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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 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 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

Walter E. Barnes III

WALTER E. BARNES III, Major USAF
Aircraft Commander

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

Miguel Garcia

MIGUEL GARCIA, Captain, USAF
Aircraft Commander

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SOUTHEAST ASIA

17 MARCH- AN ARMY UH-1 WITH W/GEN 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.

SUPPORTING DOCUMENT # 11

<u>SAVE</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>SERIAL NO.</u>	<u>DATE</u>	<u>SOURCE</u>
507 *	Ronald E. Boyle	Maj-AF	UNK	10 Dec	1-3-088
508 NC	Dann Campbell	1/Lt-AF	UNK	7 Jan	1-3-003
509	Laurence C. Johnson	Capt-AF	UNK	13 Jan	1-3-006
510	Ernest L. Farnsworth	Capt-AF	[REDACTED]	19 Jan	1-3-008
511	Richard J. Cwell	Capt-AF	UNK	9 Mar	1-3-014
512	Peter A. Schranz	Lt JG-N	UNK	15 Mar	1-3-017
513	David J. Erickson	Capt-AF	UNK	16 Mar	1-3-018
514	Lloyd B. Ramsey	Maj Gen-A	UNK	18 Mar	1-3-019
515	Thomas J. Ruffing	Capt-A	UNK	18 Mar	1-3-019
516	John P. Tucker	Capt-A	UNK	18 Mar	1-3-019
517	Stephen C. Pike	CW 2-A	UNK	18 Mar	1-3-019
518	Ronald D. Fransor	WO 1-A	UNK	18 Mar	1-3-019
519	Mickie L. Reed	SP 4-A	UNK	18 Mar	1-3-019
520	Ernest L. Farnsworth	Capt-AF	[REDACTED]	19 Mar	1-3-020
521	James D. Davies II	1/Lt-AF	UNK	19 Mar	1-3-020
522	Vincent P. Freeman	S/Sgt-AF	[REDACTED]	27 Mar	1-3-021
523	Jimmie Blackwood	Capt-AF	[REDACTED]	27 Mar	1-3-021
524	Lewis E. Garrett	Maj-AF	[REDACTED]	27 Mar	1-3-021
525	Edward K. Rendle	Sgt-AF	[REDACTED]	27 Mar	1-3-021

* The name, rank, service and serial number of save number 507 was omitted in the last Historical Report.

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ZNY CCCCC

O 172035Z MAR 70

FM OL 1 3ARRGP SON TRA AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUCIEUA/HQ ARPS/AROC/SCOTT AFB TIL

RUHHABA/41 ARRWG/PROCP/HICKAM AFB HAWAII

RUSQNA/3 ARRG/TAN SON NHUT AB RVN

INFO RUECAAA/USAF ALTERNATE CP MAXWELL AFB ALA

RUCIEUA/MAC/MCP/MAOCDA/SCOTT AFB TIL

RUSQNA/7AF/001/007/DP/DI/BDPMP/TACC/CC/TSN AB RVN

RUKLAAA/TAC/DCOSLR/LANGLEY AFB VA

RUWTFJA/USAFMPC/AEPMSC/RANDOLPH AFB TEX

RUHHBBA/CINCPA/CC/HAWAII

RHMSMVA/MACV/SAIGON RVN

RUEOGDA/ARDC/ABERDEEN PROVING

RUEKHZ/AFOC/FT RITCHIE MD

RUMJHA/39ARRS/TUY HOA AB RVN

RUMJBA/37ARRS/DANANG AB RVN

RUHJMA/CTF 77.0

RUMLLIA/C G AMERICAL DIV ATTN AVN/OFF CHU LAI AB RVN

RUMLLIA/A CO/123 AHBN/CHU LAI AB RVN

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RHIMFAFA/C G XXIV CORPS/ATTN AVN OFF/CAMP HORN RVN

MLMHA/1ST MAW/CHU LAI AB RVN

BT

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1. RESCUE OPENING REPORT

2. MISSION NUMBER 1-3-019-17 MARCH 70

3. A. TACTICAL B. NOT AVAILABLE C. CAMOUFLAGED/NOT AVAILABLE/
 JH-1/SKATER 67 D. USA E. USA, A COMPANY, 123 BN. F. NOT
 AVAILABLE G. 8 POB H. PEN LIGHT FLARES/UHF SURVIVAL RADIO

4. HORN DASC 17/1100Z/OL-1,3ARRGP

5. S/E

6. KING 6 DIVERTED AT 1101Z/JOLLY GREEN 42/07 ON LOCAL FLIGHT
 PROCEEDED TO CHU LAI

8. 10nm SW Chu Lai

9. WEATHER A. 800 OVERCAST, 4000 TOPS VISIBILITY 2-4 MILES
 C. S/E

10. OL-1,3ARRGP, LT COL D. WILLIAMSON, MAJ P. HUBACHER, CAPT
 MEREDITH, TSGT L. VANCE, AIC K. EVERTS

11. PANAMA CRC, VICE SQUAD

19. D. JOLLY GREEN 42/07, SPADS 11/12 AND 03/04 H. ARMY CAMER-

PAGE 3 RUMJBB0098 ~~CONFIDENTIAL~~

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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17/2300Z
 DWF
 17 MAR 70 22 46Z
 1/2

OPR	CYS
DDX	8
INFO	CYS
NCP	1
CHO	1
ARRS	1
	11

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THEIR OF EQUIPMENT COULD SKATER 67'S POSITION 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 BELIEVED 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 AMERICAN 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 Nighthawk 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 Nighthawk 06 FLEW UNDER THE OVERCAST TRYING TO MAKE 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 ESTIMATED 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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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

PAGE 4 RUMUJBE0100 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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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

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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