

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	878407	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	069652	7 Jul 67	1-3-105
65	Robert R. Headley	Capt-AF	FR314660	18 Jul 67	1-3-109
66	Gregory Kuehner	Capt-AF	FR79730	18 Jul 67	1-3-109
67	R.W. Kuhl	Lt-N	682437	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	FV3158412	29 Jul 67	1-3-116
100 NC	Walter N. Webb	Sgt-M	1113658	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	2336710	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	FR70110	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

#100 - 1 August 1967

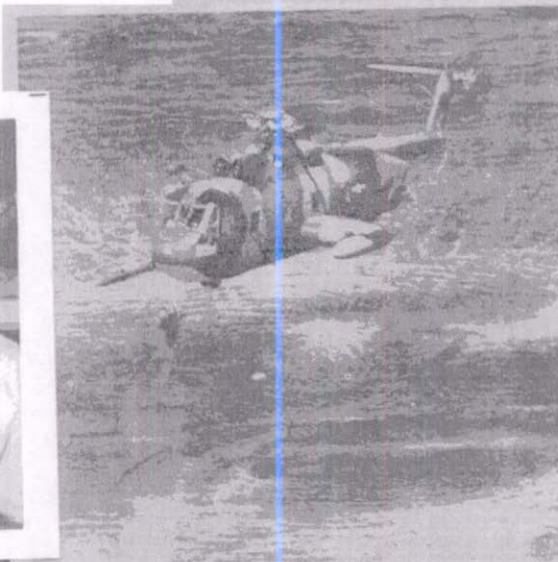
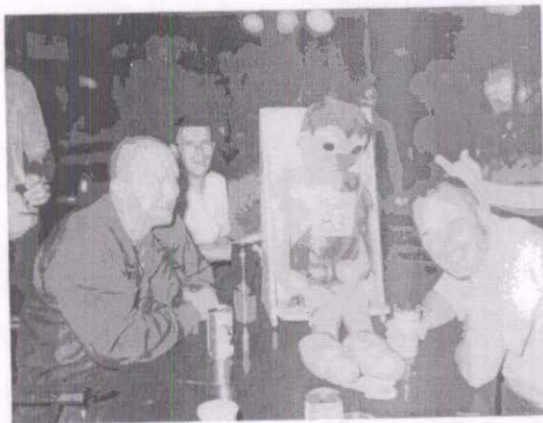
SEVENTH AF NEWS

Aug. 2, 1967

RCC Capt McGhan
RCCP Capt Cardile
FE SSgt Epps
RS A2C Gallasch

Our alert crew successfully extracted one Marine Gunnery Sergeant, Walter N. Webb, on this one.

Rescue Copter Crew



GREEN GIANT—The HH-3E Jolly Green Giant, a twin-turbine engined helicopter is used in Vietnam primarily for search and rescue operations. The HH-3E is equipped with armor plating, extra external fuel tanks and a powerful exterior winch for lifting downed airmen out of areas where other aircraft can't land.

(AIR FORCE PHOTO)

1Aug67.jpg

AF Museum Photo

(92) *W*

FROM: Det 6, 38th Aerospace Rescue & Recovery Sq, APO 96227

SUBJECT: Narrative Report (Mission Number 6-38-42-2 August 1967)

TO: 3rd ARRGp (JSARC), APO 96307

1. At 1800Z, 3 August 1967 Bien Hoa Control Tower notified Det 6, 38th ARRS of an F-100 bailout. Ramrod 02 ejected 11 miles at 190° from Bien Hoa Air Base due to engine flameout. An HH-43F, Pedro 97 was airborne at 1805Z with Pedro 69 following at 1807Z. The actual crash site was at 125° at 10 miles from Bien Hoa. The area was being lit with parachute flares dropped from an unknown aircraft. Pedro 97 contacted the wingman, Ramrod 01 on Guard channel and was advised that US Army UH-1 gunships were in the area trying to locate the downed pilot. The downed pilot contacted Pedro 97 with his emergency radio and gave his approximate location from the downed aircraft. Pedro 97 spotted his chute $\frac{1}{4}$ mile from the burning aircraft on the first pass, circled and came to a 50 foot hover over trees and heavy brush. About two minutes were required to locate the pilot in the heavy brush. The tree penetrator was lowered directly to the pilot who calmly strapped on and was hoisted aboard. The helicopter's floodlights were used however the area was still being lit by flares. Firing was observed two miles south of the pick-up area but did not hinder the mission. The uninjured pilot, 1st Lt James V. Fiorelli, was returned to Bien Hoa Air Base and released to 3rd Tac Ftr Wg Dispensary.

2. The pilot stated he lost engine oil pressure as he started a run on the target and the engine seized minutes later.

3. One combat save credited to ARRS. All rescue equipment and procedures functioned as required. The pilot was recovered 15 minutes after bailout. Total flying for Pedro 97 was 25 minutes. The crew members aboard Pedro 97 were:

RCC	Maj. James F. Jansa
RCCP	Capt. Charles I. Rice
FE	SSgt Barry Sherman
RS	A2C Gunther Bahrenburg

4. Again the single most important piece of equipment was the downed pilot's emergency radio. He was unable to locate his pen-gun flares immediately and we spotted his chute before he had time to fire them. We knew his approximate location and physical condition due to his use of the radio.

David M. Randall
DAVID M. RANDALL, Major, USAF
Commander

MISSION NARRATIVE: Det 10, 38th ARRSq Mission 10-38-34, 2 Aug 67

Binh Thuy Tower notified Det 10, 38th ARRS at 0633Z that "Ramrod One", a USAF F-100, had crashed at 9 degrees 32 minutes north, 105 degrees 42 minutes east. Det 10, 38 ARRS scrambled Pedro 39 at 0635Z and Pedro 91 at 0640Z. Enroute, Pedro 39 contacted "Paddy Control" of Det 3, 619th Tactical Control Squadron for flight following and further information on UHF radio. "David 21" was contacted on FM. The FAC informed Pedro that the F-100 had exploded at approximately 200 feet. David 21 had sighted parachute on ground near crash site but did not observe an ejection. Approximately five miles south of Binh Thuy at 1200 feet, Pedro 39 encountered ground fire. Ceiling enroute was 1200 feet broken. David 21 informed Pedro that the ceiling at crash site was 700 feet broken. Pedro 91 diverted to Vi Thanh and landed in order to minimize Pedro exposure to hostile ground fire at low altitude. Radio communications between Pedros was maintained at four-minute intervals. David 21 informed that no ground fire had been encountered and that Warrior and Tiger 921 were on scene. Pedro 39 entered crash area at 0700Z at 700 feet. David 21 pointed out site and location of parachute as Warrior and Tiger 921 orbited at 200-300 feet. Pedro 39 made one pass and descended for search of immediate area. Body was located near ejection seat, and parachute was lying behind seat. The body was but two or three feet from the seat. From a hover, the pararescue specialist determined that the pilot was deceased. Pedro 39 was unable to land due to the flooded rice paddy. At this time, Warrior informed that he was picking up ground fire 1/4 mile north. Pedro 39 informed David 21 that he was unable to land, and under the hostile fire circumstances, would not lower PJ on the hoist. Tiger 921 informed that he would land on his skids as soon as T-Bird flight (5 to 10 minutes out) arrived for cover. Pedro 39 began a climbout to the east and encountered heavy ground fire until penetrating a cloud deck, a period of 60 to 90 seconds. Pedro 39 took one hit in the left vertical stabilizer. All instruments indicated normal, warning systems were checked for operation, and fuel state was normal. Flight controls were checked for proper response, and a visual check of aircraft indicated no leaks or other damage. Pedro 39 then informed Pedro 91 of intentions to return to Binh Thuy. Pedro 91 monitored progress and followed approximately three miles behind. Pedro 39 informed David 21 of exact coordinates of ground fire and contacted Paddy Control for flight following to Binh Thuy, where one fire truck was on standby and a safe landing was made. Paddy informed that Tiger 921 had recovered the deceased and was enroute to Bien Hoa AB. Pedros terminated mission at 0725Z and 0735Z respectively.

CREWS: (All assigned to Det 10, 38th ARRSq)

RCC - Capt James H Brahney
RCCP - Capt William P Shea
Pararescue - A2C James L Parks
FE - SSgt William L Crawford

HAROLD PICKERING, Major, USAF
Commander

L36

Attachment 6

FROM: Det 8, 38 ARRSq

SUBJECT: Narrative Report of Mission #8-38-20-3 Aug 67

TO: 3rd ARRGp (RGOP)

1. Activating the primary crash system at 0728Z, Cam Ranh Bay Tower informed the Detachment 8, 38 ARRSq, rescue alert crew that an aircraft was burning on the runway. While scrambling to the helicopter, we could see a mass of flame and smoke billowing from the skidding aircraft. We (Pedro 04) were airborne with the fire suppression kit (FSK) at 0730Z and arrived on the scene at 0731Z.

2. The F-4C had turned 90 degrees left and crashed sideways into support pilings for the runway approach lights. It had stopped among pilings at the edge of the water off the end of Runway 20L. As we made an approach toward the wreckage, which was engulfed in flames, tower warned us the aircraft was carrying six 750 pound bombs. During our approach, flames were coming from both open cockpits so intensely it was impossible to see if anyone was still in the aircraft.

3. Fire trucks arrived as we vainly searched for an area in the debris to release the FSK, so we maneuvered to assist them with our rotor wash. The rotor wash was pushing back some of the fire, but we still could not see into the cockpits. The Fire Chief then signaled us to withdraw and as we backed away Lt Farrow spotted a pilot lying face down in the water approximately 70 feet from the wreckage. He was weakly moving his hands to attract attention. We quickly set the unused FSK on the edge of the runway, clear of the fire trucks, and landed in the sand 100 feet from the survivor. As we were landing, tower advised us to evacuate the area as the 5 minute time factor was up and the fire vehicles were already moving away. The entire crew was aware of the dangerous situation. Sgt Carter, Sgt Perkins, and ALC Koppenhofer deployed from the helicopter and were rushing toward the blazing wreckage to rescue the pilot, when several explosions occurred. They did not hesitate, but continued on to the critically injured pilot's aid. They were having difficulty carrying the disabled pilot through the soft sand and stopped 50 feet from the helicopter to remove his water soaked survival kit. This was taking precious time, so Lt Farrow rushed to assist in getting the pilot aboard the helicopter.

4. We were airborne at 0742Z, flew directly to the hospital, landed in the small parking lot outside the emergency room, and released the pilot to waiting attendants at 0742Z. We then flew to the alert pad to wait until the crash scene was secured. The body of the second pilot was later found in the front cockpit of the aircraft after EOD secured the area.

5. Pedro 04 aircrew members were: Capt. Allen R. Martin, Rescue Crew Commander; 1st Lt. Willie L. Farrow, Copilot; SSgt Jacob V. Carter, Medical Technician; SSgt Hubert R. Perkins, Firefighter; and ALC Gunther Koppenhofer, Firefighter. This was Sgt Carter's first alert duty period as he had received final certification as a rescue aircrew member at 0200Z that morning.

Allen R Martin
ALLEN R. MARTIN, Captain, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

~~SECRET~~

25 JUL 67
(Date)

MISSION NARRATIVE - JOLLY GREEN 53 AND 37 - 3 AUG 67

(S)(GP-4) On 3 August 1967, Jolly Green 53 (low aircraft) and 37 (high aircraft) were on alert at Lima 36. At approximately 0810Z, a transmission was made on the SAR HF frequency, indicating that two Marlin aircraft were involved in a mid-air collision and were down at a position 277°/26NM from Channel 79. Two good chutes had been observed and two Pony Express aircraft were being launched from Channel 86 for the rescue effort. At 0824Z Compress, through Crown 2, instructed JG 53 to launch for the scene of the downed Marlin aircraft, and JG 37 to remain on station. Sandys' 3 and 4 were enroute to the scene of the downed aircraft. We scrambled and were airborne at 0830Z, estimating the scene at 0910Z. Enroute weather was good. Contact was established with Sandy 3, who advised he was in the area and had contact with Marlin 2. Marlin 2 was in a good area, 5500 feet MSL and had a suspected broken ankle. At this time (approximately 0855Z) neither beeper nor voice contact were established with Marlin 1. At approximately 0900Z, Sandy 3 reported he was receiving a continuous beeper from Marlin 1, and had him located within a general area. He was located in mountainous terrain, with low hanging clouds, and the area appeared not to be hostile. As we approached the area at 0910Z, voice contact had been established with Marlin 1. He reported himself to have two broken legs and to be in trees on the north slope of a ridge line. We had visual contact with Sandy 3, and as we crossed a ridge-line, Marlin 1 said that he heard the Jolly overhead "now". We descended and began a low-level search of the valley we were crossing at the time. Sandy 3 had lost visual contact with us, and later advised that he felt Marlin 1 had mistaken him for us. He still had intermittent voice contact with Marlin 1. We proceeded to the area which Sandy 3 was orbiting. We were receiving a beeper at this time, but getting erratic indications on our UHF/DF, most probably because Marlin 1 was actually located about 30 yards down on the steep wall of a ravine. Sandy 3 was apparently getting more reliable indications and led us into the area where he felt Marlin 1 was located. This proved to be reasonably accurate, and Marlin 1 was located at approximately 0920Z, after several minutes of low-level search. It was noted from the air that a swath had been torn through the trees which lined the rim of the ravine. In actuality, it looked more as if a piece of the aircraft had gone in there, but we had spotted an orange canopy down the slope. At least two trees, one of which was reportedly five inches in diameter, had been felled. This had apparently occurred as a result of Marlin 1's parachute descent through the trees. The actual elevation at the crest of the ridge was 4400 feet MSL. A hover was established, and the Pararescueman was lowered to the ground at 0925Z. Two indigenous persons (an elderly couple) had been noted in the area, apparently beckoning us to come down and pointing to the downed pilot. NOTE: At the time of departure from the area, five persons were reported to be in the immediate vicinity. When he was on the ground, the Pararescueman reported that he was having great difficulty clinging to the steep ravine wall, due to our rotor wash. Consequently, we moved out of the area and orbited nearby. Radio communications with the Pararescueman were poor. Sometimes it was necessary to position ourselves close in and directly opposite him before we could understand his transmissions. He advised Marlin 1's condition was critical, and that he was far down on the side of the ravine. He further advised that the area was inaccessible for a stokes

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

~~CONFIDENTIAL~~

AROPC 670987

GROUP 4

DOWNGRADE AT 3 YEAR INTERVAL
DECLASSIFY AFTER 12 YEARS

~~SECRET~~

67-AD-3608

675-0134

~~SECRET~~

(68)
~~CONFIDENTIAL~~

litter, that the downed pilot was massive in build and that he would require an additional man on the ground to move him. Due to their precarious position and the hazardous nature of our rotor wash, I decided to attempt a landing on the grassy slope just above their position and to put my Flight Engineer on the ground to lend assistance. A landing could not be made, due to the extreme slope of the terrain and the fact that the grass covering the slope was at least six feet tall. It was necessary to send the Co-Pilot from the cockpit to the rear of the aircraft, where he lowered the Flight Engineer to the ground on the tree penetrator. It required several minutes before the Flight Engineer could reach the area of the downed pilot. The tree penetrator was later lowered through the trees and Marlin 1 and the Pararescueman were retrieved simultaneously. Marlin 1 was unconscious during his ascent to the helicopter. The retrieval was complicated by the nature of the terrain, which sloped away to the front and right, producing poor hover references, and by tall trees below and to the left of the aircraft. Once Marlin 1 was aboard, the Pararescueman reported his condition to be extremely critical. We elected to proceed immediately to Lima 20, where medical facilities were available, and let Pony Express 21, which was in the immediate area, retrieve our Flight Engineer. The Pararescueman administered continuous mouth to mouth artificial respiration to Marlin 1 until we landed at Lima 20 at 1021Z and turned him over to medical authorities. We had advised Crown 2 that we were too limited on fuel to take him from that point directly to Channel 86, and they had J.G. 37 proceeding to Lima 20 to pick him up. While we were waiting for their arrival, an Army Captain (a medical doctor) boarded the aircraft and informed us that Marlin 1 had been alive when he was removed from the aircraft and placed aboard the stretcher, but was dead on arrival inside the hospital. We reported his condition to Crown 2 and departed for Lima 98 to refuel after J.G. 37 had arrived. J.G. 37 later transported Marlin 1's body to Channel 86.

