

FROM: 37(0)

10 Oct 1969

SUBJECT: MISSION NARRATIVE REPORT (1-3-078-8 Oct 69)

TO: 37C

3rd ARRGp (JSARC)

IN TURN

1. This report is submitted IAW ARRESM 55-2/3 ARRGp Sup 1 dated 15 Jun 68.
2. At 0710Z Jolly Green 42, Capt Hailman Aircraft Commander, was notified by Queen that Boxer 1, an F-4 pilot was downed approximately 297 degrees 25 miles from Channel 77. 0715Z, Jolly Green 42 was airborne enroute to scene. No problems were encountered on the scramble. Enroute to scene, Jolly Green 42 had a gear malfunction in that the nose gear would not retract. After cycling the gear three or four times, it was determined that the malfunction could not be corrected. It was decided this would not interfere with the rescue. At 0716Z Jolly Green 04, Capt Garcia, Aircraft Commander, was airborne as high cover bird for Jolly Green 42. King 6 was contacted and a corrected heading to scene was received. The survivors position was now estimated as 117 degrees 15 miles from Channel 77. This proved to be a fairly accurate fix. At 0724Z voice contact was established between Jolly Green 42 and the survivor. Boxer 1 notified Jolly Green 42 that he had visual contact on the helicopter. 0725Z Jolly Green 42 established visual contact with the survivor, made a low pass and dropped a smoke marker. Another low pass was made and the Rescue Specialist was deployed. The survivor left his raft at this time. Jolly Green 42 then established a hover just downwind of the survivor while the Rescue Specialist prepared the survivor for the pick up. Upon receiving the signal from the Rescue Specialist, a water landing was made and Jolly Green 42 taxied to the survivor. At this time the sea was coming from approximately the three o'clock position, swells were estimated at 6 to 8 ft with a period of approximately 4 seconds. A stable position was established with the survivor and Rescue Specialist at the base of the refueling probe. The Rescue Specialist took hold of the anchor lanyard and wrapped his legs around the ladder. The Flight Engineer took hold of the "horse collar" which the Rescue Specialist had used to tow the survivor, and attempted to bring the survivor aboard the aircraft. At this point high seas washed the survivor and the Rescue Specialist away from the door about 5 feet. They swam back to the door and made a second attempt to board the aircraft. Since the survivor was offering absolutely no assistance, the Flight Engineer was still unable to pull the survivor into the aircraft (the survivor stated afterwards that he had been trained not try to help the rescue crewmembers get him aboard the aircraft). Due to a strong current and rough seas the Rescue Specialist was again unable to hold on to the ladder long enough to get the survivor on board. This time the two were washed under the right sponson, and the aircraft was immediately lifted into a hover. The AC then decided to make the pick up from a hover. Considerable difficulty was encountered hovering over the survivor due to the wind direction, current flow, and rough seas, despite the fact that two hover references were available (smoke and the half-sunk life raft). The wind was in the 10 o'clock position from the aircraft. The sea swells rolled across from the 2 o'clock position and the sea current apparently came from the 7 o'clock

position. Each time a stable hover was established, the survivor appeared to drift to the left rear, under the aircraft until the Flight Engineer lost sight of him. Finally, the Rescue Specialist was able to grab the hoist and fasten it to the horse collar on the survivor. An uneventful hoist pick up was made by Jolly Green 42 at 0735Z and the survivor was determined to be in good condition. At this point the AC determined that a sea landing would be the quickest and safest way to pick up the Rescue Specialist. A sea landing was accomplished with the waves approaching the aircraft from the 11 o'clock position. The Rescue Specialist approached the aircraft from the two o'clock position and had no problem climbing aboard at 0738. He had a 4 inch cut on his lower right back which he apparently received when he was washed under the right sponson. The Rescue Specialist immediately examined the survivor and determined that he had abrasions on his left temple and apparent difficulty moving his right shoulder, but did not need any special medical care. The entire time elapse from sighting the survivor to picking up the Rescue Specialist was approximately 13 minutes. All crew members performed flawlessly as briefed. The copilot did an outstanding job of communicating with King, the survivor and the crew, and gave excellent navigation to the survivors position, as well as taking copious notes covering every detail of the rescue and monitoring all instruments. The Flight Engineer performed his job correctly in every phase as he had been briefed. He did an especially good job dropping smokes and keeping the pilots informed of the survivors position and condition. The Rescue Specialist did an outstanding job in turbulent and rough seas, especially since he was receiving minimum help from the survivor. He was completely prepared for his job and made the rescue possible in the minimum amount of time. Lessons learned and to be emphasized:

a. A sea landing is the quickest and safest rescue if conditions permit, however it is more important to land with the swells approaching the aircraft 20 to 30 degrees off the nose than to land into the wind.

b. When the survivor is at the door of the aircraft, hook on to him with the hoist cable first and then try to pull him in, using the hoist if necessary (this procedure would have avoided the survivor being washed away from the aircraft two times and eventually washing under the sponson).

