

DATE: 5 April 70

9 April 70

MISSION NUMBER: 1-5-825-05 Apr 70

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AIRCRAFT DESIGNATION: KING 4

LOCATION: 305/13/77

DISTRESSED AIRCRAFT: CATTLE CALL 5

SAVES: 14 Combat

1. (C) While orbiting over the Jake 12 search area we heard a broken may day call. The distress call was given by Scarface 25 and the position was north of Danang.

2. (C) Queen had scrambled the Jollys the same time as we requested them. There were several Army "package" teams in the area with Dust-off aircraft. From conversations between Scarface 25 and Peach Med-evac it was determined that penetrators pickups were necessary.

3. (U) At 0105Z communications was established with Lopez 05 and he was appointed On Scene Commander. The survivors moved down the hill away from the burning helicopter.

4. (C) It was determined that Cattle Call 5 was not downed by enemy fire and that the area appeared to be free of unfriendly ground forces. Scarface 25 and 29 were helicopter gunships that accompanied Jolly Green 21 into the hover and began picking up the survivors at 0117Z. Hostage Stud an armed OV-10 plus Spads 11 and 12 orbited in the area in the event they were needed. Jolly Green 21 completed picking up the first nine survivors at 0134Z.

5. (C) Jolly Green 07 commenced pickups at 0135Z and had the fifth and last survivor (for a total of 14) aboard at 0142Z.

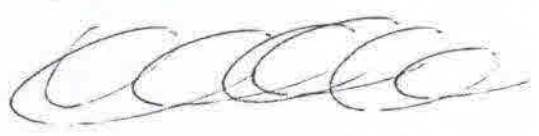
6. (C) Jolly Green 21 & 07 RTB'd to LZ 401 and Marble Mt West to drop off the survivors prior to returning to Ch 77. All survivors were reported in good condition. All forces were released to RTB or proceed on their normal mission.

7. (C) The crews of Lopez 05, Scarface 25, 29, Hostage Stud, Jolly Green 21 & 07 and Spads 11 & 12 are to be commended for their outstanding performance in this mission. I would be remiss if I failed to comment on the outstanding performance of the crew on King 4.

8. (U) King 4 Crewmembers:

AC/AMC MAJ FLEMING
P CAPT CAMPBELL
CP LTC HATFIELD

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SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE - EXECUTIVE ORDER 11652
AUTOMATICALLY DECLASSIFIED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 71



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37 ARRSg History, Apr-Jun 1970

SUPPORTING DOCUMENT #1

<u>SAVE</u>	<u>SURVIVOR'S NAME</u>	<u>RANK</u>	<u>DATE</u>	<u>MISSION NUMBER</u>
526	R.L. Campbell	1/Lt-USMC	5 Apr	1-3-025
527	L.J. Zilka	Maj-USMC	5 Apr	1-3-025
528	J.E. Kelly	L/CPL-USMC	5 Apr	1-3-025
529	C.H. Silver	1/Lt-USMC	5 Apr	1-3-025
530	S.D. Erxleben	L/CPL-USMC	5 Apr	1-3-025
531	F.E. Smiley	L/CPL-USMC	5 Apr	1-3-025
532	J.A. Bowling	CPL-USMC	5 Apr	1-3-025
533	A.A. Morelli	CPL-USMC	5 Apr	1-3-025
534	Vo-Ba	CPL-RVN	5 Apr	1-3-025
535	E.E. Jarrell	Sgt-USMC	5 Apr	1-3-025
536	A.R. Kendall	L/CPL-USMC	5 Apr	1-3-025
537	R.P. Fornal	CPL-USMC	5 Apr	1-3-025
538	D.V. Delozier	PFC-USMC	5 Apr	1-3-025
539	Nguyen-Minh	CPL-RVN	5 Apr	1-3-025
540	M.P. Hamilton	Lt(JG)-USN	7 Apr	1-3-026
541	Pickett	LtCol-A	14 Apr	1-3-027
542	Khoa	1/Lt-A	14 Apr	1-3-027
543	Waltz	CWO-A	14 Apr	1-3-027
544	Ulmer	SP4-A	14 Apr	1-3-027
545	Burke	SP4-A	14 Apr	1-3-027
546	Bonwette	Maj-A	14 Apr	1-3-027
547	Welty	WO-A	14 Apr	1-3-027

