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SWF
17 MAR 76 22 46Z
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7. AFB TEX
Classified by OL 13radp
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 12852
GROUND ME OP 12852
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 16

OPR	CYS
ODX	8
INFO	CYS
MCP	1
CHO	1
RRS	1
	11

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PAGE 3 RUMJBB0098 C O N F I D E N T I A L
ICAL DIVISION) HAS 2 DUSTOFFS, 1 LOH, 2 COBRA GUNSHIPS, 3
SLICKS PLUS 2 COMPANIES FOR COMBAT ASSAULT AND 2 AIR CAVALRY
TROOPS.
SKATER 67 WENT DOWN FOR UNKNOWN REASON JUST PRIOR TO 17/0900Z
KING 6 PROCEEDED TO CHU LAI AND WORKED WITH NUMEROUS ARMY
HELICOPTERS TRYING TO FIND SKATER 67'S EXACT POSITION. HOW-
EVER, NOT UNTIL JOLLY GREEN 42/07 ARRIVED ON SCENE WITH

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THEIR DE EQUIPMENT COULD SKATER 67'S POSISTION BE DETERMINED. WX WAS 800 OVERCAST TOPS 4000 FEET. JOLLY GREEN 42 WHILE TALKING TO SKATER 67 VECTORED RATLER 06 DOWN THROUGH A HOLE IN THE CLOUDS TOWARD THE DOWNED HELICOPTER. ACCORDING TO SKATER 67 RATLER 06 CAME CLOSE ON ONE OF HIS SEVERAL ATTEMPTS BUT RESTRICTED VISIBILITY AND LOW CEILING MADE SIGHTING IMPOSSIBLE. SKATER 67 AND OTHER SURVIVORS IMMOBILE. SKATER 67 BELEIVED HE HAD BROKEN BACK. ALSO, SURVIVORS LOCATED IN FOG AND CLOUDS. RATLER 06 BECAME DISORIENTED IN CLOUDS. JOLLY GREEN 42 VECTORED 06 OUT SAFELY BY USING D.F. FINAL POSITION 250 DEGREES, 6 3/4 MILES FROM CHANNEL 74. KING 6 REQUESTED GROUND TROOPS FROM THE AMERICAL DIVISION. QUICKLY SABER 71 AND TWO OTHER SLICKS WERE ON SCENE WITH

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50 TROOPS AND DROPPED THEM OFF 1500 METERS NORTH EAST FROM ESTIMATED CRASH SITE. KING 6, BASKETBALL 689, JOLLY GREEN 42/07 AND HIGHTHAWK 06 ALL WORKED TOWARDS GETTING GROUND TROOPS TO CRASH SITE. TERRAIN EXTREMELY HAZARDOUS, GROUND PROGRESS SLOW. BASKETBALL 689 DROPPED FLARES WHILE JOLLY GREEN 42 AND HIGHTHAWK 06 FLEW UNDER THE OVERCAST TRYING TO MATE SURVIVORS AND GROUND FORCES. KING 6 HAD TO REFUEL 42 AND 07. KING 6 THEN RTB DUE TO LOW FUEL. BASKETBALL 689 CONTINUED DROPPING FLARES WHILE TALKING TO SKATER 67. JOLLY GREEN 15/27 RECEIVED 42/07. JOLLY GREEN 15 BECAME OSC. AT ONE TIME JOLLY GREEN 15 FLEW RIGHT OVER SURVIVORS AND THE GROUND TROOPS SAW HIM WITH THE HELP OF THE FLARE ILLUMINATION. DISTANCE TO GO WAS ISTIMATED AT 300 METERS. YET 3 HOURS LATER TROOPS STILL NOT WITHIN YELLING RANGE. JOLLY GREEN 15/27 WENT TO CHU LAI FOR FUEL AND RETURNED ON SCENE. SKATER 67 GETTING WEAKER. BASKETBALL 796 TOOK OVER FOR BASKETBALL 689 AT 1900Z. ENTIRE OPERATION MOVING AT SNAIL'S PACE. GROUND PARTY SOCKED IN BY WEATHER.

