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

101



REPLY TO 37 OPS/6104
ATTN OF:

25 AUGUST 1967

SUBJECT: MISSION NARRATIVE REPORT(2-3-61 23 AUG 67) (U)

37C *pm*
TO: 3rd AERGP (RCRC) APO 96307
IN TURN

- 1.(U) This report is submitted in accordance with AFRSI 55-2, 3rd AERGP Sup 1.
- 2.(C) The 37th AERS operations was notified at approximately 2015Z to scramble two helicopters. Jolly Green 10 and 26 were launched at 2115Z and proceeded to the area. The location of the pickup point was given as 317/41 from Channel 109, approximately 10 miles South of Dong Noi, route package one in North Viet Nam. Jolly Green 15 and 27 had also been launched from NKP and arrived in the area first. Jolly Green 27 received heavy ground fire attempting the pickup and was forced to withdraw. They reported heavy small arms, automatic weapons and 37MM anti-aircraft fire from all quadrants. The on-scene Commander, Sandy 7, then called for additional strike aircraft. Jolly Green 10 and 26 were also called in at this time, arriving in the area at 2300Z. They orbited one to two miles from the pickup point while the strike aircraft were called in to sterilize the area. The strike aircraft used 750 pound bombs, rockets, CDU's and 20MM high explosive ordnance to suppress the ground fire. The Sandy aircraft then laid smoke between the area of heaviest ground fire and the downed airman. Jolly Green 10 went in behind the smoke, made the pickup and departed the area at 0030Z.
- 3.(C) The method of recovery used was the hoist and tree penetrator. The survivor had a back injury and was unable to assist himself. The pararescue man was lowered, placed the injured man on the penetrator and the two were hoisted up together.
- 4.(C) The mission was terminated at 0115Z.
- 5.(C) The weather at launch point and target area was clear with over 15 miles visibility. There was a low overcast over the mountains enroute with tops at 8500'.
- 6.(C) Sandy 7 did a highly professional job of coordinating and controlling the RESCAP aircraft and maintaining radio discipline. He was in control at all times and was the deciding factor in the successful outcome of this mission.
- 7.(C) The survivor was 1LT M. A. SILVA, 397th FTR SQ, 8th FTR WG, UDORN RTAB, THAILAND.

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8.(C) Aircraft involved in the rescue:

JOLLY GREEN 15 (WTF HIGH)
JOLLY GREEN 27 (WTF LOW)
JOLLY GREEN 26 (DAMING HIGH)
JOLLY GREEN 10 (DAMING LOW)
SANDY 7 (ON SCENE COMMANDER)
SANDY 8
SANDY 1
SANDY 2
CROWN 1
NEPHEW FLT
WEDGE FLT
DAGGER FLT
DALLAS FLT
RATTLEB FLT
CUTTER FLT
BLACK ACE FLT
BUCKSHOT
RED 11
SWISS FLT
MISTY
OXWOOD FLT
CHISEL FLT

USAF HH-3E
USAF HH-3E
USAF HH-3E
USAF HH-3E
USAF A1E
USAF A1E
USAF A1E
USAF A1E
USAF C130
USAF F4C
USAF F4C
USAF F4C
USAF F105
UNKNOWN
USAF F4C
USMC F4B
USAF F4C
UNKNOWN
USMC F4B
USAF F100
USMC M4
USAF F4C

9.(C) Crew of Jolly Green 10:

CAPT FRED H. OTTE
1LT WILLIAM A. McENERY
SSGT ALBERT D. EPPS
A2C STEVE M. MORTENSON

RCC
RCCP
FE
RS

10.(C) Crew of Jolly Green 26:

✓ MAJ HERBERT D. KALEN
CAPT WALTER R. BLACKWELL
SSGT BILLY D. WILLINGHAM
A2C DAVID A. CARL

RCC
RCCP
FE
RS

Fred H. Otte

FRED H. OTTE, CAPT, USAF
Rescue Crew Commander

DOWNGRADED AT 3 YEAR INTERVALS;

DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10

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

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FROM: RCC CAPT. JAMES R. FOGG JR.

SUBJECT Mission Narrative

22 August 1967

TO: Commander
39 ARRS

Crown 1 was launched from Udorn RTAB, Thailand at 0442(1+48 hrs early) due to a downed F4C aircraft, call sign: Sapphire 2. On climb out I contacted Jolly Green 27 and 15 who had taken off at 0400L and Sandy 7 & 8 with a take off of 0410L; all of whom were proceeding to the search area 17-19N 106-37E. My navigator plotted this position to be 317/41.5 miles from Tacan Channel 109.