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2
13

MISSION NARRATIVE REPORT

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DATE: 5 April 1970

MISSION NUMBER: 1-3-025

FLIGHT DESIGNATION: Jolly Green 21 & 07

MISSION OBJECTIVE: Rescue/Recovery

LOCATION: 16° 10' N; 108° 02' E

SAVES: 14 Cobat Saves Credited

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SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

1. (C) SUMMARY OF SAR ACTIONS: A "Mayday" call was recorded in the 37th ARRS Operations Center at 0056Z 5 April 1970. Scarface 25 made the call saying that Cattle-Call 05 (CH-46) had crashed at UTM AT836890. Queen immediately scrambled the Alpha Alert Force. Jolly Green 21 (Low) and Jolly Green 07 (High) scrambled and were airborne at 0100Z and 0102Z respectively. Both Jolly Greens were on scene at 0110Z. The on-scene commander Lopez 05 (OV-10) reported that Cattle-Call 05 had 7 souls on board and all were in good shape. He said that the Cattle-Call aircraft was preparing to make an "emergency extraction" of a seven man reconnaissance team, but that his rotor blades hit the side of the hill while hovering for the pickup. Several small enemy units were operating in the area, and the reconnaissance team and the CH-46 crew were under imminent danger of coming under enemy contact if not extracted. Also on scene at this time were two Huey Cobra gunships, Scarface 25 and 26, who were circling the burning CH-46. Hostage Stud (OV-10), Spad 11 and 12, and King 4 arrived on the scene shortly. Very steep mountain slopes leading down to a creek bed on three sides of the rescue site confined the area so severely that it would have been extremely difficult for the Spads to work over the area close to the survivors effectively, if it had been necessary. The Cobra Gunships, however, provided excellent cover for both Jolly Green aircraft while hovering in the confined area. None of the aircraft circling the crash site drew ground fire. A short delay in attempting the pickup was caused by the ground troops being too close to the burning CH-46. In order for the survivors to get away from the potentially explosive CH-46, Scarface 25 directed them to climb down the hill about 50 meters into a low creek bed from which the Jolly Greens could more safely make a rescue attempt. Once the troops on the ground reached the creek bed, they popped a yellow smoke. Jolly Green 21 then jettisoned his tip tanks,

GROUP 4
Downgraded at 5 year
interval, declassified
after 12 years

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descended into the area, and established a hover over the survivors at 0120Z. Hover conditions and time for Jolly Green 21 were: 0120Z to 0135Z, 20°C, and approximately 400'. Nine survivors were hoisted aboard Jolly Green 21, and then Jolly Green 07 proceeded in and was in a hover from 0135Z to 0145Z. A total of five more survivors were hoisted aboard Jolly Green 07 while Jolly Green 21 flew cover. The SAR was completed with no known ground fire due to the especially effective cover given by the Cobra Gunships. The crew of Jolly Green 21 functioned extremely well together with Major Barnes doing most of the precision hover work. Special recognition should be given to TSgt. Hartzel (Jolly Green 21) and Sgt. Vai (Jolly Green 07) for their outstanding directions while in the hover, and flawless operation of the hoist in the recovery of fourteen survivors with a minimum of confusion and hover time. Jolly Green 07 was unable to jettison the left tip tank until Sgt. Vai provided the skillful assistance necessary to force the emergency jettison handle to operate. Both Jolly Greens departed the area at 0145Z and landed at the Marine Pad LZ 401, where the 1st Recon team was let off. Jolly Green 21 then landed at Marble Mountain at 0205Z where the Cattle-Call crew was let off. Both aircraft returned to Da Nang, and the mission terminated at 0215Z.

2. (U) 2 Sorties/2.4 hrs/ HH-3E/37 ARRS; 2 Sorties/1.0 hrs/A-1E/OLAA 56 SOW;
1 Sortie/0.9 hrs/HC-130P/39 ARRS.
3. (U) No ground vehicles or personnel were employed.
4. (U) No fixed or mobile radios were employed.
5. (U) Jolly Green Crews

Jolly Green 21

AC. Capt. Kenneth T. Kelley
CP. Maj. Walter E. Barnes III
FE. TSgt. Gerald L. Hartzel
RS. Sgt. Terry L. Wetzel

Jolly Green 07

AC. Capt. Charles W. Hoilman, Jr.
CP. Capt. Travis H. Scott, Jr.
FE. Sgt. Joseph J. Vai
RS. Sgt. Edward K. Rendle


KENNETH T. KELLEY, Captain, USAF
Aircraft Commander


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

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