Jolly Green - 53

Jolly Green - 37

RCC Capt Robert E. Dowdy
RCTP Maj Edward B. Russell
FE SSgt Vincent D. Androwsky
RS A2C David W. Sliger

RCC Capt Douglas L. May
RCTP 1/Lt James Barton
FE A1C John W. Whisenhunt Jr.
RS A2C John Pighini

Robert E. Dowdy

ROBERT E. DOWDY, Capt, USAF
RCC

Downloaded to CONFIDENTIAL

RAW AFR 203-2

(Date)

3 AUG 67

UNCLASSIFIED

03/0627/4B LT HICKS OF NAVAL OPS HAS MADE CK OF WIND
& SAYS IT IS VERY LIKLY THESE RAFTS CAME
FRM FORRESTAL.

03/0645/4B MAJ SELCH OFF DUTY. NO OPEN MISSIONS.
CAPT. JARSON ON DUTY. ~~CONFIDENTIAL~~

03/0750/4B CRW 05 DESCENDING FOR REFUELING

03/0820/4B MARLIN 01 302: "Q" ADVISED US OF THE
MID AIR 354/174 OF CH86. / 2 GOOD CHUTES
03/0821/4B "COMP" - P/E 21+22 SCRAMBLED FRM CH86. — "S" 3+4
ABOUT 15 MIN. OUT / 1+2 WILL CONTINUE TO
FRAGGED PSN. / P/E WILL HAVE 1+15 FR / FIREFLY
17+18 ARE NEAR THE AREA.

03/0822/4B J/G 37 BEING SCRAMBLED FRM L-36 & WILL MEET
P/E THERE.

03/0825/4B PE 21+22 P/B

03/0829/4B "S" 3+4 WILL STAY IN AREA UNTIL FIREFLYS ARRIVE

03/0831/4B CRW 02 RPTS ONE MAN HAS BROKEN FOOT

03/0832/4B "COMP" ADVISED CRW 02 ARE SHOULD BE FRIENDLY

03/0835/4B "COMP" ADVISED MAY BE A FEW UNFRIENDLIES.

03/0837/4B J/G 53 P/B @ 0820 ETA IS 0910.

03/0839/4B "S" 3 HAS 1 SURV IN SIGHT

03/0842/4B "S" 3 HAS VOICE WITH MARLIN 02 / TRYING FOR MARLIN 01

03/0844/4B PE 21 CLEARED INTO MAGIC CIRCLE

03/0846/4B "S" 1+2 ON STN. / 1

03/0852/4B POSS BEEPER ON 2ND MAN

03/0854/4B MARLIN 01 IS ANSWERING "S" 3'S CALL

03/0855/4B MARLIN 01 HAS 2 BROKEN LEGS.

03/0856/4B COMP ADV TO TAKE MARLIN 01 TO L-20 WHERE
A DR WILL MEET HIM / MARLIN 01 HOLDING
WHERE HE IS / 02 IN GOOD SHAPE. ~~CONFIDENTIAL~~

03/0859/4B J/G 53 WILL MAKE PU OF MARLIN 01.

03/0900/4B NO VIZUAL WITH "M" 01 YET.

03/0903/4B CRW 02 FEELS THAT MARLIN 01 HAS PASSED / VOICE
BECAME WEAK & THEN LOST IT.

03/0904/4B "Q" MARLIN 02 HAS A BROKEN HAND 2

03/0907/4B FIREFLY 17+18 IN AREA NOW.

03/0908/4B VOICE WITH MARLIN 01 RE-ESTABLISHED. VOICE CONTACT

03/0909/4B "S" 3 IS OVER MARLIN 01 NOW.

03/0911/4B "S" 3 WILL REMAIN AS ON SCENE & CMDR

03/0915/4B J/G 53 ON SCENE

03 AUG 67

UNCLASSIFIED

MARLIN

03/0916/WB PJ GOING DOWN NOW TO ASSIST MARLIN 01.
 03/0918/WB CRW 02 HAS RELEASED HI PERFORMANCE ABFT
 03/0920/WB PE 21 IS 10 MIN OUT.
 03/0923/WB "S" 3 ESCORTING J/G 53 IN
 03/0924/WB "COMP" ADVISED CRW 02 TO SEND 21 INTO
 MARLIN 02 AREA FOR P/U.
 03/0925/WB "COMP" ADVISED "S" 1+2 RTB
 03/0928/WB PJ ON GRND NOW / ~~WHL~~
 03/0931/WB "O" RTB'd J/G 30
 03/0933/WB CRW 02 RPTS A GENERAL MOVEMENT OF UNFRIENDLIES
 NOW, MOVING INTO AREA FROM EAST.
 03/0935/WB Diverting "S" 1+2 INTO AREA NOW.
 03/0936/WB COL BEKAM CLEARED QUANG TRI BIRDS TO RTB
 03/0938/WB PE 21 HAS MARLIN 02 ON HOIST NOW.
 03/0940/WB J/G 53 HAS PUT 2nd MAN ON GRND DUE TO POSS
 UNFRIENDLIES IN AREA.
 03/0942/WB MARLIN 02 ON PE 21 NOW.
 03/0944/WB RTB J/G 37 TO L-98
 03/0946/WB RTB CRW 05
 03/0948/WB Lowering penetrator now to MARLIN 01 PSN.
 03/0951/WB J/G 07+27 A/B FRM "O" TRI.
 03/0952/WB J/G 37 WILL JOIN UP WITH J/G 53
 03/0953/WB PE 21 RTB TO CH 86
 03/1001/WB MARLIN 01 HAS BEEN PICKED UP / FE STILL ON
 GRND / PE 21 GOING IN FOR P/U OF FE NOW.
 03/1003/WB PE 21 HAS VIZ ON FE NOW.
 03/1006/WB PE 21 HAS ~~COM~~ ~~FE~~ ~~ABOARD~~ ~~A~~
 03/1008/WB J/G 53 @ L-20 NOW / FLT SURGEON WORKING
 ON ANT NOW
 03/1009/WB PE 21 HAS DECLARED EMER UTILITY HYD FAILURE/
 HAS BEEN CLEARED INTO MAGIC CIRCLE.
 03/1010/WB J/G 53 @ L-98 / J/G 07+27 LANDED @ CH 37
 03/1012/WB J/G 37 A/B FRM L-20 WITH +55 MINS HR TO CH 86
 REQ AMB FOR PLT
 03/1100/WB CRW 05 LANDED CH 83
 03/1101/WB MARLIN 1+2 IS CLOSED
 COMPRESS ADVISED US MARLIN 01 IS DEAD
 03/1144/RL CAPT LARSON, SGT BRANCH OFF DUTY. NO OPEN MSNS.
 MAJ CROUCH, SGT KING ON DUTY.
 03/1145/RL CHOPPER - AIR AMERICA, CAPT FLETCHER, COMPRESS HEARD WORD THAT
 A.A. CHOPPER WAS SHOT UP AND MADE IT TO ~~2028N~~ 2028N-10227E (CONT)

AIA

~~SECRET~~

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 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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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.

7
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CONFIDENTIAL

MISSION NARRATIVE 4 AUGUST 1966

REF # 32811

2-3-94
E/1

During the repositioning of Jolly Green 02 and 05 from L-36 to L-98, a radio transmission was heard from Hondo 4 stating he was experiencing a control problem with his aircraft. Shortly after this transmission he stated: He was at 8000 feet; could not control the aircraft and he was going to eject. At approximately 0955Z, Hondo lead stated Hondo 4 had ejected from his aircraft. Jolly Green 02 informed Crown 2 that Jolly Green 02 and 05 were over site 98 preparing to land. Crown 2 directed Jolly Green 02 and 05 to proceed to the 0420/30 N.M. radial of channel 31 to pick up the downed pilot. Compress Control informed Crown 2 that Pedros from channel 31 had been scrambled. Jolly Green 02 requested info from Crown 2 relative to Jolly Green 02 and 05 proceeding to the reported position of the downed pilot. Crown 2 told Jolly Green 02 and 05 to continue on to the designated area.

Coordinates of the downed pilot were given as 0420/30 N.M. radial (1800N; 103-30E) of channel 31. Coordinates were later changed to 0300/42N.M. radial (1758N; 103-10E).

Weather was approximately 4000 feet scattered to broken at Site 98, visibility approximately 7 to 10 miles. Weather gradually improved to high broken with 15 miles visibility in the target area.

Cooperation and support was considered very good. Hondo flight and Crown 2 were circling the area of the downed pilot.

Radio discipline was good. However, Hondo flight made radio transmission between the Jolly Green and the downed pilot unreadable because of their constant chatter on the radio while Jolly Green was hovering trying to spot the exact location of the pilot in the heavily wooded area.

After his hoist pick-up, 1st Lt. Rogers, Alan V., FR78883, 333 TacFtrGp, Takhli RTAB, stated he was O.K. when queried by the Jolly Green 02 crew. Jolly Green 02 and 05 departed area at 1037Z for Udon RTAB.

LOW BIRD (JOLLY GREEN 02)

Maj Owen R. Fletcher, RCC
Maj Ealum L. Stearman, CP
SSgt Harold W. Chico, HM
A1C Robert A. Williamson, PJ

HIGH BIRD (JOLLY GREEN 05)

Capt Robert L. Powell, RCC
1st Lt William W. Gunnin, CP
SSgt George W. Langley, HM
SSgt George E. Hunt, PJ

DOWNGRADED
1/1 F 2132

Classification (cancelled) (changed to UNCLASS)
effective on 8-5-75, under the authority of AF, by AF

Owen R. Fletcher
OWEN R. FLETCHER, Major, USAF
Rescue Crew Commander

CONFIDENTIAL
ARODC #

662576

665-00234
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Hq ARRS SC No. 662770

~~CONFIDENTIAL~~

7 August 1967

37 OPS

Mission Narrative Report (1-3-119) 6 August 1967 (U)

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 1005L, 6 August 1967, Jolly Green 29 and 07 were scrambled from Quang Tri after being notified by Queen that Lance 01 (F-4C) was on fire and both pilots were ejecting. The position was given as 315/94/37. This was later changed to 020/42/109. The Jolly's were airborne at 1010L arriving on the scene of impact at 1025L. The area was approximately five miles from the coastline, well marked by an oil slick, and positively fixed as 360/29/109. An extensive low level search was initiated with negative results. Further information compiled by Crown 4 revealed that at least two fighter aircraft operating nearby received Lance 01's "May Day" and witnessed him cross the coast on a heading of 070°. They followed the plane visually until it crashed into the Gulf. At no time following the "May Day" was either pilot observed ejecting. No parachutes were ever spotted, nor was a "beeper" ever heard. Jolly Green 29 and 07 remained on the scene until being RTB'd to refuel at 1150L.

3. (U) Weather in the area was not a determining factor.

4. (C) Rescue aircraft involved:

Jolly Green 29 and 07

USAF HH-3E

Crown 4

USAF HC-130

5. Aircrew Jolly Green 29 (Low)

Capt. Thomas E. Bair
L/Col. John W. James
SSgt. Albert Epps
A2C Michael B. Gallasch

RCC
CP
FE
RS

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 9 FEB 1977

Aircrew Jolly Green 07 (High)

Maj. James F. Hicks
1Lt Richard D. Kennard
A1C Charles Harris
A2C Peter H. Eyrich

RCC
CP
FE
RS

This document contains MIA information
that is NOT cleared for public release
under Public Law 102-190 (15 DEC 91).
Release must be coordinated through
Safe Paper.

Thomas E Bair

Thomas E. Bair
Rescue Crew Commander, Jolly Green 29

FOR OFFICIAL USE ONLY

~~CONFIDENTIAL~~

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



7 August 1967

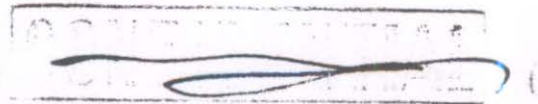
370PS/6104

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

3rd ARRGp (BGRG)
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 Gh 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 Pararescueman 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 Gh 37 at 0930Z.



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
Naphew flight
Jolly Green 28,26
Grown 5

OLE
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.

#101-103 6 August 1967

RCC	Captain McGhan
RCCP	Captain Hicks
FE	SSgt Halbert
RS	A2C Hackney

This extraction was executed on a downed Huey and three
friendlies were evacuated to medical aid at the NSA
Hospital.

