

APPENDIX

Combat Saves

NUMBER	SURVIVOR	DATE	MISSION
155	Capt Martin J. Jacobs	9 Apr 72	Musket 01
156	Capt William M. Banks	9 Apr 72	Musket 01
157	Maj Clyde Smith	13 Apr 72	Bengal 505
158	1 Lt Ernest S. Clark	23 Apr 72	Cosmic 16
159	1 Lt John D. Markle	20 May 72	Bowleg 02
160	Capt Roger C. Locher	2 Jun 72	Oyster 01
161	Cmdr James Davis	21 Jun 72	Nickel 102
162	Maj Robert Miller	27 Jun 72	Valent 03
163	SSgt Charles D. McGrath	27 Jun 72	Jolly Green 73
164	Capt Lynn A. Aikman	27 Jun 72	Valent 04

Non Combat Saves

189	Unknown	13 Apr 72	B-3-032
190	Lt Namy	8 Jun 72	B-3-52

Medical Evacuations

25	Unknown	2 Apr 72	B-3-026
26	Unknown	23 May 72	B-3-042
27	Unknown	24 May 72	B-3-043
28	Unknown	4 Jun 72	B-3-050

Det 4, 3ARRGp Historical Input 1 Apr - 30 Jun 72

Appendix II

SARS in which Det 4 has participated

<u>MISSION</u>	<u>DATE</u>	<u>SAVES</u>
SPECTRE 22	1 Apr	15 combat
BAT 21	2 Apr	1 combat
BLUE GHOST 39	2 Apr	-
BLUE GHOST 28	2 Apr	2 combat
PAVE NAIL 38	3 Apr	1 combat
VAMPIRE 46	4 Apr	1 non-combat
JOLLY GREEN 67	6 Apr	-
COVEY 282	7 Apr	-
BENGAL 502	9 Apr	1 combat
MUSKET 01	9 Apr	2 combat
COSMIC 16	20 Apr	1 combat
VAMPIRE 50	22 Apr	1 combat
SCORPIAN 115	29 Apr	-
COACHMAN 22	29 Apr	4 combat
RED HAWK 6	29 Apr	4 combat
ICEBAG 04	11 May	-
GOPHER 01	11 May	-
BOWLEG 02	20 May	1 combat
OWL 14	23 May	-
OYSTER 01	1 Jun	1 combat
LOVER 03	1 Jun	2 combat
RITAOT	13 Jun	-
cathay airlines convair 880	15 Jun	-
SPECTRE 11	18 Jun	3 combat
HOB0 A2	18 Jun	-
SANDY 7	20 Jun	1 combat
NICKEL 102	20 Jun	1 combat
WHOLER 03	21 Jun	-
SALTER 04	24 Jun	-
CHAPPAKAWA SKY	24 Jun	1 non-combat
CHAPPAKAWA MOSN	24 Jun	1 non-combat
LOGGY 03	24 Jun	-
LANEDO 17	25 Jun	-
DOLBY 01	27 Jun	-
TROY 04	27 Jun	-
VALENT 03	27 Jun	1 combat
VALENT 04	27 Jun	1 combat
CG/RY 27	30 Jun	1 combat

~~CONFIDENTIAL~~

DOC 251

S T A T E M E N T

13 April 1972

SUBJECT: Smoke 43 and 44 (Bengal 505)

Smoke 43 Lamar Smith, Smoke 44 G. Bardal, take off from NKP at 0550Z and started our orbit at 0700Z. At 0810Z we departed orbit and arrived in SAR area at 0835Z. 0845 we put smoke down and CBU where requested. We then departed area as Jolly started his final run in at 0855Z.

Lamar Smith

L. SMITH, 1Lt, USAF
Smoke 43

Eugene A Bardal

G. BARDAL, Capt, USAF
Smoke 44

~~CONFIDENTIAL~~

CONFIDENTIAL

~~CONFIDENTIAL~~

105 042557

QPR	CYS
2015	1
2016	2
2017	3
2018	4
2019	5
2020	6
2021	7
2022	8
2023	9
2024	10
2025	11
2026	12
2027	13
2028	14
2029	15
2030	16
2031	17
2032	18
2033	19
2034	20
2035	21
2036	22
2037	23
2038	24
2039	25
2040	26
2041	27
2042	28
2043	29
2044	30
2045	31
2046	32
2047	33
2048	34
2049	35
2050	36
2051	37
2052	38
2053	39
2054	40
2055	41
2056	42
2057	43
2058	44
2059	45
2060	46
2061	47
2062	48
2063	49
2064	50
2065	51
2066	52
2067	53
2068	54
2069	55
2070	56
2071	57
2072	58
2073	59
2074	60
2075	61
2076	62
2077	63
2078	64
2079	65
2080	66
2081	67
2082	68
2083	69
2084	70
2085	71
2086	72
2087	73
2088	74
2089	75
2090	76
2091	77
2092	78
2093	79
2094	80
2095	81
2096	82
2097	83
2098	84
2099	85
2100	86
2101	87
2102	88
2103	89
2104	90
2105	91
2106	92
2107	93
2108	94
2109	95
2110	96
2111	97
2112	98
2113	99
2114	100

0 140357Z APR 72

FM 4D ARRSQ NKP APRT THAI
TO RUHMRSA/3 ARRGF TSN AB RVN
RUHHABA/A1 ARRWG HICKAM AFB HI
RUHHABA/CINCPACAF JRCC HONOLULU HI
RUCINAA/HQ ARRS SCOTT AFB ILL