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ARRS

SOUTHEAST ASIA

17 MARCH- AN ARMY UH-1 WITH MGEN RAMSEY PLUS 7 ABOARD, ALL OF THE AMERICAL DIVISION, WAS DOWNED 20 MILES SOUTH OF CHU LAI DUE TO UNKNOWN CAUSES. A TUY HOA BASED HC-130 DIVERTED TO THE AREA AND WORKED WITH NUMEROUS ARMY HELICOPTERS TRYING TO LOCATE THE EXACT POSITION OF THE DOWNED UH-1. TWO DANANG BASED HH-3E's WERE LAUNCHED TO THE SCENE AND WERE ABLE TO ESTABLISH VOICE COMMUNICATIONS WITH THE DOWNED UH-1 CREW BUT THEY WERE UNABLE TO MAKE A PICK-UP DUE TO RESTRICTED VISIBILITY AND LOW CEILINGS. GROUND TROOPS FROM THE AMERICAL DIVISION WERE REQUESTED, AND 50 TROOPS WERE AIRLIFTED BY ARMY HELICOPTERS TO THE AREA. AFTER AN ELAPSED TIME OF OVER 17 HOURS AN ARMY HELICOPTER WAS ABLE TO LOCATE THE CRASH SITE AND LOWERED A DOCTOR AND LITTERS TO THE SURVIVORS. TWO DANANG BASED HH-3Es RECOVERED 6 SURVIVORS AND AIRLIFTED THEM TO THE 91ST EVAC HOSPITAL AND THE 27TH SURGICAL HOSPITAL AT CHU LAI. TWO DECEASED WILL BE RECOVERED TO DAY BY THE AMERICAL DIVISION.

THE DELAY IN THE RECOVERY WAS DUE TO EXTREMELY POOR WEATHER, DARKNESS AND RUGGED TERRAIN.

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SUPPORTING DOCUMENT #8

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MISSION NARRATIVE 1-3-19 17 Mar 70

(S) On 19 March 1970, at 0715L, Jolly Green 09 launched on the Skater 62 mission whose position was 244 degrees for 6 miles from Channel 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 of 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 through a hole to an altitude varying between 2500 and 3500 feet. Cloud build ups 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 down slope 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 crash 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. 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 maintained 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

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Downgraded at 3 year
intervals; declassified
after 12 years

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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 Commanders 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 interest after which Jolly Green 35 orbited at the entrance to the valley about 1½ 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 Green 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.

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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 of the trees was reported within 5 feet of the tail rotor. The reassuringly, calm directions of the Flight Engineer aided immeasurably in maintaining 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 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 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. 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. Interphone communications between the Aircraft Commander and Flight Engineer were excellent throughout the hovering phase.

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GROUP 4
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after 12 years

(U) The survivors were:

Recovered by Jolly Green 09

Major General Lloyd B. Ramsey
Captain Thomas J. Ruffing

Recovered by Jolly Green 35

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

(U) Crews involved

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 A1C John W. Meyers

General Hurt, 2 Die in Copter

17 MAR 70 SAR



AN AUTHORIZED UNOFFICIAL PUBLICATION
FOR THE U.S. ARMED FORCES OF THE PACIFIC COMMAND

By SPEC. 4 JOHN CODY
S&S Staff Correspondent

DA NANG — Americal Div. commander Maj. Gen. Lloyd B. Ramsey was hoisted from thick jungle Wednesday morning seven miles west of Chu Lai where he had been stranded overnight following the crash of his command and control UH1 helicopter in which two men were killed and six injured, according to military spokesmen.

The military spokesmen said the general's left arm was broken.

The copter crashed into brush on the side of a steep mountain at 4 p.m. Tuesday, killing Lt. Col. Robert J. Thomas of Reston, Va., an officer newly assigned to the Americal Div., and Spec. 4 Ray Murphy of Gomersville, Ind., the helicopter crew chief.