✓ Vietnam War Aircraft Losses

644	15 juli 1967	F-100D	SVN	Herndon T. H.	Capt	Rescued	Army Helo			
645	17 juli 1967	F-105D	NVN	Copeland H. C.	Maj	POW (returned)				
646	18 juli 1967	F-4D	NVN	Headley R. R.	Capt	Rescued	USAF Helo	Kuehner G. A.	1Lt	Rescued
647	19 juli 1967	F-105D	Sea	Johnson W. N.	Capt	Rescued	USN Helo			
648	20 juli 1967	UC-123	SVN	Foster E. E.	LtCol	KIA		Stearns A. J.	Maj	KIA
649	24 juli 1967	F-4C	NVN	Lunsford H. L.	Maj	MIA		Jarvis J. M.	1Lt	MIA
650	26 juli 1967	O-1E	SVN	Cassell R. M.	LtCol	Rescued				
651	26 juli 1967	F-4C	NVN	Clafin R. A.	Capt	KIA		Brazik R.	1Lt	KIA
652	26 juli 1967	RF-4C	u	Corbitt G. W.	Maj	MIA		Bare W. O.	1Lt	MIA
653	28 juli 1967	F-105D	LAOS	Richter K. W.	1Lt	Rescued				
654	29 juli 1967	F-105D	NVN	West J. B.	1Lt	Rescued	USAF Helo			
655	30 juli 1967	F-4C	NVN	Allen T. R.	Capt	KIA		Packard R. L.	1Lt	KIA
656	1 Aug 1967	RF-101	NVN	Winston C. C.	Capt	KIA				
657	1 Aug 1967	F-100D	SVN	Woodson P. E.	Capt	KIA				
658	2 Aug 1967	RF-4C	NVN	Hynds W. G. Jr	Col	KIA		Cunningham C. A.	Capt	KIA
659	2 Aug 1967	F-100D	SVN	Fiorelli J. V.	1Lt	Rescued	USAF			
660	3 Aug 1967	F-105D	NVN	Newcomb W. G.	Capt	POW (returned)				
661	5 Aug 1967	F-4C	SVN	Conway D. R.	Maj	Rescued	USAF	Dahl F. W.	1Lt	Rescued
662	6 Aug 1967	F-4C	NVN	Page A. L.	Capt	KIA		Kemmerer D. R.	1Lt	MIA
663	6 Aug 1967	F-100D	SVN	Clark C. C.	Capt	Rescued	Army Helo			
664	7 Aug 1967	F-4C	NVN	WiLaoson G. H.	Capt	POW (returned)		Chambers C. W.	1Lt	POW (retur
665	7 Aug 1967	RF-4C	LAOS	Otto N. J. IV	Capt	Rescued	USAF Helo	Meeks R. E. II	1Lt	Rescued
666	9 Aug 1967	A-1E	NVN	Cherry A. S.	Capt	KIA				
667	9 Aug 1967	RF-4C		Lengyel L. R.	Capt	POW (returned)		Myers G. L.	1Lt	POW (retur

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DECLASSIFIED

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2 (S)

MISSION NARRATIVE - JOLLY GREEN 09 AND 37 - 7 AUG 67

(S)(GP-4) At 1530L on 7 Aug 1967, Jolly Green 09 and 37 were scrambled from Channel 89 to attempt the recovery of an F-4C, call sign, Edging, downed on the 106/83 of Channel 89. The two Jolly Greens proceeded to the area without escort. They maintained approximately 8000 feet and circumnavigated the anti-aircraft and automatic weapons positions along highway 911.

(U) At 1615L, Jolly Green 09 and 37 arrived in the area. The weather was good with a scattered layer of alto-stratus clouds at 8500 feet. Visibility was 15 miles or better.

(S)(GP-4) Mallard Flight, two F-105's were in the area over the downed pilots. The Flight Leader informed Jolly Green 09 that he had both visual and radio contact with both pilots. He located their position in a level valley about 1/4 mile from a nearby village and one hundred yards from a road that intersected the village. The area was about 1000 feet above SEA level and seemed relatively calm. The few persons in the village had made no attempt to secure the survivors.

(S)(GP-4) Jolly Green 09 advised Mallard that the Sandy aircraft would be in the area in twenty minutes, and then asked Mallard Flight to point out the survivors exact position. While Jolly Green 37 remained in orbit out of the area, Jolly Green 09 descended to 3500 feet and almost immediately observed the parachute of one of the survivors in an open field. Jolly Green 09 then was able to contact both Edging crewmembers on their survival radios and was also able to pinpoint their ground positions exactly. Jolly Green 09 advised Edging that the helicopter was awaiting the arrival of the Sandy's and that since their physical conditions were good and no movement toward them was observed, pick-up would not be made until the arrival of the Sandys'. However, Jolly Green 09 remained in an orbit about 1000 feet above the ground near the survivors in the event that a recovery would need to be made before the arrival of the A-1E's. At 1635L, the Sandy's arrived and immediately made low passes over the area to insure its safety. As Jolly Green 09 descended toward the first survivors position, the two Sandy aircraft dropped phosphorous ordinance between the survivors positions and the village, effectively screening the rescue activities. At this time personnel could be seen moving along the road from the village toward the survivors position. The Sandy aircraft made some low level runs over them and their movement ceased.

(S)(GP-4) Jolly Green 09 had no trouble retrieving the pilot of Edging since he was located in the low jungle underbrush and easily visible. The navigator of Edging, however, was located in high trees up against a small knoll. Once the forest penetrator had been dropped to him, he experienced some difficulty in entering it. He then became entangled, momentarily, in the penetrator itself. After a few moments, he was able to put one seat of the penetrator down, climb aboard, and strap himself in. He was then easily hoisted aboard.

Downgraded to CONFIDENTIAL

~~CONFIDENTIAL~~

~~SECRET~~

67S-0142

67-40-3738

5 AUG 1970
AROPC (Date) 670992
LAW APR 20542
Jem

GROUP 4
DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

DECLASSIFIED

~~CONFIDENTIAL~~

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Downgraded to CONFIDENTIAL

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~~SECRET~~

67S-0142

67-40-3738

5 AUG 1978
AROSC (Date) 70992 *gem*

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
EXCEPT AFTER 12 YEARS

DECLASSIFIED

~~SECRET~~

~~CONFIDENTIAL~~

(S)(GP-4) At 1643L, Jolly Green 09 and 37 departed the area with both survivors, in good condition, on board. Sandy 1 led the way as the Jolly Greens tried to gain as much altitude as possible before traversing highway 911.

(U) At 1740L, Jolly Green 09 and 37 arrived back at Channel 89.

(S)(GP-4) The exact coordinates of the pick-up were 1703N, 10612E.

(S)(GP-4) The survivors were:

Capt Joe Otto IV

Lt Loy E. Meeks II

Jolly Green 09

RCC Capt Orsini, Richard A.

RCCP Maj Moore, Powell

FE SSgt Quinn, Vincent

RS A2C Sliger, David W.

Jolly Green 37

RCC Maj York, Glenn P.

RCCP Maj Wells, Maurice L.

RCC ALC Whisenhunt, John W. Jr.

RS TSgt Smith, Charley D.

Richard A. Orsini

RICHARD A. ORSINI, Capt, USAF
RCC

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

~~SECRET~~

398
DECLASSIFIED

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 Banno(1st OLC).
- 23 Aug 67 - Capt Greer, Lt Gonos, A1C Graham and MSgt Hawkins made pickups numbers 195 and 196.

~~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~~

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



REPLY TO
ATTN OF: 370PS

SUBJECT: Mission Narrative Report (1-3-121) 8 Aug 67

TO: 37C KDC
3d ARRGp (RGRC) APO 96307
IN TURN

9 August 1967

3-4 Repro by ARRS/pwr
Ref 1cy to USAF HQ of MAR 67
" " " " LACKLAND
1cy to FT BELVOIR VA

1. This report is submitted in accordance with 3d ARRGp Sup 1, ARRSN 55-1, 27 Apr 67.

2. (C) At approximately 0240 Zulu 8 Aug 67, Jolly Greens 25 and 28 were placed on cockpit alert. The mission subject was the possible location of Phantom 71. Positions received during the period of cockpit alert were 315°/36, 320°/42, 310°/42 of Channel 109, 10 miles off the coast (over water). Jolly Greens 25 and 28 were scrambled at 0310Z and were off Quang Tri at 0315Z. At this time the location had not been accurately determined, and the Jolly Greens were told to proceed to channel 109 to on-load additional fuel. At 0325Z a determination was made that the possible location was over land, 310°/42 channel 109. At this time, Jolly Green 25 requested permission to proceed west of channel 109 and proceed north west along the mountain range paralleling the coast to the west. This request was denied and Queen directed that Jolly Greens 25 and 28 proceed to the coast immediately. 25 and 28 then proceeded along the coast to a point where penetration would be most advantageous. Grown 4 informed Jolly Green 25 and 28 that they could proceed to the area when in contact with the A-1 escort aircraft. Contact was made with Electron 510 flight, and 25 and 28 proceeded toward the coast under Electron 510's guidance. When approximately 1 mile off the coast, 25 and 28 were directed to hold off the coast. The reason given for the hold, was lack of A-1 escort. However, at this point the Jolly Greens were working with Electron 510. Finally at about 0355Z Jolly Green 25 was told to proceed to the area, without 28. JG 25 was in the search area at 0405Z. A search of the area was conducted at 15-30 knots indicated airspeed and 50-200 feet above the burning trees which had initiated the search. During the search, five "rounds" were heard, fired in rapid but slightly erratic sequences, indicating non-automatic fire. The direction of sound was not exactly determined, but apparently was from a ridge NNW of the search sight. The fire could be clearly seen from Jolly Green 25, but no sign of human life was noted during the search, other than the five rounds previously mentioned. Jolly Green 25 departed the area at 0415Z and crossed the coast at 0425Z.

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

DOWNGRADED AT 3 YEAR INTERVALS;

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DDO LIR 0100.10

~~CONFIDENTIAL~~

3-121

3. (C) Over the land area involved, a broken cloud layer existed with bases at 6,000 feet and tops at 7,500 which possibly deterred enemy defensive action. Jolly Green 25 entered and departed the area above this layer. No other weather factors effected the mission.

4. (C) Rescue Aircraft:

Jolly Green 25 & 28
Electron 510,503,506
Quack
Misty 31

USAF HH3E
USN A-1
USAF F-105
USAF F-100

Crown 4
Covey 56
Killer

USAF HC130
USAF C-2
USAF F-4

Electron was very cooperative and extremely effective in providing necessary assistance.

5. (U) Jolly Green 25 landed at Quang Tri at 0505Z to replace the auxiliary tanks dropped prior to penetration (to reduce the fire explosion hazard).

6. (U) Aircrew, Jolly Green 25 (Low)

Major James F Hicks
Captain Ernest B Betancourt
SSGT Frederick M Halbert
A2C Peter H Eyrich

RCC
CP
FE
RS

Aircrew, Jolly Green 28 (High)

Captain Stanley McHugh
Captain Fred H Otto
SSGT Gary V Phillips
A2C Richard H Garlie

RCC
CP
FE
RS

James F. Hicks
JAMES F HICKS, Major, USAF
Element Leader, JG 25

~~SECRET~~

48

FROM: RCC Wilton H. Crane, Lt Col, USAF

SUBJECT: Mission Narrative

8 August 1967

0815

1. Crown 4 had assumed orbit in the southern position as directed by "Queen" in the vicinity of 17-30N. This orbit was being maintained off Channel 69 Rad 350 between, 60 and 100 DME. At 0943 a "beeper" was picked up on the cook tracker for a very short period, bearing 228 degrees. Immediate action was begun to obtain a running fix.

274°. THIS WAS PLOTTED AS 12 MILES EAST

2. At 0950 it was again received bearing of Dong Hoi and considered very unreliable due to the min. distance and time between bearings, "Queen" had been advised upon first receipt of the signal. We were directed to close the position and perform electronic search.

3. At 1015 we had arrived at a position 30 miles off the coastline and due east of the supposed position of the signal.

4. 2 Cruisers were bombarding the coast from the close proximity of the initial fix and it was suspected that one of these vessels was emitting the signal.

5. At 1020 the signal was again received stronger and for longer periods. Two plots were made which placed the beeper at approx 320 rad 42 DME Channel 109. This was in the near vicinity of "Phantom 71" down the previous day. Misty 21 also had received the signal and proceeded to the position as furnished by Crown 4. In addition Ozark Flight (2-F105's) also were proceeding to the area. Upon arrival Ozark began calling for Phantom 71 and received a beeper in reply, and believed he had seen a smoke flare on request. A flight of ALE's (Electron 510) were in the area spotting for the navy artillery, and were also directed to the scene.

6. Jolly Green 25 & 28 were scrambled from Chan 109 at 1105 eta 1145. Additional Al's were requested from Dodge Falls, Electrons 503 & 506 were provided and proceeded immediately to a point off the coast east of the scene. Electron 510 had previously been vectored directly over the suspected survivor, and now proceeded to the coastline, also, in order to lead Jolly Green directly to the scene. No ground fire had been reported as yet.

7. Jolly Green 25 & 28 rendezvoused with the Electrons at 1145. Crown 4 passed instructions to remain feet wet until Border Clearance received. This delay was not received by Electron 510. However at 1153, Jolly Green 25 was released into the area and Jolly Green 28 remained off the coast. All arrived on the scene without incident, but were unable to obtain any response from the suspected survivor. At 1215 no response had been received although Jolly Green 25 had gone down to tree top level. No sighting or signal of any kind was received. Smoke was sighted but identified as brush fires with no evidence as having been man made.

8. At this time light ground fire to the north of the area was reported by Jolly Green 25. At 1217 SAR Forces began withdrawal.

9. At 1229 all SAR Feet Wet and Rescap released. All forces RTB. Crown 4 resumed normal orbit. At 1240 beeper again received for 30 seconds. Single plot indicated the same position as previously searched. Misty 31 and Covey

~~SECRET~~

MN17

SECRET

43

62 also heard and again began to call Phantom 71 on guard, with no response. NO further direct action by Crown 4. At 1250 contacted Sandies 1,2,3, and 4 and briefed on the area description and plot. At 1312 Crown 5 briefed on situation and Crown 4 RTB, AT 0517

10. ~~AT 0517~~ Of singular significance was the accuracy of the Navy intelligence, in avoidance of ground fire. Although this particular area is shown on our maps to be completely covered by AA, Jolly Green 25 was able to ingress-egress under direction of Electron 510 without reporting any fire whatever, except that encountered in the immediate target area, and then only after an extended period of loiter,

- a. No delay in launching any forces
- b. GD fire as indicated in text.
- c. Wx not a factor
- d. Excellent cooperation from all forces
- e. Radio discipline normal
- f. Time of arrival as noted in text
- g. Forces withdrew at approximate time of encounter with GD fire.
- h. 1 helicopter(Jolly Green 25) under fire.
- i. Crew member not located
- j. N/A
- k. As noted in text
- l. Landing TUY HOA 1515H
- m. No battle damage known
- n. N/A
- o. Aerial refueling not used
- p. Unable to obtain further beacon, sighting, flare, or voice response.

Wilton H. Crane
Wilton H. Crane, Lt Col, USAF
RCC

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)

(94) 9k (6k)

FROM: Det 7, 38th ARRS

SUBJECT: Mission Narrative Report (7-38-5 11 August 1967) (U)

TO: 3rd ARRGp

1. (U) The preflight of the alert HH-43B was just completed when the crew chief and I observed a large explosion Northwest of the base. One parachute was seen starting to open but immediately went out of sight behind the Navy hangers. The copilot and two firefighters arrived at this time and we started the aircraft, picked up the FSK and flew to the crash scene. An O-1 FAC in the area called us on guard frequency to point out a parachute caught in the trees 100 yards East of the crash. We also saw two Vietnamese civilians laying on the ground in a small field 100 yards South of the crash site. Many secondary explosions were going off in and around the wreckage. Since the aircraft was completely destroyed on impact, we dropped off the FSK near the perimeter road and landed in a small clearing 60 yards East of the wreckage which was the only available landing site near the crash. After landing, the copilot and firefighters went forward with the stokes litter looking for the pilots. They found the back seat pilot wandering near the wreckage looking for the other pilot. My copilot escorted the back seater to our helicopter for evacuation to the nearest hospital. We questioned him and learned his aircraft (F-4C) had carried CBU's and sparrow rockets which accounted for the continuous explosions near the wreckage. The aircraft had crashed near several Vietnamese houses and I felt sure there would be many civilians injured by the explosions. I was very anxious at this time to get the helicopter further back from the wreckage. I flew the pilot to the DaNang AB hospital and returned with three Air Force medics to assist with any injured personnel. During the 5 to 8 minutes I was gone to the base hospital, the copilot and firefighters located the other pilot laying in the field approximately 30 feet from the wreckage. Four times they attempted to recover him but each time were forced to retreat to the cover of a ditch due to the exploding CBU's and rockets. On the fifth attempt they quickly cut his parachute risers, placed him on the stretcher and carried him back to the cover of the ditch. The medics and crew loaded the pilot on the helicopter and one medic accompanied me back to the hospital. I picked up a flight surgeon, (Dr. John) and returned to the scene. Four Vietnamese had been treated for minor injuries by the Air Force medics. We then flew over to the FSK, picked it up and returned to the alert ramp.

