

DECLASSIFIED

DATE: 17 Mar 70

MISSION NUMBER: 1-3-019 17 Mar 70

FLIGHT DESIGNATION: Jolly Green 15 and 27

MISSION OBJECTIVE: Rescue/Recovery

LOCATION: 15°21'N, 108°34'E

SAVES: Six Combat Saves Credited

1. (U) SUMMARY OF SAR ACTIONS: At 1400Z on 17 Mar 70, the Bravo Alert Force was scrambled for a night launch. After rounding up all crewmembers we proceeded to the 37th AFRS Operations Center where we received the following briefing from our Commander. "Jolly Green 42 and 07 are presently working a mission at Ch. 74. Jolly Green 42 is the On Scene Commander directing operations for a rescue attempt at 250/7/74 of Skater 67 a UH-1 Helicopter which crashed during an IFR approach to Ch. 74. On board were 9 persons of which 2 are reported KIA, and the others are in serious condition with at least one man with a known back injury. Your instructions are to relieve Jolly Green 42 and 07, and assist in the SAR any way you can." Jolly Green 15 and 27 launched at 1420Z and proceeded feet wet to CH.74. On the way to the SAR we were briefed by Jolly Green 42 on the current operation in the area. It seemed that a "Basketball 689" an H-130 Flare Ship was dropping flares thru the undercast in order to assist the ground team in locating the crash site. Jolly Green 42 and 07 returned to Ch. 77 due to fuel, and Jolly Green 15 and 27 took over as On Scene Commander at 1500Z. After each flare was dropped by the Basketball aircraft, he would ask the survivor how close it was to his position. The only survivor who was working the emergency radio was laying flat on his back due to injuries, and because of the low overcast it was extremely difficult for anyone to fix the crash position with the flare drops. At this time a Rattler 49 Huey was flying beneath the overcast and was reporting the bottoms of the overcast at 900 feet MSL. Rattler 49 could see the flares coming through the clouds, but could not go into the small valley where he thought the survivors were because the flares would burn out leaving him IFR until the next set of flares would light. He did estimate the distance between the ground and cloud ceiling was sufficient to fly through if he had continuous lighting from the flares. The radios on Jolly Green 15 were not as good as those on Jolly Green 27 who was now handling most of the communication between the ground team and the flare ship. Jolly Green 15 proceeded feet wet and obtained radar clearance to descend to VFR beneath the cloud deck.

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Upon going VFR, Jolly Green 15 proceeded into the valley where Rattler 49 was working. A nearly full moon did light up the clouds just enough so that the valley floor and ridgelines could be made out without the aid of flares. Both the Rattler and Jolly Green were not taking any ground fire in the large valley, and with sufficient moon light, and the seriousness of the survivors we decided to attempt some slow flight in the direction of the survivors radio with the aid of UHF DF. At one point in the attempt to locate the crash site we flew directly over the ground team who gave us a "Tally Ho" as we proceeded further up the hillside as our reception with Skater 67 became increasingly louder. Twice Skater said we were right over his position and we held our position as we attempted to get him to vector us in. We turned on our landing light at this time and asked Skater if he could see it. He replied that he would try to stand up and give us vectors into his position as we were "extremely close". We cautioned him not to try and move, but if any of the other survivors on the ground could see us to give directions for us to move in. We were advised to move up the ridgeline just a bit, and then turn right, we did so. Then came a call that we were going the wrong way and would we turn left, we did so. After 10 minutes of following directions and creeping dangerously close and into the clouds we had to abandon the search and take up an emergency heading which we had earlier computed and we made an IFR climb until we broke out of the clouds at 3500 feet MSL. We were able to determine Skaters position to within a fraction of a mile, but the crash site was in the clouds at 1100 to 1300 feet MSL which made rescue at night impossible. We also noted that the ground team still had a long distance to travel in order to reach the crash site. We believe we were helpful to the ground team in giving them a general location of Skater 67. Jolly Green 15 returned to Ch. 74 for additional fuel at 1745Z. At 1830Z Jolly Green 15 took off from Ch. 74 to relieve Jolly Green 27 as On Scene Commander while he went into Ch. 74 for fuel. For the remainder of the night one of the Jolly Greens continued to stay on station to further assist the ground team. Weather was getting worse and at 2130Z we were directed to RTB Ch. 77. We advised Queen that two Jolly Greens should be launched in the morning with several Stokes Litters aboard to continue the effort at first light. Fortunately the weather did lift in mid morning when Jolly Green 09 and 35 were able to complete the pick-up of the remaining six seriously injured members of Skater 67. See Mission Narrative 1-3-019, 17 Mar 70 by Jolly Green 09 and 35. Jolly Green 15 and 27 terminated at Ch. 77 at 2220Z 18 Mar 70.