The cause of the crash was not determined, but officials said it was not from enemy fire.

Army and Air Force rescue units flew to the area and an infantry company was airborne to within two

(Continued on Back Page, Col. 1)



MAJ. GEN. LLOYD B. RAMSEY

General Hurt, 2 Die in Copter Crash

(Continued From Page 1)

miles of the crash site. It was not until 8 a.m. Wednesday that the wreckage was sighted through the heavy cloud cover and the survivors were evacuated by Air Force HH53 helicopters of the 37th Air Rescue Det.

Search aircraft picked up a beeper signal one-half hour after the crash. Then at 5:30 p.m. the helicopters made voice contact with the survivors.

Low clouds, fog and 15-20-foot visibility thwarted attempts to spot the downed aircraft which

had landed upside down in 6-foot brush amid a dense canopy of 50 to 100-foot tall trees.

Radio contact was lost at 4 a.m. Wednesday and was not regained until 8 a.m. when Maj. Tommy P. James, 34, of Bixby, Okla., arrived in the area in a helicopter.

James, commander of the 71st Aviation Co., had searched Tuesday until nightfall, "walking" his ship up the side of the mountain where the wreckage was thought to be.

He returned Wednesday morning, diving through the clouds into a valley below the mountain, then hovering once again up the side of the slope. The survivors picked up his rotor sound

and directed him close to their position.

"We were within 50 to 75-feet of their position before we could see them. The chopper was upside down with the tail boom snapped off," said James.

James lowered battalion surgeon, Capt. Luis A. Oliver, on a jungle penetrator.

"The brush was so thick," said James, "that I had to talk Oliver over to the crash even though he had seen the wreckage from the air and had landed only 20-feet away."

James said it took Oliver 10 minutes to cross the 20 feet.

James then flew down the mountainside to the valley where the Air Force choppers were circling and led them back

up to the scene where two paramedics, S. Sgt. Jules Smith and Sgt. Stephen Sano were lowered to aid Oliver.

The survivors were flown to Chu Lai for hospitalization. All were reported in good condition.

Besides Gen. Ramsey, the injured were his aide, Capt. Thomas Ruffing; Capt. John P. Tucker, of the division G-3 office, from Lima, Ohio; CW-2 Stephen C. Pike, helicopter commander, of Enterprise, Ala.; WO-1 Ronald D. Franson, the pilot, from San Diego, Calif., and Spec. 4 Mickie L. Reed, a door gunner, of Brownsville, Ind.

Spokesmen said Ramsey was returning from a series of visits to units in the field at the time of the crash.