2. (U) Weather was no factor in the rescue mission. Communications with the FAC and control tower were excellent. One problem area was the lack of a suitable helicopter landing pad at the DaNang AB hospital.

~~CONFIDENTIAL~~

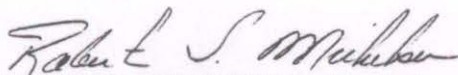
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
D 10 11 1980 10

(GP FOUR)

3. (U) The second pilot picked up was pronounced dead on arrival at the hospital. His parachute had not blossomed before he hit the ground.

4. (U) Crew coordination throughout the entire mission was outstanding. I especially want to commend Lt. Jacox, SSgt. Pike and SSgt. Taylor for leaving the cover of the ditch and moving forward in the face of exploding ordnance to recover a pilot they hoped was still alive.

5. (C) Crew members were: Captain Robert S. Michelsen, RCC; 1STLT Alfred R. Jacox, CP; SSgt. Hugh A. Pike, RS; SSgt. Vernon D. Taylor, RS; Survivor was 1STLT Robert Cox, USAF. Deceased was Major Kenneth Hughes, USAF.



ROBERT S. MICHELSEN, Captain, USAF
Rescue Crew Commander

95 2 (S)

FROM: Det 7, 38 ARRS

SUBJECT: Mission Narrative Report (1-3-122 12 August 1967)

TO: 3rd ARRGp

1. We were notified by Queen (RCC) of an F-4C coming into DaNang AB with battle damage. The primary alert crew was airborne approximately four minutes after notification with the FSK and entered the Northeast orbit pattern. We contracte Panama (GCI) and monitored the flight progress. The F-4C pilot had hydraulic problems from battle damage and was trying every means to get his gear down. After orbiting for thirty minutes we elected to land and take on fuel as it appeared a possible bailout might occur. During the refueling the para-rescue specialist was notified to stand by at the ramp in case he was needed. I then took off and orbited without the FSK as the runway was foamed and fire trucks were standing by on all sides. The F-4C aircraft commander then decided to make a pass over the runway. He had his left main gear down and wanted to try to jar the remaining gear down. This proved unsuccessful and as he turned out of traffic he decided to bail out. He asked if any rescue helicopters were close by and we informed him we were just off to his left. They flew out East of Monkey Mountain and at approximately 5,000 feet both pilots ejected. We watched the descent and talked to the rear seat pilot who was using his survival radio. Some encouragement was given and a reminder to get free of the parachute prior to the hoist pickup. We planned our approach on the rear seat pilot but noted the aircraft commander was falling much faster and oscillating badly during the descent and appeared to be injured. We turned in toward him and as he entered the water saw he was in good condition and getting out of his parachute harness. A hoist pickup was completed on both pilots using the rescue device and they were returned to DaNang AB.

2. Weather was no factor in the rescue mission. Crew coordination throughout the entire mission was outstanding. Communications with all agencies was satisfactory.

3. Crew members were: Captain Robert S. Michelsen, RCC; Captain Donald D. Sams, CP; SSgt. Willard P. Barrow, RS; SSgt. Daniel M. Palmer, FE; A2C David A. Helton, RS.

Robert S. Michelsen
ROBERT S. MICHELSEN, Captain, USAF
Rescue Crew Commander

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

96
19 August 1967



REPLY TO
ATTN OF: 370PS/6104

SUBJECT: Mission Narrative Report (1-3-123 17Aug67) (U)

37C *loc*

TO: 3rd ARRGp (RGRC) APO 96307

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

2.(C) Jolly Green 30 and Jolly Green 10 were notified of cockpit alert at 1010L. The downed pilot's position was given as 005/17 Ch 109 and later changed to 360/05. We were airborne at 1027L. We were told that the survivor was in the water and was injured. Consequently, I elected to go directly to the coast at minimum altitude and maximum airspeed and then North over the water, a distance of approximately 25 miles. We located the survivor at 1038L. Covey 67 had him in sight and was circling directly overhead which made it possible for us to go directly to him instead of having to search. The survivor was lying on his stomach in the raft with his feet still in the water and had the URC-10 radio in his hand. It was obvious that he needed assistance so the PJ was lowered. The survivor was unable to move anything except his hands and arms and considerable difficulty was encountered while trying to get the survivor into the horse collar. He was badly tangled in the lanyard from his harness to the raft and with various items that were attached to the raft by lanyards. The survivor was brought aboard at 1055L and then the PJ was picked up.

3.(C) Queen requested that the survivor be taken to Ch 37 and I notified them that it would be necessary to take on fuel at Ch 109 and that I would then proceed to Ch 37. I had determined, while enroute to the scene that it was necessary to dump fuel in order to hover OGE. A high hover was desired to avoid salt spray and to keep the raft from being blown around excessively. However, sufficient fuel would have been available to return to Ch 37 except that I had inadvertently dumped approximately 1000 lbs more than intended with the rapid dump system and would have been very marginal on fuel had we returned directly to Ch 37. I proceeded to Ch 109 and while on final approach the PJ notified me that the survivor seemed to be in extreme pain. I knew that he had a broken leg and there were indications that he had other injuries. He had been given two ampules of codeine by the PJ and still would scream occasionally if the helicopter vibrated. I called Queen and told them that the hospital ship Repose was in the area and asked if I could take him there. Queen said that if I thought he was in pain to go ahead. The survivor was lying on the floor just inside the cabin door which undoubtedly was very uncomfortable and the PJ did not want to move him from this position to the litter because of his injuries. This also contributed to my decision to take him to the Repose. The survivor was left aboard the Repose at 1125L.

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

5.(C) The survivor was unable to provide any assistance during the pickup.

6.(C) No ground fire was encountered while proceeding to the coast at low altitude. Covey 67 reported that no boat activity from shore had been observed. Sandy 7 and 8 picked us up as we were returning from the pickup area and JG 07 arrived on the scene shortly after the pickup attempt had started. There was also an unidentified O-1 in the area.

7.(C) Crew coordination on JG 30 was excellent. The only problem encountered was the excessive dumping of fuel previously mentioned. All necessary actions prior to the pickup were required to be accomplished as rapidly as possible due to the very short time enroute and there were all completed rapidly and efficiently. The PE did an excellent job keeping the aircraft positioned during the long hover required and in operating the hoist. It was necessary to continually operate the hoist in order to allow the PJ to accomplish his job. The PJ did an outstanding job. This was his first rescue and after entering the water he encountered numerous problems, all of which were successfully overcome. After the pickup he examined the survivor, took appropriate actions to provide for his safety and comfort and kept me advised as to his condition at all times. The PE was helping the PJ as much as possible.

8.(C) Aircraft involved:

Jolly Green 30, 10 and 07	USAF HH3E
Covey 67	USAF O-2
Unidentified	USAF O-1
Sandy 7 and 8	USAF A1E

9.(C) Maj Vollmer, 388th TFW, Korat AB, Thai, F-105, Cambo Lead.

10.(C) Aircrews:

Jolly Green 30 (Low)		Jolly Green 10 (High)	
Capt Robert E. Prince	RCC	1LT Rodney G. Parks	
Maj Frank L. Trochak	CP	1LT Mark H. Mutchler	
SSgt Fred M. Halbert	FE	SSgt Gary V. Phillips	
A2C Peter H. Byrich	RS	SSgt John H. Stemple	

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

~~CONFIDENTIAL~~

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AUTOMATICALLY DOWNGRADED AT TWO
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DECLASSIFIED ON _____

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5100.10

SECRET

46

FROM: RCC/CAPT. EICHORST

SUBJECT: Mission Report CROWN 4 ^{AN6} 17 ~~July~~ 1967

TO: Commanding Officer
39 ARRS

1. At 0213Z heard CAMBO LEAD F105 on guard that he was hit, on fire and heading toward the water. Position of ejection was 360/20/Channel 109 17-09N 107-07E about 6 miles from land. COVEY 67 and 63, O-2's, said they had the smoke and wreckage and then the chute. JG30, 10 and 07 were on orbit headed for the scene. COVEY called man in water at 0223Z and he was having difficulty climbing into his dingy. At 0233Z a voice contact with the survivor was made after he was in the raft. He said his right leg was broken between the knee and thigh. COMBO 2 left the area for fuel and SWIFT FLIGHT, 2F4's, orbited the scene. ELECTRONS 510-505 ETAA0300Z and SANDIES 7-8 estimated scene 0312Z. No boats were seen by COVEY flt. JG30 lower PJ and pick up was made at 0248Z. RTB ELECTRA/J.G. To take survivor to CH 37 but he had to refuel at 109 first. We asked if we could give him fuel but he was not IFR qualified. JG 30 refueled CH 109 0308, enroute to 37 he flew over the hospital ship REPOSE. He requested and received permission from QUEEN to land and leave the survivor on the REPOSE at 0330Z. At 0338Z JG 30 RTB to CHANNEL 37. JG 10-07 landed at CIGAR with JG 30 and they remained there on alert. SANDIES 7-8 RTB CHANNEL 37, after escorting JG 30 to 17N. The SWIFT flight was released to fragged mission after the pickup along with COVEY 63 and 67.

Douglas W. Eichorst

DOUGLAS W. EICHORST, Capt, USAF
Rescue Crew Commander

37ARRS History, July - September 1967

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.

C. SIGNIFICANT RESCUE

An HH-3E Jolly Green Giant helicopter crew picked up a downed F-105 Thunderchief pilot yesterday (August 17), 5 km (3 miles) off the coast of North Vietnam, just above the DMZ and then flew him to the Navy hospital ship USS Repose.

The Jolly Green Giant crew from the 3rd Aerospace and Rescue and Recovery Group at Da Nang air base was standing alert at Quang Tri when they were notified the pilot was down.

It took the Jolly Green 20 minutes to reach the pickup zone.

"A FAC had located the downed pilot and was circling and dipping his wing and telling us that the man was right under him," said Major Frank L. Trochak, 44, of McAllen, Tex., co-pilot of the chopper.

While the rescue chopper hovered 50 feet over the downed pilot, Staff Sergeant Fred M. Halbert, 25, of Great Falls, Mont., the flight engineer, lowered Airman Second Class Peter H. Eyrich, 24, of Freidburg, Germany, into the water on the hoist.

"The pilot was tangled up in his equipment," Eyrich said, "and his legs had been injured, but he was alert and began asking questions as soon as I got to him." Eyrich stayed in the water until after the pilot was aboard the Jolly Green, piloted by Captain Robert E. Prince, 37, of Camden, Ark.

The Jolly Green flew to Dong Ha where it was refueled and then on to the Navy hospital ship which was sailing off the South Vietnamese coast. The pilot was aboard the ship less than one hour after the Jolly Green picked him up.

The FAC, who had been involved in other strikes, was Captain Cleon H.

#104 - 17 August 1967

LOW: RCC Capt Prince
RCCP Maj Trochak
FE SSgt Halbert
RS A2C Eyrich

HIGH: RCC 1Lt Parks
RCCP 1Lt Mutchler
FE SSgt Phillips
RS SSgt Stemple

Our crews were scrambled from Quang Tri to rescue one Major (AF type) Vollmer who was just off shore from the DMZ area. Since Major Vollmer was injured, Airman Eyrich went down on the horse collar to assist him. It was Peter Eyrich's first rescue and he did an outstanding job in recovering Major Vollmer and giving him medical attention.

Helicopter Men Pluck Downed Pilot From Sea

DA NANG — An HH-3E Jolly Green Giant helicopter crew picked up a downed F-105 Thunderchief pilot three miles off the coast of North Vietnam and flew him to the Navy hospital ship, USS Repose.

The Jolly Green crew, of the 37th Aerospace Rescue and Recovery Squadron at Da Nang AB, was standing alert at Quang Tri when they were notified the pilot was down.

"We turned around the south-east corner of the DMZ (demilitarized zone) and headed north," said Capt. Robert E. Prince, 37, of Camden, Ark., the aircraft commander. "We stayed a 200 feet altitude, following the coast, until we found the pilot."

It took the Jolly Green 20 minutes to reach the pickup zone, where a forward air controller in an O-2A Super Sky-master from the 20th Tactical Air Support Squadron was circling the area.

Capt. Cleon H. Gunderson, 35, of Butte, Mont., the FAC, said, "I had been trying to locate some guns that were firing on our people, but couldn't do it over the land. So I moved off shore."

"That's when I heard the pilot say he was bailing out, so I started watching for him. The F-105 came out of the clouds in a flat spin and almost hit me. I had heard the pilot's beeper but lost it for a while, and thought he might have gone in with the plane, but then I picked it up again. A little later I saw him come down out of the clouds."

"I talked him into his raft and told him we'd take care of any boats that should come after him. Then when I saw the Jolly Green, I went out and brought them to where he was."

"The FAC was circling and dipping his wing and telling us that the man was right under him," said Maj. Frank L. Trochak, 44, of McAllen, Tex., co-pilot.

While the rescue chopper hovered at 50 feet over the Thunderchief pilot, SSgt. Fred M. Halbert, 25, of Great Falls, Mont., the flight engineer, lowered A2C Peter H. Eyrich, 24, of Freiburg, Germany, the pararescueman, into the water

on the helicopter's hoist.

"He was all tangled up in his equipment," Airman Eyrich said. "His legs were broken, but he was alert and began asking questions as soon as I got to him. After untangling him the best I could, I got him into the hoist."

Airman Eyrich stayed in the water until after the pilot was aboard the Jolly Green.

The Jolly Green flew to Dong Ha where it was refueled and then to the Repose, which was sailing five miles off the South Vietnamese coast. The F-105 pilot was aboard the hospital ship less than an hour after the rescue helicopter picked him up.

17 AUG 67
SAR



#104 - 17 August 1967

LOW: RCC Capt Prince
RCCP Maj Trochak
FE SSgt Halbert
RS A2C Eyrich

HIGH: RCC 1Lt Parks
RCCP 1Lt Mutchler
FE SSgt Phillips
RS SSgt Stemple

Our crews were scrambled from Quang Tri to rescue one Major (AF type) Vollmer who was just off shore from the DMZ area. Since Major Vollmer was injured, Airman Eyrich went down on the horse collar to assist him. It was Peter Eyrich's first rescue and he did an outstanding job in recovering Major Vollmer and giving him medical attention.