~~CONFIDENTIAL~~ DO

SUBJ: ARRSN 55-1 REPORT NO 7

A. JOLLY GREEN 32 (HH-53C) RECEIVED BATTLE DAMAGE DURING SUCCESSFUL 13 APR 72 SAR FOR BENGAL 505 ALPHA (USN/A-6). B. 0915Z/13 APR 72. C. LAOS/XD 474543, APPROX 1645N 10623E. D. DETAILS: (1) AT APPROX 1000 FEET AGL, DURING FINAL DESCENT AND RUN IN FOR PICKUP OF BENGAL 505 ALPHA, JOLLY GREEN 32 DREW INTENSE GROUND FIRE FROM ALL DIRECTIONS. AIRCRAFT RECEIVED THREE HITS FROM SMALL CALIBRE WEAPON. PJ MANNING TAIL GUN POSITION WOUNDED IN KNEE. AIRCRAFT COMMANDER CONTINUED THE MISSION AND RECOVERED THE SURVIVOR. NO AIRCRAFT SYSTEMS WERE DAMAGED. (2) N/A. (3) N/A. (4) JOLLY GREEN 32 CREW. (5) AIRCRAFT ETIC 14/2300Z. PJ HOSPITALIZED. (6) N/A. (7) OPERATIONS NORMAL. (8) AIRCRAFT INFORMATION. (A) HH-53C, ONE. (B) O-1A, COMBAT SAR. (C) 69-5793. (D) CAPT BENNIE G. ORRELL, 521-62-0937. (E) FIVE. (F) ONE PJ HOSPITALIZED. (G) WEATHER NOT A FACTOR. (H) THREE HOLES FROM SMALL CALIBRE WEAPON. ETIC 14/2000Z. E. COMMANDER'S ESTIMATE OF THE SITUATION: AIRCRAFT AND PJ WERE HIT BY SMALL ARMS FIRE IN THE BEGINNING OF A SAR. AIRCRAFT COMMANDER VOLUNTARILY CONTINUED THE SAR TO A SUCCESSFUL CONCLUSION. ~~SECRET~~

BT
#2683

NON-RE

MESSAGE NOTIFICATION

Individual
Contacted: 8. U.

Local Time
and Date: 13/2335 Apr

Classified by _____
 SUPPL T.O. 11-11-68 DECLASSIFICATION
 SCHEM 11-11-68 DECLASSIFIED 11-11-68
 A 11-11-68 DECLASSIFIED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 31 Dec 1978

DECLASSIFIED

20 JUN
27

IMPLEMENTATION

~~SECRET~~

111

Bat 21B walked out from behind enemy lines and was rescued.
Contact with Covey 282 was lost after eleven days.

DECLASSIFIED

VAMPIRE 46¹²⁴

(C) Vampire 46 bailed out of his QU-22B East of Dong Hene, Laos, at about 1830L on 4 April. Nail 12 was vectored by ground radar to the approximate location. Radio contact was established and because the area was permissive, Nail 12 turned on his exterior lights so that Vampire 46 could vector the aircraft. After only one vector Nail 12 acquired the survivor's strobe light. Nail 12 then vectored the helicopter in for the pickup. This successful and unopposed SAR was terminated at 1915L.

BENGAL 505¹²⁵

(C) Bengal 505, a Navy A-6, was downed at 1800L on 9 April, 6 miles Northeast of Tchepone, Laos. Nail 12 located the survivor at first light on 10 April. This was an extremely heavily defended area of Steel Tiger. For the next three days wave after wave of Navy aircraft struck the area so that a SAR could be considered feasible. The pickup was finally made by an NKP based Jolly Green on 13 April. The fate of the survivor was contested until the end. One Para-

124. 23rd TASS Historical Data Reports.

125. 1st SOS and 23rd TASS Historical Data Reports. Also, see SARCO Report for Bengal 505, 9 Apr 72, (Doc 25).

~~SECRET~~

Classified by *William F. Brown*
EXEMPT FROM GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
EXEMPTION CATEGORY 3
DECLASSIFY ON INDEFINITE

56 SOW

Apr - Jun 72 vol. 3

23 TASS Apr - June 72

K-WG-56-HI

~~SECRET~~

DOC D¹²

10.
As the ~~COV~~ progressed into the 7th of April, COVEY 282 (OV-10) was also downed. Contact was maintained for 11 days and then lost. Crewmember presumed captured. The enemy had pushed its battle line farther southward by this time, and all survivors were located behind enemy lines. Several attempts for rescue were made, each driven off by intense ground fire. One Jolly Green was lost with the entire crew on one attempt. Madding Kits were employed, as well as area denial ordnance. Rescue of NAIL 38B was effected by an ARVN Bright Light team on 11 April. BAT 21B was picked up by the same team within the next few days. Losses included one CH-53 with crew, and several aircraft damaged by ground fire.

2. (C) On 4 April, 1972, VAMPIRE 46 (QU-22B) suffered an engine failure and the pilot was forced to bail out east of Dong Hene in southern Laos. Nail 12 (Capt Robert H. Willis) was vectored by ground radar to the survivor's immediate vicinity at 1845L. Nail 12 then turned on his aircraft exterior lights and was immediately spotted by the survivor. The strobe light was used for the pickup, but due to the low altitude of the rescue forces Nail 12 had to vector the helicopter towards the survivor. When the helicopter was close, the survivor popped a smoke flare for final acquisition. Pickup was completed by 1915L without opposition. No losses/damages sustained.

2. (S) At 1800L on 9 April, 1972, ZENICAL 505 (A-6) was downed by ground fire 6 NM northeast of Telephone in southern Laos. Nail 12 (Capt Robert H. Willis and Capt Larry Steincamp) located the survivor's position at first light on the 10th. Nail 12 took a direct hit in the cockpit fuel tank which caused the tank to burst into flames.

~~SECRET~~

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

DATE: 9 April 1972

MISSION NUMBER: B-3-030

FLIGHT DESIGNATION: Jolly Green 53 (Low) and Jolly Green 52 (High)

MISSION OBJECTIVE: Rescue and recovery of two F-4 pilots from Musket 01, Capt William M. Banks Jr (Alpha) and Capt Martin J. Jacobs (Bravo) by Jolly Green 53 at 1626N 10553E.

ADDITIONAL SAR FORCES: Sandys 1 through 4, King 22 and Jolly Green 32.

