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MISSION NARRATIVE REPORT

DATE: 6 Jun 70

MISSION NUMBER: (1-3-047) 6 Jun 70.

FLIGHT DESIGNATION: Jolly Green 27 and Jolly Green 64

MISSION OBJECTIVE: "Lemon" (AC-119)

LOCATION: 4 NM radius 16-07N; 108-21E

SAVES: 4 Combat Saves Credited

Classified by Det / 3A NR 16
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 51 Dec 76

1. (C) Queen notified the Alpha Crews at 1410Z at the Jolly Green Hootch (Bldg 559) that they were scrambled to pick up 10 survivors from an AC 119 Stinger aircraft with the call sign "Lemon". Estimated position was 4-10 NM east of Channel 77. Jolly Green 27 and Jolly Green 64 (HH-3E's) were airborne at 1430Z. Initial contact with Queen revealed that Pedro (H-43) was on scene commander and that the main group of survivors were just off the shore by the China Beach R & R center. The Jollies proceeded direct to this area which was already cluttered with at least four Army choppers and Pedro. As we arrived one survivor was walking out of the water onto the beach where he was being rescued by an Army chopper. The search area near the beach was too crowded with helicopters so the Jollies expanded their search to get the survivors further out to sea. Jolly Green 27 began to talk to survivors on guard and began to locate individual survivors. Jolly Green 64 began a creeping line search working from the shore (China Beach) seaward. Vice Squad relayed that Lemon 10 was tangled in his chute and needed immediate aid, but no one could give a position for him. Jolly Green 27 climbed to 2000 feet in an attempt to contact Lemon 10 and locate his position by DF methods but could not establish radio contact with him. However, Jolly Green 27 did contact Lemon 07. Jolly Green 27 blinked his search light until Lemon 07 was able to locate and identify him from the other aircraft in the area. Then the light was placed on steady and Lemon 07 was instructed to give Jolly Green 27 vectors right and left to fly over his position. As Jolly Green 27 passed over the survivor floating with his LPU inflated, fuel transfer was started to bring the main tanks up to 800 lbs each before jettisoning the tips. As soon as the fuel transfer was complete and the tips jettisoned, Jolly Green 27 dropped the PJ into the water next to the survivor. When the PJ determined that the survivor was ready for pickup, Jolly Green 27 landed in the water to expedite since the light was inadequate for a hover and Lemon 10 was still calling for immediate aid. The survivor and PJ were brought aboard the aircraft with no problems at 1510Z and the survivor was in excellent condition. Jolly Green 27 resumed his search for Lemon 10 but again was unable to contact him despite the fact that Vice Squad was monitoring his calls. At about 1600Z Jolly Green 64 spotted what appeared to be a strobe light in the water about 2 miles off shore abean China Beach. The position was partially illuminated by nearby parachute flares and by a Stinger White light which was in the same area that Lemon 07 was in, at the time

