

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

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37 (0)

29 March 1970

Mission Narrative Report (1-3-021) 27 Mar 70 (U)

37G

3 ARRCp (JACC)

1. (U) This report is submitted IAW ARRM 55-2/3rd ARRCp Sup 1, 15 Jun 1968.

2. At (0908Z) 27 Mar 70 while preparing for an alert training flight Jolly Green 09 and 35 were scrambled by Queen. We were immediately airborne and after establishing radio contact with Queen, and King 6, took up a "feet wet" heading for Channel 103. It was reported that an Army helicopter, "Empire 18", was down due to hostile fire. The first position given was 125/20 off Channel 103. This position was later corrected to 185/11 off Channel 103. We arrived an initial holding fix of 105/20/103 approximately 40 minutes after take off. Spads 11 and 12 had also been scrambled and were at the crash site providing cover when we arrived in the area. The area FAC, Trail 260, was also on the scene and was dispatched by the "Spads" to lead the Jolly's from the holding area, into the general area of the downed aircraft. At this time the on scene commander "Spad 11", took over and briefed Jolly Green 09 (The Low Bird) where the survivor was, the weather and other pertinent information.

Jolly Green 35 (HIGH BIRD)

We were directed to a holding point which was approximately one mile east of the survivor's position. The cloud cover was ragged overcast 300 to 400 feet AGL with visibility 1 to 2 miles in haze and ground fog. Both the ceiling and the visibility progressively deteriorated during the period of time that we were in the area.

Jolly Green 09 (LOW BIRD)

Prior to the arrival of the Jolly's in the area, Cobra Gunships had been striking around the crash site (due to low ceiling and near by hills and ridges the Spads could not effectively lay in ordnance). An Army LCH had hovered over the crash site and had spotted one survivor who was suspended upside down in a large tree. The second survivor was reported to be at the base of the same tree. Jolly Green 09 moved over the survivor's position and assumed a hover. A number of loud nearby explosions prompted an inquiry as to whether friendly strikes were being put in. An affirmative answer was received. Shortly thereafter, the PJ reported a barrage of ground fire, hits on the aircraft, and that the Flight Engineer had been wounded.

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Attch 7

Jolly Green 35 (HIGH BIRD)

Jolly Green 09 transmitted "we are taking ground fire and are pulling off". We (Jolly Green 35) immediately took up a heading for Jolly Green 09's position. The Co-pilot acquired visual contact on Jolly Green 09 and we took up an intercept heading. A short period later Jolly Green 09 transmitted that the Flight Engineer was wounded, and they were leaking fuel. We (Jolly Green 35) closed in on 09 at their eight o'clock position to lend possible assistance. Jolly Green 09 set an immediate course for Quang Tri Air Base, and shortly thereafter transmitted that they had taken hits in their hydraulic system and were losing hydraulic fluid in addition to the fuel leak. Approximately five miles out of Quang Tri, Jolly Green 09 reported that he was losing transmission oil pressure and would have to set the aircraft down. We suggested that he put it down on a large sand bar on the Thach-Han River approximately 3.5 miles southwest of Quang Tri Air Base. As we followed Jolly Green 09 down, fluid could be seen streaming off the aircraft. Jolly Green 09 made a successful landing on the sand bar and we quickly followed, setting down about 15 yards from the aircraft. The PJ and Flight Engineer (Jolly Green 35) disembarked and aided the wounded Flight Engineer to our aircraft. The helmet visor of the Flight Engineer had a bullet hole in the left corner and blood was streaming down the left side of his face. We also picked up the Co-pilot at this time. The Aircraft Commander and the PJ of Jolly Green 09 elected to stay with the aircraft until we could get some security forces on the scene. Army Cobras were overhead Jolly Green 09 as we departed for the Quang Tri Med Evac. pad with the wounded Flight Engineer and the Co-Pilot. Enroute the PJ administered first aid to the wounded Flight Engineer and reported that his left ear had been pierced by a bullet, and that he appeared to be in shock. Enroute to Channel 103 we requested of "Batman Control" to provide security forces for the downed aircraft. (Batman Control) responded by scrambling several Huey's aircraft with a security force on board and some additional Cobra Gunships. Upon landing at the Medevac pad, we were advised by King 6 that we were not to return to the survivors area until additional Jolly Green's were on the scene (Jolly Green 07 & 21 had just been scrambled from Channel 77). Meanwhile, an Army "Dust Off" Huey with a hoist had attempted the pick-up but was driven off by heavy ground fire. Some what later, we Jolly Green 35 returned to Jolly Green 09 to retrieve the Aircraft Commander and the PJ. The Army ground security forces took over and secured a perimeter around the aircraft. With the crew member's of Jolly Green 09 minus the Flight Engineer we RTB to Channel 77 at 1215Z.