The following flights were contacted by Crown 1 and were instructed to proceed to the area to be used both as Mig Cap and Rescap: Dallas, Rattler, Neptune, Cutter and Dogged. All these flights had a bingo fuel time of 0550L, except Rattler. Therefore, we obtained tanker and begun cycling some fighters early in order to assure coverage for the rescue forces at all times.

At 0503L, Sandy 7/8 and Jolly 27/15 arrived in the search area. Crown 1 informed Sandy 7 that he was on-scene commander this time. Jolly 27 reported that he was "low-bird".

Rattler flight established contact with one of the downed pilots at 0513 but did not learn whether the pilot was the front-seater or rear-seater.

At 0519L, Sandy 7 had contact with the downed pilot and also established a firm position on him.

The downed airman was spotted at 0535L, so Jolly Green 27 proceeded in for the recovery. Crown 1 advised J.G. 27 to immediately question the recovered pilot on pick-up about other pilot. Just as J.G. 27 was hovering with his hoist extended he was hit by ground fire. J.G. 27 reported he was moving out of the area. J.G. 27 was given an R.T.B. and JG 15 was advised to escort him. Crown 1 contacted Jolly Green 26 and 10 at 0606L and instructed them to proceed into the area. Their ETA was 0618L.

Crown 1 obtained additional fighter flights - Swiss 061, Oxwood 03, Buckshot, Red Bird, and Chisel - at 0632L since two of the original flights had been RTB'd. All these flight were transferred over to frequency 282.8 since they were interfering with Sandy 7's transmissions on freq. 364.2.

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Jolly Green 10 (low bird) arrived in the area and went in for the pick up at 0714L. J.G. 10 picked up light ground fire but recovered the back-seater at 0721L. The rescued pilot was paralyzed from waist down so J.G. 10 was advised to proceed to the hospital ship "Repose". Sandy 3 and 4 arrived in the area and begun escorting J.G. 10.

The recovered pilot stated that he ejected just prior to aircraft impact and it was impossible for the front-seater to have ejected. On this advice further search was abanded and all SAR forces withdrawn.

Misty 11 arrived in the search area and took charge of all fighters. The fighters were used to strike the area in which the ground fire had been coming.

At 0758L J.G. 10 deposited the recovered pilot aboard the ship "Repose". All SAR forces were RTB'd this time.

James R. Fogg Jr.
CAPT. JAMES R. FOGG JR.
Rescue Crew Commander

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8.(C) Aircraft involved in the rescue:

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JOLLY GREEN 15 (WIP HIGH)	USAF F4C
JOLLY GREEN 27 (WIP LOW)	USAF F4C
JOLLY GREEN 26 (DARNING HIGH)	USAF F4C
JOLLY GREEN 10 (DARNING LOW)	USAF F4C
SANDY 7 (ON SCENE COMMANDER)	USAF A1E
SANDY 8	USAF A1E
SANDY 1	USAF A1E
SANDY 2	USAF A1E
CROWN 1	USAF C130
NEPHEW FLT	USAF F4C
WEDGE FLT	USAF F4C
DAGGER FLT	USAF F4C
DALLAS FLT	USAF F105
RAITHEL FLT	USAF F4C
OUTRIDER FLT	USAF F4C
BLACK ACE FLT	USAF F4C
DUCKSHOT	USAF F4C
RED 11	USAF F4C
SWISS FLT	USAF F4C
MISTY	USAF F100
OK/COD FLT	USAF F4C
CHISEL FLT	USAF F4C

9.(C) Crew of Jolly Green 10:

CAPT FRED H. OTTE	RCC
1LT WILLIAM A. McENERY	RCCP
SSGT ALBERT D. EPPS	FE
A2C STEVE M. NORTON	RS

10.(C) Crew of Jolly Green 26:

✓ MAJ HERBERT D. HALEN	RCC
CAPT WALTER R. BLACKWELL	RCCP
SSGT BILLY D. WILLINGHAM	FE
A2C DAVID A. CARL	RS

Fred H. Otte

FRED H. OTTE, CAPT, USAF
Rescue Crew Commander

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DCD DIR 5200.10

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AUTOMATICALLY DOWNGRADED AT TWO
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37ARRS History, July - September 1967

(26) 1-3-25, 20 Aug 67. Jolly Green 28, while on alert at Da Nang AB, was scrambled to a position ten nautical miles southwest of Da Nang AB. While enroute to recover the two wounded Marines, their status was changed to killed in action. The deceased were recovered and returned to Charlie Medical Center, Da Nang AB.

