK CAPT.,

FM TINDAL, JOHNNY TSGT., PJSBENNO MICHAEL AIC., RCC HICKS, JAMES F.

MAJ., CP HUTCHISON, EDWARD W. 1/LT., FM HALBERT FRED M. SSGT.,

PJ WHITE, WALTER III. A2C., ALL OF 37ARRS. B. KOSCIELNY, JAMES M. CPL.,

WHISKEY BATTERY 311TH, JAGELSKI, RICHARD W. PFC, WHISKEY BATTERY 311TH,

CAKES, JAMES W. PFC, H AND S 25TH., KELLEY, WILTON J. SGT H AND 2 25TH.

20. H. 4 NON-COMBAT SAVES. NSA HOSPITAL REQUESTED THE EVACUATION OF

4 PERSONNEL TO HOSPITAL SHIP SANCTUARY FOR MEDICAL CARE DUE TO THE

OVERCROWDING OF MEDICAL FACILITIES IN THE DANANG AREA. THE REQUEST WAS

ORIGINALLY MADE TO DET 7 38ARRS AND RELAYED TO OL-1. THE HH-3E'S THAT

WERE TO FLY TO A FORWARD OPERATING LOCATION WERE USED FOR THIS MISSION

IN THAT THE SANCTUARY WAS LOCATED ALONG THEIR ROUTE.

GP-4

E

DOWNGRADED AT 5 YEAR INTERVALS
RECLASSIFIED AFTER 15 YEARS
AND THE 1960S

Classified by

SUBJECT TO GENERAL DECLASSIFICATION

SCHEDULE OF EXECUTIVE ORDER 11652

AUTOMATICALLY DOWNGRADED AT TWO

YEAR INTERVALS.

DECLASSIFIED ON 31 DEC 1973

~~CONFIDENTIAL~~

NNNN

PAGE 2 RUMHPD 061B ~~CONFIDENTIAL~~

RUMSBJ/3ARRGP TAC SON NHUT AB RVN

BT

~~CONFIDENTIAL~~ OL-1 3ARRGP 50143 JUL 67. FOR CSAF (AFXOFF, AFCEP); MAC (MACOCA, MCP); TAC (DOOS-LR); CINCPACAF (DOCO-R); 7AF (DOCO, DO, DI); PARRC (PRCOP); 3ARRGP (RGRC). SUBJ: (U) RESCUE INFORMATION REPORT.

1. RESCUE OPENING / CLOSING REPORT.

JNM 1-3-104, 6 JUL 67.

4. A. MED EVAC OF CRITICALLY WOUNDED PATIENT TO USN HOSPITAL SHIP SANCTUARY FROM NSA HOSPITAL.

B. THRU H. S/E.

5. 37ARRS AT 1115Z, 6 JUL 67.

6. S/E.

7. 1/HH-3E/37ARRS/1125Z.

JIM LAUNCHED JOLLY GREEN 25 AT 1145Z.

9. 1602N/10815E.

10. A. NOT A FACTOR.

11. OL-1, 3 ARRGP/ MAJOR ORR.

12. USN.

13. S/E.

PAGE 3 RUMHPD 061B ~~CONFIDENTIAL~~

14. S/E.

15. A. 1/0/1/1/0/0/. B. 1/1/0/0/0/0.

16. DELIVERED TO USN HOSPITAL SHIP SANCTUARY.

17. 1/1PLUS40/37ARRS/HH-3A.

18. 0/0/1/0/NOT AVAILABLE/0/1/2.

19. A. RCC CAPT THOMAS R. JOHNSON; CP 1LT WILLIAM A. MCKENNY;

FM SSGT GARY V. PHILLIPS; PJ AIC MIC AEL P. BENNO; ALL OF 37

ARRS, DANANG AB, RVN.

B. LCPL HENRY, JERA

D R. "INDIA" CO., 3BN, 1ST DIV, USMC.

20. H. NSA HOSPITAL REQUESTED MED EVAC DUE TO LACK OF ADEQUATE

FACILITIES. REQUEST WAS MADE TO 37ARRS WHO N-TURN NOTIFIED OL-1

3 ARRGP. ONE NON-COMBAT SAVE. GP-4

BT

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
500 DIR 5200.10

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 1973

Classification (cancelled) changed to
effective on 28 JAN 74, by
under the authority of

~~SECRET~~

~~CONFIDENTIAL~~

Mission Narrative - 6 July 1967

(S)(GP-4) On 6 Jul 67, Crown 1 relayed to Compress that "Hotdog 2" was down. The time was 0726. At 0727, Compress notified Jolly Green 09 to launch. Jolly Green 09 took off at 0732 and received the position of 220/50, Channel 86 from Crown 1.

(S)(GP-4) No difficulties were encountered enroute. Contact was made with "Hotdog Lead" who was overhead the survivor's position. The position was changed to 220/53 from Channel 86, and "Hotdog Lead" directed JG 09 to the scene which was 160/41N, 102°/07'E.

(S)(GP-4) Weather at launch, enroute and at the target area was VFR.

(S)(GP-4) Radio discipline was very good. JG 09 landed at the scene and picked up the survivor at 0806. The survivor was picked up in Thailand and so there was no problem with enemy action.

(S)(GP-4) Contact was made on guard channel with "Hotdog 2" about 10 miles from the scene and the survivor directed Jolly Green 09 to his position.

(S)(GP-4) Jolly Green 09 landed in a field next to the survivor who climbed on board. He was examined by the Rescue Specialist and was in good condition with the exception of a bruised shoulder.

(S)(GP-4) Jolly Green 09 took off at 0810 and was instructed by Compress to search for the crash scene of the aircraft since there was still ordnance aboard when it crashed. Results of the search was negative, and JG 09 was instructed to return to Channel 86 by Compress at 0850.

(S)(GP-4) JG 09 landed at Channel 86 at 0917, terminating the mission. Only one aircraft was launched with the crew as follows:

Jolly Green - 09

RCC - Maj William H. Lloyd
RCCP - 1st Lt Andrew J. Gonos
HM - A1C Ronald F. Malone
PJ - A2C Luther E. Davis

CLASSIFIED BY
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 DEC 1973
(Date) IAW AFR 205-2

for *Richard A. Drisini Capt USAF*
WILLIAM H. LLOYD, Major, USAF
RCC

Classification (cancelled) (changed to) _____
effective on _____
by _____
to under the authority of _____

67S-0122

~~CONFIDENTIAL~~

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Classification (cancelled) (changed to) _____
effective on _____
by _____
to under the authority of _____

~~SECRET~~

ARODC # 670887
67-AD-3413

~~SECRET~~

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Det , 37th ARRS, History, Jul-Sep 67.

CHRONOLOGY

- 3 Jul 67 - Capt Etzel, Capt Bradley, A1C Cotter and A2C Pighini made pickup number 182.
- 6 Jul 67 - Maj Lloyd, Lt Gonos, A1C Malone and A2C Davis made pickup number 183.
- 7 Jul 67 - Capt Svobada, Capt Orsini, SSgt Johnson, and A2C Allaire made pickups numbers 184, 185 and 186. General Benjamin Davis visited Jolly Greens.
- 10 Jul 67 - Capt Firse, Capt Fechser, SSgt Watson and A2C Fraboni made pickup number 187.
- 18 Jul 67 - Maj York, Lt Privette, SSgt Zerbe and A2C McCombe made pickup number 188.
- 20 Jul 67 - Capt Thompson and Capt Walker set up a static display for the Air America Wives.
- 21 Jul 67 - Lt Col Britton, Capt Bradley, SSgt Watson, SSgt Keyes and A2C Davis made pickups 189 and 190.
- 27 Jul 67 - Capt Thompson and Lt Sichterman set up a static display at Nakhon Phanom for Thai Intelligence Officers.
- 28 Jul 67 - Capt Thompson and Lt Sichterman, SSgt Watson and TSgt Smith made pickup number 191.
- 3 Aug 67 - Capt Dowdy, Maj Russell, SSgt Androwsky and A2C Sliger made pickup number 192.
- 7 Aug 67 - Capt Orsini, Maj Moore, SSgt Quinn and A2C Sliger made pickups numbers 193 and 194.
- 18 Aug 67 - Col Lovelady, ComMander, 3d ARRGp and Maj Ewing of PACAF Jungle Survival School arrived at Udorn.
- 20 Aug 67 - Col Lovelady presented DFC's to Maj Moore, Lt James, A2C Pighini, A1C Malone(Basic & 1st OLC), Capt Orsini (1st OLC) and A1C Benno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, A1C Graham and MSgt Hawkins made pickups numbers 195 and 196.

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FROM: RCC/MAJ MIRICK

SUBJECT: Mission Report CROWN I 6 July 1967

TO: Commanding Officer
39 ARRS

1. At 0720L CROWN I picked up a weak beeper while in normal orbit. The tracker fixed the position of the beeper west of our position. At 0724L Hot Dog I called CROWN I on 364.2 and advised that Hot Dog II bailed out on the 220R/53NM Channel 86 with a good chute and beeper and he had voice contact with the downed pilot. He reported the pilot was uninjured. The Jolly 09 was scrambled from Channel 86 with an ETA of 0805. No Sandy's were scrambled on RES-CAP initiated. Jolly Green 09 picked up the pilot at 0810L and returned him to Channel 86.
2. At 1058L Nail 12 called CROWN I on 118.4 that an Eagle aircraft, T-28, had crashed on the 133R/23NM Channel 89. When Nail 12 reached the scene he advised a SAR effort to look for the pilot. At 1107L the Sandy's were scrambled from Channle 86 and the Jolly Greens alerted at Channel 89 to await the arrival of the Sandy's to escort them to the area. There were three Nail aircraft and two other Eagle aircraft in the area.
3. At 1122L Nail 12 advised that a Laotian Special Forces team saw the crash. They advised him that the pilot jumped but his chute did not deploy. This ground team was two miles from the area of the crash. Nail 12 advised that he felt no SAR effort was needed since the ground forces were close to the area and there were enough aircraft to search for the body of the pilot. All forces were RTB at 1135L.

John W. Mirick
JOHN W. MIRICK, Major, USAF
Rescue Crew Commander

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MN9

33 ARRSq Hist, Jul - Sep 67

(4) Maintenance performed 19 phase inspections and corrosion control consumed 13.2% of our 2617.0 maintenance manhours. Our aircraft operationally ready rate averaged 76.4% for the quarter. The maintenance personnel strength within the past three months rose from 51 to 60 permanently assigned airmen. The maintenance section has been operating with a shortage of at least 20 personnel since April 1967; however, this condition will almost automatically improve when additional aircraft are transferred.

(5) Construction work on the new aircraft maintenance building is progressing at slow to moderate pace. Weather during the quarter was excellent and was not a factor in construction. The foundation has been leveled and concrete pilings formed. They are cured and ready to be driven into the ground.

b. Narrative Accounts of Combat Missions.

(1) 7 July 1967. No mission number. In the early pre-dawn hours two B-52 bombers collided in the air 65 miles south-southeast of Saigon, Republic of Vietnam. A comprehensive account is impossible due to official classification, but the following relates 33 ARRSq personnel involvement. A total of eleven crewmembers were aboard the two bombers, including Major General William J. Crumm, 3rd Air Division Commander (JAC), Anderson AB, Guam. Six survivors were picked up by helicopter and surface vessel within two hours after daybreak. The HU-16B alert crew from Danang, Republic of Vietnam, piloted by Major Maurice F. Golden Jr, scrambled at 0840 hours to begin what was to become a three-day search. Thirty minutes after arriving over the search scene a "beeper" signal from a survival radio was heard and Capt William R. Gabel visually sighted. He yelled into his survival radio as the "Albatross" flew overhead, "Airplane that just flew over me; please don't go away." The crew assured him that they wouldn't and dropped a smoke marker on his position. Due to marginal sea conditions an open-sea landing was not attempted. Coast Guard cutter Gemini Zulu, on scene commander, sped to the scene and picked up Capt Gabel approximately one hour later. The participating HU-16B search crew flew more than ten hours each day on July 7, 8 and 9 with 100% coverage. No further survivors were spotted and the search terminated 9 July.

CREW

HU-16B 17185

RCC	Major Maurice F. Golden Jr
CP	Capt Raymond M. Bauer
RCN	Capt Robert W. Wright
RO	SSgt Frank R. Cervený
FE	ALC Jerry Reich

MISSION NARRATIVES: JSARC 3d Gp 01 and 10-38-31

Received notification from Duty Controller, JSARC, of B-52 mid-air at 9 degrees 44 minutes north, 106 degrees 59 minutes east. Coordinates received at 2315Z immediately plotted. Target at 106 degrees at 76 NM requiring full fuel, secondary crew called and fuel topped off on Pedro 91. Pedro 91 off at 2321Z and Pedro 39 at 2330Z. Stokes litter on 91 and sea rescue basket on 39. Vectored initially by Paddy Control and by Paris Control from 35 NM out to approximately 12 NM short of target area. Descent to avoid clouds broke off radar contact. ARA-25 used by Pedro 91 for homing to Six Shooter Red One, orbiting scene (debris). Pedro 91 arrived on scene at 0024Z and spotted a survivor in raft using sea marker dye and signal mirror. Pickup made into estimated 220 degrees 8-10 knot wind. Sea running three foot waves at 12 to 15 foot intervals. Survivor able to assist in recovery and in good spirits but sustained 2d degree burns over 20% of body prior to bailout. Burns treated and survivor made comfortable by pararescue-man. Pedro 39 arrived on scene during pickup. Two Pony Express CH-3's on scene making pickups on Pedro 91's arrival. Pedros 91 and 39 initiated search of primary area with negative results. Established creeping line search from one mile south southwest of poorly defined datum to six NM north northwest with three mile legs and 1/4 mile track spacing. Negative results. No contact with JSARC on any frequency. Sporadic contact with Pony Express 03 and 05. Information relayed to Red One. Pedro 39 departed for fuel at Tra Vinh at 0103Z. Pedro 91 to Vung Tau hospital at 0110Z arriving 0150Z. Departed Vung Tau at 0305Z. Both aircraft released from mission by JSARC. Enroute to Binh Thuy accomplished mission 10-38-31. Landed at 0450Z. Four sorties, 5 plus 10 hours. One combat save. Negative hostile fire.

Mission #10-38-31:

Returning to Binh Thuy after assisting in 3d Gp 01, Pedro 39 was requested to Med-Evac a Vietnamese civilian by Vin Binh Sector. The man had lost his right foot after stepping on a VC mine. Pickup was made at Cau Ke heliport. Speak 44, a U-10 of the 5th Air Commando Squadron assisted in locating of field and communication relay. Pedro 39 notified Pedro 91 which was enroute from Vung Tau to Binh Thuy after assisting in 3d ARRGp 01 Mission. Pedro 91 deviated to furnish cap cover. Both Pedros arrived at Cau Ke at 0420Z. Pickup made at 0423Z. Casualty delivered to US Hospital Can Tho at 0450Z. Mission terminated at Binh Thuy at 0500Z. Mission coordination was dependent on FM radios. One combat save. Negative hostile fire. Four sorties, one plus 45 hours.

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Mission Narrative - 7 Jul 67

(S)(GP-4) At 1215 on 7 Jul 67, Jolly Green 53 and JG 09 were launched from Lima 98 to investigate the report of a downed Air America helicopter. The approximate position was given as 210/35 off Channel 79. With JG 53 as the low bird, the two helicopters proceeded to the area at all possible speed.

(S)(GP-4) Enroute, the call sign of the downed helicopter was confirmed as Hotel 50 and it was reported by Air America aircraft in the area, that ground fire might have been responsible for bringing down the helicopter. It was also reported that six persons were on board Hotel 50. Since the Jolly Greens were only a short distance from the scene of the crash, it was decided to orbit North of the place until Sandy aircraft from Channel 86 could reach the area.

(S)(GP-4) At 1248, the Jolly Green's began their orbit awaiting the Sandy's. In orbit with Jolly Green 53 and JG 09, were an Air America Caribou and two more H-34 type helicopters. The weather over the intended recovery area was marginal. Cloud cover was broken cumulus type obscuring most all of the upper portions of the higher mountains. Generally, the elevation was between 2 and 4 thousand feet.

(S)(GP-4) At 1305, JG 53 received word from Compress that the area was in friendly hands. JG 53 decided to begin a search for the downed helicopter using JG 09 and the two Air America H-34's to help provide maximum area coverage in the shortest possible time. With some difficulty, because of weather and terrain elevation, the SAR Forces were able to get below the broken clouds and begin their contour search.

(S)(GP-4) At approximately 1330, the Sandy's arrived and attempted to assist in the search, but the confined nature of the area precluded their extensive use.

(S)(GP-4) At 1335, Hotel 51, one of the search helicopters, located the site of the crash. The downed helicopter was located just below the top of a high mountain by the side of a small village. The area was invisible for most of the time because it was almost completely in the clouds. Hotel 51 had fortunately glimpsed the area through a break in the overcast. Following Hotel 50, JG 53 made an approach as close to the area as possible to ascertain what measures could be taken to land at the place. Elevation was estimated at 4500 ft pressure altitude. The most difficult aspect of the situation was the fact that an approach has to be made from beneath the clouds. JG 53 made several more approaches to the area and was relatively sure that a safe landing could be made even though the visibility over the crash site was no more than 1/8 of a mile. A landing site was chosen about one hundred yards from the crash scene. As JG 53 made its' last approach, the survivors could be seen on the ground. Because of the number of persons on board the downed helicopter, JG 53 dumped fuel and jettisoned external tanks to insure a lightened condition for landing and take-off from the high place.

Downgraded to CONFIDENTIAL

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

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

ARODC #

67-AD-3414

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(S)(GP-4) While Jolly Green 09 orbited nearby, JG 53 began its final approach to the survivors at 1345. JG 53 remained below the clouds until the very last seconds of the approach. The rescue helicopter entered the clouds just as it reached its intended landing area. Very quickly the Flight Engineer and Pararescue Specialist secured the three survivors on JG 53. At this time, it was learned that two indigenous persons had been killed in the crash and one, unhurt, had wandered away. The condition of the three survivors on board JG 53 was critical. JG 53 determined that the nearest suitable hospital was located at Lima 20, some 35 miles from the crash scene.

(S)(GP-4) At 1352, JG 53 carefully exited the cloud covered mountain and at maximum speed proceeded to Lima 20. At 1410, JG 53 landed at Lima 20 and turned the survivors over to medical personnel at the site. At 1430, JG 53 landed at Lima 98 to resume alert.

(S)(GP-4) During the mission, cooperation between Air America aircraft and all of the SAR aircraft was excellent. Radio communications, despite the use of uncommon frequencies (By Air America Birds), was outstanding. Without Hotel 51, the survivors most assuredly would not have been located so quickly. Unfortunately, the survivors did not carry any signalling device what-so-ever, making it impossible to locate them by conventional SAR methods.