3. SURVIVORS:

JOLLY GREEN 09 CREW

AC Maj. Lewis E. Garrett
CP Capt. James Blackwood
FE SSgt. Vincent P. Freeman
RS Sgt. Edward E. Randle

4. JOLLY GREEN CREWS:

JOLLY GREEN 15 CREW

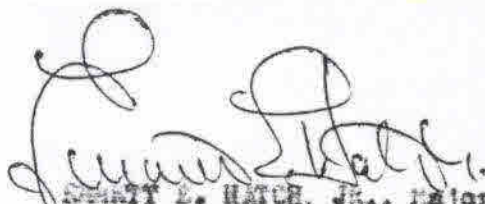
AC Maj. Emmett E. Hatch Jr.
CP Capt. Charles C. Adams
FE SSgt. David W. Lilliston
RS SSgt. Earnest D. Casbeer

JOLLY GREEN 07 CREW

AC Maj. Richard E. Harrison
CP Maj. John A. Raper
FE AIC. David J. Bond
RS MSgt. Harold W. Harvey

JOLLY GREEN 21 CREW

AC Capt. Ronald A. Merino
CP Capt. Kenneth T. Kelley
FE Sgt. Karl E. Chuen
RS SSgt. Jules C. Smith


EMMETT E. HATCH, JR., Major, USAF
Jolly Green 35
Aircraft Commander



U.S. Air Force Photo by AIC Edward S. Scheuren
Sergeant Freeman, left, Capt. James Blackwood
NCO Shows 37th ARRS Pilot Bullet Holes

Bullet Bends His Ear— But He's Not Quitting

By Capt. Mike Freel

DA NANG—"I was standing in the cargo door, and I saw the enemy gunner jump up and fire a burst at me," stated SSgt. Vincent P. Freeman, a flight engineer with the 37th Aerospace Rescue and Recovery Squadron here.

"One of the rounds entered the forward left part of my helmet visor, smashed through the internal ear phone, taking along part of my left ear with it before exiting at the back of my helmet. That was close, too close," continued Sergeant Freeman.

The action Sergeant Freeman referred to as "too close" took place recently during a search and rescue mission. The HH-3 Jolly Green Giant helicopter in which he was flying came under

mission southwest of Quang Tri City.

"The enemy fire was so intense," he said, "that the mission had to be aborted. Shortly after moving off the rescue site our HH-3 was forced to make an emergency landing because of damage. We were then picked up by another Jolly Green Giant from the 37th ARRS, and I was taken to Quang Tri City for medical attention."

Sergeant Freeman's military career began in January 1956 when he entered the U.S. Navy and became a helicopter maintenance flight engineer. During 1967 he served on the USS Yorktown off Yankee Station in the Gulf of Tonkin.

In November of the same year he left the Navy because, as Sergeant Freeman put it, "I be-

came tired of the sea after nine years."

After working at the Boston Navy Yard for 60 days, he decided to return to the military and this time he chose the Air Force.

Late in 1968 he volunteered for air rescue and recovery training, and after completing training he was sent to the 37th ARRS here, arriving in April 1969.

Sergeant Freeman is returning to the United States shortly where his hard-earned skills will be put to use as an instructor in his specialty—rescue flight engineering.

When asked what his future plans are, Sergeant Freeman stated, "... to return to duty as a rescue flight engineer with the 37th ARRS."

SUPPORTING DOCUMENT #10

MISSION NARRATIVE 1-3-021 27 Mar 70

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Jolly Green 35(High Bird) We were directed to a holding point which was approximately one mile east of the survivors position. The cloud cover was ragged overcast 300 to 400' AGL with visibility 1 to 2 miles in haze and ground fog. Both the ceiling and the visibility progressively deteriorated during the period of time that we were in the area.