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Jolly Green 64 began his approach. Jolly Green 64 entered a hover at about 150' altitude and 100' short of the strobe and could see a man floating in an LPU waving his arms. The aircraft was brought to a point opposite the survivor and a few yards away and descended to 35' to deploy a PJ. The spray made it impractical to remain at this altitude and the hover was increased to 80' and the RAD ALT function of the AFCS engaged. The AFCS held a fairly steady altitude and greatly enhanced the safety of the recovery making it much easier to hold a steady hover. The hoist was lowered and the PJ quickly had the survivor strapped on the penetrator and the penetrator was brought up. The PJ did not come up with the survivor due to the difficulty of getting on with full gear and trying to keep the survivor in position. At about 1513Z the penetrator was lowered again and the PJ recovered without incident. Consideration was given to dropping smokes in the conventional pattern, but once the survivor was sighted conditions were such that it was more practical to remain in position and proceed with the pickup. The very professional work of ALC Wolfe (FE) made this pick up possible. Without the calm and precise directions given by ALC Wolfe, acting as hoist operator, under very difficult conditions it would have been impossible to hold a hover with enough precision to effect a rescue. After the survivor and PJ were on board and the survivor (Lemon 02) was determined to be uninjured, Jolly Green 64 resumed the creeping line earch. About this time Jolly Green 27 established contact with Lemon 03. Jolly Green 27 proceeded to work Lemon 03 in the same manner as Lemon 07. Lemon 03 was apparently confusing Jolly Green 64 who was closer to him with Jolly Green 27 whom he was directing. When he indicated that Jolly Green 27 flew directly over him a flare was dropped into the water. Lemon 03 informed Jolly Green 27 that he had a flare ready if we wanted him to pop it. Jolly Green 27 requested his flare and started an approach. However, Jolly Green 64 happened to be closer to the survivor at the time and believed the flare he sighted to be still another survivor due to the confusion in vectoring. The flare was sighted on the edge of the water on the SE side of Monkey Mountain. So Jolly Green 64 made a 50' reconnaissance pass paralleling the shore position and saw a man standing on a rock in his LPU at the edge of the water. Jolly Green 64 came back around and entered a hover abeam the survivor and deployed the other PJ. The PJ swam to the rock upon which the survivor was standing and assisted him on the penetrator and deflated his LPU. Then the PJ boarded the penetrator and they were both brought aboard the aircraft at 1533Z. The survivor was in excellent condition. Jolly Green 27 again climbed to search for Lemon 10 and again failed to contact him. However, Lemon 01 came up voice and said he was northeast of Monkey Mountain drifting rapidly westward. Jolly Green 27 located Lemon 01 with the blinking light procedure and the aid of Lemon 01's strobe light at 045/15/77. When Jolly Green 27 had a visual reference to Lemon 01 floating in his survival raft, he dropped a marking flare. Since it was too dark to attempt a hoist pickup and Jolly Green 27 had used its last flare as a marker, the pickup was delayed until Basketball 37 (C-130) could drop flares in the area. Basketball 37 did an outstanding job in locating Jolly Green 27 amid the confusion of numerous helicopters and confusing radio chatter in the area. As soon as the flares were close enough so that Jolly Green 27 could make the pickup, the PJ was

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again deployed to prepare the survivor and sink the life raft. Since the light was still marginal for a hover pickup and Jolly Green 27 was approaching minimum fuel, a water landing was again made and the PJ and the survivor were brought on board the aircraft at 1557Z. Jolly Green 27 returned to Channel 77 immediately and landed at 1610Z with the two survivors in good condition. Jolly Green 64 still had 2 hrs fuel on board at this time and remained to assume on scene command and continue the search for Lemon 10. A beeper believed to be his was heard several times but no voice contact could be made. Jolly Green 64 was not able to get a UHF DF bearing on the beeper and believed his UHF DF to be inoperative. Jolly Green 64 requested Queen to attempt to bring an aircraft to the scene with an operational UHF DF. At about 1620 Pedro returned to the scene and attempted to home in on the beeper but the signal was only received very briefly and was very weak and could not be used. Jolly Green 64 requested that Basketball 37 drop flares along the NE shore of Monkey Mountain moving from south to north and Pedro and Jolly Green 64 continued a low level search of the coast and water to seaward trying to spot the survivor. Jolly Green 27 became airborne again at 1700Z after refueling and water-washing the engines in order to continue the search for Lemon 10. Jolly Green 27 and Jolly Green 64 thoroughly searched the area north of Monkey Mountain and south of a line from 020/08/77 to 060/12/77 and the entire shore line of Monkey Mountain. Basketball continued to provide outstandingly accurate flare support for the search. King 37 reported a faint beeper at 030/10/77, but search in that area gave negative results. Jolly Green 64 returned to Channel 77 and landed at 1805Z, with two survivors in good condition. Jolly Green 27 continued the search long enough to coordinate Basketball with Flotilla 14 (Swift Boat) so that they could continue the search as long as the flares lasted. Jolly Green 27 returned to Channel 77 at 1830Z.