2. (U) 11/33.8/HH-3E/37ARRS, 3/10.3/HC-130P/39ARRS, plus multiple Army aircraft.
3. Ground Team with 50 troops (Call sign unknown).
4. Two
5. See Mission Narrative Report 1-3-019 17 Mar 70

Amman

6. Jolly Green Crews:

Jolly Green 15

AC Capt. Kenneth T. Kelley
CP Maj. James Z. Elkinton
FE Sgt. Jimmie D. Rash
RS MSgt. Harold W. Harvey

Jolly Green 27

AC Maj. David E. Vaughan
CP Capt. Royce W. Terrell
FE TSgt. Gerald L. Hartzel
RS SSgt. Eugene L. Nardi


KENNETH T. KELLEY, Captain, USAF
Aircraft Commander

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



REPLY TO
ATTN OF:

37 (0)

SUBJECT:

Mission Narrative Report (1-3-019) 17 Mar 70 (U)

TO:

37C

3 ARRGp (ARRCC)

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DOWNGRADED TO
CONFIDENTIAL ON 9 APR 73
IAW EX. ORDER 11-52

19 March 1970

Classified by Det 1 3044
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (U) This report is submitted IAW ARRSM 55-2/3rd ARRGp Sup 1, dated 15 June 1968.

2. (S) On 19 March 1970, at 0715L Jolly Green 09 launched on the Skater 62 mission whose position was 244/6 $\frac{1}{2}$ /74. Jolly Green 35, high bird, was airborne at 0745L after an aircraft change. Both aircraft proceeded feet wet to the Channel 74 area, Jolly Green 09 arriving at approximately 0740L and Jolly Green 35 arriving at 0810L. Both aircraft held feet wet off Channel 74. Shortly after arriving in the 74 area King 4 suggested Jolly Green 09 go VFR on top in an attempt to fly over the area of the survivors. Vice Squad provided radar separation until VFR on top was reached at 6000 feet. Since at that altitude the survivors would not be able to hear Jolly Green 09 pass overhead, a descent was made thru a hole to an altitude varying between 2500 and 3500 feet. Cloud buildups precluded getting very close to the area of the survivors. By this time Rattler 06 was over the survivors in marginal weather conditions and deploying a doctor to the crash site. Jolly Green 09 was then requested to hold west of Channel 74 but, east of the mountains, VFR. Jolly Green 09 proceeded to the requested area, in the mean time Rattler 06 was running low on fuel. While Jolly Green 09 held, Skater 64 came on scene to assist Jolly Green 09 locate the crash site. Jolly Green 09 and Skater 64 joined up, with Jolly Green 09 in trail approximately one mile behind Skater 64. Jolly Green 09 was erroneously directed into the wrong valley which necessitated flying thru a small saddle in marginal weather, turning around and then exiting the valley. At approximately this same time Rattler 06 came out of the area of the crash site to lead Jolly Green 09 in. At this time Jolly Green 09 jettisoned the tip tanks retaining 2000 pounds of internal fuel. The survivors redirected Rattler 06 to their position, with Jolly Green 09 following at approximately $\frac{1}{2}$ mile. When over the survivors, Rattler 06 was obscured by fog but, visible. Jolly Green 09 requested Rattler 06 to pull off and was then vectored to the crash site by the survivors, establishing a hover approximately 100 feet downslope from the crashed aircraft at approximately 0910L. The two PJs deployed immediately on the forest penetrator to assist the doctor and to prepare the survivors for recovery. The PJs were deployed at a distance from the crashed site because it was feared the rotor downwash would dislodge the crashed aircraft, possibly further injuring the survivors. The survivors were located at an elevation of 1570 feet MSL on the west face of an irregular ridge.