After all crew members were aboard, Jolly Green 42 returned directly to Channel 77. An ambulance was requested to meet the aircraft at the 37th ARRSq ramp, and Queen notified of survivor condition and pertinent times. The ambulance met Jolly Green 42 at 0740Z and took both the survivor and the Rescue Specialist to the hospital for treatment. Jolly Green 04 landed at 0750Z.

3. Survivors Name: Capt Neal A. Jacobs, USAF. Organization: 558 TFS, Camranh Bay.

4. Jolly Green Crew Members:

JOLLY GREEN 42

AC	CAPT	CHARLES W. HOILMAN
CP	LT(JG)	ROBERT RITCHIE
FE	SSGT	JAMES E. SMITH
RS	SGT	EDWARD K. RENDELL

JOLLY GREEN 04

AC	CAPT	MIGUEL GARCIA
CP	CAPT	LAWRENCE A. MARINO
FE	SSGT	JAMES H. JENEREAUX
RS	SGT	WAYNE L. FISK

5. Recommendations:

a. All ACs should get training in moderate seas so their first experience will not be during an actual pick up.

b. Flight Engineers should be instructed to hook the hoist cable to the survivor at the first possible moment, then bring him aboard the aircraft, using hoist if necessary.

Charles W. Hoilman Jr.

CHARLES W. HOILMAN JR., Capt, USAF
Aircraft Commander

MISSION NARRATIVE 1-3-78 8 Oct 69

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10 o'clock position from the aircraft. The sea swells rolled across from the 2 o'clock position, and the sea current apparently came from the 7 o'clock position. Each time a stable hover was established, the survivor appeared to drift to the left rear under the aircraft until the Flight Engineer lost sight of him. Finally, the Rescue Specialist was able to grab the hoist and fasten it to the horse collar on the survivor. An uneventful hoist pick up was made by Jolly Green 42 at 0735Z and the survivor was determined to be in good condition. At this point the AC determined that a sea landing would be the quickest and safest way to pick up the Rescue Specialist. A sea landing was accomplished with the waves approaching the aircraft from the 11 o'clock position. The Rescue Specialist approached the aircraft from the two o'clock position and had no problem climbing aboard at 0738Z. He had a 4 inch cut on his lower right back which he apparently received when he was washed under the right sponson. The Rescue Specialist immediately examined the survivor and determined that he had abrasions on his left temple and apparent difficulty moving his right shoulder, but did not need any special medical care. The entire time which elapsed from sighting the survivor to picking up the Rescue Specialist was approximately 13 minutes. All crew members performed flawlessly as briefed. The copilot did an outstanding job of communicating with King, the survivor and the crew, and gave excellent navigation to the survivor's position, as well as taking notes covering every detail of the rescue and at the same time monitoring the instruments. The Flight Engineer performed his job correctly in every phase, as he had been briefed. He did an especially good job dropping smokes and keeping the pilots informed of the survivor's position and condition. The Rescue Specialist did an outstanding job in turbulent and rough seas, especially since he was receiving minimum help from the survivor. He was completely prepared for his job and made the rescue possible in the minimum amount of time.

(U) Here are some lessons to be learned and emphasized as a result of the rescue mission:

a. A sea landing is the quickest and safest rescue if conditions permit, however, it is more important to land with the swells approaching the aircraft 20 to 30 degrees off the nose than to land into the wind.

b. When the survivor is at the door of the aircraft, hook on to him with the hoist cable first, and then try to pull him in using the hoist if necessary (this procedure would have avoided the problem of the survivor being washed away from the aircraft two times and eventually being washed under the sponson).

(U) After all crew members were aboard, Jolly Green 42 returned directly to Channel 77. An ambulance was requested to meet the aircraft at the 37th ARRSq ramp, and Queen was notified of the survivor's condition and pertinent times. The ambulance met Jolly Green 42 at 0740Z and took the survivor and the Rescue Specialist to the hospital for treatment. Jolly Green 04 landed at 0750Z.

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(U) The survivor was Capt Neal A. Jacobs, USAF. His organization, 558 TFS, Cam Ranh Bay.

(U) Crews involved:

JOLLY GREEN 42

AC	Capt	Charles W. Hoilman
CP	Lt(jg)	Robert Ritchie
FE	SSgt	James E. Smith
RS	Sgt	Edward K. Rendell

JOLLY GREEN 04

AC	Capt Miguel Garcia
CP	Capt Lawrence A. Marino
FE	SSgt James H. Jenereaux
RS	Sgt Wayne L. Fisk