

it was difficult to ascertain the direction of our movements. The matrix light we had previously put into the water ahead of the survivor was bobbing up and down in the waves and its value as a hovering reference was limited. Our main hovering references were the radar altimeter, the first crewman's signals, and a minute or so later, the boats, as they had moved to about our 2 O'clock position at about  $\frac{1}{2}$  mile. The horizontal and vertical bars of our hover indicator in 'D' mode seemed to be insensitive to our small movements. The first crewman talked me in over the survivor and I steadied up, using the fishing boat as my main hovering reference. The swimmer was lowered into the water with the hoist. While he swam to the survivor, I backed off, keeping them in sight at all times. The co-pilot kept me constantly informed of the aircraft's altitude and backed me up on the collective as the coupler was slightly unstable in the altitude channel.

The swimmer checked the man over for any injuries or entanglements with shroud lines or with his survival gear. He gave us a thumbs up and the first crewman again talked me over the survivor. The swimmer attached himself and the survivor to the rescue hook and they were safely hoisted aboard. When cleared for forward flight by the first crewman, we broke hover and flew back to CVA-63 where we discharged the survivor and shutdown.