SUMMARY OF SAR ACTIONS: On 9 April 1972 helicopter SAR forces, Jolly Green 53 and 52, were ordered airborne to assist the recovery of a downed aircrew from an F-4, Musket 01 in hostile territory. Initial notification of a launch was received by alert forces at 1356L and takeoff made at 1406L. After takeoff, King 22, the airborne mission commander, directed the Jolly Green force to an initial holding area. At 1535L we were moved to a forward holding area to hold while the on scene commander (Sandy 01), was directing close air support aircraft in preparing the area for the recovery phase. Preparation of the area was completed at 1554L and JG 53 was committed to the recovery. Fuel was then dumped and a descent begun to the initial point (IP) which had been marked by a smoke bomb. Upon arrival at the IP we began our run in at low level at 140 KIAS. During ingress, escort aircraft expended ordnance along a tree line to the right of our course as ground fire had been observed coming from this area. Inbound headings and distances to the first survivor, Bravo, was provided by Sandy 01 were outstanding as it enabled us to come to a hover right over the survivor without the aid of smoke from the injured crewman. Hover was established at 1600L. The topography of the area was relatively level. Trees were about 100 feet high with good separation between trees. Undergrowth was very light within 100 feet of the survivor. The condition of the Bravo man was reported as a broken right leg and left arm, so a pararescue specialist was lowered on the forest penetrator to aid the survivor. At 1606L both the PI and survivor were recovered. The on scene commander then directed us to turn right 90 degrees from our hover and proceed approximately 100 yards to the Alpha survivor. During our hover turn toward the Alpha man he was directed to pop his smoke, which turned out to be the night flare. As we came into Alpha's area we spotted the flare and a hover was established at 1608L. The survivor was positioned in heavy under growth ten feet high and about 25 feet from a stream but in an opening which permitted us to descend below the tree top level of 100 feet to 50 feet above the survivor. The penetrator was lowered to the ground and the survivor brought aboard at 1610L. Escort aircraft employed ordnance during the hover and egress phase of the recover effort. This ordnance was placed in close to our aircraft in what appeared to be all areas of possible concealment. The condition of the survivors was such that we had initially decided to return them to Channel 93. Several minutes after medical examination by our pararescue personnel the Alpha man passed out several times so we decided to change our destination to Channel 89. The return flight to Channel 89 was uneventful as both survivors rested quietly.

GROUP 4

Declassified at 3 year
interval unless classified
after 12 years

REF: 40 ARRSQ/DO

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~FOR OFFICIAL USE ONLY~~

The Group were:

Jolly Green 53 (Low)

AC - Maj David G. Daus,
CP - 1Lt Stephen R. Connolly
SM - SSgt Raymond Duarte,
EM - MSgt Edward F. Padilla,
PS - TSgt Michael P. McManus

Jolly Green 52 (High)

AC - Lt Col John H. I. Morse
CP - 1Lt Bryan L. McDowell,
EM - Sgt Wolfgang Penninghoven,
PS - TSgt Michael L. Walker,
RS - Sgt Charles B. McQuoid II,

David G. Daus
DAVID G. DAUS, Major, USAF
Aircraft Commander

Flying Activity:

Dst 4, 3 ARRSB, 1 Sortie, 3.2 Hours
40 ARRSB, 3 Sorties, 8.6 Hours
56 SCW, 7 Sorties, 18.4 Hours
8 TFW, 2 Sorties, 2.3 Hours
366 TFW, 1 Sortie, 2.3 Hours
Non USAF Helicopter, 1 Sortie, 3.2 Hours

~~FOR OFFICIAL USE ONLY~~

DECLASSIFIED

DECLASSIFIED

~~SECRET~~
30.000000

REF: 40-411-1072

REF: 40-411-1072

TITLE: Jolly Green 32 (L) and 62 (H).

OBJECTIVE: Rescue and recovery of one crewmember of Douglas 505, a USN A-6. Contact was only established with the Alpha component. Pickup was successful by Jolly Green 32.

MISSION: 1. 40-411-1072: King 27; Sandys 1 through 4; Several Nail PACs and Navy Jolly Green 64 and 60.

MISSION: Jolly Green 32 (L) and Jolly Green 62 (H) (HK-500) were assigned to the continuing SAR effort at 0645L, 13 Apr 72. Both aircraft were launched at 1300L, 13 Apr 72, and were directed to hold at Channel 99. The weather at launch was 4000 overcast, 3 miles visibility, and rain showers. We arrived at the orbit point at 1330L and held with Sandys 3 and 4 (A-1B). At 1420L we were alerted by King 27 (HK-1302) to refuel and prepare for the run in to the survivor. We refueled at 3500 ft, 20 miles east of Channel 99. The left hose was inoperative so both birds refueled on the right hose. Refueling was completed at 1445L and both birds topped off with approximately 3000 pounds of fuel. We then proceeded to the initial holding point 061/62/99 and arrived at 1505L. We immediately began the run in to the final holding point. Our heading out of initial holding was 060° and our altitude was 11,500. At 1505L the copilot called 20M ground fire at the nine o'clock position. Approximately 20 rounds were fired and we broke right to avoid the ground fire. We proceeded on across the target structure and reached the final holding point 100/96/99 at 1527L. The decision was made by Sandy 1 and Nail 27 for us to continue the run in without stopping at the final holding point. We turned south from final holding point, and the copilot called 37M fire from the nine o'clock position. Approximately 40 rounds were fired at us. We turned back east and crossed a small river and turned back south until we arrived over the valley approximately one mile short of the survivor. We made a spiraling descent into this valley and began receiving 12.7MM at the eleven o'clock position. The copilot called the ground fire as we broke left and the Sandys put in ordnance on the area. We descended to low altitude and held briefly in the valley to avoid the larger weapons to the north while the Sandys put the final ordnance around the survivor. We stayed in the valley for approximately four minutes while ordnance was dropped as close as 100 feet from our position. We were cleared for final run in at 1554L and took up a heading of 90°. As we passed over the end of the valley, we received ground fire and the number two AT who was manning the ramp gun said "I'm hit but no sweat, I can still shoot." We were vectored to the