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~~GROUP 4~~
~~Downgraded at 3 year~~
~~intervals; declassified~~
~~after 12 years~~

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Control # 70-37-00025

atcl 2 AD 70-1070

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Generally the terrain was steeply sloping with the aircraft actually on a fairly flat area. The area contained large boulders and dense jungle vegetation including bamboo. The area was bordered by trees in the shape of a semi-circle, upslope of the survivors. While Jolly Green 09 maintain the hover, the weather appeared to be 100-300 feet above the scene. The crest of the ridge was not visible, however Jolly Green 09 maintained visual contact while in the hover at all times. The terrain precluded rapid movement and it took the PJs approximately 5 minutes to climb to the survivors. The PJs then ministered to the needs of the survivors, providing medical attention, extracting one survivor from underneath the wreckage, and preparing the survivors for recovery. At all times, the Flight Engineer's hover instructions were calm, professional, held to a minimum and contributed immeasurably to overall mission success. After approximately 15-20 minutes the two Stokes litters aboard the aircraft were lowered to the PJs. The Co-Pilot assisted throughout the operation in an exemplary manner, performing his innumerable duties without hesitation. Further, the Co-Pilot relieved the Aircraft Commander, maintaining the hover for approximately 30 minutes. Jolly Green 09 maintained a hover throughout the operation as opposed to pulling off and orbiting, for fear weather would obscure the site, and if lost reacquisition, might be impossible. After approximately 45 minutes in the hover the two most seriously injured survivors were ready to be hoisted aboard the aircraft. The ambulatory patients were directed away from the aircraft wreckage by the PJs, then Jolly Green 09 moved directly over the downed aircraft and the Flight Engineer effected an expeditious recovery of the first litter. The Flight Engineer then removed the connecting straps from the first litter and lowered them with the hoist for the second litter. The PJs rapidly secured the second litter for hoisting. The Flight Engineer indicated he would need help in recovering the second litter thru the cargo door. Immediately, the Co-Pilot, with the Aircraft Commander's concurrence, departed the seat to assist the Flight Engineer. At 1005L Jolly Green 09 departed the hover with two survivors. The PJs, the doctor and the remaining 4 survivors, remained on the ground. Jolly Green 09 proceeded directly to the 27th Surgical Hospital NNW of Channel 74, with the CP effecting all communications in a superb manner. The survivors were off-loaded at the hospital. Jolly Green 09 then recovered at Channel 74 for refueling at 1015L. From the viewpoint of Jolly Green 09 the entire operation was conducted in a highly professional manner with the exception being, Jolly Green 09 experienced considerable communications problems with its own radios. About the time Jolly Green 09 entered a hover, King 4 called Jolly Green 35 to proceed to the mouth of the valley that led to the SAR area, 254/5/74, where Skater 62 was located. There were numerous Army helicopters in the area assisting with navigation. Skater 64 asked if Jolly Green 35 would like to know where Jolly Green 09 was hovering and Jolly Green 35 replied in the affirmative. Skater 64 then led Jolly Green 35 to the area of