Jolly Green 53 - Low Bird

RCC - Capt Robert J. Svoboda
RCCP - Capt Richard A. Orsini
HM - SSgt Jerry R. Johnson
PJ - A2C Patrick F. Allaire

Jolly Green 09 - High Bird

RCC - Maj William H. Lloyd
RCCP - 1st Lt Andrew J. Gonos
HM - A1C Ronald F. Malone
PJ - A2C Luther E. Davis

! AMAZING FOR
OLD
AA
heads

for *Richard A. Orsini Capt USAF*
ROBERT J. SVOBODA, Capt., USAF
RCC

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Det 1, 37th ARRS, History, Jul - Sep 67.

2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Gonos, ALC Ronald Malone, and A2C Luther Davis picked up Capt Robert Bennett, an Air Force F-105 pilot, in Thailand, on 6 July.

3. (S)(GP 4) On July 7, Capt Robert Svoboda, Capt Richard Orsini, SSgt Jerry Johnson, and A2C Patrick Allaire, picked up Mr. Rainville, Mr. Parker, and a Laotian Lieutenant from an Air America H-34, in Laos.

4. (S)(GP 4) Capt John Firse, Capt Clyde Fechser, SSgt Floyd Watson, and A2C Michael Fraboni, picked up Major Maurice Seavers, an Air Force F-105 pilot, in Laos, under fire, on 10 July.

5. (S)(GP 4) On 18 July, Major Glen York, Lieutenant Billy Privett, SSgt Theodore Zerbe, and A2C Randy McComb, rescued Lt. J. G. Larry J. Duthie, an Navy A-4 Pilot, under fire.

6. (S)(GP 4) Lt Col Warner A. Britton, Capt Harold Bradley, SSgt Floyd Watson, SSgt Harvey Keyes, and A2C Luther Davis, picked up Major Joseph Holder and SSgt Albert Sellers from an OLE, in Laos, on 21 July.

7. (S)(GP 4) On 28 July, Capt Evan Thompson, Lieutenant Edward Sichterman, SSgt Floyd Watson, TSgt Charley Smith, picked up Lt. Karl Richter, an Air Force F-105 pilot, in Laos.

8. (S)(GP 4) Capt Robert Dowdy, Major Edward Russell, SSgt Vincent Androwsky, and A2C David Sliger, picked up Capt John Bischoff, an Air Force F-105 pilot, in Laos, on 3 August.

9. (S)(GP 4) Capt Richard Orsini, Major Powell Moore, SSgt Vincent Quinn, and A2C David Sliger, picked up Capt Joseph Otto and Capt Loy Meeks, USAF RF-4C pilots, in Laos, on 7 August.

10. (S)(GP 4) Capt Robert Greer, Lieutenant Andrew Gonos, ALC Roger Graham, and MSgt Ted Hawkins, picked up Maj DeMarque and Lieutenant Piet, USAF F-4C pilots, in Thailand, on 23 August.

11. (S)(GP 4) Major Gerald Haynes, Major Richard Wagner, ALC William Jaynes, and ALC John Pighini, picked up Capt Shanon, an Air Force F-105 pilot, at night, in Thailand.

12. (S)(GP 4) Capt Evan Thompson, Major Powell Moore, SSgt James Brooks, and A2C Michael Fraboni, picked up Capt Patterson, an Air Force F-101 pilot, and McComb, a Jolly Green, Para-rescue Specialist, in Laos, under fire.

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MISSION NARRATIVE

CROWN 02

7 JULY 67

CROWN 02 was in orbit over Paxxane when, at 0520Z COMPRESS called on VHF (123.1) to advise that an Air America helicopter (H51) had gone down. H51 had crashed on the 210/35 from CH 79 (350/78 CH 86) and from all reports three were known dead and two were believed to be injured. At that time two other customer helios were enroute (H50 and H44) as well as Caribou 389.

JOMMY GREEN's 09 and 53 were launched from L-98 with J.G. 53 being the low bird. Their ETA on scene was 0548 and they had 4+30 before BINGO.

SANDYs 1,2,3,&4 were scrambled from CH 86 with an ETA of 0630 and 5+30 before BINGO.

CROWN 02 arrived at the crash site at 0548 and established an orbit at FL220 overhead. COMPRESS advised that the area had both friendly and hostile forces. CROWN advised both the JG's and the SANDYs that no pick-up was to be made until the SANDYs were in the area.

CROWN requested and received permission for the SAR forces to proceed through the Magic Circle.

While the SANDYs were enroute, H50 began searching the area while JG 09 and 53 remained a safe distance away. H50 had no success in locating the wreckage.

At ⁰⁶⁴⁵~~0545~~ COMPRESS advised (from STONE CHERRY) that friendlies were in the immediate area and the JG's could make the pick-up. It was up to the pilot of JG 53.

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SANDYs revised ETA to 0615 and were advised that friendly ground troops had secured the wreckage. (From STONE CHERRY and COMPRESS)

At 0615 H50 landed at a local site to get more information. He picked up a guide and proceeded to wreckage area. He advised that there may have been six POB rather than five.

At 0626, while all SANDYs, JOLLYs and Air America Helios were searching, COMPRESS advised again that the JG's could not make the pick-up alone and that there were unfriendlies in the area.

The wreckage was sighted by H50 at 0635 and he called it a "total". While he went in for a better look, COMPRESS advised that the survivors had been moved to TF6373.

JOLLY GREEN 53 requested permission to land and pick up the survivors. This was granted at 0640 and he dropped his tip tanks and went in. Seven minutes later he was off again, with three survivors. (Two round eye and One native). ~~Two~~ Two of the survivors needed immediate medical attention. They were taken to L-20 (landed at 0710) to be off-loaded and treated.

The SANDYs were RTB'd at ~~0655~~ 0654 with 0+35 to Pancake.

JOLLY GREENs 09 and 53 off loaded at L-20 and proceeded to L-98 for fuel and new tip tanks. (JG 53 only)

CROWN 02 returned to orbit over Paksane at 0720.

INFORMATION:

1. At no time was there voice or sight contact with the survivors from the air.
2. It was not known what caused H51 to go down until the pilot was recovered. (It was Mech)

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3. There were four survivors, The fourth, a native, wandered away from the wreckage (with minor burns) and was not seen again.
4. Two men (origin unknown) died in the crash and could not be recovered.

ROGER F. ARNDT
1/Lt USAF
Rescue Crew Commander



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398

Det , 37th ARRS, History, Jul-Sep 67.

CHRONOLOGY

- 3 Jul 67 - Capt Etzel, Capt Bradley, ALC Cotter and A2C Pighini made pickup number 182.
- 6 Jul 67 - Maj Lloyd, Lt Gonos, ALC Malone and A2C Davis made pickup number 183.
- 7 Jul 67 - Capt Svobada, Capt Orsini, SSgt Johnson, and A2C Allaire made pickups numbers 184, 185 and 186. General Benjamin Davis visited Jolly Greens.
- 10 Jul 67 - Capt Firse, Capt Fechser, SSgt Watson and A2C Fraboni made pickup number 187.
- 18 Jul 67 - Maj York, Lt Privette, SSgt Zerbe and A2C McCombe made pickup number 188.
- 20 Jul 67 - Capt Thompson and Capt Walker set up a static display for the Air America Wives.
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- 27 Jul 67 - Capt Thompson and Lt Sichterman set up a static display at Nakhon Phanom for Thai Intelligence Officers.
- 28 Jul 67 - Capt Thompson and Lt Sichterman, SSgt Watson and TSgt Smith made pickup number 191.
- 3 Aug 67 - Capt Dowdy, Maj Russell, SSgt Androwsky and A2C Sliger made pickup number 192.
- 7 Aug 67 - Capt Orsini, Maj Moore, SSgt Quinn and A2C Sliger made pickups numbers 193 and 194.
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- 20 Aug 67 - Col Lovelady presented DFC's to Maj Moore, Lt James, A2C Pighini, ALC Malone(Basic & 1st OLC), Capt Orsini (1st OLC) and A2C Benno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, ALC Graham and MSgt Hawkins made pickups numbers 195 and 196.

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MISSION NARRATIVE

CROWN 02

7 JULY 67

Twenty-one minutes after returning to orbit (0741) from a successful SAR effort, CROWN 02 received a call from BUCKSKIN (F-105 IRON HAND) who had received a beeper signal. He had pin-pointed the location as 045/132 CH 51. He had voice contact on GUARD with the downed man (call sign WILD THRUSH) who said he was being pressed and wanted help.

ETA 0925.
SANDYs 1,2,3,&4 were scrambled from CH 86 (0749) with SANDYs 5,6,7,&8 on cockpit alert. JOLLY GREENs 37 and 55 were on cockpit alert at CH 89.

At 0753 JOLLY GREENs 29 and 25 were scrambled from CH 109. Their ETA was 0840 with BINGO at 1030. They were advised to hold for the SANDYs.

CROWN 02 established an orbit overhead Ch 89.

Between 0755 and 0805 several more possible positions were offered, with the final position being 080/49 Ch 77 and 270/36 Ch 109.

COMPRESS was unable to find out who WILD THRUSH was and advised CROWN not to commit any friendly forces until further information was established.

COMPRESS (0818) advised that there was a possible SAM threat in the area.

While the SANDYs and JOLLY GREENs were enroute, CROWN set up a fighter rescap, using BUCKSKIN, WARHAWK (F-105) and MISTY (F-100) flights, alternating them off tankers from the Blue Anchor. Other fighters had been diverted from the Strike Force and were on the way.

At 0823 JG 37 and 55 were airborne from CH 89 and were to hold on the 110/55 from CH 89.

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WILD THRUSH repeatedly requested that we contact COVEY on 45.5 FM for help. As the HC-130 P does not have FM we had no way of doing this at the time. There were some FACs on the way, however, who could do what he requested. At this time it was established that WILD THRUSH was a FAC. He mentioned again that he was in a hurry to get out and was in trouble.

AT 0850 ZORRO 43 & 42 called and said they would be on scene in 30 minutes and could stay for one hour. They were passed on to SANDY lead.

At 0858 JG 25 & 29 went to CH 85 to refuel.

SANDYs 5 & 6 were launched and proceeded toward the area. SANDYs 3 & 4 joined JG 37 and 55 in their safe orbit.

At 0913 SANDY 01 became the On Scene Commander and began working with NAIL 33/68. Voice contact with WILD THRUSH was lost.

At 0934 we were advised that the SANDYs could use the JOLLYs whenever necessary.

Rescap (fighter) at this point was abundant. CROWN 02 was working flights of 105's on and off tankers in the Blue, Tan and Brown Anchors, in anticipation of facing them into the area before using the JOLLYs. CROWN 05 was sending the strike force over to CROWN 02 after they had come off tanker. Because there was a limited number of tankers, the fighters were cut down to four flights, all others being sent home. Those kept were THRUSH, FINCH, GUNNER, and BARRACUDA.

At 0945 COVER 50 began working with SANDY LEAD to find the man and get him out. They searched until finally, at 1008, voice contact was re-established. At this time it was discovered that WILD THRUSH was a ground party in trouble and they needed to be airlifted out. The first report was 22 persons.

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CROWN 02 requested to use the SANDYs for fire suppression and let the JOLLYs make the pick-up at 1011.

COVEY 50 had three BUTTERFLIES enroute and wanted to use the SANDYs.

COMPRESS advised to move the JOLLYs closer and told the SANDYs that it was a free-shoot area.

At 1036 the BUTTERFLIES arrived and began to make the pick-up. ~~XXXXXXXX~~
BLUECHIP advised at 1038 that we could use the JOLLYs.

All jet fighters and tankers were RTB'd at 1045.

Two BUTTERFLIES made the pick-up. One took six persons and the other five. Two men did not survive the incident and were not airlifted out. Apparently thirteen was the actual number in the party.

At 1046 the JOLLYs and the SANDYs were pulled out of the area and RTB'd. SANDYs 1,2,3,&4 had expended their ordinance in the area to protect the ground party. There was no hostile ground fire at any time.

CROWN 02 returned to orbit CH 86 and RTB'd after the JOLLY's were across the FENCE.

ROGER F. ARNDT
1/Lt USAF
Rescue Crew Commander

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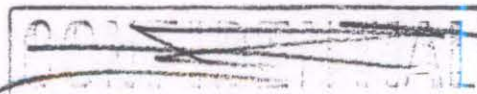
8 July 1967

Ops/6407

Mission Narrative Report (1-3-105, 7Jul67) (U)

3rd ARRGp (RCRG) APO 96307

1. (U) This report is submitted in accordance with 3rd ARRGp Supplement 1 to ARRSN 55-1, 27 April 1967.
2. (C) While enroute from DaNang AB to the designated FOL (Quang Tri), Jolly Green 07 (Low) and Jolly Green 10 (High) were notified by Queen Control to divert to Dong Ha for rendezvous with a task force being formed for an aircrew recovery mission. The objective was a Marine A-4E pilot (Chain 1) who had ejected at a point 320/17/Ch 109 north of the DMZ. At 0740L, Jolly Green 07 and 10 were on station at Ch 109, and by 0800L, Electron 507 and 501 (Navy A-1's) had joined us at 4000 ft, and Onwood 2 and 4 (AF F4's) were in place at a high altitude. At 0800L, the task force proceeded on the 320 radial of Ch 109 to a distance of 16 3/4 miles DME. Electron 507 flew ahead and spotted the downed pilot visually and advised him that a helicopter was attempting to pick him up. Electron 501 was providing RESCORT for the Jolly Greens at this point. Electron 507 indicated the location of the downed pilot by flying low over him and indicating the point at which he was overhead the survivor by UHF. He then returned to join with Electron 501 to provide suppressive fire on either side of Jolly Green 07 as we made an approach on a heading 240°. The downed Marine pilot (Chain 1) was asked to ignite his smoke grenade, and on pinpointing his position, I decided to make a landing in the small gully adjacent to his position. The pararescue specialist left the helicopter immediately upon landing, and while the flight mechanic covered the operation with an M-16 weapon, the pilot was carried by the pararescue specialist into the helicopter. During the approach to the pickup, both Jolly Green 07 and 10, as well as the Electron aircraft were subjected to heavy and intense automatic weapons fire, 50 cal, 37 mm, 57 mm. To add to the consternation, there were intermittent indications of RADAR lock-on by heavy weapons, by IFF failure caution light. However, while the helicopter was on the ground for approximately one minute at 0820L, there was no hostile ground fire as it was a location protected by small hills on the North and South sides. During take-off and climb-out toward Dong Ha, Jolly Green 07 was again subjected to heavy ground fire. Upon landing at Dong Ha for refueling at 0840L, Jolly Green 07 and 10 were inspected for battle damage. 10 was found to have taken no hits, and although 07 had received several hits they were not in vital locations, and the aircraft was determined to be flyable. With this information, Crown 4 then directed that Jolly Green 07 return to DaNang AB with the survivor and that Jolly Green 10 return to the FOL at Quang Tri to remain on alert.



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3. (C) The survivor, Maj R. E. Brubaker, FSN 069652, VMA 311, Chu Lai, was found to be in good condition with the exception of a severely bruised, sprained, and perhaps dislocated right knee and suffering from dehydration. He was cared for by the pararescue specialist during the flight, and was delivered to DaNang AB at 0930L.

4. (U) Weather during the rescue operation was not a limiting factor.

5. (C) The downed crewmember, Maj Brubaker, performed in an exceedingly fine manner and aided the task force greatly in accomplishing his rescue. He gave excellent instructions over the survival radio as to his location and directed the task force to his position, advising in detail of his physical condition, inability to move on his own, as well as responding alertly when requested to pop his smoke grenade.

6. (C) Crew coordination on Jolly Green 07 was excellent throughout the mission. The copilot did an outstanding job in performing cockpit duties in assistance to the pilot, particularly in spotting ground fire, other aircraft and visually locating the downed pilot. The pararescue specialist did an outstanding job of carrying the injured pilot into the helicopter in minimum time and without further injury to him, as well as administering effective first aid during the return flight. The flight engineer performed effectively in using the M-60 machine guns and M-16 rifles, and in assisting the pararescue specialist.

7. (C) Aircraft involved in the task force:

Jolly Green 07 and 10	USAF HH-3E
Crown 4	USAF HC-130P
Electron 507 and 501	NAVY A-1
Onwood 2 and 4	USAF F-4C

8. (C) Aircrew: Jolly Green 07 (Low - Element Lead)

Major James F. Hicks
Capt Frank M. Zahrobsky
A1C Michael W. Mulvany
A2C David A. Carl

RCC
CP
FE
RS

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

Aircrew: Jolly Green 10 (High)

LtCol Victor Goudey
1LT Jerry D. Clearman
A1C Charles Harris
A1C John C. Jeffers

RCC
CP
FE
RS

DOWNGRADED AT 3 YEAR INTERVALS:

DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5210.10

James F. Hicks
JAMES F. HICKS, MAJOR, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

SECRET

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SUBJECT: Rescue Narrative Report

1. The following narrative is submitted IAW 3 ARRG Supplement 1 to ARBSM 55-2 on Aircrew Recovery Mission CHAIN 01, 7 July 1967

A. Time of launch 0615L, no difficulty encountered. Original request for assistance received 0635L through King/Queen, thirty minute delay reaching on scene due to Queen request to investigate a strong beeper in the PHU CAT area. Beeper was located using COOK TRACKER on the PHU CAT RAMP.

Base ops confirmed our estimated location correct. Actual arrival on scene 0754L.

B. Difficulty encountered enroute. Heavy ground fire reported by JOLLY GREEN 07, ground fire reported north of river that runs from Finger Lakes. Co-ordinates were accurate in regards to the location of downed pilot, UHF voice contact was maintained through out mission.

C. Weather Launch 200 V15-20, enroute 500 700, on scene 700,, V15-20

D. On Scene Commander Crown Four, RESCAP DEEPSEA SIX, NEPHEW FLIGHT, ARMOR PLATE 91, OXWOOD FOUR FLIGHT, TANKER ANCESTOR, RESCUE AIRCRAFT JOLLY 07 making pick up, JOLLY GREEN 10 HIGH, ELECTRON 507, 501 escort. BARNALL on standby, OXBLOOD flight held at anchor over CH109 for use for ground fire suppression.

E. Radio discipline excellent with the exception of Queen and King constant requests for information on events that had not yet taken place. I strongly suggest that although both King and Queen are under great pressure for information that they withhold all requests for information that do not directly affect the immediate prosecution of the mission.

F. Pilot recovery completed at 0822L, CH109 320 degrees radial at 16NM.

G. Enemy action, small arms ground fire, Electron 507, 501 used to suppress ground fire. JOLLY GREEN 07 under ground fire.

H. Reaction of downed pilot was that of elation. Injuries were scratches and a wrenched knee. Downed pilots radio discipline and procedures were excellent, he demonstrated confidence in the fact he would be recovered and at no time displayed the slightest indication of panic.