2. 3 Sorties/6.5hrs/37APRS; 2 Sorties/2.9hrs/Det 7, 38APRS; 1 Sortie/5hrs/39APRS.
3. 4 Flotilla Boats (PFR) used for Harbor Security Control.
4. Queen, Vice Squad, Coastal Surveillance Center, Harbor Security Center, and several Swift Boats.
5. All 5 pararescuemen were deployed into the water to prepare the survivors for rescue, and the Jolly Green 27 PJ was deployed twice. They all performed in an outstanding and professional manner under the most extreme and taxing conditions, so that the survivors were all in excellent condition when they were brought aboard the respective aircraft.

6. Jolly Green 27

AC Capt Charles W. Hoilman Jr.
 CP Capt Ronald A. Merino
 FE SSgt John W. Alcorn
 PJ Sgt Larry E. Meyers

Charles W. Hoilman Jr.

CHARLES W. HOILMAN, JR., Captain USAF
 Aircraft Commander JG 27

Jolly Green 64

AC Maj Albert W. Palmer
 CP Capt Aaron T. Stacy
 FE ALC Patrick B. Wolfe
 PJ SSgt Curtis W. Phythian
 PJ SSgt Larry E. Palmer

Albert W. Palmer

ALBERT W. PALMER, Major, USAF
 Aircraft Commander JG 64

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37 ARRSq History, Apr-Jun 1970

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5 May: Jolly Green 65 and 64 were scrambled to the scene of a downed F-4. Some difficulty in pinpointing the two survivor was experienced, however the pickup was made with no trouble. This was the first pickup made by a Buff from the 37 ARRS. Mission number 1-3-038.

25 May: Jolly Green 23 and 27 were on an alert training exercise when two pilots from an F-4 ejected feet wet. J.G. 23 and 27 orbited the survivors as they descended in their chutes. Pickup was made immediately, one each for J.G. 23 and 27. This was the shortest, flying time, pickup made by the 37 ARRS - 1hr 45min total for both aircraft. Mission number 1-3-042.

1 Jun: Jolly Green 65 and 27 were diverted from orbit to the scene of a downed CH-46. The CH-46 crashed from landing in a booby-trapped landing zone. J.G. 65 hovered over each of the ten survivors who could not move due to land mines and booby-traps. The ten survivors were recovered and brought to DaNang. Mission number 1-3-045.

4 Jun: Jolly Green 66 and 65 were scrambled to the scene of a downed OH-6. J.G. 66 made the pickup of two survivors in a very hostile area. SPADS and Cobra's provided excellent suppression of ground fire. No hits were taken by J.G. 66. Mission number 1-3-046.

6 Jun: Jolly Green 27 and 64 were scrambled at approximately 2200 hrs local. An AC-119 had bailed out all ten crewmembers just east and feet wet from Ch77. Much confusion resulted due to darkness, close proximity to DaNang and numerous helicopters. J.G. 27 picked up two survivors while J.G. 64 picked up two survivors. Five

other survivors were recovered by various means. This was the first night water recovery made by a Buff, HH-53. Mission number 1-3-047.

7 Jun: Jolly Green 27 and 64 were diverted from orbit to the scene of a downed F-4. The one survivor was recovered by J.G. 27. Smoke, delivered by SPADS, did an excellent job of concealing J.G. 27 from ground fire. Mission number 1-3-048.

10 Jun: Jolly Green 64 and 66 made a first light departure to the scene of a downed F-4. Weather was very low and entry into the SAR area was made through a small hole in the clouds. No ordinance was expended by the SPADS due to no ground fire and weather. J.G. 64 was shot at on run in but received no hits. Both survivors were picked up by J.G. 64. Mission number 1-3-050.