SUPPLEMENTAL MISSION NARRATIVE REPORT

DATE: 17 Mar 70

MISSION NUMBER: 1-3-019 17 Mar 70

FLIGHT DESIGNATION: Jolly Green 42 and 07

MISSION OBJECTIVE: Search/Rescue/Recovery

LOCATION: 15°21'N, 108°34'E

SAVES: Six Combat Saves Credited

1. Jolly Green 42 (Alpha Low) and Jolly Green 07 (Alpha High) had taken off at 0845Z on local area training when Jolly Green 42 heard King 06 call Queen about an aircraft down west of Ch. 74. Jolly Green 42 and 07 proceeded feet wet towards Ch. 74 and when they got into the area asked King if they could be of assistance. King 06 asked Jolly Green 42 if his D.F. equipment was working. Jolly Green 42 checked it out and replied to the affirmative. King 06 then asked Jolly Green 42 to enter the area and see if Jolly Green 42 could get a fix on the survivor. Jolly Green 42 proceeded west of Ch. 74 and attempted contact on UHF guard with the survivor. Contact was established and Jolly Green 42 ran a series of D.F. cuts on the survivor and established his position. King 06 then requested Jolly Green 42 take over as On Scene Commander. The aircraft was down below a ridgeline and was in a cloud layer that stretched over the entire mountainous area. The only possible access appeared to be a hole in the clouds to the west and over the ridgeline from the survivors. Jolly Green 42 asked for the condition of the survivors and was told that two were dead and five others were alive. The survivor handling the only radio available said he thought he had a broken back. He was unable to tell whether he was on an east slope or a west slope and was unable to tell which way the ground sloped from him. He said he had no other survival or signaling gear available but was later able to come up with a pistol and one pen gun flare. Rattler 06 came on the scene and he suggested he could go through the hole and possibly work around to the survivors. Jolly Green 42 told him to give it a try. He went down and attempted to work up the ridgeline to the survivors. He was unable to reach the survivors and finally was trapped against the hillside in IFR conditions. He asked Jolly Green 42 for a heading to climb out IFR. Since we did not know which of two valleys he was working in we plotted a heading compatible to both and passed that to him. He proceeded out on an IFR climb and broke out at 2500'. We received word that a ground team, call sign WACO 06 was available and we requested they be brought into the area. As darkness was approaching we decided to make one attempt to go below

COPY 1 OF 10 COPIES

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clouds and see if we could work our way over the ridgeline and down to the survivors. We descended below the clouds and attempted to work up the ridgeline, but the down-drafts were too severe and the ridgeline too much in the clouds for the attempt to be successful. We climbed back on top and starting setting up procedures for directing the ground team to the area. We contacted the ground team and started them up the valley. By this time darkness was upon us. Jolly Green 42 and 07 called for a flare ship and then went feet wet for a night air refueling with King 06. After refueling Jolly Green 42 and 07 returned to the area and continued directing the ground team and set up procedures for the flare ship drops. Some ground fire was spotted coming from the valley to the north of the area but was easily avoided by remaining over the mountains and the overcast. The flare ship arrived (Basketball 689) and flare drop was organized and begun. Throughout the remainder of the mission Basketball 689 provided extremely accurate flare drops into the area. Continuous contact was maintained with the survivors by Jolly Green 42 to keep them posted and their spirits up. The problems involved in directing the ground team were that they had to move through dense jungle, in the dark, to locate a position that we could not pin down very accurately because of map size. The survivors had no flares or flashlights. No way to illuminate their positions. We continued to direct the ground party using various methods until 1450Z when we were relieved by Jolly Green 15 and 27. By this time we and the ground team estimated they were 400 yards from the survivors. Jolly Green 42 and 07 returned at Ch. 77, landing at 1520Z.

2. 2/13.6/HH-3E/37ARRS
3. Ground team with 50 troops (Call sign WACO 06).
4. One Mobile radio FM only.
5. See Mission Narrative Report 1-3-019 17 Mar 70
6. Jolly Green Crews:

Jolly Green 42

AC	CHARLES W. HOILMAN, JR.	Capt.
CP	TRAVIS WOFFORD	Maj.
FE	WILSON E. CAVANO	SSgt.
RS	TERRY L. WETZEL	Sgt.
RR	DENNIS T. DUFFY	SSgt.

Jolly Green 07

AC	EDWARD L. HLAVATY	Maj.
CP	RONALD A. MERINO	Capt.
FE	VINCENT P. FREEMAN	SSgt.
RS	EARNEST D. CASBEER	SSgt.

Charles W. Hoilman Jr.
 CHARLES W. HOILMAN, JR. Captain, USAF
 Aircraft Commander

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RS	TERRY L. WETZEL	Sgt.
RR	DENNIS T. DUFFY	SSgt.

Jolly Green 07

AC	EDWARD L. HIAVATY	Maj.
CP	RONALD A. MERINO	Capt.
FE	VINCENT P. FREEMAN	SSgt.
RS	EARNEST D. CASBEER	SSgt.

Charles W. Hoilman Jr.
 CHARLES W. HOILMAN, JR. Captain, USAF
 Aircraft Commander