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interest after which Jolly Green 35 orbited at the entrance to the valley about 1- $\frac{1}{2}$ miles from the rescue scene. Skater 64 informed Jolly Green 35 that the area Jolly Green 35 was flying, harbored suspected enemy activity and wanted to provide two escort gunships. To this Jolly Green 35 agreed. As Jolly Green 09's fuel state became critical it became apparent he would not be able to recover all of the survivors. Jolly 35 requested Jolly Green 09 to call prior to exiting the area so that Jolly Green 35 could come in behind Jolly Green 09 and pinpoint the survivors exact location. At approximately 1000L Jolly Green 09 informed Jolly Green 35 he was about to leave and Jolly Green 35 started inbound. The tips were jettisoned at the base of the hill and Jolly Green 35 proceeded to the site just underneath the base of the clouds and located Jolly Green 09 and then the wreckage of Skater 62. As Jolly Green 09 pulled away due to his fuel state, Jolly Green 35 came in behind to pick up the remaining 4 survivors, the 2 PJs of Jolly Green 09 and the Army doctor that Rattler 06 had dropped off earlier via rope ladder. Jolly Green 35 was in a hover over the site about the time Jolly Green 09 egressed the area at 1005L. Because of the location of the survivors, a hover directly over the downed aircraft was deemed necessary and the Flight Engineer directed Jolly Green 35 over the wreckage so that the downed helicopter was in the null area of Jolly Green 35's rotor downwash. The Flight Engineer did an admirable job in directing Jolly Green 35 over the site and keeping Jolly Green 35 clear of numerous trees in the area. The area was so confined that one tree was reported within 5 feet of the tail rotor. The reassuringly, calm directions of the Flight Engineer aided immeasurably in maintaining the necessary clearance. Aircraft heading in a hover was approximately 090 degrees and hovering was with a slight quartering head wind and what appeared to be a slight downdraft. The Flight Engineer lowered the forest penetrator while maintaining obstacle clearance with his calm instructions. The first two survivors were helped and strapped in by the PJs of Jolly Green 09, and when secured, the Flight Engineer of Jolly Green 35 brought up the hoist very slowly to insure that the two survivors would not oscillate against the sharp jagged metal edges of the downed aircraft's wreckage. Once clear of the wreckage he brought them aboard Jolly Green 35 and directed the Pilot to hover to the left approximately 50 feet to insure more clearance for the helicopter and give the pilot a brief rest while the Flight Engineer and the PJ secured the survivors. The second recovery for the next two survivors was made in a manner identical to that used for the first recovery. The third recovery, for one PJ of Jolly Green 09 and for the Army doctor, was identical to the other recoveries. The last recovery for the remaining PJ was uneventful except that due to total weight, power for the pickup was marginal. Power required at this time was around 97-102% torque. Jolly Green 35 exited the area at about 1030L and delivered the injured and the doctor to the 91st Evacuation Hospital at Channel 74, landing at their LZ between 1037-1040L.

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Prior to landing, the 91st was informed via FM, that one of the litter patients had been administered drugs (morphine) by the PJs of Jolly Green 09. Jolly Green 35 then proceeded to Channel 74 for refueling, landing there at 1045L, at which time the PJs of Jolly Green 09 deplaned from Jolly Green 35 and again boarded Jolly Green 09. Inter-phone communications between the Aircraft Commander and Flight Engineer were excellent throughout the hovering phase.

3. Survivors Recovered by Jolly Green 09

Major General Lloyd B. Ramsey
Captain Thomas J. Ruffing

Survivors Recovered by Jolly 35

Captain John P. Tucker
CW2 Stephen C. Pike
WO1 Ronald D. Fransor
Sp4 Mickie L. Reed

4. Jolly Green Crews:

Jolly Green 09

AC Maj. Walter E. Barnes, III
CP Capt. Albert W. Palmer
FE Sgt Robert J P Laframboise
RS SSgt Jules C. Smith
RS Sgt Stephen V. Samo

Jolly Green 35

AC Capt. Miguel Garcia
CP Maj. John A. Raper
FE TSgt Frank Gaydos Jr.
RS TSgt John F. Heitsch
AP ALC John W. Meyers

Walter E. Barnes III

WALTER E. BARNES III, Major USAF
Aircraft Commander

Miguel Garcia

MIGUEL GARCIA, Captain, USAF
Aircraft Commander

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14/3

DATE: 18 MAR 70

19 March 1970

MISSION NUMBER: 1-3-019-17 MAR 70

AIRCRAFT DESIGNATION: KING 4

LOCATION: 250/07/74

DISTRESSED AIRCRAFT: SKATER 62

SAVES: 6 Combat

Classified by L-320Kef
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 76

1. (C) We were briefed prior to takeoff that **Skater 62** was down in the vicinity of Channel 74. Upon reaching the area we relieved Basketball 796 as On-Scene Commander. There were no other aircraft in the area at that time working the mission.