~~CONFIDENTIAL~~
20 AUGUST 1967

370PS/6104

Mission Narrative Report(1-3-124 17 AUG 67) (U)

37C

3rd ARRGp (RGRC) APO 96307

IN TURN

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

2.(C) Jolly Green 26 departed DaNang to assume the afternoon orbit at 0625Z, 17 Aug 67, and arrived at the ARCP at 0730Z. At 0745Z, Crown 5 received word that the pilots of Speartip 122, a USN RA5, had ejected and directed JG26 to proceed to the area. Jolly Green 26 arrived in the area at 0815Z and was directed by Black Eagle 753, the on scene Commander, to join in the search for the missing pilots. An oil slick was spotted in the water where the downed aircraft went in and a helmet was found in that area, but no contact, electronic or visual, was made with the downed pilots. At 1045Z Crown 5 spotted an object in the water and Jolly Green 26 and Angel 41 proceeded to the area to check it out. At 1115Z, Jolly Green 26 spotted the object which was approximately five feet below the surface. The object was extremely hard to keep in sight because of the effect of the rotor wash on the water and the impending darkness. As the Rescue Specialist was lowered into the water, the object was lost from sight and was not sighted again. Although the object had the general appearance of a body, no positive identification could be made. At 1140Z, darkness closed in and JG26 departed the area for home station.

3.(c) Air refueling was accomplished once during the course of the search and again enroute from the search area to DaNang. The second refueling was accomplished at night. Jolly Green 26 landed at DaNang at 1315Z.

4.(C) Aircraft involved in the Search:

Jolly Green 26
Crown 5
SANDY 7 & 8
BLACK EAGLE 52
ANGEL 41
BIG MOTHER
MILESTONE 37
ELECTRON FLT

USAF HH3E
USAF C130
USAF A1E's
USN F2A
USN UH2
USN SH3
USN A6A
USN A1H

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

5.(c) AIRCREW OF JG 26:

Capt	Standley A. McGhan	RCC
Capt	Jerry D. Clearman	RCCP
TSgt	Andrew Benton	FE
A2C	James B. Locker	RS

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

FROM: Det 6, 38th Aerospace Rescue & Recovery Sq, APO 96227

24 August 1967

SUBJECT: Mission 6-38-48-21 Aug Narrative

TO: Hq ARRS (AROOPCR)

1. Det 6, 38th ARRS, Bien Hoa AB, RVN recieved notification by primary crash phone that an A-37, Dragon 73, had crashed on base to final turn for runway 27. Pedro 97 was airborne 1755L, 1 minute 15 seconds after notification. The crash site was located $3\frac{3}{4}$ mile Southeast of the approach end of runway 27. Coordinates 106°53E, 10°58N.

2. An approach and landing was made in a rice paddy beside the crashed A-37. The A-37 hit flat - there was no fire. An Army UH-1 landed a few seconds before Pedro 97.

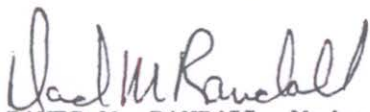
3. The pararescueman, ALC Roger A. Porter raced to the crash and found the pilot on the ground between the wing and fuselage.

4. Airman Porter took charge and immediately determined that the pilot was alive and conscious. He cleared mud from the pilot's face and cleared his mouth to restore breathing. With the help of SSgt Eddins and Airman Alves, and crewmembers from the UH-1 Airman Porter placed the seriously injured pilot in a stokes litter and loaded him aboard Pedro 97.

5. Pedro 97 took off 2½ minutes after landing at the crash site and returned to Bien Hoa.

6. During the brief flight back to Bien Hoa Airman Porter administered critically needed medical aid.

7. After landing at the rescue alert pad two Air Force Flight Surgeons worked on the injured pilot for five minutes. Pedro 97 then flew the pilot to the 93rd field Army Hospital when he was released to the medical authorities there. The Flight Surgeons commended Airman Porter for his professional skill and actions in giving medical aid to the injured pilot. All crewmembers did their job well on this mission but without question the major part of the credit for the save belongs to Airman Porter.



DAVID M. RANDALL, Major, USAF
Commander

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

23 AUGUST 1967



REPLY TO: 37 OPS/6104
ATTN OF:

SUBJECT: MISSION NARRATIVE REPORT(1-3-127 21 AUG 67) (U)

37C *km*
to: 3rd ARRGp (RCRC) APO 96307
IN TURN

- 1.(U) This report is submitted in accordance with ARRSI 55-2/3 ARRGp SUP 1 dated 15 June 1967.
- 2.(C) At 1520L the DaNang Alert crew was notified by QUEEN of a requirement for evacuation of a severely wounded Marine located at 141°/12 NM from Channel 37. Jolly Green 25 was airborne at 1535L.
- 3.(C) Immediately after take off location of the objective was changed to 147°/12NM from Channel 37
- 4.(C) Weather at departure and enroute was approximately 3000' overcast with 10 NM visibility. Weather at destination was 2000' overcast with 5NM visibility and numerous rain showers.
- 5.(C) Arriving on scene at 1545L, JG 25 was intercepted and escorted by Deadlock 4 (UH1) who directed the approach route and location of the objective. JG 25 was also in contact with CONSTRUCT 14, the ground Command Post, and CONSTRUCT C2, the objective. On signal from Deadlock 4, the objective popped purple smoke which JG 25 immediately spotted.
- 6.(C) At 1550L JG 25 established a hover approximately 175' above the objective and hoisted up one wounded Marine. Throughout the pickup, Deadlock 4 and Blackcode 6 (UH1) provided suppressive fire around JG 25. Their coverage of the surrounding area was excellent. JG 25 received negative battle damage and departed the pick up area at 1603L. The pararescue technician reported that the survivor was bleeding profusely and appeared to be in shock. He was immediately flown to the DaNang Naval Hospital for treatment. JG25 returned to DaNang AB terminating at 1635L.
- 7.(C) FM communications with the ground objective, CONSTRUCT C2, were adequate until a hover was established directly overhead. At this time transmission and reception between JG 25 and the ground were very garbled. Communications were relayed between parties by Deadlock 4.
- 8.(C) Crew coordination aboard JG 25 was excellent. All crewmembers performed their duties in a professional manner.

*ARRRD
looking into
FM comm
problem
21 Aug 67
82*

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DDO DIR 3433-0

~~CONFIDENTIAL~~

9.(C) AIRCRAFT INVOLVED:

Jolly Green 25
Deadlock 4
Blackcode 6

USAF HH-3E
USA UH1
USA UH1

10.(C) Crew of JG 25:

CAPT CHARLES R. DUNN
MAJ FRANK W. TROCHAK
TSGT JOHNNY TINDAL JR.
A2C PETER H. EYRICH

RCC.
RCCP
FE
RS



CHARLES R. DUNN, CAPT, USAF
Rescue Crew Commander

~~CONFIDENTIAL~~

98

FROM: Detachment 7, 38th ARRSq

22 Aug 1967

Dz

SUBJECT: Mission Narrative Report, 1-3-126

TO: 3rd ARRGp

1. (C)(Group four) Queen notified us at 1130L, 21 August 1967 that our alert HH-43's were to be launched for an emergency pickup of critically wounded Marines from the mountainous jungle area eleven miles southwest of Da Nang Air Base. We departed at 1155L, after being advised by Queen that UH-1 gunships were on their way to the pickup point to supply RESCORT. I arrived in the area at 1205L, but the RESCORT had not yet arrived and though I was talking with the ground party on FM radio I had not yet established visual contact, so held in the general area waiting for the RESCORT helicopters to sterilize it so that we could safely hover for the pickup. Heavy hostile fire was reported in the area, and after the ground party marked their position with smoke the UH-1's made several low passes but received no ground fire, so they cleared me in for the pickup. I pulled into a hover about 150 feet above the ground party, and Airman Thorpe lowered the forest penetrator through the dense jungle canopy where we had less than three square feet in which to maneuver the cable. No difficulties were encountered in lowering the forest penetrator, due to Airman Thorpe's clear and concise instructions and position reports. I hovered for approximately ten minutes while the ground party attempted to attach their wounded to the penetrator, but they were unfamiliar with its operation and could not properly secure the wounded to it. Captain Sams, my co-pilot was giving continuous instructions to the ground party on FM radio. Suddenly the Marines on the ground dragged their casualties away from the penetrator and dived for cover just as there were loud bursts from automatic weapons fire and single rifle bursts from directly beneath our position in the hover. Airman Thorpe said that he could see the ricocheting bullets hitting the ground beneath us, and at that time my helicopter started to vibrate excessively and there was a noticeable change in pitch of the rotor RPM. I feared that we had been hit and were going to lose power, so started to pull away for a clear landing zone--the RESCORT had advised me to abandon the area, and Airman Thorpe was attempting to recover the hoist cable and penetrator. A moment later I was forced to cut the cable when it started to tangle in the trees. I then continued to fly down the ridge toward a safe emergency landing area. All performance instruments indicated normally, so I elected to return to Da Nang AB to inspect the damage to our helicopter.

2. (C)(Group four) Support from the UH-1 gunships was excellent. Even though the jungle canopy was so thick that they couldn't see the hostiles who were firing on us, the RESCORT's presence and continuous passes apparently prevented the enemy from getting set for a clear shot at our hovering helicopter.

~~CONFIDENTIAL~~

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIS 200 0

~~CONFIDENTIAL~~

3. (C)(Group four) The time spent in the hover was extensive because the ground party had difficulty securing their wounded to the forest penetrator. During this time Captain Sams was trying to help them by giving directions over FM radio. Directions were attached to the penetrator, but apparently no one took the time to read them. At one time a wounded man was attached to the penetrator but he was not secured by the safety strap so we had to abort the attempted pickup.

4. (U) Weather was no factor in the mission.

5. (U) Crew members were: Low Bird- 1/Lt William T Sehorn, RCC- Captain Donald D Sams, RCCP- SSgt John H Stemple, RS- ALC Edward L Thorpe, HM. High Bird- Capt Robert S Michelsen, RCC; SSgt Eugene Hoeger, HM; A2C Donald J Boushelle, RS.

William T. Sehorn

WILLIAM T SEHORN, 1stLt, USAF
Rescue Crew Commander

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



22 AUGUST 67

REPLY TO
ATTN OF: 370PS/6104

SUBJECT: MISSION NARRATIVE REPORT (1-3-126 21 AUG 67) (U)

37C *KAC*
to: 3rd ARRGp (RCRG) APO 96307
IN TURN

- 1.(U) This report is submitted in accordance with AERSM 55-2/3 ARRGp SUP 1, dated 15 June 1967.
- 2.(C) At 1220L JG 25 was returning from a successful functional check flight when advised by QUEEN to standby for possible launch to support PEDRO 93 and PEDRO 95 who had been scrambled to evacuate seven wounded Marines located at 2410/11N from channel 37. JG 25 was cleared to launch at 1235L and was airborne immediately.
- 3.(C) Enroute to the objective JG 25 was notified that PEDRO 95 had encountered ground fire, sheared his hoist cable and was returning to channel 37 escorted by PEDRO 93. The weather at departure, enroute and destination was 3000' broken/overcast with 10 miles visibility and occasional rain showers. JG 25 contacted CONSTRUCT 14, the area Command Post, and was advised that Deadlock 40 and 41 (UH1 Gunships) would provide RESCORT.
- 4.(C) Radio discipline was good throughout the mission. Upon arrival in the area at 1245L, JG 25 was joined by the UH1's and contacted CONSTRUCT C2 (the objective) on FM. The objective was located on a saddleback at approximately 2800' and was reporting sporadic sniper fire. The objective marked his position with green smoke and JG 25 descended into a hover at 1250L. Throughout the approach, hover and subsequent take off the UH1 gunships did an excellent job flying a racetrack pattern around JG 25 and expending ordnance to discourage enemy fire.
- 5.(C) All seven wounded personnel were picked up using approximately 175' of hoist which had to be threaded between trees. In order to ensure sufficient power for the last pickup JG 25 moved the hover position and dumped 300lbs of fuel. At 1320L all evacuees were on board and since at least two were critical they were all returned to the DaNang Naval Hospital. JG 25 terminated at channel 37 at 1345L.
- 6.(C) JG 25 received no battle damage. PEDRO 95 also received negative damage.
- 7.(C) The following problems were encountered:
 - a. FM contact was excellent with the objective (CONSTRUCT C2) until JG25 was in a hover. In this position, directly over the objective, it was impossible to understand his transmissions and Vice Versa. Communications had to be relayed through CONSTRUCT 14. This is a recurring problem and should be investigated thoroughly.

*ARRG looking
int fm comm
problem
21 Sept 67
JW*

~~CONFIDENTIAL~~

- b. Personnel on the ground are deploying all the retaining straps attached to the Forest Penetrator. These straps must be repacked prior to sending the hoist back down to eliminate the possibility of tree hangup. This results in excessive time spent in a hover. It is suggested that the advisability of installing the straps on a take-up reel similar to that utilized by car safety belts be researched.

8.(C) Crew coordination aboard JG 25 was excellent. All personnel performed their duties in a truly professional manner.

9.(C) Aircraft involved:

Jolly Green 25
Deadlock 40,41

USAF HH-3E
USA UH1

10.(C) Crew of JG 25:

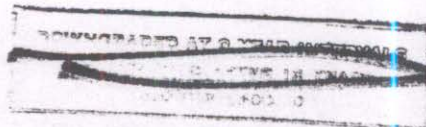
✓ CAPT CHARLES R. DUNN
MAJ FRANK L. TROCHAK
TSGT JOHNNY TINDAL JR
A2C JOSEPH M. DUFFY

RCC
RUCP
FE
RS

Charles R. Dunn

CHARLES R. DUNN, CAPT, USAF
Rescue Crew Commander

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



MR: 31 APR 67 was
queried re suggestion. Suggestion
by them. MR was sent
may suggesting mind to penetrate.
before school action is complete.
JH
21 Oct 67
BRXR D

SECRET

43

FROM: RCC/MAJ MIRICK

SUBJECT: Mission Report Crown 4, 21 August 1967

TO: Commanding Officer
39 ARRS

While on normal Crown 4 orbit 21 August 67, at 0025 Dakota 202 reported he was hit and proceeding out bound at 0030Z. Dakota 203 reported that Dakota 202 ejected position 360/52 CH 20. At 0035 Dakota 203 had the pilot in sight. At 0052 Electron 505 was on scene with negative flak or ground fire. At 0058 Clementine 1 was proceeding for first pick up. At 0103 had flare and chute in sight and picked the first man up at 0106Z. Clementine 1 thought he had the RO's flare in sight but it was the smoke from the aircraft. 0110Z Electron 507 tracking RO and had voice contact however flares were not penetrating the canopy. At 0126^{AR} RO said Clementine 1^{was} overhead, however unable to see man due to the jungle canopy. He fired a smoke and this was how Clementine 1 spotted the man. He was picked up at 0137 and the SAR Forces proceeded out bound. 0144 the forces were Feet Wet. At 0147 the RO reported he left his beeper at 21-04N 107-17E and it may still be on. The forces were caped by Navy jets during SAR mission.

At 0500Z we received a beeper and Milestone 402 reported Milestone 410 was down in the target area with chute and ~~beeper~~ but he recommended no SAR due to location, the forces being unable to get into the area. It was an A6-A with 2 SOB, position 21-13N 106-24E.

