

~~CONFIDENTIAL~~

DATE: 1 JUN 70

6 June 1970

MISSION NUMBER: 1-3-045-1 JUN 70

AIRCRAFT DESIGNATION: KING 34

LOCATION: 240/16/77

DISTRESSED AIRCRAFT: COMPRISE 11

SAVES: 11 Combat

1. (C) King 34 was notified by Queen of an incident 16 miles west of DaNang involving an Army helicopter. King 34 proceeded to the area. Comprise 11 had touched down on a landing zone which had been mined by the enemy. The helicopter was disabled and two personnel were seriously wounded when one or more mines detonated. After exiting the crash the survivors could not move about due to the mines. Initially Hostage Ringneck was On-Scene Commander until Spad 11 arrived on scene. Army helicopter gunships were utilized to suppress ground fire during the recoveries. Comprise 05, an Army helicopter, recovered two personnel, one of whom was seriously wounded. Jolly Green 65 picked up 10 personnel. Survivors on board Jolly Green 65 advised all survivors were recovered. King 34 released fast mover flights to the area FAC, Hostage Ringneck. Jolly Green 65 returned survivors to DaNang. Post mission information received from Queen indicated one survivor later expired and that one killed in action was abandoned in the wreckage.

2. (U) King 34 Crewmembers:

AMC/AC	MAJ BREWER	RO	TSG GILMORE
CP	MAJ WALLER	FE	MSG DUNCAN
N	MAJ HENDRICKS	FE	MSG MARTEL
IN	CPT FRANCIS	IM	TSG CORNELL

Alton P.H. Brewer Jr.

ALTON P.H. BREWER JR., Major, USAF

Airborne Mission Commander/Aircraft Commander

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 14 FEB 77

Atel 8

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GROUP 4
Downgraded at 3 year intervals.
Declassified at or after 10 years

DECLASSIFIED

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MISSION NARRATIVE REPORT

DECLASSIFIED

DATE: 1 June 1970

MISSION NUMBER: (1-3-045) 1 June 1970

FLIGHT DESIGNATION: Jolly Green 65 and Jolly Green 27

MISSION OBJECTIVE: Chatter Box 7 (Marine CH-46)

LOCATION: 15° 54'N; 107° 56'E

SAVES: 10 Combat Saves

classified by AB/30004
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 76

1. (C) Jolly Green 65 (Low) and Jolly Green 27 (High) departed Da Nang AB, RVN (Channel 77) at 0230Z for airborne orbit. TADC notified Queen that Hostage Duke (OV-10) had reported that Chatter Box 7 (CH-46) was downed due to hostile action at coordinates 15° 54'N, 107° 56'E. At 0252Z, we were notified by Queen to divert and hold over An Hoa. TADC scrambled Cattle Call 42 (UH-1E), FAC and Fast Movers to the area. Spad 11 and 12 were diverted to the area and Spad 11 assumed on-scene commander. King 34 also diverted to the area and assumed AMC. Spad 11 briefed the Jollies that Chatter Box 7 had crashed when it landed on a booby-trapped landing zone. Also briefed that there was reported movement approximately 300 yards from the scene. There was one seriously injured and ten other personnel, some of them wounded. Cattle Call 42 (UH-1E) was called in to pick up the seriously injured survivor. The other survivors were approximately 20 meters from the burning aircraft and unable to move due to the heavily mined and booby-trapped area. After the one seriously injured person was picked up by Cattle Call 42, Spad 11 moved Jolly Green 65 & 27 to a location of one mile south of the crash scene. Spad 11 briefed the SAR forces on his plan of action and for Spad 12 to escort Jolly 65 in for the pickup. Spad 11 laid down a smoke screen on the ridge approximately 100 yards from the crash scene, which was between the reported movement and the survivors. Jolly Green 65 came to a hover over the survivors at 0325Z and the last man was picked up at 0400Z. The survivors could not and would not move. The forest penetrator was used to recover all survivors. During the entire hover, the Spads were in a daisy-chain around the Jolly, firing mini-guns, 20mm, rockets and CBU. After the last man was safe on board, the Jolly exited the same route as entry. The weather was no factor. The elevation of the crash scene was 3500 feet. Once the pickup started, the radio discipline was excellent. The only problem encountered during the SAR exercise was when Jolly 65 was called in for the pickup, the tip tanks were jettisoned. However, the right tank failed to jettison. Because of the location of the survivors and terrain features, we were required to hover slightly downwind. With the right tank containing 1500 lbs of fuel, the left tank gone and hovering downwind, it made the hovering a little more difficult than normal. Spad 11 and 12 escorted the Jollies back to Da Nang AB, RVN. Air refueling before or after the rescue was not required.

atd 7

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GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

DECLASSIFIED

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2. 1 Sortie/1.5hrs/UH-53/37ARRS; 1 Sortie/1.5hrs/HH-3/37ARRS; 1 Sortie/1.5hrs/HO-199/37ARRS; 2 Sorties/3.0hrs/A-1E/OL-AA, 56 SOW; 1 Sortie/1.5hrs/UH-1E/HMM 161 Sorties/flying time not available for strike aircraft or FAC's.

3. None

4. None

5. Survivors were recovered in good condition. None of the three Pararescuemen on board deployed; they did, however, treat several of the survivors for shrapnel wounds. All survivors were turned over to the Air Force Flight Surgeon at Da Nang AB, RVN.

6. Jolly Green Crews:

Jolly Green 65 (Low)

AC Lt/Col Royal A. Brown, Jr.
CP Capt Aaron T. Stacy
FE Sgt John C. Kriletich
RS TSgt John F. Heitsch
RS SSgt Michael K. Van Brunt
RS MSgt James D. Scott

Jolly Green 27 (High)

AC Capt Miguel Garcia
CP Capt Jimmie Blackwood
FE MSgt Carroll H. Tatley
RS Sgt Larry E. Meyers

Royal A. Brown, Jr.
ROYAL A. BROWN, JR., Lt Col, USAF
Aircraft Commander JG (65)

↑
H-3

H-53

TRANSITION TIME

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