REF: 40-411-1072
100-96-99

~~SECRET~~
30.000000

DECLASSIFIED

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

DECLASSIFIED

~~SECRET~~

helicopter position by Sandy 1 and made a quick turn of 180° to put the number one gunner in the south where people were moving. Weather in the area was close with about two mile visibility because of smoke from ordnance in the area. He spotted the survivor's smoke and went into a hover over his position. He was taking ground fire from nine o'clock which was suppressed by the number one gunner. Both the number one and three gunners were actively suppressing ground fire for the duration of the hover. Both the copilot and the gunners were able to see enemy troops standing and firing at the helicopter. During this time we were in a hover the Sandy put in ordnance in extremely close to our position to help keep down the ground fire. We didn't see the survivor until he came to a hover because his flare smoke had drifted through the trees and was rising. At the direction of Sandy 1, who was in voice contact with the survivor, we backed the helicopter and moved to the right. We were able at that time to establish radio contact with the survivor on the ground. We moved to a slight opening in the trees and the engineer spotted the survivor crawling to the spot and lowered the penetrator to him. The survivor quickly snapped himself to the penetrator with a snap link and was brought aboard. As soon as the survivor was on board the helicopter the engineer repositioned his mini-gun as he cleared us for forward flight. All guns were used to suppress ground fire as we made the run out. We stayed low level for approximately a mile to pickup speed and at approximately 155 knots began a climb back out of the area. We were climbing on a heading of 320° when we began receiving 57mm ground fire from nine o'clock and as we passed 3000 feet we received 57mm ground fire from three o'clock and 57mm fire from seven o'clock. We then turned west to recross the small river, northeast of Ban Hathon. We turned north again to the final holding point and turned 30° for the final run out back across the route structure to the initial holding point. We recrossed the route structure at 11,500 and received ground fire again from the three o'clock position. JG 62 remained at the final holding fix while the pickup was being made. JG 62 was at 15000 MSL approximately 30M behind other SAR forces during the exit when he came under 57mm ground fire. He called ground fire in his 5 through 9 o'clock position and initiated evasive maneuvers. Sandy 1 and 2 returned to suppress the ground fire and escorted JG 62 across the remainder of the route structure. JG 62 stated that he took approximately 100 rounds of 57mm fire. We reached the final holding point at 1625L. At that time we contacted King and reported that the survivor was in excellent shape. We also reported that the Number two RF had been hit but that the bleeding had stopped and he was also in good shape. Due to extremely bad weather from that point on we detoured south of Channel 99 for 30 miles before heading north to Channel 69. The weather enroute to NKP was 1200 feet overcast with visibility down to three tenths of a mile in rain. We landed at Channel 69 at 1745L and were met by the ambulance. Upon examination of the aircraft, two rounds had gone through the rotor blades. The one that had injured the RF exited through the top of the cargo compartment. One entered the belly of the aircraft and lodged there and broke the chain of the belly but didn't enter. One bullet entered and exited just in front of the pilot and two pieces of shrapnel were found embedded in the fuel cell. Total flying time for the mission was 4.7 hours and approximately 560 miles were flown. ADDET: During the run-in, an Iron Hand T-105 overhead the SAR area detected a SAM radar beginning to sweep the area. At that time the Iron Hand aircraft stated that he had fired two Strike Missiles.

~~SECRET~~

DECLASSIFIED

Harding, James C.

Major, USAF

Date Of Action: April 10 - 13, 1972

A-1 PILOT

Citation:

The President of the United States of America, authorized by Title 10, Section 8742, United States Code, awards the Air Force Cross to Major James C. Harding for extraordinary heroism in military operations against an opposing armed force as an A-1 Tactical Fighter Pilot in Southeast Asia from 10 April 1972 to 13 April 1972. During this period, Major Harding was the on-scene commander of an extremely hazardous and complex search and rescue mission that was attempting to recover a downed American pilot who was located in Laos. Major Harding made repeated passes at low altitude and airspeed, directly over a hostile gun position, in order to draw antiaircraft fire and pinpoint its position. In spite of battle damage to his aircraft, Major Harding repeatedly counterattacked the numerous heavy gun positions, thereby allowing the vulnerable rescue helicopters to effect a safe and successful recovery of the downed pilot. Through his extraordinary heroism, superb airmanship, and aggressiveness in the face of the enemy, Major Harding reflected the highest credit upon himself and the United States Air Force.

ARRS aboard an H-3. An injured F-105 pilot was down near Dong Ha, and he was surrounded by enemy soldiers, who set up a 'flak-trap' for the rescue forces. The first attempt damaged an H-3, the second severely damaged another and a covering F-105 was also brought down by ground fire. Finally an H-3 penetrated the defences and Airman Tally descended, found the pilot and called for a fast exit. Whilst the pair were being hoisted the H-3 was raked by enemy fire, causing over 40 hits. The aircraft dragged the two men away on the hoist departure, however, and on this occasion both survived.

Capt Wayne Stovall of the 40th ARRS flew repeated trips deep into North Vietnam to rescue two downed airmen following an initial attempt by another HH-53 which had been abandoned on account of heavy ground fire. Eventually Stovall succeeded in recovering the crew.

HH-3 pilot Capt Gregory Etzel from the 37th ARRS attempted to rescue a downed F-105 pilot from a heavily defended area on 2 July 1970, but the onset of darkness and fierce resistance prevented the rescue. The next day Etzel returned with a task force, with 'Spads' silencing enemy ground fire before the Jolly swept in and recovered the airman.

Sgt Michael Smith was the Pararescueman aboard a 'Jolly' during the recovery of a downed F-100F crew, when enemy fire made the helicopter's hoist inoperative and the Flight Engineer was forced to cut the cable. However, the 'Jolly' made four attempts to recover the PJ plus crew, eventually recovering the trio despite intense ground fire. Capt Leroy Schanberg, a pilot from the 40th ARRS, was awarded the Air Force Cross as a result of operations to recover an OV-10 pilot shot down over Laos.

The 3rd ARR Group evacuated 132 people from the citadel in the besieged city of Quang Tri to Da Nang, Vietnam. Five HH-53s of the 37th ARR Squadron were used for this mission. Thankfully no one was injured, despite the nearby presence of enemy forces. S/Sgt Robert L. LaPointe, a Pararescueman in the first HH-53, silenced enemy snipers with his door-mounted minigun and, when the helicopter landed, he organised the evacuees and maintained ground control until the second HH-53 arrived.

Following the enemy spring offensive through the DMZ on 30 March, rescue activity increased dramatically. On 13 April the 40th ARR Squadron was tasked to find USMC Maj Clyde D. Smith, who

1972

33

DAMAGED 9 APR
RESCUED 13 APR

BENAL 505 A-6

was down between Tchepone, Laos, and the DMZ. Capt Bennie D. Orrell, piloting an HH-53, approached the search area, and Smith 'popped his smoke' to show his location. The smoke drifted uphill before it emerged from the trees. When Orrell hovered at that spot, Smith made a 'max effort' run uphill to the hoist. He grabbed it, but Orrell encountered enemy fire and was forced to retract the hoist, not knowing that Smith was hanging on until the hoist had cleared the trees!

Eight HH-53 Super Jollys and three HC-130 tankers from the 40th and 56th ARR Squadrons, respectively, participated in Operation 'Eagle Pull', the evacuation of US personnel from Phnom Penh, Cambodia. One HH-53 inserted a combat control team prior to the evacuation whilst two HH-53s removed the fifteen military personnel from the capital following the completion of the evacuation. The Joint Rescue Coordination Center (JRCC), operated by the 3rd ARR Group at Nakhon Phanom, exercised operational control of the rescue forces. There were no ARRS injuries or casualties, although two HH-53s incurred hits from small-calibre ground fire.