Jolly Green 09(Low Bird) Prior to the arrival of the Jolly Greens in the area, Cobra gunships had been striking around the crash site(due to low ceiling and near by hills and ridges the Spads could not effectively lay in ordinance.) An Army LOH had hovered over the crash site and had spotted one survivor who was suspended upside down in a large tree. The second survivor was reported to be at the base of the same tree. JG 09 moved over the survivors' position and assumed a hover. A number of loud nearby explosions prompted an inquiry as to whether friendly strikes were being put in. An Affirmative answer was received. Shortly thereafter the PJ reported a barrage of ground fire, hits on the aircraft, and that the Flight Engineer had been wounded.

Jolly Green 35(High Bird) JG 09 transmitted "we are taking ground fire and are pulling off". We (JG 35) immediately took up a heading for JG 09's position. The Co-pilot acquired visual contact on JG 09 and we took up an intercept heading. A short period later JG 09 transmitted that the Flight Engineer was wounded and they were leaking fuel. We (JG35) closed in on JG 09 at their eight o'clock position to lend possible assistance. JG 09 set an immediate course for Quang Tri Air Base and shortly thereafter transmitted that they had taken hits in their hydraulic system

and were losing hydraulic fluid in addition to the fuel leak. Approximately five miles out of Quang Tri, JG 09 reported that he was losing transmission oil pressure and would have to set the aircraft down. We suggested that he put it down on a large sand bar on the Thach-Han River approximately 3.5 miles southwest of Quang Tri Air Base. As we followed JG 09 down, fluid could be seen streaming off the aircraft. JG 09 made a successful landing on the sand bar and we quickly followed, setting down about 15 yards from the aircraft. The PJ and FE (JG 35) disembarked and aided the wounded FE to our aircraft. The helmet visor of the FE had a bullet hole in the right corner and blood was streaming down the right side of his face. We also picked up the Co-pilot at this time. The Aircraft Commander and the PJ of JG 09 elected to stay with the aircraft until we could get some security forces on the scene. Army Cobra gunships were flying cap over JG 09 as we departed for the Quang Tri Med Evac pad with the wounded FE and the Co-pilot. Enroute the PJ administered first aid to the wounded FE and reported that his right ear had been pierced by a bullet, and that he appeared to be in shock. Enroute to Channel 103 we requested of Batman Control to provide security forces for the downed aircraft. Batman Control responded by scrambling several Huey aircraft with a security force on board and some additional Cobra gunships. Upon landing at the Medevac pad we were advised by King 6 that we were not to return to the survivors area until additional Jolly Greens were on the scene (JG 07 and 21 had just been scrambled from Channel 77). Meanwhile an Army Dustoff Huey with a hoist had attempted the pick-up but was driven off by heavy ground fire. Some what later we (JG 35) returned to JG 09 to retrieve the Aircraft Commander and the PJ. The Army ground security forces took over and secured a perimeter around the aircraft. With the crewmembers of JG 09 minus the FE we returned to Channel 77 at 1215Z.

(U) The survivors were: Maj Lewis E. Garrett, Capt Jimmie Blackwood, SSG Vincent P. Freeman, SGT Edward K. Rendle.

(U) Crews involved:

JOLLY GREEN 09

AC Maj Lewis E. Garrett
CP Capt Jimmie Blackwood
FE SSG Vincent P. Freeman
RS SGT Edward K. Rendle

JOLLY GREEN 07

AC Maj Richard K. Madison
CP Maj John A. Raper
FE A1C David J. Bond
RS MSG Harold W. Harvey

JOLLY GREEN 35

AC Maj Emmett E. Hatch
CP Capt Charles C. Adams
FE SSG David W. Lilliston
RS SSG Earnest D. Casbeer

JOLLY GREEN 21

AC Capt Ronald A. Merino
CP Kenneth T. Kelley, Capt
FE SGT Karl H. Chunn
RS SSG Jules C. Smith

27/1530Z

MAT RAPER DIRECTED BY 3RD GP (JOKER) TO SUBMIT OPRER-3
BEEHIVE REPORT IAW AFM 55-11. ^{JAR}

27/1540Z

MAT RAPER AND SGT HODGES ON DUTY AT OPS FOR ~~REPORTING~~
PREPARATION OF REPORT.

