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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)

19 March 1970

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

Classified by *Det 1 3044*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *21 Dec 78*

TO:

37C

3 ARRGp (WRCC)

DOWNGRADED TO
CONFIDENTIAL 09/10/73
IAW EX. ORDER 11-52

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~~
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~~after 12 years~~

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at 2 *AD 78-0151*
AD-78-1078

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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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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.