30 Jun: Jolly Green 21 and 65 were diverted to the scene of a downed OV-10. J.G. 21 took intense ground fire and was forced out of the hover and returned to a forward base for recovery. Jolly Green 64 and 24 were then scrambled to the scene. J.G. 64 had to abort due to mechanical conditions and J.G. 24 proceeded with J.G. 65. In the mean time, J.G. 54 from another base attempted the pickup and was shot down. The FAC reported no possible survivors due to the crash. Jolly Green 65 and 24 were then to make another attempt. J.G. 65 experienced loss of his intercom system and J.G. 24 assumed low position. The one survivor was picked up with the aid of a P.J. by J.G. 24. Ground fire damaged J.G. 24, however, they recovered at a forward base. Mission number 1-3-051.

DATE	CREW	J.G.	CALL SIGN	SAVE NUMBER	SURVIVOR NAME RANK SERIAL NUMBER ORGANIZATION	LOCATION	JUNE 1970
							UNDER FIRE
1 JUNE	BROWN, R. STACY KRILETICH HEITSCH VAN BRUNT SCOTT	65	562 THRU 571		1/LT-0107034 KOSINSKI, J.L. CPL-2426295 DELAUGHTER, F.D. CPL-2369118 BENTON, J.L. CPL-2439376 PIPICH, F.C. 1 MAW (HTMM 262-) MARBLE MTN 1/LT-0105882 CAMPBELL, R.L. (A CO, 1 RECON BTN) E-4 2438603 PETERSON, C.E. 1/LT-0108691 LARSON, D.K. HM3-13527338 ROYSE, C.W. L/CPL-2567733 HENDERSON, A.R. L/CPL-2585699 GIBSON, F.D. 1 MARINE DIVISION (B CO, 1 RECON BTN)	242/17.5/77 "CHATTER BOX 7" Ch-46	NO
4 JUNE	BROWN, R. LINDGREN JOHNSON HARVEY SCOTT	66	572 573		1/LT HENRY L. BALLANCE [REDACTED] HHB DIV ARTY (AMERICAN) AVIATION SEC. 1LT. Peter R. PERC [REDACTED] HHB DIV ARTY (AMERICAN) S-2 SECTION CHU LAI 96374	202/27/77 "Phowit 4" LOH	NO
6 JUNE	HOILMAN MERINO ALCORN MYERS	27	577 578 579 574		CAPT KWIECINSKI WILLIAM [REDACTED] SGT MICHAEL S [REDACTED] 18 SOS, DANANG	Feet wet C-119 Lemon 01 Lemon 07	NO
6 JUNE 53	PALMER STACY WOLFE PALMER PHYTHIAN	64	575 [REDACTED] 576		HAY, R.F, 1/LT. [REDACTED] WILLIAMS, MERCE CAPT. [REDACTED]	Lemon 02 Lemon 03 "Feet wet" C-119	NO
7 JUNE	GARCIA HLAVATY	27	578		PEPPER, W.T 1/LT	240/20/77 LOURBUH	NO

QUEEN, NOTIFIED FCF OPEN

6/0400 CAPT OFF DUTY AND CAPT WAMMER ON DUTY / BRIEFED

6/0445 JG 27 LANDED THIS TIME (CALL FROM MX) LOGGED 2.5

6/1335 JG 46 LANDED THIS TIME LOGGED 3.5

HAS TAIL ROTOR PROBLEM. JB 45 TO ASSUME ALERT

6/0610 MX CALLED JB 46 IS NORM - LEFT YAW HARDOVER EXPERIENCED IN FLT. HARDOVER DISAPPEARED WHEN

SERVO TURNED OFF. (MX CAL) QUEEN NOTIFIED

6/1045 785 WENT NORM ETIC (UNKNOWN) (MX) QUEEN NOTIFIED

6/1050 CAPT WAMMER OFF DUTY. Sgt Rodriguez ON DUTY.