I. Unk

J. 0823L

K. CROWN FOUR continued on primary mission

L. Unk none reported

M. Unk

N N/A

O. None

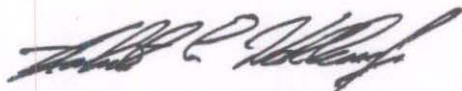
SECRET

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P. Downed pilot was positively fixed yet asked to fire his smoke prior to JOLLY GREEN arrival. I immediately requested that he with hold his smoke until he had JOLLY in sight. This proved to be best action as the pilot had one smoke bomb and used it as per my instructions to signal JOLLY GREEN 07. I strongly feel that premature actuations of signalling devices are more of a detriment than an aid to Aircrew Recovery in hostile areas. One unidentified helicopter was reported near the scene but not investigated due to the necessity to run the gamut of ground fire on exit.



ROBERT E. WALLACE, Major, USAF
Rescue Crew Commander
Crown 4 39 ARRS



(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

FIRRS NEWSLETTER

31 JULY 67

INJURED MARINE FLYER RESCUED. An HH-3E crew led by Major James Hicks braved enemy ground fire on July 7 to fly six miles into North Vietnam and successfully recover an A-4 Skyhawk pilot. The marine pilot told his rescuers that he had been shot down during the middle of the night and could do nothing but lie on the ground. He tried to crawl to a better position but his injuries, though not serious, were too painful. When the Jolly Green Giant helicopter located the injured flyer, pararescueman A2C David Carl left the aircraft to assist the Marine into the chopper. Throughout the entire rescue operation, small arms fire, 30 and 50 caliber and flak were spent by the enemy in an attempt to drive off the helicopter. After the pickup, the HH-3E flew to Dong Ha and released the injured marine to medical authorities.

7 JULY 67 BRUBAKER SAR

ARMORPLATE- A FRIEND IN NEED

HOME



DEBRIEFING

VMA (aw) 533
 Captain Bill Kretzschmar-Pilot
 Captain Don Hiltbrunner-B/N
 A/C BuNo: 152643
 0300 JULY 1967
 North Vietnam just north of the DMZ



A description of eyewitness accounts of Major Brubaker's shootdown and the role of the A6 Intruder flown by Bill Kretzschmar and Don Hiltbrunner is contained in Ch 37 of the book Operation Buffalo-USMC Fight for the DMZ by Nolan, Presidio Press, 1991. The witnesses were grunts Marines just south of the DMZ

We launched from Chu Lai in the middle of an early July 1967 night on a no sweat mission into an area just north of the DMZ in North Viet Nam. Time on target was 0330. It was suppose to be a simple TPQ mission (vectored to bomb release point by ground radar). The target was a "suspected SAM site" several clicks north of the DMZ. The only thing that might get our adrenaline flowing was the fact that we would be making our pass at a level 20,000 ft, frozen on course and speed, no jinking. The only ECM protection we would have was our own internal black boxes. If there was more than a suspected site down there, we would be making the North Vietnamese shooters' job that much easier.

This particular mission would turn out to be the most gratifying single mission I would ever fly in two 'Nam tours.

This wasn't your typical "dark and stormy night" of which hairy tales are made. It was a clear night, and as a matter of fact, this isn't a hairy tale, at least from our perspective. The TPQ controller set us up on a run in heading and give us occasional small heading corrections. Our ECM gear was quiet, indicating an apparent lack of radar activity by the enemy gunners.

Then, as we approached that point in the sky where the TPQ controller wanted our twenty eight 500 pounders to release he gave us a "steady.standby.standby Mark-Mark." I pressed the bomb release button on the stick, the A6 rocked and rolled a little and tried to climb, unburdened of the seven tons of ordnance it had moments carried. Now free to do my own thing, I banked the Intruder toward our egress heading. We saw the flashes of the bombs exploding in the impact area on or near our target area.

Moments later, we heard the high pitched wailing of an emergency beeper. This was followed by a voice calling "MAYDAY MAYDAY MAYDAY" We answered up and were asked over the emergency radio frequency if we had just dropped some bombs.

"Affirmative What's up? Who are you? What's going on? Where you at? ?" I asked. A nervous but somewhat reassured voice explained that he was a pilot and had ejected from an A4 several hours earlier "hit by a SAM missile..got a broken leg and other injuries smoke from your bombs passing over right now been unconscious bombs, not too far away, woke me can you get me out of here? " the Skyhawk pilot replied.

"You bet, buddy. We'll go out over the gulf and call for a Jolly Green. Be right back. Save your radio. Don't call me, I'll call you."

We got a good fix on his position and passed it along to Da Nang. They advised the SAR would be there at first light maybe a couple hours away. I told them I would hang around

would be there at night, maybe a couple hours away. I told them I would hang around until then to assist in the location. I didn't know if I would have enough fuel to just hang around until the SAR arrived but the guy on the ground was scared and we couldn't just leave him there. We had dropped all our bombs so the only thing we had to give at this point was our moral support and the sound of a pair of GE J-52's.

From a safe position over the gulf, we tried to raise our downed pilot from outside the now certain lethal SAM ring, but couldn't. We flew back to where he was and passed the plan on to him, all the while trying to encourage him. I told him we would stay as close as we could and be just off shore to await the arrival of the Jolly Green.

And, I also reminded him to save his radio. Then we got out of Dodge and entered an orbit again over the Gulf of Tonkin.

Not much later we could hear him trying to call us but he was weak and unreadable. Again we flew back in to reassure him we were still there and to remind him to save his radio for the rescue. Back we went to the relative safety of the Gulf.

Again, we heard a weak radio call from a very scared pilot on the ground who was very alone and in North Viet Nam. We flew back in and this time and rather firmly admonished the pilot to "SAVE YOUR DAMN RADIO"

The minutes went by for our newly found best friend. And again and again the poor bastard didn't want to let go of us, his only contact with the real world. He didn't really have many options at this point and that reality was becoming very apparent as time passed. We couldn't blame him and we really couldn't do anything more for him than just be there. Several times we flew back in to reassure him and to admonish him about his radio discipline or I suppose his lack of radio discipline.

Our fuel was getting low, actually very low. Finally, from our altitude we could detect the sky lightening in the east. We began asking ourselves where are these guys (Jolly Greens)? Then came the call. The SAR was inbound for the rescue. I asked if we could be of any help in locating the guy. "Not yet" came the reply. "Let's see what we got here." God, these guys are cool, I thought. We got word that they were in contact with him. And then came the really good news; they had him visual.

From this point we could only get in the way of these courageous professionals. We wanted so badly to stay in the area until he was in the helo and on his way home, but we were almost running on fumes by now. If we hung around any longer the Jolly Green might have to pick up two more downed aviators on his way back. We had held this guy's hand for a couple of hours and didn't want to let go until we were certain he was safe. But we had to and so we headed our A6 for Da Nang Air Base. Prior to landing we got word that they had him. Rescue successful! Jolly Green and Sandy's, "Sierra Hotel...Shit Hot".

We were elated. But now a new emotion erupted. With the rescue complete we became infuriated. Infuriated that this A4 driver, from a squadron at our very own base at Chu Lai, had been downed by a surface to air missile at about 1900, eight hours before our launch. And nobody knows about it, not us, not the TPQ controller, not our own Group G2, nobody. We didn't know that by virtue of the shootdown of the Skyhawk, the SAM site was no longer a suspected site but a hot active site manned by some pretty good shooters. Even more maddening was that no one saw fit to tell us to keep an eye and ear out for the downed pilot. We damn near killed him. That would have been the ultimate irony; poor guy gets nailed by an enemy SAM, survives the shootdown, and then the good guys from his own base come along to finish him off. It could very well have turned out much different than it did.

Where were the intelligence guys, or ops guys, or anyone from his squadron to let the Intruder guys know about this fellow? They were well aware that we A6 pukes were always flying around up north at night. We raised hell about it later but didn't get any satisfactory answers as to who dropped the ball. Fortunately, the story had a happy ending, but it could have had a tragic ending for a Skyhawk pilot for sure and perhaps a couple of Intruder

types as well.

I was able to talk briefly by phone with the rescued pilot before he was medivaced out of country. The A4 pilot was Major Ralph Brubaker and he was happy to be alive and back in the hands of the friendlies. We were just happy to have been in the right place at the right time to help bring him back alive even if he was a little damaged by the events.



BIOGRAPHY

Bill Kretzschmar left the Marine Corps as a Captain after eight years. During his time in the Corps he served with HMM 162 flying UH 34's, VMA 224 flying A4's and VMA (aw) 242 and 533 flying the Intruder. Bill completed two tours in Vietnam, one with 162 (Helos) and one with 533 (Intruders).

Today, Bill is an International Pilot flying 767's for American Airlines. Bill and his wife Jan call both Connecticut and Cary, North Carolina home.

Bill's e-mail address is WillyKilo@aol.com

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~~CONFIDENTIAL~~

Mission Narrative - 10 Jul

(S)(GP-4) Jolly Green 53 and JG 36 were on alert at Lima Site 36. At 0040Z, Crown 2 reported that Hartford 3 had been hit over the target, was losing oil pressure, and was trying to make it to the Lima Site 36 area before bailing out. His position was given as 030°/67NM of channel 97 and heading south. He was then reported to have bailed out at 180°/30NM of channel 97. This location was about 25NM east of Lima Site 36 in Laos.

(S)(GP-4) Compress advised us to scramble and both helicopters were off the ground at 0044Z. The weather at Lima Site 36 was clear. ETA to the area was 0105Z and bingo time was 0410Z. While enroute, we received word that his new position was 170°/27NM of channel 97. Just prior to reaching the area, we could hear Sandy 1 and 2 talking to the downed pilot and trying to locate him. Also, Crown 2 reported that the area was considered unfriendly. We could see the Sandys searching in some small ravines that ran northwesterly from a ridge. Along this ridge was an obviously well-used road. The weather was 1000 ft broken to overcast with tops at 8000 ft. Visibility was ten miles. The weather was very changeable and at the time of the pickup was about 2000 ft scattered.

(S)(GP-4) The low helicopter, JG 53, remained below the overcast and about 3 miles north of the search area while the other helicopter remained on top. Sandy 2 became our escort and Sandy 3 and 4 escorted the high Jolly Green. There were also jet aircraft orbiting overhead.

(S)(GP-4) At about 0130Z, Sandy 1 reported that he was receiving ground fire from the road area and that he had spotted the parachute. He had a pretty good idea where the pilot was located. The Sandys then began laying down ord'nance and preparing the area for a pickup. Sandy 1 felt that a try would occur in about fifteen minutes, so we unloaded about 800 lbs of fuel, leaving about 900 lbs in each interior tank. We maintained this amount until just prior to the actual pickup when we allowed it to decrease to 600 lbs per tank.

(S)(GP-4) At this time, JG 53 began to receive automatic weapons fire from two areas. The RCC decided to climb on top and move further to the northwest.

(S)(GP-4) The Sandys were still receiving heavy ground fire and were continuing to strafe and bomb the ridge. Two Firefly aircraft also came into the area to assist. The ceiling was too low for the jets and they were never used.

(S)(GP-4) At about 0200Z, the area began to clear and Sandy 3 advised us to move to a position a little northwest of the area where we could see the action and be shown the location of the pilot. Sandy 1 described the pilot's location and made a couple of passes attempting to show us his position.

~~CONFIDENTIAL~~

Downgraded to ~~CONFIDENTIAL~~

25 JUL 1970

IAW AFR 205-2

(Date)

67S-0124

ARCDC # 670889

~~SECRET~~

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

67-AD-3415

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~~CONFIDENTIAL~~

(S)(GP-4) Just prior to attempting the pickup, we advised Sandy 1 to talk us into the area and to advise the pilot of Hartford 3 to direct us in as soon as he located us. The Sandys then layed down white phosphorus smoke along the ridge and we prepared the aircraft for the attempt.

(S)(GP-4) We dropped the tip tanks just prior to reaching the first ravine. Sandy 1 directed us into the first ravine and we searched for about five minutes before he realized that we were in the wrong place. He then directed us out and into the next ravine south. At the approximate location of the pilot, we began talking to him. Each time he talked a loud squeal was heard on guard channel and he was difficult to understand. The RCC could read him just enough to realize that we had overshot his position. The smoke screen had blown away by this time and the road could be seen clearly above us and about 100 yards away. Although we still hadn't seen the pilot, he advised that we were right overhead and the penetrator was lowered.

(S)(GP-4) As the survivor climbed on the penetrator, the Flight Engineer finally spotted him and gave us final directions. While hovering, the number one engine fire warning lights came on. The T5 was about 20° higher on that engine and the oil temperature slightly higher. Everything else looked all right and no corrective action was then taken. We were maintaining about 85% torque. The pilot had done a good job of camouflaging himself and was in high grass. This made him very difficult to see. We had asked him to fire a flare but he became excited and couldn't get his flare loose. It was taped to his pant leg.

(S)(GP-4) Just as he got on board, the Flight Engineer reported ground fire from his side. This information was passed to the Sandys and we departed the area to the northwest; the same way we came in. The pilot was in excellent physical condition, though very muddy and wet; and of course, very tired. The pickup was made at 0245Z on the 10th of July 67.

SURVIVOR: Major Maurice E. Seaver Jr., FR27099 - 44th TacFtrSq., Korat AB, Thailand.

(S)(GP-4) The helicopter landed at Lima Site 36 to refuel at 0300Z. The pilot was then flown to Udorn AB on JG 53, arriving on the same day. The mission was handled extremely well by all concerned from our view-point. Radio discipline was better than on any previous missions that I have been on. Only necessary information was passed and the coordination among all concerned was very good. Sandy one did an outstanding job in directing the on-scene effort. There was no battle damage to JG 53.

Jolly Green 53 - Low Bird

Jolly Green 36 - High Bird

RCC - Capt John A. Firse
RCCP - Capt Clyde A. Fechser
HM - SSgt Floyd W. Watson
PJ - A2C Michael R. Fraboni

RCC - Capt Douglas L. May
RCCP - Maj Richard E. Adams
HM - ALC John W. Whisenhunt
PJ - A2C Randy S. McComb

Clyde A. Fechser, Capt
JOHN A. FIRSE, Captain, USAF
RCC

Classified by
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 7 FEB 1977
DECLASSIFIED ON

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Det 1, 37th ARRS, History, Jul - Sep 67.

2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Gonos, ALC Ronald Malone, and A2C Luther Davis picked up Capt Robert Bennett, an Air Force F-105 pilot, in Thailand, on 6 July.
3. (S)(GP 4) On July 7, Capt Robert Svoboda, Capt Richard Orsini, SSgt Jerry Johnson, and A2C Patrick Allaire, picked up Mr. Rainville, Mr. Parker, and a Laotian Lieutenant from an Air America H-34, in Laos.
4. (S)(GP 4) Capt John Firse, Capt Clyde Fechser, SSgt Floyd Watson, and A2C Michael Fraboni, picked up Major Maurice Seavers, an Air Force F-105 pilot, in Laos, under fire, on 10 July.
5. (S)(GP 4) On 18 July, Major Glen York, Lieutenant Billy Privett, SSgt Theodore Zerbe, and A2C Randy McComb, rescued Lt. J. G. Larry J. Duthie, an Navy A-4 Pilot, under fire.
6. (S)(GP 4) Lt Col Warner A. Britton, Capt Harold Bradley, SSgt Floyd Watson, SSgt Harvey Keyes, and A2C Luther Davis, picked up Major Joseph Holder and SSgt Albert Sellers from an OLE, in Laos, on 21 July.
7. (S)(GP 4) On 28 July, Capt Evan Thompson, Lieutenant Edward Sichterman, SSgt Floyd Watson, TSgt Charley Smith, picked up Lt. Karl Richter, an Air Force F-105 pilot, in Laos.
8. (S)(GP 4) Capt Robert Dowdy, Major Edward Russell, SSgt Vincent Androwsky, and A2C David Sliger, picked up Capt John Bischoff, an Air Force F-105 pilot, in Laos, on 3 August.
9. (S)(GP 4) Capt Richard Orsini, Major Powell Moore, SSgt Vincent Quinn, and A2C David Sliger, picked up Capt Joseph Otto and Capt Loy Meeks, USAF RF-4C pilots, in Laos, on 7 August.
10. (S)(GP 4) Capt Robert Greer, Lieutenant Andrew Gonos, ALC Roger Graham, and MSgt Ted Hawkins, picked up Maj DeMarque and Lieutenant Piet, USAF F-4C pilots, in Thailand, on 23 August.
11. (S)(GP 4) Major Gerald Haynes, Major Richard Wagner, ALC William Jaynes, and ALC John Pighini, picked up Capt Shanon, an Air Force F-105 pilot, at night, in Thailand.
12. (S)(GP 4) Capt Evan Thompson, Major Powell Moore, SSgt James Brooks, and A2C Michael Fraboni, picked up Capt Patterson, an Air Force F-101 pilot, and McComb, a Jolly Green, Para-rescue Specialist, in Laos, under fire.

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Det , 37th ARRS, History, Jul-Sep 67.

CHRONOLOGY

- 3 Jul 67 - Capt Etzel, Capt Bradley, A1C Cotter and A2C Pighini made pickup number 182.
- 6 Jul 67 - Maj Lloyd, Lt Gonos, A1C Malone and A2C Davis made pickup number 183.
- 7 Jul 67 - Capt Svobada, Capt Orsini, SSgt Johnson, and A2C Allaire made pickups numbers 184, 185 and 186. General Benjamin Davis visited Jolly Greens.
- 10 Jul 67 - Capt Firse, Capt Fechser, SSgt Watson and A2C Fraboni made pickup number 187.
- 18 Jul 67 - Maj York, Lt Privette, SSgt Zerbe and A2C McCombe made pickup number 188.
- 20 Jul 67 - Capt Thompson and Capt Walker set up a static display for the Air America Wives.
- 21 Jul 67 - Lt Col Britton, Capt Bradley, SSgt Watson, SSgt Keyes and A2C Davis made pickups 189 and 190.
- 27 Jul 67 - Capt Thompson and Lt Sichterman set up a static display at Nakhon Phanom for Thai Intelligence Officers.
- 28 Jul 67 - Capt Thompson and Lt Sichterman, SSgt Watson and TSgt Smith made pickup number 191.
- 3 Aug 67 - Capt Dowdy, Maj Russell, SSgt Androwsky and A2C Sliger made pickup number 192.
- 7 Aug 67 - Capt Orsini, Maj Moore, SSgt Quinn and A2C Sliger made pickups numbers 193 and 194.
- 18 Aug 67 - Col Lovelady, ComMander, 3d ARRGp and Maj Ewing of PACAF Jungle Survival School arrived at Udorn.
- 20 Aug 67 - Col Lovelady presented DFC's to Maj Moore, Lt James, A2C Pighini, A1C Malone(Basic & 1st OLC), Capt Orsini (1st OLC) and A1C Benno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, A1C Graham and MSgt Hawkins made pickups numbers 195 and 196.

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Robert LaPointe

From: "Will Seaver" <wseaver@hotmail.com>
To: "Robert Lapointe" <rlapointe@gci.net>
Sent: Tuesday, November 21, 2000 10:49
Attach: scan0.wmf
Subject: Different format
Maybe this will be better for you



TEMPORARILY SUSPENDED !

NEED A PICK-ME-UP !

