

DECLASSIFIED

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



REPLY TO
ATTN 37 OPS/ 6104

~~CONFIDENTIAL~~

3 SEPTEMBER 1967

SUBJECT: MISSION NARRATIVE REPORT(1-3-135, 30 AUG 67) (U)

37C *102*
TO: 3rd ARRGp (RGRC) APO 96307
IN TURN

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1. (U) This report is submitted in accordance with ARRSN 55-2/3 ARRGp SUP 1 dated 15 June 1967.
2. (C) Jolly Green 29 arrived on orbit at 0455Z. At 0502Z a mayday call was heard over guard frequency. Canasta 410 reported his wingman Canasta 412 was bailing out. At 0505Z I received on guard that the pilot of Canasta 412 was in the water approximately 5 miles off shore. Speedbird gave us a fix of 279°/25 miles off Channel 40.
3. (C) While enroute to the downed pilot I was instructed to get there as fast as possible because of many unfriendly sampans in the area.
4. (C) Weather was high broken, sea state slight, wind light and variable.
5. (C) Two Navy A-1's, members of Canasta 412's flight flew cover over the pilot in the water. I was in voice contact with them on guard and they led me in.
6. (C) Radio discipline was good at all times.
7. (C) I spotted the pilot at 0515Z. He lit a flare when he saw me coming. The two A-1's continued to fly cover for me while I made my approach. At this time I observed the position of the survivor to be approximately two miles off the coast of North Vietnam. The coordinates were 18°57'N, 105°39'W. Coming in over the survivor I determined I was too heavy to hover. The PJ meanwhile reported ground fire from the coast. I went around, circled the downed pilot and decided to make a water landing to expedite the pickup. I was off at 0526Z and took the pilot to the aircraft carrier Oriskany, landing at 0545Z.
8. (C) At 0520Z the PJ reported enemy fire at me in three, 4 round salvos. The last four exploded fifty yards from me while I was in the water making the pickup.
9. (C) The name of the survivor was LT(JG) LAWENCE E. GARDINER, USN.

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10. (U) CREW OF JOLLY GREEN 29:

CAPT STANDLEY A. McGHAN
CAPT WILLIAM E. BRENNAN
CAPT ERNEST B. BETANCOURT
SSGT PAUL D. KREIDER
A2C STEVE M. NORTHERN

RCC/IP
RCC
CP
FE
RS

Ernest B. Betancourt Jr., Capt

STANDLEY A. McGHAN, CAPT, USAF
Rescue Crew Commander

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

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

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37ARRS, History, July - September 1967

fire on the pickup. Jolly Green 26, the High Bird, was driven off by 57mm AAA fire. A search for the other downed pilot was unsuccessful. The survivor was Capt Corwin M. Kippenhan, 4161FS, Phu Cat AB, RVN.

(33) 1-3-132, 28 Aug 67. Jolly Green 10 was on a local airborne alert flight when he was notified of a Marine MEDIVAC twelve miles southwest of Da Nang AB, RVN. Four Marines wounded in action were taken to NSA. The survivors were L/Cpl's J. F. Gray, K. J. Miller, J. M. Dructor, and PFC F. Hurado, USMC.

(34) 1-3-133, 29 Aug 67. Jolly Green 28 was alerted of a Marine MEDIVAC twelve miles Southwest of Da Nang AB, RVN. Two wounded Marines, names unknown, were taken to Charlie Med.

(35) 1-3-134, 29 Aug 67. Jolly Green 10 was scrambled from Da Nang AB, RVN, for a Marine MEDIVAC twelve nautical miles Southwest of Da Nang AB. Four U.S. Marines, one wounded and three killed in action, were taken to NSA. Names of the Marines are unknown.

(36) 1-3-135, 30 Aug 67. Jolly Green 29 was on an orbit mission in the Gulf of Tonkin when a call over Guard Channel came in that the pilot of a Navy A-1E had bailed out over the gulf. The pilot's position was two miles off the shore of Haiphong, North Vietnam. Jolly Green 29 made a water landing to expedite the pickup due to unfriendly sampans in the area and firing from shore batteries. The survivor was taken to the Aircraft Carrier USS Oriskany. The survivor was Lt (JG) Lawrence E. Gardiner, USN.

(37) 1-3-137, 5 Sep 67. Jolly Green 10 and 26 were on their way back to Da Nang AB from Nakhon Phanom RTAFB when they were directed to pickup a Marine MEDIVAC fifteen miles Southwest of Da Nang AB. The Marines, Cpl R. J. Garcia and Sgt H. O. McNemor, of the 1st Force Recon Wg, were taken to the NSA.