'Gunfighter 82' was the crew of an F-4E assigned to the 366th TFW at Da Nang, 'Gunfighter 82A' being Lt-Col Arthur Blissett and 'Gunfighter 82B' his 'Wizzo', Lt Michael Murray. On the night of 17 December 1971 'Gunfighter 82' was shot down by a SAM near Mu Gia Pass about 65 miles east of Nakhon Phanom RTAFB, Thailand. Mu Gia Pass was a notoriously 'bad place' situated along the Ho Chi Minh Trail, and only a week earlier the crew of 'Ashcan 02', an F-105 'Wild Weasel', had been downed and successfully rescued from the same area. Two Super Jolly Green Giants from the 40th ARRS at NKP were scrambled and succeeded in retrieving the 'Gunfighter' pair.

Drone Drama

On 21 July 1971 a single HH-3 'Jolly Green' was tasked to recover an RP drone and ended up being shot down by groundfire in the area just as it was picking its No 1 PJ by hoist. The 'Jolly' rolled over a couple times and ended up against some trees. The covering fighter crews involved in the recovery saw the 'Jolly' upside down on the downslope of a small clearing; the drone, its parachute in the trees at upper end of the clearing, was situated in the middle, and the 'Jolly's

captivity by other U.S. POWs captured at An Loc.

South Vietnam Bruce C. Walker
 Larry W. Potts
 (1820)

See Vessey 135 Discrepancy Cases for case summary.

Laos Scott D. Ketchie
 (1824)

On the evening of April 9, 1972, First Lieutenant Ketchie was the Navigator in an A-6A which took off from the U.S.S. Coral Sea for a strike mission over lines and communications and supply points in the area of Tchepone, Savannakhet Province. After his second run against a target of five trucks, he departed the target area and was at an altitude of 12,000 feet when his aircraft was hit in its aft section by hostile anti-aircraft fire. His aircraft caught on fire and began to spin. The pilot directed Lieutenant Ketchie to eject. The pilot ejected but neither saw nor had contact with Lieutenant Ketchie from the time of the eject order and up to the time the aircraft crashed. The crash site was in the Steel Tiger east operational area east-northeast of Tchepone and near Vietnam's Demilitarized Zone.

The pilot, Major Smith, landed approximately 40 yards from the crash site of their aircraft and remained in place for four days until rescued. He never was able to establish any contact with Lieutenant Ketchie. One U.S. search aircraft overhead in contact with the surviving pilot "thought" he saw two parachutes on the ground but this was not confirmed by any other source. Maj. Smith was able to hear the sound of people in the area and coordinated air strikes on them. On one occasion, a BLU-52 canister of gas was dropped on the area by search and rescue forces and Major Smith was himself gassed. Search and rescue forces searched the area for Lieutenant Ketchie but were unable to locate any evidence of him through the time the pilot was rescued.

On April 9, 1972, a Vietnam People's Army unit reported having hit an aircraft, the pilot had parachuted out, and search teams had been sent to capture the pilot. On April 10, 1972, a unit reported it had downed an aircraft and the pilot had been killed. A second aircraft was also reported shot down and the unit said it heard an aircraft was shot down on March 30th. Another report on April 10th stated a pilot had been captured. These reports were believed to possibly be associated with Lieutenant Ketchie's loss incident and were placed in his file.

Lieutenant Ketchie was initially reported missing in action. Returning U.S. POWs had no information on his precise fate. After Operation Homecoming he was declared dead/body not recovered, based on a presumptive finding of death.

South Vietnam Robert W. Brownlee, Jr.
 (1834)

On April 24, 1972, Lieutenant Colonel Brownlee was with Advisory

1971 (cont)

2 Nov- on 5 November. When the cost was tallied, it was determined that
5 Nov 71 shipment by airlift or sealift would have been less expensive.
(cont) However, ferrying was a viable option, and airlift or sealift might not be available.

1972

20 Feb 72 Operation Long Flight. ARRS established a new world record for turbo-prop aircraft distance in a straight line for 14,052 kilometers (or 8,732.09 miles) on 20 February 1972. Lieutenant Colonel Edgar L. Allison, Jr., was pilot of the HC-130. The flight originated at Chung Chuan Kang AB, Taiwan, and touched down at Scott AFB, Illinois, after 21 hours and 12 minutes of total flight time. The flight broke the previous distance record as it passed over Portland, Oregon. Later, during 1974, Lieutenant Colonel Allison (Retired) was awarded the Harmon International Trophy in recognition of this achievement.

30 Mar- An AC-130, "Spectre 22," with 15 crewmen aboard was hit by enemy
31 Mar 72 antiaircraft fire near Paksong, Laos, but all crewmen were able to bail out. On the following day the 40th ARR Squadron sent out five HH-53s and brought back all 15 crewmen.

1 Apr- The ARRS detachment at Clark AB, Republic of the Philippines,
2 Apr 72 launched an H-3 and an HC-130 to rescue a scientific expedition of 46 persons, including Charles A. Lindbergh, stranded in a jungle area of Mindanao. The group had been studying a lost tribe in the tropical rain forest. Forty-six saves were recorded.

13 Apr 72 Captain Bennie D. Orrell won the Air Force Cross as a result of a rescue mission in Southeast Asia. Following the enemy spring offensive through the Demilitarized Zone (DMZ) on 30 March, rescue activity increased dramatically. On 13 April the 40th ARR Squadron was tasked to find United States Marine Corps Major Clyde D. Smith who was down between Tchepone, Laos, and the DMZ. Captain Orrell, piloting an HH-53, approached the search area, and Major Smith "popped his smoke" to show his location. The smoke drifted uphill before it emerged from the trees. When Captain Orrell hovered at that spot, Major Smith made a "max effort" run uphill to the hoist. He grabbed it, but Captain Orrell encountered enemy fire and was forced to retract the hoist and didn't know Major Smith was there until the hoist cleared the trees.

1. Captain Bonnie D. Orrell was born in Kansas and raised in Hugo, Colorado. He attended grade school and high school in Hugo and entered the University of Northern Colorado, then named the Colorado State College, at Greeley Colorado, in 1964. In college, the characteristic traits that would later distinguish this outstanding young man began to emerge. He spent two years teaching a Red Cross Swimming Course that included everything from beginning swimmers to senior life savers. He was a member of the ROTC Arnold Air Society. A significant contribution of the society was the blood drive they spearheaded canvassing for blood donors. The reason for the drive was to collect blood for those wounded in action in the Vietnamese conflict.