Contact : CROWN
Capt J. A. Firoe SANDY
Capt G.A. Fiehsor JOLLY GREEN
Ssgt F.W. Watson
PJ A2C M.R. Fraboni

243.0 Mics

10 Jul 67

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(EKG)

FROM: Det 7, 30th AHSB, APO 96387

SUBJECT: Narrative of Rescue Mission, #1-3-107

TO: 3rd AARGp (ARGG), APO 96307

1. On 15 July 1967 at 0022 hours (1622Z) Danang Air Base was struck by an enemy rocket attack. The crash phone immediately rang announcing the attack and the alert trailer lights failed simultaneously. The only personnel in the trailer at this time were the primary alert crew-- Lt Col John H. Schafer- RSC, 1/Lt Alfred R. Jacob Jr.- RSCP, TSgt James L. Johnson- R1, SSgt Hugh A. Pike and A2C David A. Helton, RS, and A2C David A. Carl- RS. At the first impact all personnel took shelter either in the trailer which had limited space and poor protection, or in the concrete block building adjacent which offered more protection. After approximately 15 minutes enemy fire subsided and personnel were assembled. The crew now had one additional member, A2C Joseph H. Duffy who had proceeded to his duty station from the quarters while the attack was underway. A2C Helton was directed to remain at the communications console and SSgt Pike proceeded to the aircraft to lend his assistance in the forthcoming medical evacuations. During this phase the tower operator had remained at his post and was calling incoming rockets over the crash phone. We were thus able to establish a pattern and when it was broken by a lull in the firing we proceeded to the aircraft, Pedro 93.

2. Our inspection of the aircraft revealed no damage, so the crew boarded and commenced the start. As the 4-1 RPM reached 15-20% another group of incoming rockets detonated approximately 1000ft. behind the helicopters. Falling debris could be seen striking the ramp in front of the helicopter. Since the integrity of the aircraft was now in question the start was discontinued and the crew dived from the helicopter for the relative safety of a gowage ditch adjacent to the ramp and taxi-way. This safety was quite relative since two 6 inch JP-4 lines run above ground about 2ft. from the ditch. All personnel proceeded down the ditch to a sandbag bunker about 75 yards distant. Another hull soon developed and the RSC and RSCP ran to the aircraft to perform an inspection and start. Three hits we sustained by the alert helicopter however none were serious. The other helicopter, which was out for an overdue time change flap cable, received two hits, one by a large piece of shrapnel and required a rotor blade change. As soon as the aircraft was ready to take off, the remainder of the crew left the bunker and proceeded to the south ramp which appeared to have the greatest damage.

3. Pedro 93 was airborne at approximately 0110L. Three Marine helicopters were in the area and Danaang Mobile asked for assistance at the Base Hospital to evacuate casualties from the 4 adjacent 2-story airmen quarters which had received hits and were burning. I then called the Marine UH-1's on Guard and asked them to follow me to this area as they were not familiar with local landing spots. There actually was no designated pad but a safe landing could be effected by performing a steep approach over power lines into the parking lot. This approach was complicated by the lack of lights, the fact that its path was through the smoke of the burning buildings, and the thick dust encountered during final phase of landing. A safe landing

1206 151987

was made, however, and 2 patients loaded for the NSA Hospital. Danang's Hospital is only of dispensary size, and was overwhelmed by the influx of patients from the immediate area. The hazards on the approach were passed to the Marine UH-1's while we were unloading patients. I then made a max performance takeoff from the confines of the pick-up point. At NSA the authorities were queried on operating room space etc, (all phones were out) and I relayed this information to Danang so that they could segregate patients for transfer to NSA or 1st Marine Hospital (Charlie Med). Since we were on the ground again at Danang we lifted a second load to NSA. While flying from NSA we picked up additional Marine helicopters at Marble Mountain Marine Base who flew loose formation with us so that I could lead them to the Danang Hospital.

4. After our second trip the Marines had been adequately oriented, traffic patterns and altitudes established, and Marine gunship orbit altitude raised, so we proceeded to the northwest corner of the airfield with the idea in mind of deploying the PJ's into the 1st MAW area which had been severely hit. Almost as soon as we landed the PJ's discovered 3 seriously wounded personnel. One had been left for dead, however a pulse and breathing was discovered by Airman Duffy who administered medical aid. Three patients were loaded for NSA. Enroute I directed the UH-1's to the NW ramp to pick up additional injured. This procedure continued for 2 hours and 25 minutes of flying time, and 22 sorties to many locations on the base. We refueled twice and each time thoroughly checked the helicopter for additional damage. We found none other than some severely lacerated tires caused by landing on the south ramp which was covered with debris. We airlifted 21 critically injured personnel. There were no deaths enroute. Additional coordination was made with other agencies including the hospital ship USNS Sanctuary.

5. The following additional pararescuemen greatly assisted the orderly evacuation by locating injured, administering to them, and preparing them for airlift. Without their efforts we would not have been nearly as effective. These men entered into areas of questionable safety despite exploding ordnance, fuel, and the constant threat of renewed attack. They prepared the injured for lift, and when the areas were cleared of critical patients they sought new areas: SSgt John H. Stemple, A1G Michael P. Beamo, A2C Robert F. Gabourel, A2C John C. Jeffers, A2C Duane D. Hackney, A2C Walter White, A2C Richard H. Garlie, A2C Steve M. Northern, and A2C David W. Sliger.

John H. Schaffer
JOHN H. SCHAFER, LTCOL, USAF
RESCUE CREW COMMANDER

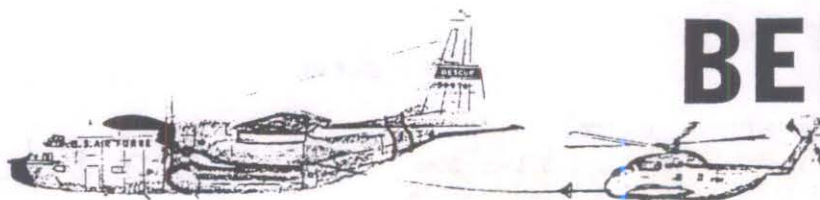
+ DUFFY

OPERATIONS

MISSIONS

1. Mission 1-3-107, 15 July 1967. Pedro 93 was scrambled following a heavy rocket attack on the base. The crew of Pedro 93, in evacuating many injured, was credited with 21 saves, including the 1000th Combat Save for ARRS in SEA.
2. Mission 7-38-5, 11 August 1967. Pedro 93 scrambled on an F-4C that crashed Northwest of the field. One pilot was recovered alive, and was recorded as one combat save.
3. Mission 1-3-122, 12 August 1967. Pedro 93 was scrambled for an F-4C airborne emergency which developed into a bailout of the pilots 10 miles North of DaNang. Both pilots were rescued by Pedro 93, and two combat saves were recorded.
4. Mission 1-3-126, 21 August 1967. Both Pedro 93 and 95 were scrambled by Queen to pickup several injured marines approximately eight miles Southwest of DaNang Air Base. Pedro 95, in attempting the hoist pickup, came under enemy small arms fire. In attempting to pull out of the area, the hoist cable was entangled in the jungle foliage and was cut by the pilot. Both Pedro's were returned to base. No combat saves were recorded.
5. Mission 1-3-127, 21 August 1967. Pedro 95 escorted a CH3E, 37th ARRS on the pickup of a wounded marine Southwest of the Base. The marine was successfully recovered and Pedro 95 credited with an assist on one combat save.

The...



BEEPER

Directorate of Information

Hq. ARRS Scott AFB, Illinois 62225

Ph. 256-4831

VOL. 1, NO. 2

JANUARY 1969

Three More ARRS Units Win AFOUA

Three more ARRS units have won the Air Force Outstanding Unit Award--the 54th ARRSq Central ARRC and the non-SEA squadrons (31st, 33rd, 36th, 76th and 79th) of Pacific ARRC.

The 54th ARRSq, Pease AFB, N. H., was cited for its "exceptionally meritorious service in support of military operations from 1 April 1966 to 31 March 1968."

"Exceptionally meritorious service in support of military operations from 1 July 1966 to 31 May 1968" won the units of the Hickam, Hawaii-based PARRC their AFOUA's.

The award to CARRC, for "exceptionally meritorious service" covered the period from 1 January 1967 to 31 March 1968. The citation accompanying the award mentions that CARRC's "outstanding management and the exceptionally high motivation of its personnel resulted in an outstanding accident-free record of mission accomplishment coupled with an exemplary maintenance and materiel operation saving over \$40,000 and an incalculable amount in lives."

The citation to the 54th ARRSq reads, in part, "...the members of the 54th Aerospace Rescue and Recovery Squadron maintained a sustained search and rescue commitment with a perfect flying safety record. In addition to the normal planned precautionary support of Air Force operations, extensive coverage was provided the National Aeronautics and Space Administration's space program, as well as numerous humanitarian assistance missions provided civilian agencies of the United States and foreign nations."

The accomplishments of PARRC and its non-SEA squadrons were detailed in their citation: "...members of the Pacific Aerospace Rescue and Recovery Center planned and assisted in the development of an outstanding aircrew recovery capability in Southeast Asia while simultaneously supporting expanded search and rescue activities throughout the Pacific including heavy trans-Pacific aircraft movement, several Gemini and Apollo spacecraft recoveries, humanitarian mercy

missions and rescue support of the Korean forces due to the Pueblo crisis. These efforts contributed to the saving of 289 lives, including seven combat saves and 46 combat assists. This outstanding achievement is due to the courageous efforts of the dedicated rescue forces who carried out their mission, some under enemy fire, in addition to the hazards already presented by weather, terrain and other natural obstacles."

The authority for the award to the 54th and CARRC is Special Order GB-556, 1 November 1968, and for the PARRC squadrons, Special Order GB-559, 1 November 1968.

PJ Returns from SEA With Save Record-51

DA NANG AB, RVN (7AF)--Sergeant Steve M. Northern is returning from Vietnam with the all-time record for combat saves--51--after three voluntary six-month extensions of his tour.

The 21-year old PJ has served with three units of the 3rd ARRGp, although only being assigned to two.

The first assignment was with Det 6, 38th ARRSq, at Bien Hoa. The final year and a half he served with the 37th squadron at Da Nang. In off-duty time he volunteered to fly LBR missions with Det 7, 38th ARRSq, which is also DaNang-based.

To establish his save record, Northern averaged 45 combat missions a month and a total of more than 240 missions in the Jolly Greens.

But his record is not the only honor he brings back with him. He wears two Silver Stars for "gallantry in action", the Purple Heart, three DFC's and "at least 15 Air Medals."

SEE "NORTHERN", P. 2

NORTHERN, CONT.

Northern received the first Silver Star for his heroic action during a rocket attack on DaNang, July 15, 1967. He and Sgt Duane Hackney aided 25 persons trapped under a C-130 which had been set afire by exploding 750-pound bombs ignited by enemy rockets.

Little more than a month later, Northern voluntarily rode the hoist cable to an immobilized F-4C pilot surrounded by enemy troops in North Vietnam. Disregarding the heavy gunfire, Northern carried the severely injured pilot to the hoist and brought him up safely. For this action he was awarded the second Silver Star.

The last two combat saves to his credit were recorded Oct. 20 off Tiger Island, N. Vietnam.

Sgt Northern plans to return to the U.S. late in February to attend school.

WARRC, Rangers Join In Mountain Rescue

KIRTLAND AFB, N. M.--Coordination among two WARRC LBR units and the US Forestry Service was the key to success in a recent difficult save in the wilds of New Mexico. The object of the SAR action was Robert T. Ernst who was high in the mountains 25 miles northwest of Las Vegas, badly hemorrhaging and vomiting blood from internal injuries. The tree-dotted slope was inaccessible to anything but pack animals and helicopters, and a pack animal would have been too slow.

Det 2, WARRC, receiving the call for help from a forest ranger, notified Det 3 and asked that they assume control -- time was critical and Det 3 could get there sooner. While their alert crew scrambled, the Rescuemen at Kirtland contacted the Las Vegas Ranger district to arrange for an ambulance to wait at the Las Vegas airport.

Within two minutes a Det 3 Huskie was on the way with Capt Edmund W. Fischbeck, Maj Edward A. DuChene, SSgt Herbert L. Conner and Sgt John C. Breuninger aboard. After a two-hour flight they arrived in Las Vegas and off-loaded refueling equipment with Sgt Conner. A District forest ranger went in his place as guide.

Capt Fischbeck set the helicopter down at the 9,000-foot level and the crew climbed to Mr. Ernst's location. They were cautious about moving the patient unnecessarily, so they cleared away trees nearby and brought the Huskie up.

Mr. Ernst was delivered to the waiting ambulance at Las Vegas airport just four hours after Det 2 had been notified.

Veteran Pilot at 41st

HAMILTON AFB, Calif.--If Lieutenant Colonel Robert Galt, Jr., a member of the 41st ARRSq here, tells you he has spent more than a year and a half of his military career in the air--take his statement literally.

Colonel Galt completed his 15,000th hour of flying time on a recent low-altitude mission searching for two lost fishing vessels off the California coast.

The colonel began his military career in 1943 as an aviation cadet in the Army Air Force. He first joined ARRS in April 1966--with Det 1, 37th ARRSq then located here.

Two months later he went with the unit when it was transferred from Hamilton to Nakhon Phanom, Thailand. He joined the 41st upon his return from SEA.

Speaking from 25 years of experience, Col Galt said that the older World War II pilots were not particularly any better than the young Air Force pilots today. "The younger guys have much better training," he explained, "are generally better educated, and have access to more information than we did. All they need is the experience which they get each day they fly."

AF, CG Rescue Pilot

HICKAM AFB, Hawaii--When the pilot of a single-engine Piper Cherokee, that ditched some 195 miles northeast of Oahu recently, was hoisted into a Rescue CH-3B helicopter it culminated the most extensive joint Air Force/Coast Guard rescue effort of the year.

Two pararescuemen, Sgt Gregory Wikel and Sgt Cole Panning, made the hazardous night parachute jump into the Pacific to aid Horace R. Byrd of Ft. Lauderdale, Fla. The PJ's jumped from an HC-130 aircraft of the 76th ARRSq that had been escorting the Cherokee since mid-afternoon. The rescue was coordinated by a Coast Guard C-130 also flying escort.

In addition to the two 130's and the CH-3 which made the pickup, another Rescue CH-3B was on the scene and two Coast Guard HH-52A helicopters from Barber's Point were positioned at Kaneohe MCAS as back-up.

The helicopter carrying Byrd and the two PJ's arrived at Hickam just two hours after the pickup. Byrd was taken to the base dispensary where he was found to be in good condition and was released. He was ferrying the new Cherokee from the factory on the mainland to the Philippines when he was forced to ditch in seas he and the PJ's described as "pretty rough".

Made 51 Combat Saves

Top Rescuer Leaves

(Photo on Page 1)

DA NANG AB—At age 21, Sgt. Steve M. Northern has completed his Vietnam tour. Barely of voting age, Sergeant Northern has recorded more combat saves than any other person in aviation history—51. The all-time record was established by Northern during two consecutive Southeast Asia tours as a (PJ) pararescuer with the 3d Aerospace Rescue & Recovery Gp. of the Military Airlift Command.

Northern, who was born in Indianapolis, Ind., where his late father was a championship race car driver, came to Southeast Asia in July 1966. He was first assigned to Bien Hoa AB, where he served as a PJ aboard HH-43 rescue helicopters. He was wounded in action less than two months after his arrival and was awarded the Purple Heart.

Enemy bullets couldn't stop the then-19-year-old youth, and he went on to become one of the most highly decorated pararescuemen in U.S. history.

Northern received the first of two Silver Stars for "gallantry in action" for a heroic rescue on July 15, 1967. His second Silver Star as a PJ came for an action on Aug. 23, 1967, when he "volunteered to be lowered from his HH-3 helicopter to aid an immobilized survivor located in a position completely surrounded by hostile troops and gun positions."

The citation continues: "Airman Northern carried the survivor to the hoist and shielded him with his own body as they were brought into the helicopter."

Both Silver Stars came for actions with the 37th Aerospace Rescue & Recovery Sq., home of

the HH-3 "Jolly Green Giants." He joined the unit in June 1967. Earlier, Northern served with Det. 6, 38th ARRS, at Bien Hoa.

While at Da Nang, Northern has flown more than 240 missions with the "Jolly Green Giants." He flew an average of 45 combat missions a month, many deep into enemy territory and far north as the Haiphong area of North Vietnam.

During his off-duty time, Northern volunteered to fly rescue missions with Det. 7, 38th ARRS also based at Da Nang. He is one of the few pararescuemen who flew missions interchangeably on both the HH-3 "Jolly Green" and HH-43 "Pedro."

At other times Northern participated in Medical Civic Action Patrol flights, offering medical aid to Vietnamese villagers in the I Corps area.

During a rocket attack on Da Nang, Northern and the 1968 "Airman of the Year," Sgt. Duane Hackney, aided 25 persons trapped under a C-130 which had been set afire by exploding 750-pound bombs by enemy rockets. Hackney, first living airman to be awarded the Air Force Cross, will return to the 37th ARRS early next year.

Northern, who entered the Air Force in 1965, plans to attend El Camino Junior College, Torrance, Calif., starting in February. He earned his high school diploma while in the Air Force.

Asked how he felt about leaving the Air Force and Southeast Asia, Northern said, "I'll miss it!"

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

67A
18 July 1967



REPLY TO
ATTN OF:

Ops/6104

SUBJECT:

Mission Narrative Report (1-3-108 17Jul67) (U)

TO:

3rd ARRGp (RGRC) APO 96307

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

2. (C) The 37th ARRS Operations was informed by DaNang AB Operations at 1410 that a medical evacuation was needed from the base to NSA Hospital as Det 7, 38th ARRS helicopters were inoperative at the time. Queen was informed and permission was given for the Jolly Green alert aircraft to accomplish the evacuation. The patient arrived at the helicopter by ambulance and Jolly Green 29 took off at 1423. The patient was delivered to NSA Hospital at 1432 and Jolly Green 29 returned to alert status at DaNang AB at 1440L.

3. (C) Crew of the Jolly Green was:

RCC	Capt Charles R. Dunn
CP	1LT Warren E. Walter
FE	A1C William Carroll
RS	A1C John C. Jeffers

Charles R. Dunn

CHARLES R. DUNN, Captain, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. "
DECLASSIFIED ON 31 DEC 1973

31 DEC 1973

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 6100.10

~~CONFIDENTIAL~~

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



19 JUL 1967

REPLY TO
ATTN OF: 37 OPS

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

TO: 3d ARRGp (RGRC)
APO 96307

1. (U) This report is submitted in accordance with 3d ARRGp Supplement 1, ARRSN 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°N. 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 FE 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 FE brought up the penetrator to avoid getting it entangled in the trees. At this time the FE saw the pilot was still in his parachute hanging from a tree. The FE 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 FE again lowered the penetrator and this time Falcon 02 fastened the retaining strap and quickly 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 (PSO) 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 PSO'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 PSO 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.