(27) 1-3-26, 21 Aug 67. Jolly Green 25 was directed on a medical evacuation of seven wounded Marines eleven nautical miles Southeast of Da Nang AB in support of Pedro. Two USMC UH-1E's aided in suppressing ground fire as the personnel were recovered and taken to the NSA.

(28) 1-3-27, 21 Aug 67. Later, Jolly Green 25 was scrambled on a medical evacuation of one wounded Marine, eleven nautical miles Southeast of Da Nang AB. He was recovered and taken to NSA.

(29) 1-3-128, 22 Aug 67. Jolly Green 26 scrambled from Da Nang AB alert on a wounded Marine, eleven nautical miles Southwest of Da Nang. Ground fire was suppressed by USMC UH-1E and the recovery was accomplished. PFC Russel W. Naugle, 2336710, was taken to NSA.

(30) 2-3-61, 23 Aug 67. Jolly Green 10 and 26 were scrambled from Da Nang AB, on a downed F-105 pilot who was 10 nautical miles south of Dong Hoi, NVN. Jolly Green 27 and 15 had also scrambled from Nakhon Phanom RTAFB, Thailand. Jolly Green 27 received heavy ground fire attempting the pickup and was forced to withdraw because of battle damage. Air Force A-1E's flying escort called in other fighters to help sterilize the area. Then Sandy 7 (A-1E) laid a smoke screen for the pickup. Jolly Green 10 went in for the pickup and had to lower the pararescueman on the hoist to rescue the survivor who had a fractured back. The survivor was 1st Lt M. A. Silva, 397th Ftr Sq, Ubon RTAFB, Thailand.

(31) 1-3-129, 24 Aug 67. Jolly Green 07 was scrambled on the medical evacuation of one Marine, twelve nautical miles Southwest of Da Nang AB. L/Cpl Ortha Lee Modger, 2306603, was recovered and taken to NSA where he was reported dead on arrival.

(32) 1-3-131, 26 Aug 67. Jolly Green 26 and 28 were scrambled from Quang Tri on two pilots from a downed Air Force F-100, just north of the DMZ. Navy A-1E's provided escort duty. Because of heavy enemy defenses, the pilot didn't use any visual signals. However, he was able to lead Jolly Green 28 to his position by giving directions over his survival radio. Jolly Green 28 received ground

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

2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Conos, A1C 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 Fehser, 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 Conos, A1C Roger Graham, and MSgt Ted Hawkins, picked up Maj DeMarque and Lieutenant Piet, USAF F-4C pilots, in Thailand, on 21 August.
11. (S)(GP 4) Major Gerald Haynes, Major Richard Wagner, A1C William Jaynes, and A1C 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 Randy McComb, a Jolly Green, Para-rescue Specialist, in Laos, under fire.

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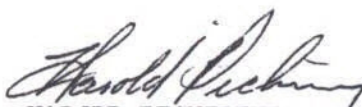
MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 1C-38-38, 23 August 1967

Det 10, 38th ARRSq was notified at 0851Z by 512th River Patrol Force (Ops) that two U.S. Navy "Seals" had been wounded, one critically, in an engagement with hostile forces. Pedro 91 launched at 0855Z and Pedro 39 at 0859Z. Pedro 91 arrived at scene at 0913Z and picked up two wounded "Seals" in a small clearing at 0918Z with Pedro 39 flying top cover. A flight of U.S. Navy "Seawolf" helicopters were requested for fire suppression support. Pedro 39 evacuated the two "Seals" to Binh Thuy AB with Pedro 91 as escort. Pedro 91 and 39 landed at Binh Thuy at 0934Z and 0936Z respectively. An ambulance was awaiting the survivors. The flight surgeon administered intravenous fluids to the "Seal" with a stomach wound, and, due to lack of facilities, recommended that he be evacuated to Dong Tam Hospital for further treatment. At 0950Z Pedro 91 was airborne and transferred both wounded personnel to hospital personnel at Dong Tam 1015Z. Pedro 91 terminated mission at 1100Z at Binh Thuy. Mission was conducted on UHF and FM radios. "Paddy Control" provided flight following and relay of information on UHF. Communications on scene and at hospital were on FM. Two combat saves, moderate ground fire encountered.