Captain Orrell received his Bachelor of Arts in 1968 from the University of Northern Colorado and immediately entered the Air Force. He was not deterred by the increasing unpopular attitude toward the war in Vietnam. He was anxious to serve his country and felt he could do this well by entering the Air Force. He was commissioned a 2nd Lieutenant in June 1968. He then volunteered and was accepted for Undergraduate Pilot Training at Williams Air Force Base, Arizona. Upon receiving his pilots wings he was assigned to flying cargo aircraft at McChord Air Force Base, Washington. He quickly advanced to a first pilot check out, but while this was pleasant duty, it was not the front line flying that he desired. This desire was soon recognized and he was assigned as a rescue helicopter pilot to Nakorn Phanom Air Base, Thailand in October 1971. He was quickly upgraded from co-pilot to Aircraft Commander and then to Instructor Pilot and finally Flight Examiner. This is a significant achievement in itself since these are highly coveted positions among Air Force pilots. The completion to achieve the status of flight examiner is intense in any unit and for a young Captain to gain this status attests to the outstanding capabilities and leadership qualities that Captain Orrell possesses. He was recognized not only in his flying abilities, but in his managerial and leadership abilities as well. He progressed rapidly from an Assistant Scheduling Officer, to Chief Scheduling Officer, to Assistant Operations Officer, a position with almost no precedent for a junior Captain in a unit where he is outranked by several of his fellow officers contending for this position. In addition to these achievements he was rapidly checked out in the field in the Night Recovery System. A field checkout is unusual in that most pilots checked out in this system would receive their initial training at the formal school at Hill Air Force Base, Utah. His unique capabilities and strong desire to be a leader in the front line led him to this, the most dangerous and difficult mission yet devised for a helicopter to fly. Upon completion of his combat tour of duty, Captain Orrell was reassigned to the Air Force Helicopter School at Hill Air Force Base, Utah. Once again his outstanding abilities were recognized, first in being selected for the

Please type using black ribbon.

Please type using black ribbon

assignment at Hill and then as he rapidly assumed his duties as instructor pilot and scheduling officer. He has expanded his interests and is the Junior Officers Council delegate to the Hill Officers Open Mess. His off-duty time has been utilized in promoting good community relations. He has engaged in guest activities with the Ogden Chapter of the Air Force Association and has been invited to be guest speaker at the Reserve Officers Training Course banquet.

Captain Orrell's outstanding abilities, devotion to his country and personal courage have led him to noteworthy achievement as a rescue helicopter pilot. While he was serving in Thailand he was responsible for rescuing seven downed American air crewmembers. On April 9, 1972, a Marine Pilot was shot down near Tchepone, Laos. Rescue forces attempted to recover him for three days, but were driven off by intense enemy fire. On the fourth day a mass effort by the North Vietnamese diverted much of the air power which had been supporting the attempted rescue. Hope seemed to be dwindling for the Marine Pilot now in his fourth day on the ground in enemy held territory. Due to the intense enemy activity and the lack of air cover, the odds against a successful rescue effort were very high, therefore, the choice of making an attempt was left up to the helicopter aircrew. Captain Orrell commanding an all volunteer aircrew took the challenge and with limited air power support against seemingly insurmountable odds maneuvered his helicopter over the survivor and recovered the downed marine pilot on the 13th of April 1972. On June 27, 1972, two Air Force Phantom Jets were downed in an engagement with MIG aircraft deep inside North Vietnam. Captain Orrell again commanding a volunteer crew piloted his helicopter to within 50 miles of Hanoi and although faced with an impending engine failure and intense enemy ground fire, maneuvered his helicopter over unfamiliar terrain to virtually rescue this Air Force pilot out of the hands of the enemy. To illustrate how close this pilot was to capture, while he was being recovered, his flying partner was captured only several hundred yards away.

In a daring rescue in the Ashau Valley, Capt Orrell flew his helicopter behind a smoke screen to recover a downed Navy Pilot. He accounted for 4 other American air crewmembers being rescued in less spectacular missions during his remarkable combat tour of duty in Southeast Asia. All of his missions did not result in rescues, however, even though they were no less dangerous. Capt Orrell piloted the first Night Recovery System mission attempted in North Vietnam. Although this mission was not successful, it was flown under the constant threat of MIGs, surface to air missiles and the hazards of night low level flying in enemy territory.

3. Captain Orrell has received the Air Force Cross, The Silver Star, The Distinguished Flying Cross, and 6 Air Medals for his heroism and exceptional acts of bravery. Brigadier General Everest, USAF Commander of the Aerospace Rescue and Recovery Service, lauded him for his "outstanding efforts and airmanship." Colonel Muirhead, USAF Commander of the 3rd Rescue and Recovery Group complimented Capt Orrell on his "perfect execution of a mission long awaited." Admiral Clarey USN Commander in Chief of the US Pacific Fleet expressed his gratitude for the "courage and airmanship" in the "dramatic recovery" of a downed Navy flier, displayed by Capt Orrell and his crew.
4. Capt Orrell constantly strives to improve himself in all facets of his life. He never allows a question posed him by a student to go unanswered. He has become one of the most outstanding instructor pilots at the Helicopter School due to these efforts. He carries this to his personal life. He will not refuse a challenge and once he is presented one will not rest until he has met and solved that challenge. Asked to speak at a dinner for future young officers he diligently prepared himself for this unfamiliar task. At a joint Air Force, Navy Search and Rescue Conference he was asked to cover a Night Recovery System briefing. Through his tireless efforts in preparing his briefing he became the Air Force representative at this essential meeting.

His devotion to duty is unsurpassed. He volunteered for the most difficult and dangerous missions while in Southeast Asia. He has carried this to his current assignment and volunteers constantly for the most difficult missions. He devotes long hours to duty to complete his work in a superior fashion, not seen in many men of higher rank and experience. He has and continues to serve his government in a superior manner. This was attested to by his present selection to the Regular Air Force. The intense competition for this selection allowed less than 10% of those considered to be selected.

His contribution to his nation is perhaps the greatest humanitarian act anyone can do in a wartime environment. That is to risk ones life to save another. Capt Orrell epitomizes "That Others May Live," the motto of the Aerospace Rescue and Recovery Service. He gave to his country at a time when every man was sorely needed, seven fighting men who were able to go on fighting. More importantly he gave to those men the dignity of remaining free, and certainly to some of them at least, he gave longer life.

