

37 ARRSq History, OCT-DEC 1970

CHAPTER IV

MISSIONS

As a result of SAR missions this quarter, the 37 ARRSq rescued 7 individuals under non-combat conditions. No aircraft were damaged due to hostile ground fire, and there were no aircraft losses. In this chapter, the missions for this quarter are summarized briefly. The complete mission narratives, which are classified, can be located through Rescue Operations.

7 Oct: On the evening of 7 Oct 1970, Jolly Green 71 was launched from Channel 77 for the purpose of a MEDEVAC of an Australian seaman. The seaman was suffering from 3rd degree burns over 30% of his body plus a head fracture. At 2125 local time, Jolly Green 71 arrived in the area of the ship, 100 miles off the R.V.N coast. A high hover was then established above the craft. At 2200L the survivor was brought aboard the aircraft by use of the stokes litter. Jolly Green 71 departed for the Cam Ranh Bay hospital. One non-combat save was credited to Lt Col A. Holcomb, A.C. of Jolly Green 71.

10 Oct: At 0700 local time Jolly Green 67 and 73 were launched for the MEDEVAC of two injured seamen aboard a Norwegian freighter. Enroute to the ship, Jolly Green 67 had a hydraulic failure and diverted into Phu Cat AB. At 1030L Jolly Green 73 arrived in the area of the ship and the hoist operators check was performed.

The hoist was found to be stuck in the up position. The electrical connection to the lock was disconnected and a screw driver was used to break the hoist loose so that it could be used manually. The survivors were brought aboard the aircraft at 1130L and J.G. 73 proceeded to the MEDEVAC hospital at Cam Ranh Bay. Two non-combat saves were credited to Capt. A. Stacy, A.C. of Jolly Green 73.

15 Nov: At 0505 local time Jolly Green 65 and 70 were launched for the MEDEVAC of a seaman aboard a Rumanian freighter. Air refueling was accomplished enroute by King 27. King 27 also dropped smoke flares for J.G. 65 while he was hovering above the ship. At 0720L the survivor was brought aboard the aircraft and they departed for Cam Ranh Bay. One non-combat save was recorded by Capt. K. Bakke, A.C. of Jolly Green 65.

17 Nov: At 1256 local time Jolly Green 64 and 77 were launched from Bien Hoa, AB, for the MEDEVAC of a seaman aboard a German ship. One and one half hours later Jolly Green 64 established his hover over the ship. A P.J. was sent down the forest penetrator to prepare the survivor to be brought aboard the aircraft. They departed the area with the injured man at 1445L for Cam Ranh Bay hospital. One non-combat save was recorded by Maj. W. Osley, A.C. of Jolly Green 64.

3 Dec: At 1035 local time Jolly Green 71 was launched from Bien Hoa and told to proceed to Con Son Island. The island was located 135 miles to the southeast of Saigon. Weather enroute was very low ceilings down to 100' with numerous rain showers.

0510	JG 32 ABN FROM CH 83 EST CH 77 1300Z	
0530	JG 27 ON THE DECK - 2.3	
0630	JG 67/32 ON THE DECK 67-5.0/32-4.1	
0700	JG 21 ON THE DECK 5.0	
0800	WEATHER WARNING VALID 0800Z - 1300Z	
	1000 Φ 1500 Φ US 1 1/2 Φ THUNDERSTORMS	
	WINDS 10 GUSTS TO 25 - MAINT ADVISED	3/1
	Queen NOTIFIED (Sgt Buckner)	
0815	JG 65 AIRBORNE FOR 4+00	
0930	JG 65 RTB'ING WITH DETERIORATING #1	
	Primary Hydraulic Pump / MAINT ADV.	
1000	Sgt Rodriguez OFF, SGTANISPE ON	AL
1110	DATA TO BEE (CANNERS) TOTAL 28.5	te
1112	Line Check 57.5	4
1115	Sgt Abajo off Duty	4

10 OCT 70

2045	CAPT HAMICA ON DUTY	9VA
2115	STATUS TO QUEEN	9VA
2205	MAJ WALKER CALLED POSSIBLE LAUNCH	9VA
2220	NOTIFIED OF MISSION ON SHIP	9VA
2240	Latest position 1135N 11225E heading 274 at 16.5 KTS. SHIP TORE KNUDSEN APPROX 200 MILES NE CAM RANH BEY	11G.
2300	JG 67 AB ON MISSION	
2320	JG 73 AB TO C+73	
2330	MAINT REQUESTS CREW FOR OPS CK ON 363.	RR
0015	JG 67 HAS EXPERIENCED SECONDARY HYDRAULIC PROBLEMS - GOING INTO PHU CAT.	RR
0030	JG 67 ON GROUND AT PHU CAT	RR

0040 ITEM 14 IE CM DFMU 6SPB

0100 PEDROS ARE DOWN

0330 P.U. COMPLETE RTB 71 NO ETA

0400 CAPT HAMICA OFF DUTY

0401 ALERT SYSTEM TEST 5X5

0405 SGT Rodriguez on duty

0505 JG 21/65 ARD ON FRAG.

0545 JG 67 AIRBORNE @ 0539, 1 HR ENROUTE TO CH 71

0640 LBR IN COMMISSION

0700 JG 21 RTISING - A/2 - BAD FLWT ATTITUDE INDICATOR
W/INT ADJUSD.

0740 JG 21 ON THE DECK 2.3.

0730 QUEEN REPORTS POSSIBLE DOWNED AIRCRAFT
HAVE ^{CHUTE & POSSIBLE} BEEPER NO VOICE - KING 26
ATTEMPTING AUTHENTICATION POSITION XD 5505 20

0750 AIRCRAFT STATUS CHANGE - JG 24 WORK
ETC 10/2000L - IMPERATIVE FUEL GAUGE, GREEN
NOTIFIED

0800 JG 67 ARD FROM CH 71 ETA CH 77
APPROX 1000Z

0805 JG 65 ON THE DECK 3.0

0806 WEATHER WARNING - VALID 0750Z - 1400Z
2500 Φ 2 MILE VIS & THUNDERSTORMS
W 10 GUSTING TO 18 / W/INT / QUEEN TRACKED

0810 KING 26 REPORTING BEEPER AGAIN MAKING R
TRACK RUN AT THIS TIME.

0825 KING 26 UNABLE TO ^{GET} TRACK ON BEEPER -
CONTINUING ELECTRONIC SEARCH

0900 JG 67 EST CH 77 ~~3.0~~ 1810L.

0905 JG 73 ON THE DECK CH 73

0910 KING 26 REPORTS NEGATIVE ~~POOR~~ RESULTS
OF ELECTRONIC CONTROL WORK

(RP)
JVA
JVA
JVA

(RP)
RE
RE
RE

RE