2. (U) Contact was made with Wages 07 (a ground search team) on 47.8 FM. He reported the weather as poor, rain, low clouds visibility nil. At approx 2340Z contact was made with Skater 67 (pilot of Skater 62 aircraft) and shortly after he reported that a helicopter was very close. Skater 67 directed Rattler 06 into his position at 2350Z. Rattler 06 offloaded one doctor plus stretchers and medical supplies. Rattler 06 is to be commended for his outstanding flying under adverse weather conditions. He stayed in the area talking to the survivors, calming them and only departed when his fuel dictated at 0105Z.

3. (U) Jolly Green 09 assumed the hover over the survivors and lowered his two PJ's to aid the doctor. Jolly Green 09 departed the area with two patients in Stokes litters at approx 0208Z.

4. (C) Jolly Green 35 then assumed the hover over the survivors. Rattler 06 returned to the area in this time period. Jolly Green 35 extracted the remaining 4 survivors, the doctor and Jolly Green 09 PJ's and departed the area at 0224Z. The two KIA's were left behind due to Jolly Green 35 pulling max power to stay in the hover. Arrangements were made with Rattler 06 to use Dustoff aircraft to pick up the two KIA's.

5. (U) All survivors were taken to Chu Lai for medical attention. Skater 64 aided the mission by leading the Jolly Greens into the area where the survivors were located.

6. (U) King 4 Crewmembers:

AC/AMC	MAJ FLEMING	FE	MSG KILGORE
P	1LT FREILEY	FE	TSG ARNOLD
CP	MAJ JONES	IM	SSG LORENZ
N	CPT Dillenbeck	IM	SSG ROSS
RO	SSG BORBOA	IM	SGT COLLINS

Russell A. Fleming

RUSSELL A. FLEMING, Major, USAF
Aircraft Commander/Airborne Mission Commander

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Downgraded at 3 year intervals.
Declassified at 07 12
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PT 00141
OTTCZYUW RUMLUJBB0100 0770852-CCCC--RUCIEUA.
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O 180740Z MAR 70

FM OL-1 3ARRGP SON TRA AB RVN
TO RUEFHQA/CSAF/AFXOTZB
RUCIEUA/HQ ARRS/AROC/SCOTT AFB ILL
RUHHABA/41 ARRG/PROCP/HICKAM AFB HAWAII
RUSQSA/3 ARRG/TAN SON NHUT AB RVN
INFO RUCEAAA/USAF ALTERNATE CP/MAXWELL AFB ALA
RUCIEUA/MAC/MCP/MAOCDA/SCOTT AFB ILL
RUSQSA/7AF/DO/DP/DI/BDPMP/TACC/CC TSN AB RVN
RUKLAAA/TAC/DCOSLR/LANGLEY AFB VA
RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX
RUHHABA/CINCPAC/CC HAWAII
RHMSMVA/NACV/SAIGON RVN
RUEDGDA/ARDC/BERDEEN PROVING GROUND
RUEKHZ/AFEGC/FT RITCHIE MD
RUMLUJA/39ARRS/TUY HOA AB RVN
RUMLUJA/37ARRS/DANANG AB RVN
RUHUPVA/CIF SEVEN SEVEN PT ZERO
RUMLLIB/C 6 AMERICAL DIV ATTN AVN/OFF CHU LAI AB RVN
RUMLSA/A CO/123 AHBN/CHU LAI AB RVN

Classified by *L 138RREP*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *10 Jun 76*

PAGE 2 RUMLUJBB0100 C O N F I D E N T I A L
RUMHBP/C 6 XXIV CORPS/ATTN AVN OFF/CAMP HORN RVN
RUMLMHA/1ST MAW/DANANG RVN
BT