Please type using black ribbon.

Please type using black ribbon.

April 1972, demonstrates the sophisticated manner in which complex rescues were conducted. A Navy A-6A went down while on a night mission between Laos and the demilitarized zone. At least twenty antiaircraft gun positions and two surface-to-air missile sites surrounded the survivor's location. An OV-10 FAC aircraft established radio contact with the downed airman, but bad weather during the next day and a half prevented a the SARTF from working the area. On the afternoon of the second day, the weather had lifted enough for fighter strikes to be called in to silence the enemy guns. On the third day, rescue helicopters tried to make a recovery, but new gun emplacements opened up and beat back the rescue force. On the fourth day, the rescue operation was weathered out again. Finally, on the fifth day, the rescue forces mustered for another try.

Two HH-53 Jolly Green helicopters, escorted by a pair of A-1E Sandys, took-off from Nakhon Phanom and headed out toward the rescue site. Jolly 32, piloted by Captain Ben Orrell, flew the low position, while Captain Dale Stoval in Jolly 62 provided back-up in the high position. Enroute to the initial holding point, the Sandys flew "lazy eights" around the two Jollys, watching out for enemy ground fire. The time enroute gave the helicopter crews the chance to don their armored helmets and 45 pounds of titanium body armor.

Meanwhile, King 24, the HC-130 airplane was already airborne. King 24 was the AMC for the rescue effort and the air refueling tanker for the helicopters. The AMC aircraft was working with the OV-10 FAC who was directing air strikes to neutralize enemy resis-

THAT OTHERS MAY LIVE



HOME



DEBRIEFING

VMA (AW) 224
 USS CORAL SEA CVA 43
 CARRIER AIR WING 15
 Major Clyde Smith (Pilot)
 1ST Lieutenant Scott Ketchie (B/N)
 NL 505 Bengal 505
 9 April 1972
 Tchepone, Laos



Gulf of Tonkin: 9 April 1972. Scott and I were fired off the catapult about 1800 on a road interdiction mission-call sign Bengal 505- near Tchepone, Laos, on Route 9 west of Khe Sanh. We carried 12 Mk-82 500-pound bombs and 12 Mk 20 Rockeyes. Tchepone was a major transshipment location along the Ho Chi Minh Trail and had a reputation as a hot spot: an Air Force AC-130 was shot down near there just two weeks earlier. The North Vietnamese had mounted a major offensive into South Vietnam in early April, but we knew little about the ground war. Soon after arriving on station, we saw several trucks on the road trying to get a head start on the evening run down the trail. It was about 1900 and the day was turning to dusk; the weather was clear.

We made two attacks, saw hits on two trucks, and rolled in on our third pass from about 16,000 feet, planning a 45-degree, 500-knot, visual delivery. After we pulled off, I heard more than felt- a thump like a door closing. I said something to Scott but then realized our intercom was not working and he couldn't hear me.

The aircraft was doing strange things and almost every warning light in the cockpit was flashing just before we lost all electrical power. The nose began to move up and down and independently-I couldn't control it with the stick. I attempted a turn toward the mountains, and as I turned my head to look that way, I saw a huge ball of flame where the tail was-or had been. Shortly after that, the aircraft went into an inverted spin. When I looked up at Scott, he was looking down and reaching for the lower ejection handle. I faced forward, reached up for the face curtain, and ejected.

I seemed to hang in the 'chute for quite a while, even to the point of taking out my radio to call someone, when I realized there wasn't anyone to talk to. I looked down and there was fire on the ground directly underneath me. I landed next to the aircraft. The flames were intense and the remaining bombs on the aircraft were cooking off; shrapnel was flying all over the place. My first survival task was to get away from the wreckage. About that time, I heard an aircraft. I assumed it was Captain Roger Milton and Captain Charlie Carr, who were nearby just before we were hit. I beeped and broadcast on the emergency frequency, but there was no reply and the aircraft left.

The sun had just set and it was very dark. There was a lot of noise close by. I assumed it was Scott and almost called out. Somebody or something was moving through the woods in a hurry. About an hour later, I heard shouting and several shots. At that moment, I felt certain that he had been captured.

First night. Roger and Charlie had pinpointed the crash site. When we didn't return to the ship at our planned landing time a check was made at all the military bases in the area to make sure we had not diverted, and the information passed to 7th Air Force Saigon.

"Our dog Tootsie," I said-and immediately realized that I had written Tinker Bell, the name of our cat, on the card. I began to explain: "Nail, you may not believe this, but I put our cat Tinker Bell on my card because we didn't have the dog at the time. I like the dog better, so that was my initial response."

Hard to believe, looking back. A life-or-death situation and I'm talking about liking the dog better than the cat-a very confused survivor trying to explain things. The Nail FAC just gave up. "Okay, that's enough," he said, and the radio got quiet. I thought I had blown it. Any bad guys monitoring the radio were probably more confused than I was.

The on-scene SAR commander, call sign Sandy 01 (an unforgettable Air Force officer named Jim Harding) arrived on station about 1500 in his A-1 to pinpoint my location and coordinate the FACs and F-4 fighter-bombers (call sign Gunsmoke) that were going to support the Super Jolly Green Giant HH-53 rescue helicopter. Ground fire was intense, and the aircraft took a tremendous amount of fire from a number of antiaircraft artillery (AAA) sites. Listening to these professionals calmly going about their job under fire was something that will stay with me the rest of my life. At one point, Sandy 01 asked one of the fighters about the location of a particular AAA site-Gunsmoke 01's response was "I don't know, I haven't been able to get him to shoot at me yet."

The weather moved in and the ground fire was too heavy to risk bringing in the Jolly Green. King 21, the SAR mission commander flying in an HC-130 nearby, called off the rescue for the day about 1730, but Sandy 01 and Nail 46 continued to work the area long after they had been told to head home. My heart sank when I heard that everyone was leaving.

It got very quiet. Then the birds started to sing, people began moving around, and the trucks started warming up for the night's run. Minutes after the sun went down, I could not see my hand before my face. One thing was working for me; the nights were all mine. I never was concerned that someone would be walking around the jungle at night looking for me. It was very cold at night, though, and I was uncomfortable. My neck hurt and I had banged my knee and cut my mouth when I landed. I slept on and off to some strange dreams.