DOWNGRADED AT 3 YEAR INTERVALS:

DECLASSIFIED AFTER 12 YEARS.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

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

4. (U) The survivor Jolly Green 26 recovered was Captain Robert R. Headley, USAF, FR314660, 555th Tactical Fighter Squadron, Ubon, RTAB. Jolly Green 25's survivor was Captain Gregory Krehner, USAF, FR79730, same organization.

5. (C) Several comments on this mission are necessary. At no time did I or R3C 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 Fireflies 13 and 14, frequent radio calls were made on UHF, VHF and HF. 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. Due 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 89 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 due to my low fuel state. My primary reason for requesting fuel from Crown 1 was to insure necessary fuel reserve upon arrival at Ch 89. 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 26, 25	HF-3E
Firefly 13, 14	A-1E
Sandy 6, 7, 8	A-1E
Crown 1	HC-130P

8. (C) Air crew Jolly Green 26 (low - element lead)

Captain Standley A. McGhan	RCC
1Lt Mark H. Hutchler	RCCP
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. Hazzard
A2C Robert F. Gabourel

Classified by _____
RCC SUBJECT TO GENERAL DECLASSIFICATION
RCCP 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 26

~~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

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

18 JULY 67

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. Kuehner, 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. Mutscher, 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."

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

The Jolly Green rescuing Kuehner 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.

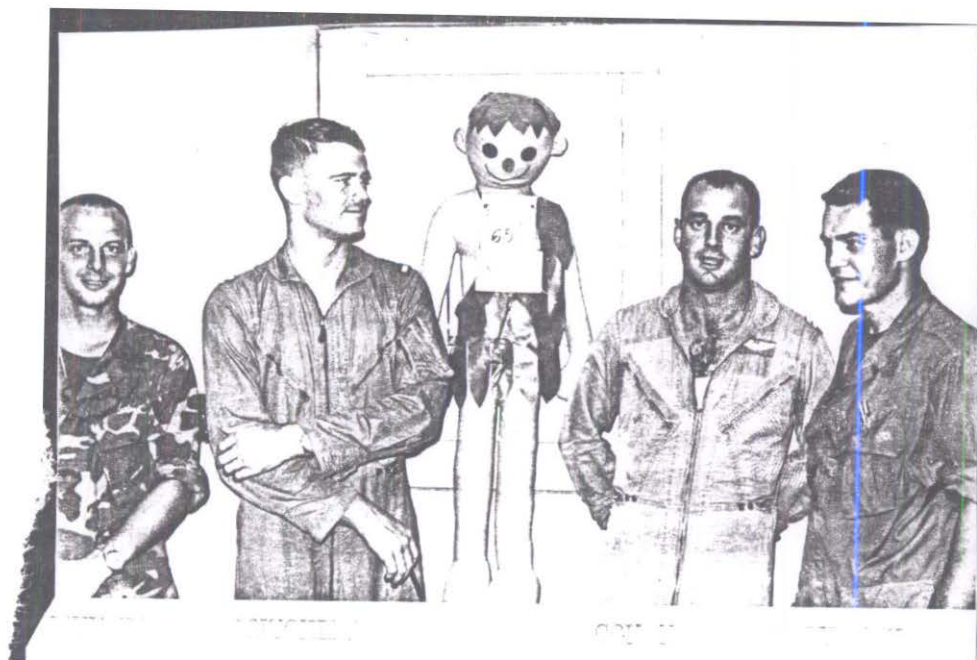
The air-to-air helicopter refueling capability recently inaugurated in the 3rd ARRG units, was used for the first time when one of the Jolly Greens was refueled by an HC-130 Hercules tanker during this mission.

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.

C-2

- 30 -

CHIT STEN HOGELN LOW BIRD RIG





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	A1C John C. Jeffers
RCC	Capt Standley A. McGhan
FE	A1C Michael W. Mulvany

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C-1

- MORE -

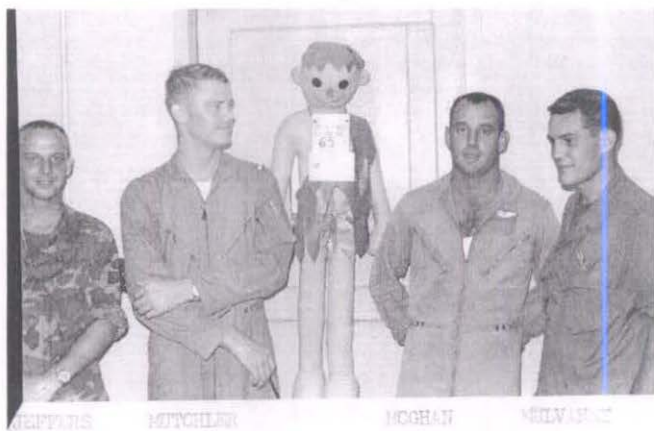
USAF DAILY SUMMARY, FRIDAY, JULY 21, 1967

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C-2

- 30 -

CAIT STAN MCGHAN LOW BIRD RUC



AF Museum Photos

18Jul71.jpg

~~SECRET~~
~~CONFIDENTIAL~~

MISSION NARRATIVE - 18 Jul 67

(S) (GP-4) Jolly Green 37 and Jolly Green 36 were scrambled from Lima Site 36 in Northern Laos at 0850 to the position 38 miles south of Hanoi where two Navy A-4 pilots had ejected. We were airborne at 0855 and set a direct course of 075° to the initial coordinates of 2033N, 10545E. ETA to the area was 1025 with a bingo fuel time of 1130. As we approached the Laos-North Vietnam border, we were instructed by Crown 4 to hold at the border until a Mig Cap could be obtained. We made two 360 degree turns at 9,000 feet until we were cleared to continue. Escort into the area was Sandy 3 and Sandy 4, A-1E aircraft. Jolly Green 37 did not have an operational Tacan and was navigating by pilotage and with the assistance of JG 36. Villages, roads, and rivers were avoided whenever possible but in many cases overflight was unavoidable. On one occasion, the crew reported ground fire from a village but the aircraft received no hits, and we pressed on. As we approached the survivor's area, we could see the SAR Cap aircraft delivering ordnance around his position which was on a karst formation just south of a large valley. This valley was reported to contain several anti-aircraft sites and two SAM sites. A large road runs from east to west in the valley about 1/4 miles from the position of Magicstone 6, the only survivor whose position had been pin-pointed. Big Mother 69, a Navy H-3 helicopter had arrived 15 minutes before us and was in the process of attempting a pick-up. Big Mother 69 reported taking hits while the Navy Lockets (ALHs) were attempting to suppress the fire. Then Big Mother 69 called out that she was taking a lot of fire and one of her crew members had been shot through the chest. They said they were breaking off the attempt and returning to their ship. We checked in with the Locket Aircraft and notified them we were starting our descent. Sandy 1 and 2 had reached bingo fuel and returned to base. Sandy 3 had radio difficulty and was unable to pass on very much information. All radios were saturated with transmissions and it was difficult to understand who was actually running the SAR mission. Locket 7 picked us up in the descent over the karst area and led us north towards the valley. About one ridge line prior to the valley Locket made a turn to the west, dipped her wing and said the survivor is on that mountain. The crew reported a lot of ground fire during the descent and again as we approached the survivor, we relayed this information to the AIs as we continued our approach. As we arrived at the hill where Magicstone 6 was evading enemy troops, we could see considerable ground fire coming from the next ridge line to the North and notified Locket of the enemy's position about 100 yards away. We had the right hill but still hadn't pin-pointed the survivor, so we were forced to start a search at 30 knots around the cone shaped karst. Radio contact was attempted with Magicstone 6 but we were unable to get him to give us smoke to mark his position. He did tell us when we passed his position so that we were able to make a hovering turn and to close in on his location. Then we heard automatic weapons fire, the aircraft shuddered and the crew said we were taking hits. We called this out to the Locket several times and he assured us he was rolling in on the positions around and below us. The Co-pilot caught a glimpse of the survivor and pointed out his position. We brought the aircraft to a hover as the RCC attempted to see him in the very dense jungle. Finally, he saw his face and hands amongst the trees and attempted to place the aircraft over him as he instructed the FE to start the hoist down. The

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25 JUL 1967

IAW AFR 205-2

(Date)

ARDC#

GROUP 4

DOWNGRADE AT 3 YEAR INTERVAL
DECLASSIFY AFTER 12 YEARS

67 AD 3550

67S-0129

266. #152337

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crew again called out that we were taking heavy ground fire but we elected to continue with the rescue attempt as the A-1s were circling overhead, attempting to suppress the enemy activity. With the penetrator on the way down, the Flight Engineer was finally able to see the survivor by leaning out the cabin door on his gunner's belt and looking straight down thru all the tall trees. His directions to the pilot resulted in the penetrator being placed directly in the survivor's reach. The survivor, Lt. JG Larry Duthie, got on the penetrator and gave us a thumbs up signal. We raised the helicopter straight up until he was clear of the trees and started an immediate exit from the area. As soon as we had Lt Duthie on board, we accelerated rapidly and stayed at tree top level until we were out of range of the ground fire. We climbed out to the SW and were well out of the immediate area when Magicstone 7 called to say that he had the second survivor, Magicstone 5 in sight and asked us to return. We checked our fuel and found that we could return to the area, hover for 5 minutes, and still get to the nearest safe site in Laos. We told Magicstone 7 that we were returning but we must be directed right to the survivor as we had no fuel to cover any delays. We descended back into the area but then could get no further contact with the Magicstone aircraft. We tried calling for any aircraft to give us directions but neither Bandmaster or ourselves were ever successful. We attempted contact with the survivor directly with no results. Migs were called in the area about this time, but none were sighted. When we hit bingo fuel, we started the return leg on a heading of 255°. Our Sandy escort aircraft had binged on our first departure from the area and JG 36 elected to stay and continue the search so we returned alone. JG 36 stayed in the area for an additional hour but had no further success. Crew coordination on this mission was very good. The pin-point navigation of the Co-Pilot, Lt Privette, got us into and out of the area with the minimum delay possible. The FE and PJ were very effective in their jobs and continued to keep me informed of the ground and air activity all through the mission. The weather was VFR with light broken cumulous 7000, to 14000 feet, located about 6 west of pickup area.

JOLLY GREEN 37 - Low Bird

RCC - Maj Glen P. York
RCCP - 1st Lt. Billy N. Privette
FE - SSgt Theodore A. Zerbe
PJ - A2C Randy S. McComb

Jolly Green 36 - High Bird

RCC - Capt Gregory A.M. Etzel ✓
RCCP - Capt Harry W. Walker
FE - A2C Daniel L. Allen
PJ - TSgt Kerry Kelly

Glen P. York
GLEN P. YORK, Major, USAF
RCC

Downgraded to CONFIDENTIAL
35 JUL 1970 IAW AFR 205-2
(Date)

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

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Det 1, 37th ARRS, History, Jul - Sep 67.

2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Gonos, ALC Ronald Malone, and A2C Luther Davis picked up Capt Robert Bennett, an Air Force F-105 pilot, in Thailand, on 6 July.
3. (S)(GP 4) On July 7, Capt Robert Svoboda, Capt Richard Orsini, SSgt Jerry Johnson, and A2C Patrick Allaire, picked up Mr. Rainville, Mr. Parker, and a Laotian Lieutenant from an Air America H-34, in Laos.
4. (S)(GP 4) Capt John Firse, Capt Clyde Fechser, SSgt Floyd Watson, and A2C Michael Fraboni, picked up Major Maurice Seavers, an Air Force F-105 pilot, in Laos, under fire, on 10 July.
5. (S)(GP 4) On 18 July, Major Glen York, Lieutenant Billy Privett, SSgt Theodore Zerbe, and A2C Randy McComb, rescued Lt. J. G. Larry J. Duthie, an Navy A-4 Pilot, under fire.
6. (S)(GP 4) Lt Col Warner A. Britton, Capt Harold Bradley, SSgt Floyd Watson, SSgt Harvey Keyes, and A2C Luther Davis, picked up Major Joseph Holder and SSgt Albert Sellers from an OLB, in Laos, on 21 July.
7. (S)(GP 4) On 28 July, Capt Evan Thompson, Lieutenant Edward Sichterman, SSgt Floyd Watson, TSgt Charley Smith, picked up Lt. Karl Richter, an Air Force F-105 pilot, in Laos.
8. (S)(GP 4) Capt Robert Dowdy, Major Edward Russell, SSgt Vincent Androwsky, and A2C David Sliger, picked up Capt John Bischoff, an Air Force F-105 pilot, in Laos, on 3 August.
9. (S)(GP 4) Capt Richard Orsini, Major Powell Moore, SSgt Vincent Quinn, and A2C David Sliger, picked up Capt Joseph Otto and Capt Loy Meeks, USAF RF-4C pilots, in Laos, on 7 August.
10. (S)(GP 4) Capt Robert Greer, Lieutenant Andrew Gonos, ALC Roger Graham, and MSgt Ted Hawkins, picked up Maj DeMarque and Lieutenant Piet, USAF F-4C pilots, in Thailand, on 23 August.
11. (S)(GP 4) Major Gerald Haynes, Major Richard Wagner, ALC William Jaynes, and ALC John Pighini, picked up Capt Shanon, an Air Force F-105 pilot, at night, in Thailand.
12. (S)(GP 4) Capt Evan Thompson, Major Powell Moore, SSgt James Brooks, and A2C Michael Fraboni, picked up Capt Patterson, an Air Force F-101 pilot, and McComb, a Jolly Green, Para-rescue Specialist, in Laos, under fire.

SECRET

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Det , 37th ARRS, History, Jul-Sep 67.

CHRONOLOGY

- 3 Jul 67 - Capt Etzel, Capt Bradley, ALC Cotter and A2C Pighini made pickup number 182.
- 6 Jul 67 - Maj Lloyd, Lt Gonos, ALC Malone and A2C Davis made pickup number 183.
- 7 Jul 67 - Capt Svobada, Capt Orsini, SSgt Johnson, and A2C Allaire made pickups numbers 184, 185 and 186. General Benjamin Davis visited Jolly Greens.
- 10 Jul 67 - Capt Firse, Capt Fechser, SSgt Watson and A2C Fraboni made pickup number 187.
- 18 Jul 67 - Maj York, Lt Privette, SSgt Zerbe and A2C McCombe made pickup number 188.
- 20 Jul 67 - Capt Thompson and Capt Walker set up a static display for the Air America Wives.
- 21 Jul 67 - Lt Col Britton, Capt Bradley, SSgt Watson, SSgt Keyes and A2C Davis made pickups 189 and 190.
- 27 Jul 67 - Capt Thompson and Lt Sichterman set up a static display at Nakhon Phanom for Thai Intelligence Officers.
- 28 Jul 67 - Capt Thompson and Lt Sichterman, SSgt Watson and TSgt Smith made pickup number 191.
- 3 Aug 67 - Capt Dowdy, Maj Russell, SSgt Androwsky and A2C Sliger made pickup number 192.
- 7 Aug 67 - Capt Orsini, Maj Moore, SSgt Quinn and A2C Sliger made pickups numbers 193 and 194.
- 18 Aug 67 - Col Lovelady, Commander, 3d ARRGp and Maj Ewing of PACAF Jungle Survival School arrived at Udorn.
- 20 Aug 67 - Col Lovelady presented DFC's to Maj Moore, Lt James, A2C Pighini, ALC Malone(Basic & 1st OLC), Capt Orsini (1st OLC) and ALC Banno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, ALC Graham and MSgt Hawkins made pickups numbers 195 and 196.

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By John L. Frisbee, Contributing Editor

Down in the Delta

The Air Force and Navy teamed up in one of the more dramatic rescues during the early months of the Vietnam War.

IT HAS been noted in earlier "Valor" stories that during the Vietnam War, USAF's Aerospace Rescue and Recovery Service saved more than 3,800 lives. Of that number, 2,800 were US military, including 680 Naval aviators. This is a story about the rescue of one Navy pilot, Lt. j.g. Larry Duthie, downed by enemy ground fire near Nam Dinh in the Red River delta about forty-five miles southeast of Hanoi, on July 18, 1967.

The Navy had its own air rescue system, using carrier-based helicopters. When Lieutenant Duthie bailed out of his burning aircraft, his wingman alerted the carrier on emergency frequency. A Navy helicopter was dispatched to locate and pick up the downed pilot.

Almost simultaneously, the Air Force launched a search-and-rescue (SAR) force of two HH-3E helicopters escorted by four A-1E "Sandys" as backup to the Navy. The lead was flown by Maj. Glen York.

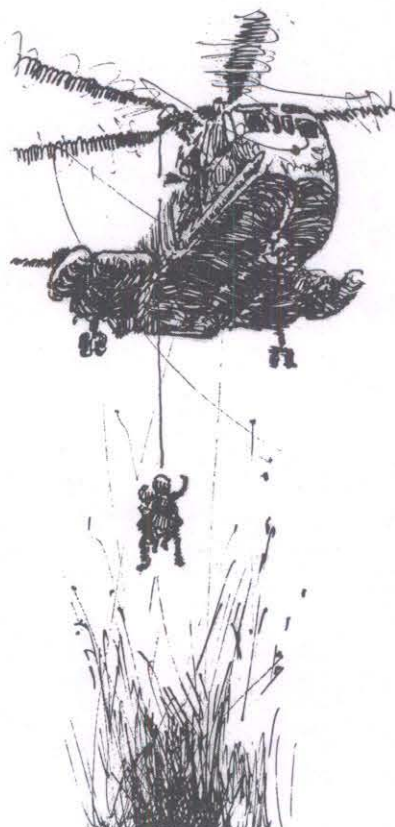
This was going to be a difficult and dangerous mission for all concerned. At the time, North Vietnam had about 7,000 AA guns and automatic weapons in the field, most of them in the north where Duthie had bailed out. There also were MiG fighter bases within seventy-five miles of the rescue site.

Navy pilots escorting their rescue helicopter located Lieutenant Duthie. As he was in reach of the rescue bird's forest penetrator, the helicopter took a burst of flak that killed one crew member, and the Navy rescuers had to pull out. In the meantime, Duthie's wingman, who had stayed in the area to cover his flight leader, was hit by ground fire and punched out a few miles from Duthie's position.

Now Sandys One and Two, who had arrived ahead of the HH-3Es, set about silencing enemy guns. A

MiG made one unsuccessful pass at the USAF on-site commander, Maj. Theodore Bronczyk (Sandy One). He jettisoned his bombs, rockets, and external fuel tanks in evasive action, then continued attacking the guns with his 20-mm cannons. With extensive battle damage and low on fuel, he and Sandy Two, flown by Capt. William Carr, were forced to depart.

After a pause to regroup the rescue force, Capt. Paul Sikorski, pilot of Sandy Three, assumed control of the rescue effort, with Capt. J. W. Kilbourne (Sandy Four) on his wing. Sikorski continued to lead Air Force and Navy planes in attacks on enemy gun positions, taking many hits but staying in the game. With enemy fire at least temporarily quieted, he called in Major York, who had been orbiting his HH-3E at 8,000 feet. York was well aware that he was flying into what the enemy troops believed would be his death trap. He knew



they were holding fire until his chopper hovered directly over their guns.