C O N F I D E N T I A L/JOPREP JIFFY/OL-1, 3ARRGP

1. RESCUE CLOSING REPORT- 18 MARCH 70
2. MISSION NUMBER 1-3-019-17 MARCH 70
9. WEATHER: LAYERED CLOUDS, BASES VARIABLE FROM THE SURFACE TO 800 FT, VIS VARIABLE 1/2 TO 3 MILES.
12. LOCATED BY RATTLER 06, 17/2355Z, PSN 15-23N, 108-36E
13. JOLLY GREEN 09, 2 SURVIVORS ON STOKES LITTER 18/0202Z; JOLLY GREEN 35, 4 SURVIVORS ON FOREST PENETRATOR 18/0225Z
14. 9/8/6/6/0/2
15. DISPOSITION-TAKEN TO 91ST EVAC HOSPITAL, CHU LAI AND 27TH SURGICAL HOSPITAL, CHU LAI
16. 3/10.3/HC-130P/39ARRS 11/33.8/HH-3E/37ARRS
17. 0/0/0/0/UNK/0/1/4
18. A. JOLLY GREEN 09, AC MAJOR BARNES, W.3E.; CP CAPT PALMER, A.W.; FE SGT LAFRAMBOISE, R.J.; PJ SSGT SMITH, J.C.; PJ SGT SAND, F.V.; JOLLY GREEN 35, AC CAPT GARCIA, M.; CP MAJOR PAPER, J.A.; FE TSGT GAYDOS, F.JR.; PJ TSGT HEITSH, J.F.
- B. M/GEN. RAMSEY

PAGE 3 RUMLUJBB0100 C O N F I D E N T I A L
CAPT JOHN TUCKER, CW2 STEPHEN PIKE, SP4 MICY REED, WO1 RONALD FRANSON, ONE OTHER SURVIVOR NAME UNKNOWN. ALL OF AMERICAL DIV.
9. A.S/E 3. S/E
11. ALL SURVIVORS US CITIZENS, US ARMY; 6 COMBAT SAVES CREDITED; TWO AIR REFUELINGS; AIRCRAFT DOWN DUE TO UNKNOWN CAUSES; TWO

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PT 00141

PJ DEPLOYMENTS. JOLLY GREEN 15 AND 27 REMAINED ON SCENE UNTIL 17/2115Z ATTEMPTING TO PINPOINT LOCATION OF CRASH WITH DF AND HELP OF FLARES DROPPED BY BASKETBALL 796. WEATHER CONTINUED TO DETERIORATE, GROUND TEAM UNABLE TO MAKE ANY PROGRESS, SKATER 67 WENT OFF THE AIR AT 2100Z. BASKETBALL 796 REMAINED ON SCENE UNTIL RELIEVED BY KING 4 AT 2300Z. JOLLY GREEN 09/35 AIRBORNE 2310Z, KING 4 CONTACTED SKATER 67 AGAIN AT 2332Z. RATTLER 06 DID AN OUTSTANDING JOB IN LOCATING THE CRASH AND LOWERING A DOCTOR AND LITTERS AT 2358Z. POOR WEATHER PREVENTED HAVING MORE THAN ONE HELICOPTER ON SCENE. RATTLER 06 AND SKATER 64 WERE FAMILIAR WITH THE TERRAIN AND ASSISTED THE JOLLY GREENS IN NAVIGATING THROUGH THE VALLEYS. JOLLY GREEN 09 RELIEVED RATTLER 06 AT 18/0103Z AND LOWERED TWO PJS TO ASSIST THE DOCTOR WITH SURVIVORS AND LITTERS. JOLLY GREEN 09 PICKED UP TWO LITTER PATIENTS AT 18/0202Z AND WAS RELIEVED BY JOLLY GREEN 35 WHO PICKED UP THE REMAINING

2/2

PAGE 4 RUMLUJB0100 C O N F I D E N T I A L
SURVIVORS, DOCTOR AND PJS BY PENETRATOR AT 18/0225Z. TWO KIA TO BE RECOVERED LATER THIS DAY BY AMERICAL DIVISION. SURVIVORS OF SKATER 62 WERE ON THE GROUND OVER 17 HOURS. DELAY IN RECOVERY WAS DUE TO THE EXTREMELY POOR WEATHER, DARKNESS, AND RUGGED TERRAIN. THE GROUND TEAM HAD NOT BEEN ABLE TO REACH THE CRASH SITE AT THE TIME OF RECOVERY EVEN THROUGH ALMOST 16 HOURS HAD ELAPSED. THIS RESCUE COORDINATION CENTER GREATLY APPRECIATES THE VALUABLE ASSISTANCE AND CLOSE COORDINATION OF ALL ASSISTING AGENCIES, ESPECIALLY AMERICAL DIVISION TOC. GP4

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