At 0538 Milestone 402/405 were reported as having been attacked by Migs. The last position was 21-33N 107-42E. This was 15 miles from the in coast point near the China border. An electronic search was conducted by Navy high performance aircraft under control of Proud Fox; in the area with no results, prior to Crown 4 relieved by Crown 5, Crown 4 never received beeper on either Milestone 402/405.

At 0730Z as we were RTB, Queen directed Crown 4 to contact Jolley Green 25 and to maintain orbit near Da Nang while Jolly Green 25 made a med-evac from 241/11 CH 37. He had Deadlock 1 as escort gun ship. Black Goat 6 vectored Jolly Green 25 in for the pickup. There was no ground fire noted on the pickup. He departed the area at 0803Z and Crown 4 RTB at that time.

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

JOLLY GREEN GIANT CREW RESCUES EIGHT MARINES

An Air Force HH-3E Jolly Green Giant rescue crew assigned to the 3d Aerospace Rescue and Recovery Group detachment at Da Nang air base made two trips into enemy infested jungles, 19km (12 miles) southwest of their base, to rescue eight wounded Marines--one of whom was seriously wounded, yesterday Aug. 21).

Shortly after noon yesterday, the rescue crew was scrambled to pick up the Marines. Piloted by Captain Charles R. Dunn, 29, of Babylon, N.Y., the Jolly Green Giant flew to the area, where it hovered for 35-minutes taking seven Marines aboard.

The pickup zone was in thick jungle. Marine UH-1 Huey gunships fired machine guns and rockets into nearby enemy positions and kept the enemy soldiers from firing at the Air Force rescue crew. "We were hovering 10 feet above the treetops," said Major Frank L. Trochak, 44, of McAllen, Tex., co-pilot of the Jolly Green, "and still had to let out 175 feet of cable to reach the ground."

"The Marines were tied to the hoist. We couldn't bring them up on litters because of the dense foliage."

After getting the seven wounded aboard the Jolly Green crew flew to the Naval Support activity hospital near Da Nang. They then returned to the air base. Less than an hour later, they were scrambled to the same area to pick up another wounded Marine.

Before they arrived over the pickup zone, the Huey gunships had raked the enemy positions again to silence the ground fire. The second pickup was made without incident, and the Marine was also taken to the Navy hospital.

DAYTON DAILY NEWS
14 SEPTEMBER 1967

CUTS RISK OF BLAST

Jets in Vietnam Use Plastic Foam

By JACK JONES, Daily News Staff Writer

Plastic foam first used in the fuel tanks of racing cars at Indianapolis is now being used in Air Force planes in Vietnam to help cut down the risk of fire and explosion.

The foam is now being tested for possible use to improve safety in civilian airplanes and may become standard for all aircraft and possibly even automobiles.

Aeronautical Systems Division at Wright-Patterson Air Force base disclosed Wednesday that the foam is now being used in Vietnam. Up to now this application has been classified.

OFFICIALS conducted a dramatic demonstration at the Wright field gun range showing how the foam prevents explosion and fire when a fuel tank is hit by an incendiary bullet.

A similar test with an unprotected fuel drum resulted in a resounding blast.

Officially, the Air Force said that the fuel tanks of Jolly Green Giant HH-3E rescue helicopters in Southeast Asia are

now using the foam to reduce fire and explosion hazards.

HOWEVER it was learned that steps are under way to equip all Air Force aircraft in Southeast Asia with the new protection as soon as possible.

Eventually all Air Force planes are expected to use the new technique.

Officials said the Navy and Army are keeping in close touch with the Air Force program. They are expected to adopt the technique.

THE FEDERAL Aviation administration is testing the foam for application to civilian planes, especially airliners.

While liners are not normally exposed to gunfire, the foam in the fuel tanks also acts to retard splashing and spewing of fuel in a crash and reduces the fire hazard, officials said.

#105-111 21 August 1967

RCC Captain Dunn
RCCP Major Trochak
FE TSgt Tindal
RS A2C Duffy

Captain Dunn and his crew successfully extracted seven wounded Marines from Happy Valley on this mission. Our Jolly Green hovered for thirty minutes to accomplish this job.

#112 - 21 August 1967

RCC Captain Dunn
RCCP Major Trochak
FE TSgt Tyndal
RS A2C Eyrich

Another scramble for Captain Dunn and his alert crew. The mission was to rescue and extract a wounded Marine southeast of DaNang. Our crew was successful again, making a total of eight extractions in one day.

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 1Lt 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

MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 10-38-36, 22 August 1967

At 0452Z Det 10, 38th ARRSq was notified by Rink Thy Tower that "Bumard 02", USAF F-100, had crashed at 9 Degrees 35 Minutes North, 104 Degrees 57 Minutes East. "Bumard 01" had voice contact with the pilot who had ejected and was uninjured. Pilot was not having difficulties, had good inflation of his water wings and had established voice communications with his survival radio. At 0500Z Pedro 39 was notified by Det 1, 679th TAC Central Sq, Paddy Central that a HU-4B, "Dustoff 87", had been diverted and was 25 NM from the downed pilot. Pedro 39 queried Dustoff 87 as to whether he was equipped with hoist and rescue devices. Dustoff 87 replied that he was equipped to make water pickups. Both Pedro 39 and 91 continued enroute to scene. At 15 NM from pilot, Pedro 39 was informed that the Dustoff had made pickup and was returning to the coast for transfer of pilot to a Pedro for return to Rink Thy. At this time Pedro 91 made contact with Bumard 01 which was copping the downed pilot and learned that pickup had not been made as yet and it seemed they were using a rope trying to pull the pilot into the helicopter. At this time efforts were made to terminate the recovery efforts of Dustoff in favor of Pedro 91 which was now on scene. Radio contact with Dustoff could not be made and Bumard 01 informed that the pilot had managed to climb up on one of the skids and was onboard. Transfer of pilot was made at Rock 01a to Pedro 39. Pilot stated in debriefing that he had tried to wave the Dustoff away after the first attempted pickup with the rope. He also stated one of the Army crew members had entered the water to assist him but the Army men could not get his water wings inflated and Capt Canterbury had to hold him above water, put the rope around him, and help them get him back into the helicopter. At this time he tried to use his radio to tell them to leave as he knew a Pedro was on its way and he would wait. The Dustoff would not leave and as the down wash was causing him difficulty in the water he decided to try once more to board the helicopter. A successful pickup was effected. Mission was terminated at 0645Z. One combat save. Negative ground fire.

CREW: (All assigned to Det 10, 38th ARRSq)

Pedro 39. RCC - Capt Donald E Van Meter
 RCCP - William F Shea, Capt
 RS - LTC Ronald K Shales
 FE - A1G Larry E Hawkins

Pedro 91. RCC - Major Harold Pickering
 RCCP - 1st Lt Greenville B Goss III
 RS - TSgt Clyde E Ross
 FE - SSgt William L Crawford

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

100



23 AUGUST 1967

REPLY TO
ATTN OF: 37 OPS/6104

DECLASSIFIED

SUBJECT: MISSION NARRATIVE REPORT(1-3-128 22 AUG 67) (U)

37C *KA*
TO: 3rd AARGp (RCRC) AFO 96307
IN TURN

- 1.(U) This report is submitted in accordance with AFRES 55-1, 3rd AARGp SUP 1, 27 Apr 67.
2. (C) I was scrambled by QUEEN at 0330Z and was airborne from Dallang AB at 0345Z in Jolly Green 26. The survivor was a wounded Marine reported at 243°/11 NM from Channel 37. I was in the area at 0350Z and established contact with CONSTRUCT 14C on 35.5 MI. They advised that there was ground fire in the area to the south 250 meters from their position. OKWOOD 02 flight reported in at 7500' awaiting instructions. OKWOOD 02 preferred a FAC prior to releasing any ordnance. DEADLOCK 30 and 32 were scrambled to aid OKWOOD flight. DEADLOCK arrived at 0432Z, and proceeded to lay in harassment fire on the reported ground fire. I dropped my tip tanks and arrived in a hover at 0442Z. The wounded Marine was brought aboard at 0450Z. Approximately 185' of hoist cable was used. I departed the area and deposited the WIA at NSA Hospital at 0459Z. I arrived back at Channel 37 at 0515Z.
- 3.(C) Weather was 5000 scattered, 15 miles visibility and was not considered a factor.
- 4.(C) The WIA is Russel W. Naugle PFC, 2336710, USMC. Condition was wounds in left forearm and left leg. Previous attention given by ground medics.
- 5.(C) Aircraft Involved:

OKWOOD 02,03	USN A-4
DEADLOCK 30,32	USMC UH-1E
CROWN 4	USAF HC-130/P
JOLLY GREEN 26	USAF HH-3E

6.(C) Crew of Jolly Green 26:

CAPT STANLEY A. MCGHAN
CAPT JOHN B. McTASNEY
TSGT JOHNNY TINDAL JR
A2C MARTINE E. ROEPSTROFF

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

1
STANLEY A. MCGHAN, CAPT, USAF
Rescue Crew Commander

DOWNGRADED AT 2 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 8200.10

~~CONFIDENTIAL~~

37ARRS History, July - September 1967

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6. Mission 12-38-18, 22 Aug 67. Mission Narrative.

At 1500L, 22 Aug 67, Det 12, 38ARRS received a call from the base command post relaying a message from Maj Jennings, of DASC Alpha, requesting an immediate Med-Evac of an injured Korean infantryman. Major Jennings advised that the dust-off aircraft available did not have hoist capability and that the injured man was in dense jungle necessitating a hoist pickup. Det 12, 38ARRS contacted JSANC and received permission to launch recovery aircraft. Pedro 98 and 99 were airborne at 1530L. Pedro 99 with the primary alert crew was Low Bird and Pedro 98 with the secondary alert crew was High Bird. Enroute to the coordinates, BP878736, Pedro 99 contacted ragged Scupper 85, a FAC in the vicinity and requested his assistance in locating the exact position of the injured man. The FAC requested that we pick up an english speaking Korean liaison man at the Korean base camp who could coordinate with the Koreans on the ground via FM radio. Pedro 99 directed Pedro 98 to pick up the liaison man while Pedro 99 continued on to the coordinates. Pedro 99 arrived at the coordinates and located Ragged Scupper 90A, another FAC, and requested him to maintain a watch for yellow smoke, the signal from the Korean that they had the rescue helicopter in sight. Immediately thereafter, Pedro 98 arrived with the Korean speaking liaison personnel who began calling the patrol on the ground. In a few minutes, Ragged Scupper 90A announced that he had yellow smoke in sight and directed the helicopters into position to see it. The smoke was in an area

of tall trees on the side of a mountain. As Pedro 99 made an approach to the position, Pedro 98 circled overhead to provide backup coverage and Ragged Scupper 90A maintained FM radio contact in order to supply air cover if needed. While Pedro 99 hovered above the trees, the mountain litter was lowered to the Koreans waiting below. Since the injured man was located below, the jungle canopy, lowering the mountain litter was a tedious operation and required twenty minutes of hovering to complete. With the injured man aboard the helicopter, Pedro 99 evacuated him to the Korean hospital 5 miles north of Nha Trang and returned to Nha Trang. Meanwhile Pedro 98 returned the liaison personnel to the Korean Base Camp and then returned to Nah Trang. This was a combat save.

7. Mission 12-38-19, 27 Aug 67. Mission Narrative.

Det 12, 3SARRS was notified by port call radar that an airman had severely cut his foot and was in need of immediate medical attention. Pedro 98 scrambled to the site and evacuated the man to the 8th Field Hospital for treatment. This was a non-combat medevac. Not a save.

8. Mission 12-36-20, 9 Sep 67. Mission Narrative.

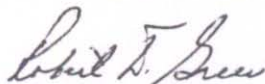
Port call radar called at 1630L requesting immediate medical evac of airman with severe head injury. Pedro 98 took off at 1635L, made pick-up at Hon Tre Island and returned patient to 8th Field Hospital. Patient had multiple lacerations and possible concussion, this was a non-combat medical evac, not a save.

(80A)

1. Shortly after 1600 hrs on 23 Aug 67, it was reported that the crew members of Ford 3 had ejected in the vicinity of 090/53/CH 86. At 1610 Jolly Green 36 was scrambled by Compress from CH 89, with the takeoff being made at 1616 and an ETA to the area of 1645. After takeoff Crown 2 was contacted and advised Jolly Green 36 that they were circling the area and had established voice and beeper contact with Ford 3. Also Jolly Green 36 was advised of new coordinates of Ford 3 to be 085/54/CH 86. Because of a direct headwind of approximately 20 Kts, a revised ETA of 1650 was passed to Crown 2. Weather enroute and at the scene was high scattered with visibility more than 20 miles.
2. While enroute Jolly Green 36 asked Crown 2 if the survivors were separated and if there were any injuries. Crown 2 advised that the survivors were separated a short distance and no injuries. Jolly Green 36 asked Crown to advise the survivors to join up on the ground if possible to facilitate more rapid recovery. The request was passed to the survivors and Crown 2 advised that one survivor was in a small clearing surrounded by trees, while the other was in a nearby rice paddy.
3. When approximately 15 miles from the area, visual contact was made with Crown 2 and they proceeded to intercept Jolly Green 36 and lead us directly over the survivors at 1650. By this time we had established voice contact with Ford 3 and they reported us in sight. Ford 3 advised that they had joined up and were both in a small clearing surrounded by trees. We asked for a smoke flare and within in a few seconds had their location pinpointed. As we neared the ground numerous tree stumps were observed and it was decided to execute the recovery using the hoist. The survivors were signalled to come to where the aircraft was hovering and by 1700 both were aboard. A number of indigenous personnel were observed in the immediate vicinity, but they neither molested the survivors nor interfered with the recovery operation.
4. After takeoff from the recovery area, Crown 2 advised Jolly Green 36 to take the survivors to CH 86. Jolly Green 36 arrived CH 86 at 1735 and the mission was closed. It may be noted that the high bird, Jolly Green 15, did not accompany Jolly Green 36, as they were positioned at L 98 at the time.

Jolly Green 36

RCC	Capt Greer, Robert
RCCP	1/Lt Gonos, Andrew
FE	ALC Graham, Roger
RS	MSgt Hawkins
AF	SSgt Castro, Joe

ROBERT D. GREER, Capt, USAF
RCC

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2. (S)(GP 4) Maj William Lloyd, Lieutenant Andrew Gonos, 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 Fechsner, 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 OLR, 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, A1C 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, 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 A1C Randy 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, 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, ~~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 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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SUBJECT: Mission Narrative, 23 August 1967; Msn # 2 - 3 - 61

101
B 23 NOV 1967
5
4/5
AB

TO: 3ARRGp (C)

~~CONFIDENTIAL~~

1. (U) This report is submitted in accordance with ARRS 55-2/3ARRGp Sup 1. 15 June 67.