Major York broke his dive and slowed to thirty knots as he neared the hill where Duthie was hiding. The rescue force had lost voice contact with the Navy pilot, and as York circled the hill trying for a visual sighting, the enemy gunners zeroed in on his HH-3E. The huge Jolly Green, moving at a snail's pace just above the treetops, was a target that could not be missed. How much damage could it take?

As the seconds dragged toward what seemed imminent disaster, Major York's copilot, Lt. W. N. Privette, spotted Duthie through the jungle canopy. Enemy troops were only a few feet from him. York maneuvered the helicopter in a 180 degree turn and hovered over Duthie while the forest penetrator was lowered. As soon as Duthie was in the sling and clear of the trees, York moved out at full speed, using the terrain as cover.

At this point, Sandys Three and Four, critically low on fuel and with battle damage, had to head for home. Nevertheless, the rescue coordinator asked York to try for a pickup of the second Navy pilot. With unknown damage to his chopper and marginal fuel, York agreed. Escorted by Navy fighters, he flew into an even more hostile area, closer to Hanoi. The rescue force was driven off by the most intense fire they had seen that day. Major York headed for an emergency strip where he had to make an instrument approach in mountain terrain, homing on another aircraft. He landed with fuel lights on, a nose gear that would not extend, and a Navy pilot who would fly another day.

There were many heroes that day, when both Air Force and Navy men faced the concentrated enemy fire in Route Package Six-B. On the Air Force side, Major York was awarded the Air Force Cross. The other members of his crew and the four A-1E pilots all received the Silver Star for one of the most daring and dangerous deep-penetration missions flown in the early years of the Vietnam War. ■

AIR FORCE

PUBLISHED BY THE AIR FORCE ASSOCIATION MAGAZINE

July 1992, Vol. 75, No. 7

Valor

By John L. Frisbee, Contributing Editor

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This was going to be a difficult and dangerous mission for all concerned. At the time, North Vietnam had about 7,000 AA guns and automatic weapons in the field, most of them in the north where Duthie had bailed out. There also were MiG fighter bases within 75 miles of the rescue site.

Navy pilots escorting their rescue helicopter located Lieutenant Duthie. As he was in reach of the rescue bird's forest penetrator, the helicopter took a burst of flak that killed one crew member, and the Navy rescuers had to pull out. In the meantime, Duthie's wingman, who had stayed in the area to cover his flight leader, was hit by ground fire and punched out a few miles from Duthie's position.

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Published July 1992. For presentation on this web site, some Valor articles have been amended for accuracy.

[Return to Valor](#)

[Return to AIR FORCE Magazine](#)

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FROM: Det 9, 38th ARRSq (38-90PS)

SUBJECT: Mission Narrative, 9-38-14-20 July 1967 (60)

TO: 3rd ARRGp (JSARC)

Classified by 21 July 1967
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 03 FEB 1977

1. (C) (Gp-4) Detachment 9, 38th ARRSq was notified by Peacock Control (GCI) at 1053H that a C-130 had crashed 47½ miles northeast of Pleiku. We later determined that it had been a C-123. JSARC was notified and they advised to delay launch until they cleared us. At 1118H, Peacock passed the launch clearance from JSARC. Pedro 74 was airborne at 1120H and Pedro 56 was airborne at 1125H.
2. (C) (Gp-4) Pedro 74 arrived at the crash scene (14° 39'N, 108° 32'E) at 1156H and Pedro 56 arrived 5 minutes later. A FAC was orbiting the area, and two A-1E aircraft arrived approximately the same time as Pedro 74. The FAC reported he had been unable to ascertain whether there had been any survivors. Pedro 74 descended to tree top level and made two passes over the scene, with the A-1E's providing cover. No survivors were sighted. At this time the FAC advised that a U.S. Army ground force was enroute and for Pedro 74 to remain out of the area until further notice. After orbiting for approximately 15 minutes, the FAC advised that the ground force had been delayed. Captain Metzinger then made the decision to make an approach into the crash site. The approach was made and no survivors would be located. Pedro 74 then departed the site, as U.S. Army helicopters began arriving carrying the ground forces.
3. (C) (Gp-4) During this entire period, Pedro 56 had been orbiting at 6000 feet MSL. As we prepared to depart the area, Pedro 56 advised that he had a severe out of track condition and would recover at Kontum. Both Pedro aircraft departed the area, with 74 escorting 56. As we approached Kontum, Pedro 56 was finally able to get the blades in track, and the decision was made to return to Pleiku. This decision was based on the fact that the out of track condition was a result of an inoperative tracking actuator. As we approached Kontum, the actuator began working, so no further problems were expected. Both Pedro aircraft landed at 1310H.
4. (C) (Gp-4) The U.S. Army ground force later located and recovered three (3) deceased. Two personnel are still missing. This mission was closed because the USAF Rescue effort was terminated.
5. (U) Weather enroute was 4000 to 5000 feet broken variable scattered. Excellent visibility.
6. (C) (Gp-4) Pedro 74 encountered light hostile ground fire approximately 10 miles southwest of the crash site. No hits were recorded. Pedro 56 experienced failure of the UHF radio. IFF/SIF would have been of definite value on this mission. Due to the hostile terrain, both Pedro aircraft flew above the broken deck most of the way to the site. Since no IFF/SIF is installed, GCI was unable to provide any navigation assistance.

Gp-4
Downgrade at 3 year intervals;
Declassified after 12 years.

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206 # 151987

~~CONFIDENTIAL~~

9-38-14-20 JOL

Navigation was accomplished by dead reckoning and occasional glimpses of the ground. When approximately 15 miles from the site, we descended below the clouds to allow for more precise navigation to the exact site. This put us in a position where we were susceptible to ground fire. IFF/SIF would have allowed us to continue our flight at altitude until over the crash scene.

7. (U) Crewmembers were:

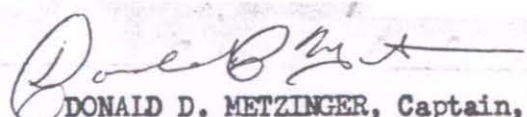
PEDRO 74

RCC Captain Donald D. Metzinger
CP Captain Robert L. Osborne
FE ALC Donald Hardwick
PJ A2C David B. Ortiz

PEDRO 56

RCC Major Richard A. Smith
CP Capt Jack V. Butler
FE SSgt Arthur L. Wood
PJ A2C David R. Berrio

FOR THE COMMANDER


DONALD D. METZINGER, Captain, USAF
Rescue Crew Commander

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 03 FEB 1977
DECLASSIFIED ON _____

~~CONFIDENTIAL~~

37 OPS

21 JUL 1967

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

3d ARRGp (RRGC)

AP0 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 pilots' 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, 682437. 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. Mazzard, Jr.
A2C Richard M. Garlie
Capt. Carl Damonte

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

RCC
CP
FE
RS
IP

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

DOWNLOADED FROM JOLLY GREEN INTERVIEWS
INTERVIEW OF JOLLY GREEN CREWS
DD FORM 1300, 1-67

RF6 #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

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



REPLY TO
ATTN OF: 37th ARRS (OPS/6104)

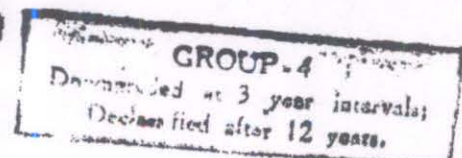
SUBJECT: Mission Narrative Report (1-3-112, 21 July 1967) (U)

23 JUL 1967

TO: 3rd ARRGp (RCRC)
APO 96307

1. (U) This report is submitted IAW 3rd ARRGp Supl, ARRSN 55-1, 27 Apr 67.
2. (C) At 1345Z I was notified of a possible SAR mission and directed to report to operations. At 1420Z I scrambled in Jolly Green 10. The other aircraft, not being cocked, took ten minutes longer to launch. I proceeded to the survivor's area at 9000 feet, arriving at 1500Z. Covey 57 was the on scene commander, with Lamplighter dropping flares. At 1510Z I let down, requesting the ground party to employ their pyrotechnics. They shot, what I believe to be, a flare pistol which penetrated the jungle canopy and proved very effective. I was able to talk to the ground party on FM several times, but lost contact when I got overhead. The ground party was on the side of a steep slope under very tall trees. Radio communication was achieved, over FM, using Covey 57 as a relay. Approximately 220 feet of hoist cable was required to touch the ground. The ground party notified me via FM relay that the first group was ready for ascent. The FM raised the hoist, and as the penetrator cleared the jungle canopy, two wounded personnel were seen crudely lashed to the penetrator. It took several minutes to free these personnel from the penetrator once aboard the helicopter. The penetrator was again lowered. Covey 57 reported that the personnel were aboard and for us to raise the hoist. This second group of personnel were arranged on the penetrator similar to the first group. This second group consisted of three personnel. With five survivors on board I departed the area due to bingo fuel and power requirements. I decided to take them to Ch. 69 as we had no radio contact with Queen. Narration is continued by RCC of Jolly Green 30. I launched at 1430Z and proceeded to the survivor area (46mm/270°/ch.37) arriving at 1510Z. I orbited at 8250 feet with two A-1's above me and Jolly Green 10, Lamplighter, and Cover 57 below. When Jolly Green 10 departed, I descended and was directed over the sppt by Covey 57. The survivors came up in two groups of three each, both groups using the penetrator incorrectly. The second group had to be lowered back to the ground to be rearranged. Even so, one man was injured during ascent. Hover pressure altitude was 2500 feet, leaving limited power margin available. My six survivors were also taken to Ch. 69. I arrived there at 1615Z. There were two American survivors, call signs of Easy Credit 10 and Beaver (no number) and four

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12F6#151987

~~CONFIDENTIAL~~

foreign Nationals. The one injured on the hoist was a national. I made a recovery at CH 37 at 1750Z.

3. (U) Weather was a factor. Ceiling was 8000 feet broken. Surface winds were calm. There were scattered clouds all the way to 8000 feet and patches of ground fog in the pickup area.

4. (C) Eleven Survivors.

Two Americans.

SFC HINSHAW, J. R. USA

SFC KIRNEY, C. W. USA

Nine foreign Nationals - Identity unknown.

5. (U) Problems encountered.

a. No HF communications.

b. Poor and unacceptable FM communications. The suspected cause is the placement of the FM antenna on the aircraft. Recommend antenna position be changed to side of pylon, so that contact may be maintained with survivors when directly over their position.

c.

c. Window fogging. During descent from 9000 feet windows fogged badly. Window defogging system removed to lessen weight.

d. Night Operations problems and recommendations are discussed in the attached letter.

6. (C) Aircraft involved:

Jolly Green 10

Jolly Green 30

Covey 57

2 Hobos

Lamplighter

USAF	HH-3E	Classified by	
USAF	HH-3E	SUBJECT TO GENERAL DECLASSIFICATION	
USAF	OLE	SCHEDULE OF EXECUTIVE ORDER 11652	
USAF	ALE	AUTOMATICALLY DOWNGRADED AT TWO	
USAF	C-130	YEAR INTERVALS.	7 FEB 1977
		DECLASSIFIED ON	

7. (C) Aircrews Jolly Green 10

Jolly Green 30

Standley A. McGhan Capt RCC

Frank Cardile Capt RCCP

Maurice F. Tasker TSGT FE

Joseph M. Duffy A2C RS

Thomas R. Johnson Capt RCC

William A. McKenny 1Lt RCCP

Andrew Benton TSGT FE

David W. Sliger A2C RS

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

William A. McKenny
WILLIAM A. MCKENNY, 1LT, USAF
Rescue Crew Co-Pilot

~~CONFIDENTIAL~~

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

Supporting Document# 16

49

<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	UNK	9 Jun 67	1-3-85
62	Bruce A. Martin	Maj-M		2 Jul 67	1-3-97
63	Michael P. Dean	Cpl-M	UNK	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 Kuehner	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	UNK	21 Jul 67	1-3-112
69	J.R. Kinshaw	Sfc-A	UNK	21 Jul 67	1-3-112
70-78	UNK ARVN	UNK	UNK	21 Jul 67	1-3-112
79-98 NC	UNK U.S. Navy	UNK	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	UNK	6 Aug 67	1-3-120
104	Vollmer	Maj-AF	UNK	17 Aug 67	1-3-123
105-112	UNK USMC	UNK	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	UNK	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	UNK	28 Aug 67	1-3-132
117 NC	F. Hurado	Pfc-M	UNK	28 Aug 67	1-3-132
118 NC	J.M. Dructor	Lcpl-M	UNK	28 Aug 67	1-3-132

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~~CONFIDENTIAL~~

MISSION NARRATIVE - 21 JULY 67

(U) On 21 July 1967 at approximately 1140 hours the crew of Jolly Green 55 was notified by Compress that the aircraft was to be used in a SAR effort which was in progress at the time. J.G. 55 was airborne enroute from NKP to Udorn, Thailand. Compress advised us to return to Udorn to pick up an interpreter before diverting to the area where Eagle Blue Three was down.

(U) Jolly Green 55 landed at 1200, picked up the interpreter, and was airborne again at 1205 local. We arrived in the area approximately 30 minutes later and were given vectors and directions to the scene where Pony Express 21 had already landed and was effecting the recovery. These vectors were given by Crown 1, Eagle Control (airborne), and finally by P.E. 21.

(S)(GP-4) The downed Thai pilot had been led away by what was determined to be friendly forces so the Rescue Specialist and Flight Engineer from P.E. 21 left the aircraft to locate and assist him to the aircraft. Eagle Control departed the area just as we arrived on the scene and headed for Vientiane because of low fuel. By this time the pilot on P.E. 21 reported that they had the Thai pilot on board but that the two crewmembers had not returned to the aircraft. Jolly Green 55 made radio contact with the two crewmembers and advised them to return to P.E. 21.

(S)(GP-4) At this time Eagle Control called and advised that he was making a precautionary landing in a field approximately 070° at 15 NM from Vientiane. Jolly Green 55 proceeded to this area, landed, and recovered the two crewmembers, Major Joseph C. Holden and SSgt Albert F. Sellers. The area was open, grass-covered at 1000 feet elevation. The temperature was 35°C.

(U) Compress was advised of the location of the downed aircraft so it could be recovered later. There was no enemy activity sighted. weather in the area and enroute was very good. Radio discipline was and Co-operation between all agencies was excellent.

Jolly Green 55

RCC Lt Col Britton
RCCP Capt Bradley
FE SSgt Watson
FE SSgt Keys
PJ ALC Davis

Downgraded to CONFIDENTIAL

25 JUL 1970
(Date) LNW AFR 205-2

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT 3 YEAR
INTERVALS.
DECLASSIFIED ON 15 JUL 76

ARODC # 67092

67-AD-3551

Warner A. Britton
WARNER A. BRITTON, Lt Col, USAF
Commander

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

126-#152335
67S-0130

~~SECRET~~

~~SECRET~~

Det 1, 37th ARRS, History, Jul - Sep 67.

2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Gonos, ALC Ronald Malone, and A2C Luther Davis picked up Capt Robert Bennett, an Air Force F-105 pilot, in Thailand, on 6 July.
3. (S)(GP 4) On July 7, Capt Robert Svoboda, Capt Richard Orsini, SSgt Jerry Johnson, and A2C Patrick Allaire, picked up Mr. Rainville, Mr. Parker, and a Laotian Lieutenant from an Air America H-34, in Laos.
4. (S)(GP 4) Capt John Firse, Capt Clyde Fechser, SSgt Floyd Watson, and A2C Michael Fraboni, picked up Major Maurice Seavers, an Air Force F-105 pilot, in Laos, under fire, on 10 July.
5. (S)(GP 4) On 18 July, Major Glen York, Lieutenant Billy Privett, SSgt Theodore Zerbe, and A2C Randy McComb, rescued Lt. J. G. Larry J. Duthie, an Navy A-4 Pilot, under fire.
6. (S)(GP 4) Lt Col Warner A. Britton, Capt Harold Bradley, SSgt Floyd Watson, SSgt Harvey Keyes, and A2C Luther Davis, picked up Major Joseph Holder and SSgt Albert Sellers from an OLE, in Laos, on 21 July.
7. (S)(GP 4) On 28 July, Capt Evan Thompson, Lieutenant Edward Sichterman, SSgt Floyd Watson, TSgt Charley Smith, picked up Lt. Karl Richter, an Air Force F-105 pilot, in Laos.
8. (S)(GP 4) Capt Robert Dowdy, Major Edward Russell, SSgt Vincent Androwsky, and A2C David Sliger, picked up Capt John Bischoff, an Air Force F-105 pilot, in Laos, on 3 August.
9. (S)(GP 4) Capt Richard Orsini, Major Powell Moore, SSgt Vincent Quinn, and A2C David Sliger, picked up Capt Joseph Otto and Capt Loy Meeks, USAF RF-4C pilots, in Laos, on 7 August.
10. (S)(GP 4) Capt Robert Greer, Lieutenant Andrew Gonos, ALC Roger Graham, and MSgt Ted Hawkins, picked up Maj DeMarque and Lieutenant Piet, USAF F-4C pilots, in Thailand, on 23 August.
11. (S)(GP 4) Major Gerald Haynes, Major Richard Wagner, ALC William Jaynes, and ALC John Pighini, picked up Capt Shanon, an Air Force F-105 pilot, at night, in Thailand.
12. (S)(GP 4) Capt Evan Thompson, Major Powell Moore, SSgt James Brooks, and A2C Michael Fraboni, picked up Capt Patterson, an Air Force F-101 pilot, and McComb, a Jolly Green, Para-rescue Specialist, in Laos, under fire.

~~SECRET~~

~~SECRET~~

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Det , 37th ARRS, History, Jul-Sep 67.

CHRONOLOGY

- 3 Jul 67 - Capt Etzel, Capt Bradley, A1C Cotter and A2C Pighini made pickup number 182.
- 6 Jul 67 - Maj Lloyd, Lt Gonos, A1C Malone and A2C Davis made pickup number 183.
- 7 Jul 67 - Capt Svobada, Capt Orsini, SSgt Johnson, and A2C Allaire made pickups numbers 184, 185 and 186. General Benjamin Davis visited Jolly Greens.
- 10 Jul 67 - Capt Firse, Capt Fechser, SSgt Watson and A2C Fraboni made pickup number 187.
- 18 Jul 67 - Maj York, Lt Privette, SSgt Zerbe and A2C McCombe made pickup number 188.
- 20 Jul 67 - Capt Thompson and Capt Walker set up a static display for the Air America Wives.
- 21 Jul 67 - Lt Col Britton, Capt Bradley, SSgt Watson, SSgt Keyes and A2C Davis made pickups 189 and 190.
- 27 Jul 67 - Capt Thompson and Lt Sichterman set up a static display at Nakhon Phanom for Thai Intelligence Officers.
- 28 Jul 67 - Capt Thompson and Lt Sichterman, SSgt Watson and TSgt Smith made pickup number 191.
- 3 Aug 67 - Capt Dowdy, Maj Russell, SSgt Androwsky and A2C Sliger made pickup number 192.
- 7 Aug 67 - Capt Orsini, Maj Moore, SSgt Quinn and A2C Sliger made pickups numbers 193 and 194.
- 18 Aug 67 - Col Lovelady, Commander, 3d ARRGp and Maj Ewing of PACAF Jungle Survival School arrived at Udorn.
- 20 Aug 67 - Col Lovelady presented DFC's to Maj Moore, Lt James, A2C Pighini, A1C Malone(Basic & 1st OLC), Capt Orsini (1st OLC) and A2C Benno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, A1C Graham and MSgt Hawkins made pickups numbers 195 and 196.