6/11002 JG 27 AIRBORNE FOR LOCAL

11352 JG 27 ON THE DECK - Logging 0.5

12002 NAAR TO JRCC (MAYOR KESSLER) Today's Total 7.1

12802 Sgt Rodriguez OFF DUTY

6/1435 JG 27 & JB 44 SCRAMBLED AND AIRBORNE

LEMON 1,2,5, & 6 CREW OF 10 FEET WET

PERK ON SCENE COMMANDER 050/10 PH 77

6/1410 LATE ENTRY - RECAP JB'S SCRAMBLED FOR AC 119

10 NM E CH 77 10 CREW MEMBERS IN WATER

AIRCRAFT STILL FLYING

6/1510 JB 27 P/U LEMON 01 (#574)

1518 JB 44 P/U LEMON 02 (#575)

1533 JB 44 P/U LEMON 03 (#576)

1540 BASKETBALL 291 ON SCENE. FLARING FOR P/U OF

LEMON 01

1548 JB 27 DEPLOYED P. 1 FEET WET

1551 LEMON 01 ON BOARD. JG 27 RTB (#577)

1610 JB 27 LANDED LOGGED 1.7

~~JB 44 P/U LEMON 0~~ (ENTERED IN ERROR)

1700 JB 27 TAKE OFF TO CONTINUE SEARCH FOR LEMON

1800 JB 44 RTB

1805 JB 44 LAND LOGGED 3.5

1830 JB 27 LAND LOGGED 1.5

6 JUN 1970

MAY 13-049-6 JUN 70

37th 'Jolly Greens' Have Busy Quarter

DA NANG—The second quarter of 1970 was a busy one for members of the 37th Aerospace Rescue and Recovery Squadron here. The unit was credited with rescuing 56 servicemen from the jungles and waters of Southeast Asia during the three-month period.

The 56 saves from April 1 to June 30 increases to 581 the 37th ARRS' total since becoming operational in the Republic of Vietnam in 1965.

"Two missions flown" during this period are especially noteworthy," commented Lt. Col. Albert L. Holcomb, 37th ARRS commander. "One resulted in the rescue of 14 Marines, and the other involved an overwater night rescue of four crewmen from a downed aircraft," he said.

"The multiple save operation took place when we were notified by our control agency that a Marine helicopter had crashed approximately 10 miles northwest of Da Nang. The copter was attempting to extract a Marine reconnaissance team, and 14 troops were in need of help," said Capt. Charles W. Hoilman Jr., aircraft commander of one of the two HH-3 Jolly Green helicopters involved in the rescue.

"The only complication during the entire mission was the mountainous terrain and the low clouds at the rescue site," continued Captain Hoilman. "However, once the survivors were located, it was just a matter of holding a steady and higher than normal hover while the para-rescueman and the flight engineers hoisted the men aboard

two at a time. I picked up five Marines while the other helicopter lifted out the remaining nine. All the men were in good shape and were returned to their unit," said the captain.

Two months later another first was chalked up by the 37th ARRS when Capt. Aaron T. Stacy, a pilot with the 37th ARRS, helped to pluck two airmen from the waters of the South China Sea during a night rescue. This rescue marked the first time an HH-53 helicopter, commonly called "Big Ugly Friendly Fellow" or "Buff," by Southeast Asia aircrews, was used for an overwater pickup in SEA.

This feat was accomplished by Captain Stacy and the crew of the HH-53 when they rescued two of the four crewmen who were forced to bail out of their disabled aircraft over the South China Sea at night.

Captain Stacy especially commended the professional competence of the flight engineer, A1C Patrick B. Wolfe, who was responsible for giving precise instructions to the aircraft commander to hover the helicopter while the hoist was in operation.

"On a night overwater mission such as this one there are no outside ground references to use when hovering the helicopter. Without Airman Wolfe's minute corrections over the interphone while he was running the hoist, the rescue would have been impossible," concluded Captain Stacy.

The remaining two crewmen were rescued by Captain Hoilman in an HH-3 the same night.

The 37th ARRS maintains an around-the-clock alert posture to carry out its search and rescue mission in Southeast Asia and

on the motto "That Others

7th A.F. NEWS
29 July 1970
"56 SAVES"

FILED 407
CAPT. WILLIAM REYNOLDS SAFT NUMBERS
574 406571





PHYTIAN

PALMER
"QUANTITY BODY"

SAVES 574 + 577. SP6

6 JUN 70