2. (S)(GP-4) At 0300 on 23 Aug 67, Compress alerted Jolly Green 27 and 15, and Sandy 7 and 8 for a first light effort to be made on a downed pilot near Dong Hoi, North Vietnam. Compress indicated that they wanted the SAR force in the area by 0545; therefore, a 0430 takeoff from Ch 89 was planned. A flight route was planned to circumnavigate known enemy ground weapons and an altitude of 10,000 feet was selected to place the formation above forecasted clouds. At 0400, Compress advised to launch immediately and Jolly Green 27 and 15 took off from Ch 89 at 0405 with the Sandys departing a few minutes later. The original position of the downed pilot (Sapphire 2) was given as 319/43/109, an area 9 miles SSW of Dong Hoi. The flight route was from Ch 89 to a point 098/91/89, thence NE to the pick up area. The enroute weather was as forecasted; however, JG 15 was unable to climb to 10,000 feet and leveled off at 9000 feet in IFR conditions. To maintain vertical separation, JG 27 climbed to 9500 and experienced intermittent IFR conditions; Sandys 7 and 8 proceeded at 10,000 feet in the clear. Because visual contact could not be maintained, frequent radio contacts were made to establish the TACAN fix of each aircraft. Shortly after reaching cruise altitude, Invert advised that Alley Cat was the airborne control agency and subsequent communications were maintained with Alley Cat utilizing UHF SAR Primary frequency. JG-15 advised Alley Cat that the ETA of the SAR force was 0520 with Bingo fuel of 0650; at 0450 the ETA was revised to 0510. Alley Cat had voice contact with Sapphire 2 and reported that he had sustained back injuries and that his legs were numb. Alley Cat also provided a revised position of 317/42 1/2/109 and reported possible hostile activity in the area. The SAR force arrived in the general area at 0515, but because of weather conditions the aircraft had become separated. The SAR aircraft had re-grouped by 0525 in an area approximately 7 miles SW of the survivor, using UHF/ADF and a large lake which was a prominent landmark. At this time, Sandy lead established voice contact with Sapphire 2 and requested beeper. JG 27 descended to 4000 feet to assist the Sandy aircraft in locating Sapphire 2. The first beeper indicated that Sapphire 2 was NNE of JG 27's position and JG 27 proceeded in a northerly direction. A few minutes later Sandy requested another beeper and at this time the survivor's position was SSE of JG 27's position, and JG-27 took up a southerly heading. A few minutes later, Sandy requested a beeper and by this time JG 27 had passed the survivor's position and was again south of him. On the next beeper, Sapphire's position was almost due east of JG 27 and as we were turning toward the survivor, he reported JG 27 in sight. JG 27 asked Sandy Lead if they had located the survivor and the reply was negative.

1-370ps 67-46

Cy 1 of 6 Cys

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GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

ARODC # 671397

Atch 1

67-48-5440

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~~CONFIDENTIAL~~

JG 27 proceeded toward the survivor, making corrections supplied by Sapphire. Almost simultaneously Sapphire reported that JG 27 was overheard and the PJ reported that he had the parachute in sight directly below. We reported to Sandy Lead that we had visual contact on the survivor's position and Sandy asked if we were going to make the pickup. The decision was made to try for an immediate pickup, the reasons being threefold. No hostile ground fire had been observed, the advantage of the early morning semi-darkness, and the anxious pleading of the survivor. The final preparations for the pickup were made during a tight turning descent. The time was approximately 0545, and as we were about to roll out of the final turn we took a hit through the left side of the fuselage. As we proceeded down final, the PJ reported ground fire from the valley to the north; this information was passed to Sandy Lead. The approach was continued, a hover established above the trees over the survivor's position, and the PJ was immediately lowered. Less than a minute later, a loud impact was heard and was followed a few minutes later by a second impact. The PJ was asked if he could see the survivor and what the situation was, but there was no answer. Repeated attempts to contact the PJ were to no avail and we discovered that we had no contact with the Sandy aircraft either. The PJ was immediately brought back to the aircraft and reports from both FE and PJ indicated that the ground fire was becoming intense. With no contact with the Sandy aircraft, the order was given to return fire, and egress from the survivor's position was made toward the east and circling north behind a karst formation, which afforded temporary cover from the ground fire. The PJ reported that, while he was on the hoist, he had observed uniformed troops approximately 200 yards to the north. He reported that the troops would jump up from behind cover, fire, and retreat to cover; he further reported that he could hear bullets passing near him. JG 27 climbed about 500-700 feet and circled back over the survivor while the RCCP attempted to contact Sapphire and/or Sandy on the UT-10, but contact could not be made. As we passed over the survivor, both the PJ and FE reported intense ground fire from all directions, and fire was returned by the PJ and FE with M-60 machine guns. JG-27 departed the area to the SW and we were able to establish contact with JG-15 on HF. We reported our situation to JG 15 and were advised that the Sandy aircraft had expended their ordnance and that no other aircraft were in the area for ground fire suppression. At this time the FE reported a large quantity of fluid on the fuselage floor, under the main transmission. Suspecting that a hit had been taken in the main gear box, JG 27 headed for the isolated hill area to the SW. We reported our situation to JG 15; however, a few moments later the FE reported that the fluid was water which had spilled from a water container that had been hit with the first shot through the fuselage. We reported this to JG 15 and he advised us that Compress had instructed JG 27 and 15 to RTB Ch 89. JG 27 and 15 joined up at 8500 feet and returned to Ch 89, arriving at 0710. Battle damage was as follows: one hit through the left sponson and left side of fuselage which passed through the cabin and exited through the right side of the fuselage; one hit which struck the number two engine bell mouth and lodged in the number 2 starter; one hit which struck the electrical compartment access door, sheared a bundle of cable and lodged in the right aft bulkhead of the electrical compartment.

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It was determined that the last hit was responsible for the loss of VHF, UHF, and FM Communication. No personnel aboard JG 27 were injured. Radio discipline was generally good until JG 27 experienced almost total radio failure. The position of the survivor, who was ultimately recovered, was 106°37'E 17°18' N; the elevation was approximately 1000 feet.

3. (U) The name of the survivor is unknown.
4. (U) Crews of Jolly Green 27 and 15 were;

Jolly Green 27

Robert D. Greer, Captain, RCC
Andrew J. Gonos, 1st Lt, RCCP
Roger L. Graham, ALC, FE
Ted R. Hawkins, MSgt, PJ

Jolly Green 15

Evan G. Thompson Jr., Captain, RCC
Thomas E. Shows, Major, RCCP
William J. Jaynes, ALC, FE
Roy A. Taylor, A2C, PJ

Robert D. Greer

ROBERT D. GREER, 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

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

101



25 AUGUST 1967

REPLY TO 37 OPS/6104
ATTN OF:

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

37C *fnr*
TO: 3rd AERGP (RGRC) APO 96307
IN TURN

- 1.(U) This report is submitted in accordance with AERSM 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 Hoi, route package one in North Viet Nam. Jolly Green 15 and 27 had also been launched from HHP 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 201M 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 RTAFB, THAILAND.

~~CONFIDENTIAL~~

8.(C) Aircraft involved in the rescue:

JOLLY GREEN 15 (WIP HIGH)
 JOLLY GREEN 27 (WIP LOW)
 JOLLY GREEN 26 (DARNING HIGH)
 JOLLY GREEN 10 (DARNING LOW)
 SANDY 7 (ON SCENE COMMANDER)
 SANDY 8
 SANDY 1
 SANDY 2
 CROWN 1
 WEPHEN FLT
 WEDGE FLT
 DAGGER FLT
 DALLAS FLT
 RATHER 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 A4
 USAF F4C

9.(C) Crew of Jolly Green 10:

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

RCC
 RCCP
 FE
 RS

10.(C) Crew of Jolly Green 26:

✓ MAJ HERBERT D. HALEN
 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

~~CONFIDENTIAL~~

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 wheather 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 [REDACTED]. 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

~~CONFIDENTIAL~~

8.(C) Aircraft involved in the rescue:

DECLASSIFIED 92

JOLLY GREEN 15 (HIF HIGH)	USAF HH-3E
JOLLY GREEN 27 (HIF LOW)	USAF HH-3E
JOLLY GREEN 26 (DARNING HIGH)	USAF HH-3E
JOLLY GREEN 10 (DARNING LOW)	USAF HH-3E
SANDY 7 (ON SCENE COMMANDER)	USAF A1E
SANDY 8	USAF A1E
SANDY 1	USAF A1E
SANDY 2	USAF A1E
CROWN 1	USAF C130
HERPHEW FLT	USAF F4C
WEDGE FLT	USAF F4C
DANGER FLT	USAF F4C
DALLAS FLT	USAF F105
RAFFLES FLT	USAF F4C
OUTRIDER FLT	USAF F4C
BLACK ACE FLT	USAF F4C
DUCKSHOT	USAF F4C
RED 11	USAF F4C
SWISS FLT	USAF F4C
HISTY	USAF F100
OK/CCD FLT	USAF F4C
CHISEL FLT	USAF F4C

9.(C) Crew of Jolly Green 10:

CAPT FRED H. OTTE	RCC
1LT WILLIAM A. McHENRY	RCCP
SSGT ALBERT D. EPPS	FE
A2C STEVE H. MORTIMER	RS

10.(C) Crew of Jolly Green 26:

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

End H Olt

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 1Lt 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

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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

MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 10-38-38, 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

HAROLD PICKERING Major USAF

(103) 54
2

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-43F's, 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 pararescueman (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.

~~CONFIDENTIAL~~

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92

FROM: Det 9, 38th AFRSq(38-90PS/4184)

26 August 1967

SUBJECT: Mission Narrative, 9-38-18 - 24 Aug 67 (U)

TO: 3rd AFRGp (RGRC)

1. (C) (Gp-4) Det 9 was notified by II DASC at 0825Z that an Army UH-1 helicopter had crashed 335 degrees at 22 miles from Pleiku Air Base. A FAC O-1E "Elliot 10" was at the site and reported that three survivors were in need of assistance. JSARC was notified while Pedro 56 prepared to scramble.
2. (C) (Gp-4) Pedro 56 launched at 0830Z when it was ascertained that two A1E fighters were being scrambled for "rescort". Pedro 74 was on a training mission and joined Pedro 56 at 0835Z.
3. (C) (Gp-4) While enroute, Elliot 10 reported that the helicopter had crashed in a very swift river. Throughout the operation Elliot 10 did an excellent job of coordinating the operations. Three survivors were in sight, several hundred yards down the river on the shore and on islands. The actual crash wreckage had sunk and was not visible, however, an oil slick was observed coming from one general area. Two of the survivors were located fairly close together, one on a small rock island in the river and the other on shore about 30 feet away. Pedro 56 approached these two in order to effect their pickup. The first man on the island was confused on how to operate the jungle penetrator, so Pedro 56 hovered right up beside him and he was pulled in by the pararescue-man and flight engineer. The other man was given instructions via the loud hailer and he was hoisted up with no problem. It was necessary for Pedro 56 to hover with about 10 feet of rotor clearance from the jungle growth. Once aboard, the survivors told the helicopter crew that nine people were aboard the crash, and one was a Red Cross girl. She was last seen by one of these men swimming for the east shore several hundred yards upstream. Pedro 56 then hovered to the east shore and proceeded upstream to search for the missing girl. Meanwhile A1C Smith, the pararescueman administered immediate first aid to the two survivors aboard the helicopter.
4. (C) (Gp-4) Meanwhile, while these two were being picked up, Pedro 74 spotted another crew member several hundred yards upstream on the west shore. He was recovered by the jungle penetrator and hoist using about 50 feet of

~~CONFIDENTIAL~~

5. (C) (Gp-4) Pedro 56 still had sufficient fuel, so a close search of about 5 miles of the river was made, attempting to locate other survivors. This search was continued for about 50 minutes, but turned up nothing except small pieces of wreckage. Rain storms began moving into the area, so Pedro 56's RCC, Captain Ricks, decided to depart and get their two survivors to further medical aid and join up with Pedro 74 at Kontum. Visibility was dropping lower and lower and darkness was approaching. It was necessary to fly east until intersecting the highway into Kontum, then follow the highway into the base. Visibility with the ground was maintained only by flying about 50 feet off the surface of the highway. Each time the helicopter was raised up in order to clear trees, it went IFR for a few seconds until the ground could again be spotted. This cycle continued several times until passing directly over Kontum Forward Operating Base #2, where Pedro 74 was located. Army helicopter pilots, also at this base, turned on their navigation lights to give Pedro 56 reference for landing. Landing was made and the survivors were given further medical aid.

6. (C) (Gp-4) After the survivors had been given medical aid by the Army medics, the weather had improved, so both helicopters departed Kontum and transported the survivors to the 18th Surgical Hospital at Pleiku.

7. (U) It is suggested that Army personnel in SEA be given as much training as possible on the procedures and equipment that ARRS uses. This should be given as lectures, demonstrations of equipment by ARRS personnel and by intensive coverage in Army publications. This indoctrination would insure safer recoveries of Army personnel.

8. (U) A2C Robert E. White of Det 9, was aboard Pedro 74 and took several color slide pictures of the Red Cross girl pickup. These pictures will be forwarded when developed.

9. (U) Crew members who participated:

Pedro 56

RCC	Captain Keith H. Ricks
RCCP	Captain Robert L. Osborne
FE	SSgt Arthur L. Wood
PJ	ALC John A. Smith

Pedro 74

RCC	Major Richard A. Smith
RCCP	Captain Francis B. Gilligan
FE	ALC Jose G. Abara
PJ	A2C David B. Ortiz
Passenger/	A2C Robert E. White

CHAPTER III

OPERATIONS

MISSIONS/SAVES

During this reporting period, Detachment 9 flew a total of 34 scrambles in support of aircraft with emergencies or personnel in distress. Several of these missions were especially noteworthy.

On 24 August, one of Detachment 9's helicopters was scrambled for a fire suppression mission on an Air Vietnam C-46. This aircraft, with 25 persons aboard, had crashed and caught fire beside the runway. The 25 persons evacuated the crash while the helicopter suppressed the fire. The Vietnamese pilot was injured and was flown to the hospital, and one non-combat save was credited, although all 25 received fire suppression assistance from the HH-43F.

Later in the afternoon of 24 August an Army UH-1 crashed in a river near Pleiku. Both detachment helicopters responded. Four survivors were plucked from the river including a Red Cross girl. The four persons, all credited as combat saves, were Miss Cynthia Colburn, WO-1 Berryton Witherell, WO-1 Richard Morrison and E-9 John R. Alt. Five other persons, also on the downed aircraft, are missing in action.

AF Crews Rescue 4

PLEIKU — Two Air Force rescue crews from **Detachment 9, 38th Aerospace Rescue and Recovery Squadron** at Pleiku AB, plucked a Red Cross field office assistant and three Army personnel from the Ya Krong Bolah river about 12 miles southwest of Kontum.

The Army UH-1H Huey helicopter, from the 19th Assault Helicopter Co., developed engine trouble and went down in the river.

A2C David B. Ortiz, 20, a pararescue specialist from the detachment, went down into the swiftly flowing river to rescue the woman who had a head injury.

Capt. Keith H. Ricks, 29, of
(Continued on Back Page)



AF Crews Pluck 4 From River

(Continued From Page 1)

Rexburg, Idaho, was scrambled with his rescue crew in their HH-43F Huskie helicopter to

of the passengers. We picked up the pilot. Both our helicopters went low and hovered over the river.

Smith's crew, was A1C Jose G. Abara, 22, of Long Branch, N.J., flight engineer.