~~SECRET~~

23 JUL 1967

Mission Narrative Report (1-3-112, 21 July 1967) (U)

3rd ARRGp (BGRS)
AFG 96307

1. (U) This report is submitted IAW 3rd ARRGp Supl, ARRS 55-1, 27 Apr 67.
2. (C) At 1345Z I was notified of a possible SAR mission and directed to report to operations. At 1420Z I scrambled in Jolly Green 10. The other aircraft, not being cocked, took ten minutes longer to launch. I proceeded to the survivor's area at 9000 feet, arriving at 1500Z. Covey 57 was the on scene commander, with Lamplighter dropping flares. At 1510Z I let down, requesting the ground party to employ their pyrotechnics. They shot, what I believe to be, a flare pistol which penetrated the jungle canopy and proved very effective. I was able to talk to the ground party on FM several times, but lost contact when I got overhead. The ground party was on the side of a steep slope under very tall trees. Radio communication was achieved, over FM, using Covey 57 as a relay. Approximately 220 feet of hoist cable was required to touch the ground. The ground party notified me via FM relay that the first group was ready for ascent. The FE raised the hoist, and as the penetrator cleared the jungle canopy, two wounded personnel were seen crudely lashed to the penetrator. It took several minutes to free these personnel from the penetrator once aboard the helicopter. The penetrator was again lowered. Covey 57 reported that the personnel were aboard and for us to raise the hoist. This second group of personnel were arranged on the penetrator similar to the first group. This second group consisted of three personnel. With five survivors on board I departed the area due to bingo fuel and power requirements. I decided to take them to Gh. 69 as we had no radio contact with Queen. Narration is continued by RUC of Jolly Green 30. I launched at 1430Z and proceeded to the survivor area (Acom/270°/ch. 37) arriving at 1510Z. I circled at 8250 feet with two A-1's above me and Jolly Green 10, Lamplighter, and Covey 57 below. When Jolly Green 10 departed, I descended and was directed over the apt by Covey 57. The survivors came up in two groups of three each, both groups using the penetrator incorrectly. The second group had to be lowered back to the ground to be rearranged. Even so, one man was injured during ascent. Lower pressure altitude was 2500 feet, leaving limited power margin available. My six survivors were also taken to Gh. 69. I arrived there at 1615Z. There were two American survivors, call signs of Easy Credit 10 and Beaver (no number) and four

foreign Nationals. The one injured on the hoist was a national.
I made a recovery at CH 37 at 1750Z.

3. (U) Weather was a factor. Ceiling was 8000 feet broken.
Surface winds were calm. There were scattered clouds all the way
to 8000 feet and patches of ground fog in the pickup area.

4. (C) Eleven Survivors.

Two Americans.

SFC HINSHAW, J. R. USA

SFC KINNEY, C. W. USA

Nine foreign Nationals - Identity unknown.

5. (U) Problems encountered.

a. No HF communications.

b. Poor and unacceptable FM communications. The suspected
cause is the placement of the FM antenna on the aircraft. Recom-
mend antenna position be changed to side of pylon, so that contact
may be maintained with survivors when directly over their position.

c.

c. Window fogging. During descent from 9000 feet windows
fogged badly. Window defogging system removed to lessen weight.

d. Night Operations problems and recommendations are discussed
in the attached letter.

6. (C) Aircraft involved:

Jolly Green 10

Jolly Green 30

Covey 57

2 Hobos

Lampighter

USAF HL-3E

USAF HL-3E

USAF OLE

USAF ALE

USAF C-130

7. (C) Aircrews Jolly Green 10

Jolly Green 30

Stanley A. McGhan Capt RCG

Frank Cardile Capt RCGP

Maurice P. Tasker TSgt FE

Joseph H. Duffy A2C RS

Thomas R. Johnson Capt RCG

William A. McKenny 1Lt RCGP

Andrew Benton TSgt FE

David W. Sliger A2C RS

Stanley A. McGhan
STANLEY A. MCGHAN, CAPT, USAF
Rescue Crew Commander

William A. McKenny
WILLIAM A. MCKENNY, 1LT, USAF
Rescue Crew Co-Pilot

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

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.

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(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

CHAPTER III

OPERATIONSMISSIONS/SAVES

Detachment 8, 38th Aerospace Rescue and Recovery Squadron flew 517 intercept missions during the past quarter and was called on to fly 201 missions in support of the 12th Combat Support Group, the 12th Tactical Fighter Wing, and other units of the Cam Ranh Bay Air Base vicinity. During the quarter, the Detachment had seven false missions for a total of 725 intercept, support, and false missions.²¹

Sixteen saves were credited to the Detachment during the July through September 1967 period.

On 23 July 1967 the Alert Crew commanded by Captain Allen Martin was scrambled to evacuate a Navy sailor with a gunshot wound in the chest. The injured sailor was on-loaded at the Navy transmitter site on the lower Cam Ranh Peninsula and taken to the 12th Air Force Hospital. The patient was revived three times enroute by mouth-to-mouth resuscitation.²²

An Air Force F-4C aborted take-off from Cam Ranh Bay Air Base on 3 August 1967 after experiencing an explosion and fire. The Alert Crew commanded by Captain Allen Martin was scrambled. When the Rescue aircraft arrived on the scene, it was ordered to withdraw. A survivor was then seen by the air crew. Disregarding the expired time factor of the crashed aircraft's bomb load, the Crew Commander landed the helicopter and successfully evacuated the critically injured survivor to medical aid.²³

Cam Ranh Bay Tower scrambled Pedro 04 and 51 on 8 August 1967 to assist in search and rescue of an Army UH-1D crashed 16 miles south of the base. Nine survivors were sighted and successfully rescued to medical attention. The Rescue Crew Commander was Major Armand Fiola.²⁴

A doctor and oxygen equipment were transported to the Vietnamese village of Ba Ngoi on 8 September 1967 to aid a 25 day old baby suffering from pneumonia. The patient was examined and the doctor advised immediate evacuation to the 12th Air Force Hospital. The evacuation was successfully executed without incident.²⁵

21. ARRS Monthly Report, Jul - Sep 1967

22. Mission (8-38-19-23 Jul 67)

23. Mission (8-38-20-3 Aug 67)

24. Mission (8-38-21-8 Aug 67)

25. Mission (8-38-22-8 Sep 67)

DEPARTMENT OF THE AIR FORCE

37* AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337

26 July 1967



REPLY TO
ATTN OF: Ops/6104

SUBJECT: Mission Narrative Report (1-3-113, 25Jul67) (U)

414

TO: 3rd ARRGp (RCRC) APO 96307

1. (U) This report is submitted IAW 3rd ARRGp Supl 1, ARPSM 55-1, 27 Apr 67.

2. (C) We received notification at 2115Z that an F-4, callsign Maverick 1 was down on the 335°R/34IM/Ch 109. At that time there was neither visual nor electronic contact with the downed aircrews. After the normal pre-takeoff briefings, Jolly Green 25 (Low) and Jolly Green 30 (Hi) was airborne at 2227Z, estimating 1+10 enroute to the scene. While enroute, we received word from Crown 4, the Airborne Missions Commander, that there was one survivor in the water. This turned out to be an erroneous report. Since the scene was within one half mile from the shore, I requested some RESCORT from Crown 4. A flight of 3 F-4C's, callsign Chisel 1, 2 and 3 and 2 F-8's, callsign Condole 050 were assigned. Upon our arrival at the scene at 2318Z and upon direction from Crown 4, with Chisel 1 as CAP, I went to the area which was clearly marked by an oil slick. A packet of dye marker was still diluting in the center of the oil slick. No sign of any survivor or remains were noted among the debris in the area. We did not receive ground fire from the many fisherman that could be seen on the beach. Since we did not locate any evidence that there were any survivors in the area, we departed the area at 2350Z for Ch 109, arriving there at 0015Z.

3. (U) Weather at the launch and recovery bases was good. Weather in the vicinity and at the crash scene was three thousand scattered to broken with light rain showers. The visibility within the rain showers was one mile or better and was not considered a factor from the JG standpoint.

4. (C) Aircrews: Jolly Green 25

Jolly Green 30

Victor Goudey, LtCol
John W. James, LtCol
Rodney J. Bettevy, A1C
Joseph M. Duffy, A2C

RCC
RCCP
FE
RS

Charles R. Dunn, Capt
Robert Hicks, Capt
Michael W. Mulvany, A1C
Walter White III, A2C

VICTOR GOUDEY, LTCOL, USAF
Rescue Crew Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 9 FEB 1977
DECLASSIFIED ON _____

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
EOD DIR 0100.10

4. Mission 12-38-16, 26 Jul 67. Mission Narrative.

Pedro 98 received a call while airborne that a Vietnamese paratrooper had jumped from a C-123 early, and had landed in the ocean about 5 miles north of Nha Trang Air Base. Pedro 98 proceeded to the area immediately since the paratrooper was not wearing water survival equipment. When Pedro 98 arrived in the area, the C-123 that the man had jumped from was sighted circling the general area. The pilot was contacted, but did not know where the man had landed. Pedro 98 flew over the water in the general area and saw nothing that resembled a man or parachute. Pedro 98 then headed for the beach area and immediately sighted the paratrooper on the beach gathering up all his equipment. Pedro 98 landed approximately 75 feet from the paratrooper and the flight engineer helped him aboard the helicopter. He was completely wet, but other than being embarrassed, was in good health. We then returned him to his unit. Pedro 99 also launched with a complete crew, but did not reach the area until the survivor had been picked up and Pedro 98 was returned to Nha Trang.

5. Mission 12-38-17, 27 Jul 67. Mission Narrative.

Det 12 received call from command post at 1100L that a Vietnamese civilian working on a construction project on Hon Tre Island had severely injured his hand and might require medical evacuation. Pedro 98 was subsequently scrambled at 1105L for the mission. Pedro 98 landed at the heli-pad on Hon Tre at 1110L, picked the man up and returned him to the 8th Field Hospital.

~~SECRET~~

Det , 37th ARRS, History, Jul-Sep 67.

CHRONOLOGY

- 3 Jul 67 - Capt Etzel, Capt Bradley, A1C Cotter and A2C Pighini made pickup number 182.
- 6 Jul 67 - Maj Lloyd, Lt Gonos, A1C Malone and A2C Davis made pickup number 183.
- 7 Jul 67 - Capt Svobada, Capt Orsini, SSgt Johnson, and A2C Allaire made pickups numbers 184, 185 and 186. General Benjamin Davis visited Jolly Greens.
- 10 Jul 67 - Capt Firse, Capt Fechser, SSgt Watson and A2C Fraboni made pickup number 187.
- 18 Jul 67 - Maj York, Lt Privette, SSgt Zerbe and A2C McCombe made pickup number 188.
- 20 Jul 67 - Capt Thompson and Capt Walker set up a static display for the Air America Wives.
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- 3 Aug 67 - Capt Dowdy, Maj Russell, SSgt Androwsky and A2C Sliger made pickup number 192.
- 7 Aug 67 - Capt Orsini, Maj Moore, SSgt Quinn and A2C Sliger made pickups numbers 193 and 194.
- 18 Aug 67 - Col Lovelady, ComMander, 3d ARRGp and Maj Ewing of PACAF Jungle Survival School arrived at Udorn.
- 20 Aug 67 - Col Lovelady presented DFC's to Maj Moore, Lt James, A2C Pighini, A1C Malone(Basic & 1st OLC), Capt Orsini (1st OLC) and A1C Benno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, A1C Graham and MSgt Hawkins made pickups numbers 195 and 196.

~~SECRET~~

25
ZFTICZYUW RUHHPOE0073 2391036-CCCC--PUCLMFA.

DE RUMBAD 16A 2390644

ZNY CCCCC ZFD

Z 282637Z JUL 67

FM 3AFPCP OL 2 UDORN STAFF THAI
TO RUMBJ/3AFPCP TAN SON NHUT AB RVN
RUEDHQA/HQ USAF WASHINGTON DC
TUCITHA/HQ MAC

W PUCLMFA/AFSCF ORLANDO AFB FLA
BJNRLKN/PACPC HICKAM AFB HAWAII
AF TAN SON NHUT RVN

RUMTEJ4/USAF MPC RANDOLPH AFB TEXAS
RUMSMA/NACV SAIGON RVN

RUMHLM/PACAF HICKAM AFB HAWAII

PUCLMFA/AFAPDS ELING AFB FLA

RUMDMPA/TAC

RUMNAF/3040PS TUY HOA RVN

RUMDDFA/TNOC UDORN STAFF THAI

RUMMPD/OL 1 3AFPCP SON TPA RVN

RUMKAN/388TFW KOPAT STAFF THAI

BT

[REDACTED] /SAF/3AFPCP (OL-2) 2300 JULY 67. HQ USAF FOR
AFPCP/AFKOPFH MAC FOR MAOCSA AND MOP, PACAF FOR 3000-7, USAFMPG FOR AFP-

PAGE 2 RUMBAD 16A [REDACTED]

MCC, 7AF FOR 3010, DO, DP, DI, DORN, CP, 3 AFPCP FOR JSATC, TAC FOR
3000-LE

GREENHUT OPENING/CLOSING REPORT.

(2. 2-3-57 JULY 67)

4. (A) 5-125, HOT FOR 1, 1 POR.
(B) TACTICAL
(C) CLASSIFIED
(D) 5105 HOT FOR 1 TAIL NPS 624334,
(E) USAF
(F) 388 TFW KOPAT RTAFB THAILAND
(G) KAFB W. FICHTER, 1/LT.
(H) 1 POR
(I) STANDARD

- 5. CRICKETT REPORTED TO CROWN 1 AT 28/2128Z.

6. SEE ITEM 23 (4).

RUM28270152Z ADVISED SANDIES 5-6-7-8 TO SCRAMBLE AND AT 55

TIME ALERTED JOLLY GREEN 55/52

STAFF		
AGENCY	ACT	INFO
ARCCO		
ARODC	✓	
ARPOC		
ARSDC		
ARMOC		
ARQAS		
ARXDC		
ARFOI		✓
ARHIG		
ARASG		

OL 2-3-57-28 JUL 67
OPEN/CLOSE
Brief

not a card
Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 03 FEB 1977

NNOFTCZYUW RUHROA0158 2100525-CCCC--RUCLMFA.
Z RUMEDF 1A 2100001
NY CCCCC

01282355Z JUL 67

KFM 3ARRGP OL 2 UDORN RTAFB THAI
O RUMSBJ/3 ARRG TAN SON NHUT AB RVN
RUEHQA/HQ USAF WASHINGTON DC
RUCIEUA/H MAC SCOTT AFB ILL
RUCLMFA/ARSCP ORLANDO AFB FLA
RUH

101/PARRC HICKAM AFB HAWAII
RUMSBJ/7AF TAN SON NHUT RVN
RUWTFJA/USAF MPC RANDOLPH AFB TEXAS
RUMSMA/MACV SAIGON RVN
RUHLKM/PACAF HICKAM AFB HAWAII
RUCLMOE/48AFRS EGLIN AFB FLA
RUEDNBA/(5-:)-,&)#

RUMNAF/39ARRS TUY HOA RVN
RUMEDFA/TUOC UDORN RTAFB THAI
RUMHPD/OL 1/3ARRGP SON TRA RVN
RUMKAM/388TFW KORAT RTAFB THAILAND
BT

[REDACTED] L1SAR13ARRGP (OL-2) 50095 JUL 67 HQ USAF FOR
AFCP/AFKOPFH MAC FOR MAOCCA AND MCP, PACAF FOR DOCC-R, UAFMPC FOR

PAGE 2 RUMEDF 7A [REDACTED] L

AFPMSC, 7AFFOR DOTO, DO, DP, DI, EDPMP, CP, 3 ARRG FOR JSARC, TAC
FOR DOSS-LR

REFERENCE OL2,3ARRGP CONFIDENTIAL MESSAGE 50093 AND 50094
MISSION NUMBER 2-3-57 28 JULY 67 THE FOLLOWING CLARIFICATION
IS SUBMITTED.

15. A. 1/1/1/0/0/1

-O.H. THE ACM WAS LOCATED BY THE CONSTANT TONE OF THE CHUTE
BEEPER. NO VOICE CONTACT WAS ESTABLISHED THOUGH TH BEEPER WAS
CONSANT. THE LOCATION WAS IN HIGH TERRAIN AND OBSCURED BY CLOUDSM
WHEN THE WEATHER CLEARED THE CHUTE WAS SIGHTED AND THE PJ LOWERED
ALONG WITH THE STOKES LITTER. THE ACM WAS REPORTED UNCONSCIOUS
WHEN HE WAS PICKED UP, AND WAS DECLARED DEAD BY THE FLIGHT SURGEON
UPON ARRIVAL AT NAKHON PHANON. GP-4.

BT

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
505 DIR 5200.10

81/25 ODC/H

~~CONFIDENTIAL~~

CLASSIFIED BY
SUBJECT TO PERMANENT DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 03 FEB 1977

T 05

~~CONFIDENTIAL~~

157

ZETCZYUW RUHROA0034 2091520-CCCC--RUCLMFA.

DE RUMEDF 52A 2091417

ZNY CCCCC

Z 281410Z JUL 67

VF 3ARRGP OL 2 UDORN RTAFB THAI

TO RUMSBJ/3 ARRGF TAN SON NHUT AB RVN

RUEDHQA/HQ USAF

RUCIEUA/HQ MAC

RUCLMFA/ARSGP ORLANDO AFB FLA

RUHLNM/PARRC HICKAM AFB HAWAII

RUMSAL/7AF TAN SON NHUT RVN

RUMTFJA/USAF MPC RANDOLPH AFB TEXAS

RUMSMA/MACV SAIGON RVN

RUHLNM/PACAF HICKAM AFB HAWAII

RUCLMOE/48ARRS EGLIN AFB FLA

RUEDNBA/TAC

RUMNAF/39ARRS TUY HOA RVN

ZEN/13AF DEP COMDR UDORN RTAFB THAI

ZEN/TUOC UDORN RTAFB THAI

RUMHFB/CL 1 3ARRGP SON TRA RVN

RUMEDFD/388TFW KORAT RTAFB THAI

BT

STAFF	ACT	INFO
AGENCY		
ARCCO		
ARDDC	✓	
ARPOC		
ARDDC		
ARMDC		
ARDAAS		
ARXDC		
ARFOI		✓
ARUG		
ARASG		

ARS

~~CONFIDENTIAL~~

not a save

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SUBJECT TO DECLASSIFICATION
SCHEDULE NO. 11652
EXCLUDED FROM AUTOMATIC
DECLASSIFICATION
RECORDING, DO NOT APPLY
DOES NOT APPLY
DECLASSIFIED ON 03 FEB 1977

L/SAR/33ARRGP (OL-2) 50094

PGAE 2 RUMEDF 52A

FOR AFPC/AFXOPFH MAC FOR MAOCCA AND MCP, PACAF FOR DOCC-R, USAFMPC
FOR AFPMSC, 7AF FOR DOTO, DO, DP, DI, BDRMP, CP, 3 ARRGF FOR JSARC,

TAC FOR DOSS-LR REFERENCE MISSION REPORT 2-3-57 JULY 67.