(38) 1-3-139, 5 Sep 67. Jolly Green 10 was scrambled to MEDIVAC two wounded Marines ten nautical miles Southwest of Da Nang AB. The two Marines, Webb and Woo, 1st Force Recon Wg, were taken to NSA.

(39) 1-3-140, 8 Sep 67. Jolly Green 03 and 26 were scrambled from Quang Tri to rescue two pilots of a Marine F-4C that had gone down in the Gulf of Tonkin fifteen nautical miles East of Hue, RVN. Jolly Green 03 picked up one survivor and the other survivor was picked up by a boat from the Helicopter Carrier, Gallant Man.

CM SN #

2-3-67

8AA

MISSION NARRATIVE - JOLLY GREEN 37 - 31 Aug 67

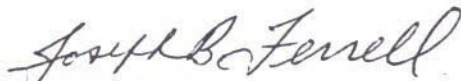
1. On 31 Aug 67, at 0100 Hrs, Compress, Lt Col Britton, called the Jolly Green alert at NKP RTAFB and notified them of a medical evacuation. Sgt Lucas, U.S. Army, was located at a remote site near the village of Phu Mu, Thailand. He was suffering from an attack of appendicitis. Jolly Green 37 launched at 0135 Hrs local. Weather at NKP was 2000 broken, 6 miles visibility in light rain. Jolly Green 37's flight level was 5000 feet MSL. This altitude was flown in order to avoid the caution area in the Northeastern part of Thailand. Viking Control (GCI) was contacted 37 miles North of Savannakhet, Laos for a radar vector to the remote site. Since there was no direct communication between the remote site and Jolly Green 37, all information about the site needed by the helicopter crew was relayed through Viking Control. Assistance rendered by Viking Control is noteworthy. Jolly Green 37 was vectored to within one mile of the remote site and a let down was started at that time. Weather in area unknown overcast and haze. 1/3
2. Due to the uncertain terrain, darkness and limited visibility, three alternatives were considered. The first was to move Sgt Lucas by truck to an unlighted airfield located at Ban Chiang, 5 miles. Second was to divert a flare dropping aircraft to aid in the approach to the remote site. Third was to attempt an unaided and immediate approach to the site. The serious nature of Sgt Lucas's illness necessitated quick delivery to adequate hospital facilities. The decision was made by the RCC, Capt Ferrell, to attempt an immediate landing.
3. A clearing about 200 foot square at the remote site was to be used as the landing area. It was partially lit by using the headlights of 5 trucks.
4. A high recon pass was flown over the site to determine the best approach direction and any obstacles to flight. Several trees, about 150 feet tall, were on three sides of the clearing. The fourth side of the clearing was lined with posts, 20 foot tall. The approach path North to South over the posts was selected as the best. Wind was not a factor. One thousand pounds of fuel had been dumped to facilitate a 12% power reserve. A steep approach to a touchdown was made to the center of the area. Ground roll was zero.
5. Sgt Lucas was loaded on the helicopter and was accompanied by Dr. Kirkpatrick, U.S. Army.
6. Egress from the site was made by a max performance take off over the posts. A radar vector was given by Viking Control. Viking Control also advised Jolly Green 37 to climb to 5000 feet MSL so to avoid any possible ground fire.

7. Lion Control was contacted 67 miles North of Ubon RTAFB. Shortly after contact was made, Jolly Green 37 experienced temporary loss of the UHF radio transmitter. Lion Control maintained contact by requesting Jolly Green 37 to Squack standby on I.F.F. if Jolly Green 37 was able to receive radio transmissions. Further instructions were acknowledged by using this method. The professional manner which Lion Control displayed by maintaining radio contact with Jolly Green 37 was excellent and also worthy of recognition.

8. Landing at Ubon RTAFB was made without further incidence. Sgt Lucas and Dr. Kirkpatrick were transferred to an awaiting C-47 for a flight to the Korat AFB Hospital. Jolly Green 37 was refueled and returned to NKP arriving at 0535 Hrs. The mission was closed at that time.

Jolly Green 37

RCC	Capt Ferrell, Joseph B.
RCCP	Maj Williams, Dean H.
FE	A1C Jaynes, William J.
RS	A2C Klenovich, Roger
AF	Sgt Castro, Joe



JOSEPH B. FERRELL, Capt, USAF
RCC