Capt. Ricks' crew included

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⊙ 7h

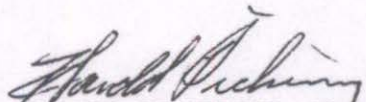
MISSION NARRATIVE: Det 10, 38th ARRSq, Mission 10-38-39, 24 August 1967

At 0340Z IV DASC notified Det 10, 38ARRSq that an ARVN soldier had been seriously wounded by a mine and required evacuation from outpost at Go Quan 09 Degree 44 Minutes North, 105 Degree 17 Minutes East. Approval for mission was received from 3d ARRGp (JSARC) at 0350Z. Pedro 39 launched at 0355Z and Pedro 91 was airborne at 0400Z. Weather enroute, at the pickup point and return was 2000 scattered. Isolated rain showers. Seven miles visibility. Flight was made at 3500 feet in VFR conditions. Pedro 39 landed at pickup point at 0430Z. Pedro 91 remained airborne as rescap aircraft. Patient was placed on board and Pedro 39 departed at 0435Z, arriving at Eakin Compound, Can Tho at 0501Z. Survivor released to Phan Than Zian ARVN Hospital. Pedro 39 departed Eakin Compound at 0505Z and landed at Binh Thuy AB, along with Pedro 91 at 0510Z. One combat save. Very light ground fire enroute.

CREWS: (All assigned to Det 10, 38th ARRSq)

Pedro 39. RCC - Capt Donald E Van Meter
RCCP - Capt William P Shea
FE - A1C Bernard L Touchette
RS - A2C James L Parks

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


HAROLD PICKERING, Major, USAF
Commander

~~CONFIDENTIAL~~

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28 AUGUST 1967

37 QPS/6104

MISSION NARRATIVE REPORT(1-3-131, 26 AUG 67) (U)

2 c/ Raps by ARPS/Dover 3 M or 13
Root: 1 c/ To USARF Hoop Moreh
1 c/ TO FT Belvoir VA

37C

3rd AARGp (RCRC) APO 96307

IN TURN

1. (U) This report is submitted in accordance with ARRM 55-2/3 AARGp SUP 1 dated 15 June 1967.
2. (C) Jolly Green 28 and 26 were scrambled by Queen at 0710Z from Quang Tri. Both aircraft launched at 0715Z and proceeded to an orbit point NE of the DMZ and SW of Tiger Island where they were joined by Jolly Green 25. The objective was the 2 man crew of Misty 31, an F100.
3. (C) The original position of the objective, 354°/17 miles of Channel 109, was revised enroute to 340°/17 and later to 330°/15 miles. Misty 41 had radio contact with one survivor and reported 37MM firing in the area. Air strikes were called in to suppress numerous AAA positions.
4. (C) The Jolly Greens were joined on orbit by Electron 501 and 504 (USN A-1's) who were to perform RESCORT duty. At 0735Z Jolly Green 28 and 26 and the Electrons penetrated the coast approximately 5 miles north of the DMZ at 4000'. Proceeding inland Jolly Green 28 had good voice contact with the survivor arriving over his position at 0753Z. At this time Jolly Green 26 reported he had been hit and was departing the area. Flak was being reported. Basing the survivors position on several UHF/DF cuts Jolly Green 28 started to descend and the survivor reported a visual sighting. Through his instructions and his chutes position JG 28 arrived in a hover over the survivor at 0800Z. The survivor was in good condition and got on the forest penetrator unaided. Pickup was completed at 0804Z and JG 28 departed the area.
5. (C) The pickup area had trees 25' high and approximately 30' of hoist cable was used. The survivor did not use smoke or flares due to the fact that he had previous FAC experience and felt capable of directing JG 28 to his position. The survivor reported ground fire during the approach.

~~CONFIDENTIAL~~

good. Radio discipline throughout the pick up was excellent. The survivor did an outstanding job in directing JG 28 to his position. The crew of JG 28 performed their duties in a truly professional manner.

7. (C) Jolly Green 26, although he had been buffeted by flak, had negative battle damage. Jolly Green 28 had one round in the nose wheel well. The quick reaction of the cabin crew members in returning ground fire possibly prevented greater damage. In addition to the flight engineer and pararescue technician, JG 28 also had on board a USAF combat photographer. He displayed great courage not only by exposing himself at the cabin door to film the pick up, but also during take off when he placed himself at one of the windows and returned ground fire with an M-16.

8. (C) SURVIVOR: Capt. CORWIN M. KIPPENHAN, PR70110
416 TFS, PHU CAT AB, RVN

9. (U) CREWMEMBERS:

JOLLY GREEN 28

CAPT CHARLES R. DURN RCC
CAPT WALTER R. BLACKWELL ROCP
SSGT FRED M. HALBERT FE
A2C JOSEPH M. DUFFY RS
A1C JOHNNY GRIFFIN AF

Charles R. Durn

CHARLES R. DURN, CAPT, USAF
Rescue Crew COMMANDER

JOLLY GREEN 26

CAPT THOMAS E. BAIR RCC
LTCOL JOHN W. JAMES ROCP
SSGT GARY V. PHILLIPS FE
A2C CHARLES P. VOGELAY RS
A1C RONALD S. DAVIS AF

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

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 1Lt 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.

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, 416TFS, 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 Criskany. 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

SECRET

FROM: RCC/CAPT MAY

SUBJECT: Mission Report, Crown 5, 26 August 1967

TO: Commanding Officer
39 ARRS

1. At 0706Z, 26 Aug 67, Crown 5 received a clear beeper for about 15 seconds. Shortly thereafter, Phantom 71 advised that Misty 31 was down at 320/15 Ch 109. Crown 5 then proceeded to South Orbit.

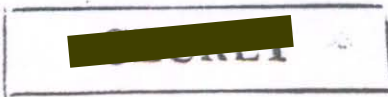
2. While enroute to South Orbit, Jolly Green 26 and 28 were launched from Cigar. Jolly Green 25 was also in the area. He had been given an RTB 5 minutes before the SAR began and was low on fuel. Since he could not be used immediately, he went to cigar to refuel.

3. At 0720Z Electron 503 and 508 reported that they were near the area of the SAR. They were given the exact location. They then proceeded to the location abeam the SAR, staying Feet Wet. Crown 5 asked for permission to send the Electrons Feet Dry through Speed Bird. Permission was granted at 0730Z.

4. During this time, weather was a factor along the coast and off shore. Electron 503 did not break out until he was at 1000 feet between Tiger island and the coast. The weather from the coast to the SAR was clear, however.

5. At 0730Z another flight of Electrons, 501 and 504 arrived. Shortly thereafter Misty 41 reported seeing a survivor on the ground. This was confirmed by Electron 503.

6. At 0740 Jolly Green 26 and 28 arrived in the area. They remained between Tiger Island and the coast until they met Electron 501 and 504 who escorted them to the SAR. While enroute, Jolly Green 26 was hit by ground fire and departed immediately for Cigar. At 0810 Jolly Green 28 picked up one survivor. Jolly Green 28 stayed in the area another 5 minutes looking for the other pilot who the first pilot reported to have landed 100 yards away. By this time, the ground fire was becoming heavy so Jolly green 28 moved to a safer area while the Electrons continued an electronic and visual search.



9. Sandy 7 and 8 continued searching the area. At 0740 Queen advised the Sandys to terminate the search if nothing was found in 5 minutes. At 0745 Sandy 7 concurred that the SAR should be terminated and the forces were given an RTB.

10. During the SAR, at least two flights of fighters were available at all times. They were provided by Hillsboro and Water Boy. Brown anchor 11P was used once to refuel an F-105 flight.

JOHN T MAY, CAPTAIN, USAF
Rescue Crew Commander

<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	878407	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	069652	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	682437	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	1113658	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

~~CONFIDENTIAL~~
DEPARTMENT OF THE AIR FORCE
7TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337

108



30 AUGUST 1967

REPLY TO
ATTN OF 37 CFS/6104

SUBJECT: MISSION NARRATIVE REPORT(1-3-132, 28 AUG 67) (U)

JR
22 LPT

37C *KAC*
to: 3rd AFRGP (RCRC) APO 96307
IN TURN

1. (U) This report is submitted in accordance with AFPM 55-2/3 AFRGP SUP 1 dated 15 June 1967.

2. (C) I was airborne in Jolly Green 10 conducting a local training airborne alert flight, when Queen notified me of a pending medical evacuation 240/12 from Channel 37. Time of notification was 0422Z. I arrived in the area at 0450Z and was in contact with Deadlock Med Evac. The ground team, Construe 14C, notified me on FM that they had four MIA and that one was severe. I jettisoned fuel and drop tanks and proceeded into a hover at 0457Z. The first MIA came up in a litter, the other three on the Forrest penetrator, two at a time, and one at a time. With all four aboard I departed at 0500Z for H&H arriving there at 0517Z. I was RTD'd and arrived Channel 37 at 0525Z.

3. (C) No difficulties were encountered enroute. Weather was 3000' overcast and heavy rain showers. As the pickup area was 2500' this gave us a 500' ceiling. During the hover the rainshowers moved directly over us and visibility was reduced to 20'. Upon departing the hover I went into immediate IM conditions.

4. (C) The MIA's were: J.P. GALT, L/CPL USMC; H.J. MILLER, L/CPL USMC; J.M. DRUCKER, L/CPL, USMC; and J. HUMBO, PFC, USMC.

5. (C) Aircraft involved in mission:

Deadlock Med Evac Load and 30

USMC UH1E

Jolly Green 10

USAF HH-3E

ch 37
243 @ 13
245 @ 12
251 @ 10
240 @ 12

<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	878407	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 Kushner	Capt-AF		18 Jul 67	1-3-109
67	R.W. Kuhl	Lt-N		20 Jul 67	1-3-111
68	C.W. Kinney	Sfc-A	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	1-3-125

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>
119 NC	K.J. Miller	Lcpl-M	UNK	28 Aug 67	1-3-132
120-121	UNK USMC	UNK	UNK	29 Aug 67	1-3-133
122 NC	UNK USMC	UNK	UNK	29 Aug 67	1-3-134
123	Lawrence E. Gardiner	Lt JG-N	UNK	30 Aug 67	1-3-135
124 NC	H.D. McNemor	Sgt-M	UNK	5 Sep 67	1-3-137
125 NC	R.J. Garcia	Cpl-M	UNK	5 Sep 67	1-3-137
126	Webb	UNK-M	UNK	5 Sep 67	1-3-139
127	Woo	UNK-M	UNK	5 Sep 67	1-3-139
128	John B. Caskey	UNK-M	UNK	8 Sep 67	1-3-140
129	Bobby H. Earp	Cpl-M		11 Sep 67	1-3-141
130	James Birmingham	Capt-AF	UNK	12 Sep 67	1-3-143
131	Robert A. Kopp	1/Lt-AF	UNK	12 Sep 67	1-3-143
132 NC	G. Woodcock Jr.	UNK-M	UNK	18 Sep 67	1-3-145
133 NC	Belinski	UNK-M	UNK	18 Sep 67	1-3-145
134 NC	Palmer	UNK	UNK	18 Sep 67	1-3-145
135 NC	Michael Wolf	Cpl-M		20 Sep 67	1-3-146

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

109



~~CONFIDENTIAL~~

30 AUGUST 1967

REPLY TO
ATTN OF: 37 OPS/6104

SUBJECT: MISSION NARRATIVE REPORT(1-3-133, 29 AUGUST 1967) (U)

2-48

37C *Koe*
TO: 3rd AARGp (NARG) APO 96307
IN TURN

1. (U) This report is submitted in accordance with AFRM 55-2/3 AARGp SUP 1 dated 15 June 1967
2. (C) JG 28 was alerted for a medivac at position 245/12/37 by Queen at 2220Z. No difficulty was encountered enroute and the weather at Ch 37 and target area was 3000' scattered 10000' broken 10 miles visibility with light rainshowers to the South. JG 28 contacted Landshark and was advised the landing zone was safe and no escort was required. We arrived in the area at 2245Z. Deadlock a UH-1 Medivac, was in the area and marked the pickup area. JG 28 was in a hover over the objective at 2300Z and at 2305Z the Marine was onboard. As we departed the pickup area, Construe Team Bravo advised me they had another Marine to be evacuated. JG 28 dumped approximately 440lbs of fuel and returned to the pick up area. At 2315Z we were in a hover over the second man and had him on board at 2318Z. JG 28 arrived at Charlie Med at 2330Z, and the two Marines disembarked. Mission was terminated at Ch 37 at 2340Z.
3. (C) No problems were encountered regarding ground fire, coordination, radio discipline or cooperation.
4. (C) Crew of Jolly Green 28:

Capt CHARLES R. DUHH
Capt JOHN B. McTASNEY
SSgt ALBERT D. BEPS
SSgt JOHN H. STEPLE

RCC
RCCP
FE
RS

Charles R. DuHH

CHARLES R. DUHH, CAPT, USAF

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

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

~~CONFIDENTIAL~~

116
30 AUGUST 1967



REPLY TO 37 023/6104
ATTN OF:

SUBJECT: MISSION NARRATIVE REPORT(1-3-134, 29 AUG 67) (U)

37C 140
TO: 3rd ARRGp (NGRC) APO 96307
IN TURN

22 Sept

1. (U) This report is submitted in accordance with ARPSM 55-2/3 ARRGp SUP 1 dated 15 June 1967.
2. (C) Jolly Green 10 was scrambled by Queen at 0130Z from DaNang through 37 ARPS Ops. JG 10 was airborne at 0145Z and proceeded direct to area of Happy Valley. Objective was Marine Medivac.
3. (C) The position of the objective was 2430/13 miles off Ch 37. Deadlock 50 had contact with the ground party 7 Bravo 3. Casualties were 1 MIA and 3 KIA.
4. (C) Upon reaching the area we were joined by 3 Huey gunships led by Deadlock 50. At 0210Z we were over the target. At 0235Z 1 MIA and 1 KIA were aboard the aircraft. At this time JG 10 left the area for NSA arriving at 0250Z.
5. (C) At 0255Z JG 10 departed NSA and returned to the area for the other two MIA. Arriving at the area at 0305Z. JG 10 departed the area with two MIA at 0320Z arriving at Charlie Med at 0330Z. Mission was terminated at DaNang at 0340Z.
6. (C) The pickup area was in a small valley near the crest of the Mts. Altitude was approx. 2500'. Trees in the area were 75' to 100' high. Approx. 120' of hoist was used in the pickup. No ground fire was encountered.
7. (C) The weather at launch and during the pickup was 4500' scattered with good visibility. Cooperation and coordination by Deadlock 50 & 30 was excellent. Radio discipline was good. JG 10 also had ground contact, 7 Bravo 3 the ground party.

Classified by

SUBJECT TO GENERAL DECLASSIFICATION
ORDER 11652

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



CONFIDENTIAL

3 SEPTEMBER 1967

REPLY TO
ATTN 37 OPS/ 6104

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

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

4/3

1. (U) This report is submitted in accordance with ARRSM 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.

10. (U) CREW OF JOLLY GREEN 29:

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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

So- STANDLEY A. McGHAN, CAPT, USAF
Rescue Crew Commander

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, 416TFS, 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 Criskany. 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

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2-3-64

8AA
(B)

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.