MESSAGE 50093 ITEM 15. (A) SHOULD READ, 1/1/1/0/1. GP-1.

BT

DL-2-3-57RD

- 28 JULY 67

2711-5

OPEN/CLOSE

24 OCT 1990

THE OBJECTIVE WAS THE RESCUE OF A USRP PILOT
SLIDE
WHO EJECTED FROM HIS F-105 APPROX 60 MI NE.
OF NAKHON PHANOM.

SLIDE
CREW 5 CONTROLLED THE MISSION; INITIALLY SEARCHING
SLIDE
4 SALES AND ALERTING 2 J.G. AT NAKHON PHANOM.

SANDY 1 LOCKED THE DOWNED PILOT BY HIS
BEEPER IN HIGH TERRAIN WHICH WAS SECURED BY
CLOUDS. NEGATIVE VOICE CONTACT ^{WAS} ESTABLISHED.
AS THE WX BEGAN TO CLEAR THE J.G.s WERE
BROUGHT IN. WHEN THE CLOUDS ^{CLARIFIED} THE
CHUTE WAS SIGHTED AND ^A P.J. WAS LOWERED
ON THE PENETRATOR @ A SHORT LITTER. THE
PILOT WAS REPORTED "UNRESPONDING" WHEN PICKED
UP. HE WAS TAKEN TO NAKHON PHANOM BY THE
J.G., WHERE HE WAS PRONOUNCED D.O.A. BY THE FLIGHT
SURGEON.

11 Totals for 39+10 Down

0
1 2+10
2 20+45
11 27+30
39+10

1017053

Classified by
SUBJECT TO
SCHEDULE
AUTOMATICALLY
YEAR INTERVALS.
DECLASSIFIED ON 03 FEB 1977

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
EOD DIR 5208.10

DECLASSIFIED

28 July 1967

North Vietnam. First Lieutenant Karl W. Richter becomes the youngest U.S. pilot to score a kill in Vietnam when he shoots down a Mig 21 in September 1966. He completes one hundred missions and volunteers for a second tour. He becomes a legend of courage and commitment to the American goal in Southeast Asia. Just two missions short of two hundred, he is hit by enemy fire over North Vietnam and forced to eject over rugged mountainous terrain. Only twenty minutes later, an HH-3E Jolly Green penetrates heavy cloud cover to pick him up. However, the young lieutenant has landed on the side of a jagged mountain and sustains severe injuries when he falls or is dragged by his chute over a cliff. Pararescueman Charlie D. Smith is lowered one hundred and fifty feet to where he lies unconscious. He and Smith are hoisted into the helicopter, but Richter dies en route to a staging base. *O'Bernie Diary*

28 JULY 1967

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28/0001/HY LOG OPENED NEW DAY. HOLLY GREEN G12
A-3 MEN OPEN. CAPT SNYDER / SGT HANDY
ON DUTY.

28/0001/HY CLARK ISARC ADV THEY HAVE A.F.
A-3 CONTROL OF HOLLY GREEN MISSION.

28/0001/HY CR-B BINGO TIME 0015Z.
A-3 HH-16 AF 1530A (CLARK) BINGO TIME 0015Z.
BORNE 71 (CLARK) ETA ON SCENE 0219Z.

28/0027/HY CR-A 095/55 FR SPEEDBIRD INVESTIGATING.
BEEPER A BEEPER.

28/0035/HY CR-A RETORING NORMAL ORBIT - FALSE BEEPER.

28/0100/HY JG 09/34 RETURNING TO 2-9B S'S RTG.

28/0107/HY CARD FILE 08 ADV CR-B HE SPOTTED
A-3 SURV AT 1520N/11525E.

28/0125/HY CR-A PROCEEDING TO SANDY INTERSECTION.
ETA 0400Z.

28/0133/HY HOTROD 01 (F-105) QUEEN REPTS
F-105 HOTROD LEAD HIT 315°/103 CH109. HDG
WE 6071 240° REPT BY HOTROD 02.

28/0140/HY COMPRESS ADV PILOT HAS BAILED OUT 062°/59
F-105 CH09. DIVERTING S'S 2-4 TO SCENE -
SCRAMBLING S'S 5-B FR CH06 LAUNCHING
JG 54/55 FR CH09. S'S 2-4 ETA 0240Z.
S'S 1-4 WILL BINGO 0340Z.

28/0155/HY BARNOWL 562 HDG SOUTH - STAYING FEET WET.

28/0200/HY 7AF CAVE BORDER CLEARANCE. MISTY 1/12
F-105 (1100F) ADV HEAVY FOG IN AREA BUT LIFTING.

28/0203/HY CR-1 ADV NEG VOICE CTC CONET.

28/0210/HY JG 54/55 ETA 0224Z. S'S 3-4 ETA 0240Z.
F-105 SPLENDID (CHEETA FLT IN AREA. FOR S'S 1-2)

28/0214/HY JG 54/55 15 MIN OUT - WILL HOLD. PLYMOUTH
F-105 FLT HOLDING - MISTY 1/12 IN SEARCH AREA.

28/0220/HY NEG VOICE CTC WITH PILOT - S'S 4 MIN OUT.

28/0222/HY 1 SURV OF HOLLY GREEN G12 P/H BY SAIP.
A-3 AT SSA - 45 FREEPORT - TAKING SURV TO
SUBIC BAY.

28/0225/HY S'S ON SCENE COMDR - CONDUCTING
F-105 SEARCH - NEG VOICE CTC. JG BINGO 0630Z.

28/0230/HY S'S 1-2 HOLDING IN CLEAR W/JG'S. S'S
F-105 TRYING TO MAKE CTC WITH HOTROD. BARNOWL 562
GOING BACK NORTH.

013327 08336 (LAW) / 01331 (JG)
315°/103 HDG FROM TACAN CHANNEL
109 (DONG BA) - WE 85 93
062°/59 HDG FROM CH 89 (WKP)
S'S - SANDY (A-1E)

CH86 - URBAN
JG - HOLLY GREEN (HH-3)
ETA - ESTIMATED TIME OF ARRIVAL
BINGO - LOW FUEL
BARNOWL - NAVY R-16
FEET WET - OVER WATER
7AF - HQ 75 AIR FORCE,
THAT SONAR UNIT, SAIGON
MISTY - F-100F
ADV - ADVICE
CR-1 - CRASH OUT C-130H
SPLENDID - F-105
SHEETA - F-105
PLYMOUTH - F-4

MISSING FOR NAVY A-3 →

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28 JULY 1967

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REPORTS WEATHER
RETURN TO BASE

LOC: LOCATION

JG'S HAVE 3 HOURS OF FUEL

A-3 RESCUE

GND: GROUND

CLEMENTINE & NAVY
RESCUE HELD

28/0242/HY NO BEEPER PRESENT TIME - DID HAVE BEEPER
F-105 PREVIOUSLY. S-3 SAID BEEPER WAS YAMING
FR HILL IN THE CLOUDS.

28/0255/HY S-7 WILL REPLACE S-3 AS ON S-3'S CONDOR.
28/0258/HY S-3 REPTS WY IN AREA BREAKING UP.
28/0300/HY S-1-4 RTB TO CH-89.
28/0302/HY S-1 HAS CHUTE IN SIGHT. THINKS IT
F-105 MIGHT BE A FLARE CHUTE.

28/0315/HY UNFRIENDLY FORCES IN AREA - S'S HAVE
F-105 BEEPER PINPOINTED - LOC SPOOKED IN -
WY BREAKING UP.

28/0325/HY JG'S HAVE 3000 FUEL - S-7 W/ BEEPER UP
F-105 RAPIDLY.

28/0326/HY CR-B ADV SUAV PLN EARLIER WAS LAST
A-3 MAN TO EJECT FROM ACFT.

28/0328/HY PJ ON JG SAW ORANGE/WHITE PARACHUTE
F-105 BELIEVED TO BE PILOTS CHUTE - JG
GOING DOWN TO CHECK. SO FAR NEAR
GND FIRE IN AREA.

28/0335/HY PJ'S ON BOTH JG'S SAW PANEL - S-7
F-105 CONSIDERS AREA TO BE SAFE.

28/0339/HY JG 52 HAS POSITIVE SIGHTING OF CHUTE.
F-105 CHUTE IS HANGING IN TREES.

28/0342/HY JG 55 GOING IN FOR CLOSE LOOKS.

28/0345/HY JG 55 - PJ GOING DOWN ON HOIST.

28/0347/HY JG 55 - ALERT MEDICAL FACILITIES CH-89.

28/0348/HY JG 55 - PJ ON GND HAS HOT ROD ALIVE,
F-105 LOWER BASKET.

28/0349/HY SANDY LNO CH-89.

28/0350/HY PJ WANTS JG 55 TO HAVE 10 YDS. UNK
F-105 DIRECTION.

28/0359/HY QUEEN - HAZARD - CLEMENTINE STANDING BY
F-105 FART WRT.

28/0403/HY JG 55 - RAISING HOIST CLEARING TREES.

28/0407/HY JG 55 - HAS MAN ABOARD: UNCONSCIOUS -
F-105 NOT TO OPTIMISTIC. TAF/JPRC

28/0412/HY PASSED "GO" TO QUEEN KYW3. HAS ORR EARR.

28/0405/HY HOT ROD #1 CLOSED.

28/0416/HY CR 5 ABN 0410 RTA STA 0535.

28/0417/HY CR 2 AB 0417 RTA STA 0417.

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28 JULY 1967

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DEAD ON ARRIVAL
AT UNKNOWN PHASE

28/0440/HY JG'S ON THE GND AT NKP - FLT SURGEON
CHECKING PILOT NOW.

28/0445/HY CR-CABN FOR HOLLY GREEN SEARCH AREA
AT 0435. ETA 0650Z.

28/0515/HY ~~COMPRSS ADV FLT SURGEON~~ ~~PILOT~~ ~~OVER~~ ~~LAND~~ ~~1001~~ ~~SEARCH~~ ~~PILOT~~ OF
"HOTROD" WAS "DOA" AT CH 89.

28/0524/HY CR-A RTB ETA 0700Z.

28/0605/HY JG 26 (GULF ORBIT) ABN.

28/0610/HY DET 10 ADV PEDRO 39 HAD LAUNCHED
FALSE HSN AT 0603 FOR A DOWNED ACFT AT
XR 642. 90P. 2ND PEDRO WAS ON A
PCF. NO OTHER INFO.

28/0618/HY PARIS ADV VUNG TAO MADE INITIAL
FALSE HSN REPORT - NO OTHER INFO AVAILABLE.
PARIS WILL TRY AND GET OTHER ACFT
TO SCENE.

28/0629/HY PARIS SENDING A FAL ON F101 TO LOOK
FALSE HSN FOR DOWNED ACFT.

28/0632/HY PARIS ADV PEDRO 39 WENT TO AREA
AND FOUND NO ACFT. RTB BINH THUY.

28/0645/PK CAPT SNYDER - SEGT HANDY OFF DUTY.
MRS SELCH. MCCOOK ON DUTY. A3 OPEN.

28/0655/PK H-3 "Q" ADVISES CUN B HAD 9400 28 JUL 67

28/0720/PK CRNA CO ORD SEARCHED 1628N 11232E -
A-3. 1618N 11225E 1546N 11405E 1527N 11410E
100% 80% EFF. REMAIN IN AREA WHILE LOSE.

28/0724/PK CRN 4 ATA CH 83 0710Z

28/0725/PK DET 10 DOWNED ACFT WAS FALSE HSN. WARY
FALSE HSN ACFT HAD USED WRONG CODE FOR A PRE SET
CLSD. SCRAMBLE. BOTH PEDROS BACK ON GROUND.

28/0729/PK CRN A BACKFIRING #1 ENG. REEVENISHING PROP
EVERY 30 MIN. RTB ETA 0905Z.

28/0835/PK CRNC ON SCENE ONDR C-130 967.

28/0844/PK CRNA ATA CH 37 0702Z.

28/0914/PK QUEEN CRNS CHECK ON EHERC RAINBOW 03 F105
EHERC F105

28/0916/PK CRNS POSIT 1720N 10719E. HEADING 140°.

28/0918/PK CRNS RAINBOW 03 TO MI OUT ONE RAINBOW 01
ESCORT. HAD ENG VIBRATION.

28/0934/PK QUEEN RAINBOW 03 DO SAFELY AT 0926
EHERC CL 50 F105

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CORRECT COOR:
1803 N 10547 E

NO BRIDGE LOCATED
AT GIVEN COOR
ONLY KANST
DFMC

CO642	DATE: 670728	ACFT: F105D -624334	TYPE LOSS: COMBAT	ACT TARGET COOR: ~~1732N10603E~~	TOT: 0125Z	RTE PKG: 1	WVN	AIR SP: 500	
UNIT: 388W	KORAT	CALL SIGN: HOTROD 01		MISSION FUNCTION: 04				TYPE OF TARGET: BRIDGE	
TOTAL RCV: 1	TOT MIA: 1	TOT CAP: 1	TOT KIA: 001	ENEMY DEFENSES: 37/57MM					
GR/SERV	NAME	POS	CHT/BPR	STATUS	RETURNED	INCDT COOR: ~~1732N10603E~~	INCDT TIME: 0135Z	INCDT ALT: 04500	PASS: 1
1LT	RICHTER K	PLT	YES	YES	KIA	DOWN COOR: 1752N10534E	DOWN TIME: 0135Z	LOSS CAUSE: GND FIRE	
						ORDNANCE WHEN DOWN: 6XM117		POD: 1	NO
						WEATHER VIS: UNK	DAY	CLOUDS: BROKEN	RESCUED BY: N/A
REMARKS: ACFT WAS HIT COMING OFF TARGET. PILOT EJECTED AT 10000 DUE TO AFT SECTION OF ACFT ON FIRE, AND LOSS OF OIL.									
LANDED ON EDGE OF CLIFF AND FELL.									

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~~SECRET~~

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Det 1, 37th ARRS, History, Jul - Sep 67.

2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Gonos, ALC Ronald Malone, and A2C Luther Davis picked up Capt Robert Bennett, an Air Force F-105 pilot, in Thailand, on 6 July.
3. (S)(GP 4) On July 7, Capt Robert Svoboda, Capt Richard Orsini, SSgt Jerry Johnson, and A2C Patrick Allaire, picked up Mr. Rainville, Mr. Parker, and a Laotian Lieutenant from an Air America H-34, in Laos.
4. (S)(GP 4) Capt John Firse, Capt Clyde Fechser, SSgt Floyd Watson, and A2C Michael Fraboni, picked up Major Maurice Seavers, an Air Force F-105 pilot, in Laos, under fire, on 10 July.
5. (S)(GP 4) On 18 July, Major Glen York, Lieutenant Billy Privett, SSgt Theodore Zerbe, and A2C Randy McComb, rescued Lt. J. G. Larry J. Duthie, an Navy A-4 Pilot, under fire.
6. (S)(GP 4) Lt Col Warner A. Britton, Capt Harold Bradley, SSgt Floyd Watson, SSgt Harvey Keyes, and A2C Luther Davis, picked up Major Joseph Holder and SSgt Albert Sellers from an OLE, in Laos, on 21 July.
7. (S)(GP 4) On 28 July, Capt Evan Thompson, Lieutenant Edward Sichterman, SSgt Floyd Watson, TSgt Charley Smith, picked up Lt. Karl Richter, an Air Force F-105 pilot, in Laos.
8. (S)(GP 4) Capt Robert Dowdy, Major Edward Russell, SSgt Vincent Androwsky, and A2C David Sliger, picked up Capt John Bischoff, an Air Force F-105 pilot, in Laos, on 3 August.
9. (S)(GP 4) Capt Richard Orsini, Major Powell Moore, SSgt Vincent Quinn, and A2C David Sliger, picked up Capt Joseph Otto and Capt Loy Meeks, USAF RF-4C pilots, in Laos, on 7 August.
10. (S)(GP 4) Capt Robert Greer, Lieutenant Andrew Gonos, ALC Roger Graham, and MSgt Ted Hawkins, picked up Maj DeMarque and Lieutenant Piet, USAF F-4C pilots, in Thailand, on 23 August.
11. (S)(GP 4) Major Gerald Haynes, Major Richard Wagner, ALC William Jaynes, and ALC John Pighini, picked up Capt Shanon, an Air Force F-105 pilot, at night, in Thailand.
12. (S)(GP 4) Capt Evan Thompson, Major Powell Moore, SSgt James Brooks, and A2C Michael Fraboni, picked up Capt Patterson, an Air Force F-101 pilot, and McComb, a Jolly Green, Para-rescue Specialist, in Laos, under fire.

DECLASSIFIED

~~SECRET~~

UNCLASSIFIED

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~~CONFIDENTIAL~~

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 04 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 04 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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YEAR INTERVALS.
1973 DEC 31
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DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DDO DIR 0100.10

~~CONFIDENTIAL~~

(b) That helicopter aircrews not be replaced at night in the event of future operations of this type. Both RBC'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

JG 10 (High)

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

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

WILLIAM O. MAYFIELD, MAJ, USAF
Rescue Crew Commander

37ARRS, History, July - September 1967

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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	UNK	9 Jun 67	1-3-85
62	Bruce A. Martin	Maj-M		2 Jul 67	1-3-97
63	Michael P. Dean	Cpl-M	UNK	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 Kuehner	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	UNK	21 Jul 67	1-3-112
69	J.R. Kinshaw	Sfc-A	UNK	21 Jul 67	1-3-112
70-78 (19)	UNK ARVN	UNK	UNK	21 Jul 67	1-3-112
79-98 NC	UNK U.S. Navy	UNK	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	UNK	6 Aug 67	1-3-120
104	Vollmer	Maj-AF	UNK	17 Aug 67	1-3-123
105-112	UNK USMC	UNK	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	UNK	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	UNK	28 Aug 67	1-3-132
117 NC	F. Hurado	Pfc-M	UNK	28 Aug 67	1-3-132
118 NC	J.M. Dructor	Lcpl-M	UNK	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

U.S. 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."

90

8K
TV

37 AERS (Ops/6104)

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

30 JUL 1967

3rd AERGP (BCHC)
APO 96307

1. (U) This report is submitted IAW AERGP Supl, AERSM 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 Ch 37 arriving there at 1145Z.
3. (C) At no time did I have rescap or rescore 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, THAI.

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

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

ROG
ROCP
FE
RS

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5800.10

Standley A. McMan
STANDLEY A. MCGHAN, CAPT, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

37ARRS, History, July - September 1967

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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.