CREWS: (All members of Det 10, 38th ARRSq)

Pedro 91. RCC - Capt James H Brahney
RCCP - William J Haugen, Capt
RS - A1C Gary G Harold
FE - A1C Rene Durazo

Pedro 39. RCC - Maj Harold Pickering
RCCP - 1st Lt Granville B Goza III
RS - TSgt Clyde R Ross
FE - SSgt William L Crawford



HAROLD PICKERING, Major, USAF
Commander

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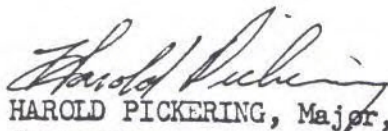
MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 10-38-37, 23 August 1967

Det 10, 38th ARRSq was notified by Binh Thuy AB Tower at 0238Z that a US Navy "Seal" patrol craft had been engaged by enemy forces and had sustained critical injury to one crew member. The boat was withdrawing to a safe river area for rescue helicopter rendezvous and maintaining listening watch on FM 34.9 for recovery coordination. Two HH-43Fs, Pedro 91 with stokes litter for recovery and Pedro 39 as high rescap were dispatched at 0248Z and 0249Z respectively. Following receipt of enroute artillery firing information from "Paddy Control" GCI, contact was made with "Bart 104", a USAF O-1 Forward Air Controller orbiting the pickup area, who provided low level recon of the shorelines on either side of "One Sierra". With Pedro 39 as high rescap and "Bart 104" plus US Army FAC, "Shotgun" providing cover with rocket ordinance capability, Pedro 91 successfully lowered a stokes litter to the 18 foot craft at 0314Z and immediately withdrew to a high orbit to avoid any possible enemy fire. A second approach was initiated and a successful hoist pickup was made at 0318Z. "Bart 104" reported possible fire from the river tree line during the pickup and Pedro 91 departed the area for Dong Tam Hospital via the main Bassac river channel. Patient was released to US Army medical personnel at the 9th Infantry Division Hospital immediately upon landing at 0340Z. Pedro 39 landed at home station at 0335Z. Pedro 91 departed Dong Tam at 0355Z and arrived home station at 0440Z. Success of the mission is attributed to the excellent coordination provided by "Bart 104" and the outstanding performance of the pararescuer (RS) during both the stokes litter recovery and the subsequent medical aid administered to the wounded passenger. Displaying superb medical skill, the RS succeeded in nearly stopping the profuse arterial bleeding caused by the rifle round which shattered the patients hip and thereby greatly enhanced the chance for patient survival. One combat save. Light hostile fire.

CREWS: (All members of Det 10, 38th ARRSq)

Pedro 91. RCC - Maj Harold Pickering
RCCP - Granville B. Goza III, 1st Lt
RS - TSgt Clyde R Ross
FE - SSgt William L Crawford

Pedro 39. RCC - Donald E Van Meter, Capt
RCCP - William P Shea, Capt
FE - Larry E Hawkins, A1C
RS - Ronald K Sholes, A2C


HAROLD PICKERING, Major, USAF
Commander

10 RESCUES IN 9 DAYS

Jolly Green Giant helicopter crews from the 37th ARRS here picked up 10 people in nine days this month, going into NVN twice in the process.

On August 17, a Jolly Green crew on alert at Quang Tri picked up an injured F-105 Thunderchief pilot three miles off the coast of NVN and flew him to the USS Repose, the Navy's hospital ship.

Four days later, a Jolly Green crew picked up seven Marines 12 miles west southwest of Da Nang AB. They flew the injured Marines to the NSA hospital and returned to Da Nang. They were on the ground for less than an hour when they were alerted to return to the same area to pick up another Marine. Both pickups were made in four hours.

Last Saturday, the Air Force rescuemen plucked an injured F-4C Phantom pilot from the jungles approximately 10 miles southwest of Dong Hoi in NVN. A previous rescue attempt by another Jolly Green had to be abandoned because of intense ground fire. After fighters had blasted the area to knock out enemy gun fire, the Da Nang-based Jolly Green crew flew into the area.

The pickup was made without taking any hits, and the injured pilot was flown to the USS Repose for immediate medical treatment.

GUNFIGHTER GAZETTE

29 AUG 67



#114 - 23 August 1967

LOW: RCC	Capt Otte	HIGH: RCC	Major Kalen
RCCP	Capt McKenney	RCCP	Capt Blackwell
FE	SSgt Epps	FE	SSgt Willingham
RS	A2C Northern	RS	A2C Carl

This rescue of 1Lt M. A. Silva was one of the "Hairier Ones". Lt Silva had ejected from his aircraft over North Vietnam and our contemporaries from Udorn had launched their Jollys from their FOB and attempted to make the pickup. Unfortunately, the mission had to be postponed until the area around the survivor could be sterilized. Then our crews went in for the pickup and Capt Otte instructed Airman Northern to get down on the penetrator. The coordination between all the aircraft involved in Lt Silva's rescue and the skill that Capt Otte and his crew demonstrated added up to another successful rescue.