27/1725Z

REPORT TYPED AND DEPARTING OPS FOR MESSAGE CENTER. ^{JAR}

27/1800Z

John A. Ray, Maj. USAF

27/2325Z

RETURNED TO OPS, MAJ RAPER OFF DUTY.
BRAVO FRAGGED MX BOETED

28 MAR 70

0005Z

JG 27 ABN FOR 150/03/103. ETA

~~ISS~~ CH 103 0100Z

0340Z

CAPT KELLEY ON DUTY

0357Z

JG 27 ON DECK 77

0425Z

JG 07 AIRBORNE 77

0440Z

JG 15 AIRBORNE

0500Z

OPS NORMAL

0700Z

JG 27 AIRBORNE FOR 103. ^{JAR}

0742Z

JG 15 ON DECK 77

0748Z

JG 07 ON DECK 77

EARLY IN DAY QUEEN REPORTED BOTH PILOTS
OF EMPIRE 18 WERE RECOVERED BY
THE ARMY - BOTH KIA - JAR TERMINATED

0800Z

OPS NORMAL

0900Z

OPS NORMAL

1025Z

TELECON W/ 11 COL HOLLAND REFERENCE JG 09. TEMPORARY
REPAIRS WERE COMPLETED - HOWEVER, WHEN CROW STARTED APN
A SEVERE OIL LEAK WAS DISCOVERED. COL. HOLLAND IS AT 103

ATTEMPTING TO GET A REPLACEMENT ^{OIL} LINE. DOES NOT INTEND TO FLY
JG 09 IF NOT REPAIRED BEFORE DARK. (THIS INFO RELAYED THROUGH
QUEEN TO JOKER.) ^{JAR}

1035

CAPT KELLEY OFF DUTY + 1st. Marine on deck
JG 09 & JG 27 on the deck CH 103

1235Z

1315Z

1320Z

JB 09 WILL ROW at Ch 103 & JB-27
will RTB Ch 77 ETA UNKNOWN. This
information passed to Queen and Colonel
Frazee by Major Rapier.
DARR To FNCC (3K 0 ARRVD)
Lst. Mann off duty!

1213Z CALLED DAAR TO JRCC/CF (AK)
~~2130~~ C. 27 MAR '70
 2130Z capt Fette on duty
 2230Z WX, Notams posted, Alpha crews briefed - 7 men
 briefed.
 0030 all is quite in the valley
 0100 Bravo Fraggel MX briefed
 0230 all is very quite in the valley
 0310 Bravo bids Airborne
 0350 LT LOOMIS ON HIS LAST WATCH (8 AND A WAKEUP)
 0605 BRAVO BIRDS ON DECK
 0850 JG 09 A/B 2430 LOCAL
 0910 JG 09 SCRAMBLED
 0912 JG 35 A/B
 0923 SPADS ETA 38
 0940 SURV SPOTTED IN TREE
 0950 SPAD 11 OSC,
 1003 JG 09 TOOK GROUND FIRE
 1010 JG 09 MADE FORCED LDG 15403/107
 1015 JG 35 PICKED UP JG 09 CREW
 1030 SPADS DPTD WX
 1040 DUST OFF A/C TOOK GROUND FIRE
 1045 JG 27 A/B
 1105 23 GROUND TROOPS INSERTED
 1110 15, 07, 27 RTB
 1115 JG 35 RET CH 103 TO PICK-UP
 JG 09 SURVIVORS - FIRST WORD FE
 WOUNDED
 1120 "KINGLEY QUARTET" SECURED JG 09 P151
 JG 35 RTB 37151
 1145 JG 27 ON DECK
 1205 ALL A/C (EXCEPT 09) ON DECK
 1207 FINIS FOREVER JAR from 1st of 1st Marine
 on duty
 1230 JG 35 & JG 09 on the deck down

1310Z

Battle Damage Report required Jay
~~MACV~~ MACV Dir 381-34 Telephone to
~~366 TFW Command~~ 7TH Air Force.

1320Z

DARR T3 JRC (3RD ARGP Sgt Bentley)

1332Z

Sgt Morrow off Base (MSgt Hodges on)