11 April-second day. An unflappable series of Nail FACs were overhead almost continuously in what became the pattern for the next four days. They arrived about 0830, controlled air strikes for about three hours, and passed control to another FAC. I monitored the radio during the turnover and participated in the brief and debrief. If they didn't hear from me every 15 minutes or so, they would fly over and gun an engine until I came up; I had lain so still that my self-winding watch had stopped. I had little idea of the time.

The last FAC at the end of the day would settle me in for the night, promising to return. All of them were getting shot at the entire time they were over me. Once I heard Nail 46's back-seater say, "Six, seven, eight more rounds of 37 millimeter," to which the pilot replied, "Yeah, I know-just keep count and let me know if it gets too close."

I had moved into a hole at the base of an uprooted tree, and so had some cover. The weather was cloudy with occasional rain, which hampered the bombers and made it very dangerous for everyone.

They had been dropping powdered gas around the area to discourage searchers. I got a mouthful and let them know it. They were concerned that I was going to become incapacitated. It just made my dreams weirder.

I heard some people talking in a whisper on the other side of the ridge. From the sounds, they were chopping wood, but I assumed they were looking for me. At times like these, I could not respond to calls from the FACs; at other times, I took a chance and whispered. I had a dilemma: if I didn't talk to the SAR people frequently, they might assume that I had been killed or captured and terminate the SAR-but if I were careless, the bad guys might be close enough to hear me. I fell asleep at one point, and woke up to hear Nail 46 telling Nail 68 that I had not been talking lately. -46 expressed concern that it had been 30 minutes since he asked me to come up on the radio and he had not heard from me.

I started to rain about 1500, and they shut down the operation. It rained hard for about two hours and then on-and-off after dark. The hole filled up with water. My survival gear was pretty much useless. I had a package of fruit loops, about eight ounces of water, Band-Aids, and fishing gear.

"I'm alright, they just go me in the knee, but there's some holes in the helo," (Brinson)

Jolly 32 took 11 hits including one through the front windshield. Sandy 01 guided the final approach. As the helicopter reached my position, he called Orrell:

"Pull up Jolly, pull up, you're right over the survivor.

"I don't see him," Orrell said, whereupon Sandy called me.

"Pop your smoke, Bengal 505, pop your smoke."

I popped a flare, but the helicopter's downwash pushed the red smoke down into the gully and they couldn't pick it up. By this time, Jolly 32 had been in a hover for an extended period, which was becoming a concern to all.

"I don't see him, tell him to pop his night end."

Immediately, I turned my flare around and pulled the tab (just like a highway flare) and it ignited, showering me with sparks.

I had been told not to chase the helo-to let it come to me. But when Orrell said-for the third time-that he still couldn't see me, I decided it was time to move. I went up the hill and out into an open area pocked with craters and litter with fallen trees. Smoke hung in the air. I saw what appeared to be some sort of cloth tied around a tree. It looked like a trail marker; maybe that NVA did see me that first evening and they had decided to use me as bait for a deadly trap.

At the top of the ridge, I saw Jolly 32 so low the rotor blades were cutting off tops of trees and slinging them in every direction. The helo was 50 to 60 yards distant and moving farther away. The door gunner/winch operator (Liles) was looking away from me. I ran toward the helo hollering on the radio, "Right here, right here, behind you, behind you!" There was so much noise on the radio I don't know how he heard me, even though I was screaming at the top of my lungs-but he turned and looked right at me and said "I got him, I got him." Orrell told him to lower the hoist.

We had been told time and again to let the hoist's bullet-shaped jungle penetrator-which folds out to provide a three-pronged seat-hit the ground first to dissipate any static electricity. Concern about getting shocked by the penetrator, however, was really down on my list of priorities at this point. I grabbed the cable with one hand when the penetrator was still five feet off the ground, and snapped the climber's snaplink on my torso harness to the cable with my other hand; I may have set a hook-up record. Except for my helmet, I had all my flight gear on. Immediately, I felt a tug on my harness as Liles took up the slack.

When I go up to the door, he rolled me in, said, "Get the hell out of the way," swung his mini-gun back around into the door opening, and fired in the direction I had come from. The interior was filled with smoke, empty shell casings flying all over, and three gunners firing in every direction. Light streamed in through bullet holes in the deck and overhead. Almost simultaneously, Liles told Orrell, "He's in the door, let's get the hell out of here."

Everything is relative. My situation had gone from bad to wonderful in those last few seconds and I was exhilarated-as far as I was concerned, it was over. The Jolly crew, on the other hand, knew that it was far from over-things could still get very bad very quickly.

Sandy 01 immediately advised, "Stay low, stay low, and go out the same way you came in." We got shot at all the way to Thailand. The bad guys must have been upset to have absorbed all that punishment, and then watched me snatched from the trap.

We landed in Nakhon Phanom about 90 minutes after the pickup to a huge reception on the flight line-a very proud group of men and women who had worked day and night and risked their lives to rescue me, and succeeded. Their pride was exceeded only by the gratitude of one very humble Marine aviator.

Someone who looked like Charlton Heston walked up to me. "Hi," he said, "I'm Sandy 01,"-it was Jim Harding. We threw our arms around each other. To this day I have no idea what we said. When he arrived overhead that first day, I had pictured him as some old guy who got stuck in Spads instead of fighters-a perception quickly dispelled when I heard his engine quit followed by his explanation to his wingman that he didn't know how much gas he had in his

Back home, I decided to try to get Major Smith to move away from the heavily defended area. The enemy was too close for him to move, however, and he had dug in near a tree.

On 11 April, the cloud layer began breaking up, the FACs and fighters worked over the AAA, and we shifted to a low-level approach. Then the clouds moved in and we postponed again. Two Sandys dropped "crowd-control" powder that apparently spooked the NVA who were looking for Smith. An intelligence source intercepted radio instructions to the NVA in the area to withhold fire until the rescue was attempted- after which they would attempt to shoot down the slow-moving SAR forces.

We tried again on 12 April. After confirming Smith's position, I made several low-altitude, low-speed passes along the planned helicopter route- trolling for AAA. On the third pass, gun positions on both sides of the intended route opened fire. I saw tracers criss-crossing over the canopy and felt hits in both wings. All four Sandys immediately attacked the gun positions. More trolling revealed other gun positions, so we postponed the rescue once again to let the FACs and fighters attack the AAA.

On 13 April, the FACs and fighters went at it once more, and the SAR forces headed in at low altitude. