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



REPLY TO
ATTN OF:

370PB/6104

7 August 1967

SUBJECT: Mission Narrative Report (1-3-120, 6 Aug 67) (U)

TO: 3rd ARRGp (RGRC)
APO 96307

1. (U) This report is submitted IAW ARRGp Sup 1, ARRSN 55-1, 27 Apr 67.

2. (U) I was scrambled by Queen at 0725Z and launched in Jolly Green 28 at 0750Z from Da Nang AB, RVN. The target was an Army UH-1 downed by gunfire with ten souls aboard at 254°/46NM from Gb 37 (Da Nang AB). Enroute I obtained radio contact with "Sheriff" 02 (01-E) who was in the area. He advised me that the survivors were at 3300 feet. He further stated that I would need every inch of cable. "Sheriff" 02 had to depart the area at 0810Z due to low fuel. I arrived in the area at 0822Z and had the survivors in sight at 0824Z. My co-pilot computed out of ground effect power and weight for 3500 feet and 25°C. I established radio contact with the ground party on F.M. They could receive me but I could not hear them. An aircraft (call sign - Indian) relayed instructions for me. At this time a "Torch" flight (four UH-1 gunships) arrived on scene. They advised me to remain clear of the area west and southwest of the survivors. "Torch" flight also advised they would lay down precautionary fire in the general area. At 0835Z I let down to accomplish my hover. I was unable to jettison my right drop tank by any means. As I came in on my approach I observed the area to be a clearing. The clearing, which someone on radio referred to as a landing zone, was large enough to accommodate an H-3 if one more tree could be cut down. After I attained an 80 foot hover we hoisted aboard three badly wounded personnel. I instructed the Flight Engineer to lower the penetrator again. Just as he called it was on the ground the co-pilot called fire-lights. I observed both lights on and asked the Flight Engineer to visually confirm the fires. He stated the engines appeared alright. At this time he told me three more people were on the hoist. I cleared him to lift. I waited a few seconds and asked if we are clear to go. The answers from the Pararescuemen and Flight Engineer were both affirmative. As I departed into a forward hover-taxi the Flight Engineer yelled, "they are caught in a tree", and immediately after "the cable has broken and the penetrator is gone." I climbed to 4500 feet and notified "Torch" that if they could cut down a tree our H-3 could land there. The ground party only had bayonets and requested axes. One of the "Torches" had a fire ax which he attempted to drop. He missed by 20 feet which was enough to forget it. I reached bingo fuel and departed the area arriving at Naval Support Activity Hospital at 0922Z where I discharged my three wounded survivors. I was RTB'd by Queen while at NSA and landed at Gb 37 at 0930Z.

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3. (U) The weather enroute and over the survivors was 6500 feet broken and not considered a factor.

4. (C) The survivors identify is unknown. There was one american and two indigenous.

5. (C) Aircraft involved.

Sheriff 02
Torch 31,32,33,34
Naphaw flight
Jolly Green 28,26
Grown 5

01E
UH-1
F4C
HH-3E
HC-130/P

USAF
USMC
USAF
USAF
USAF

6. Crew of Jolly Green 28

Standley A. Mcghan,
Robert E. Hicks Jr.,
Frederick M. Halbert,
Duane D. Hackney,

Capt
Capt
SSGT
A1C

RCC
RCCP
Flight Engineer
Pararescueman

Standley A. Mcghan
STANDLEY A. MCGHAN, Captain, USAF
Rescue Crew Commander

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.

#99 - 29 July 1967

RCC	Captain McGhan
RCOP	1Lt Walter
FE	SSgt Willingham
RS	A2C Jeffers



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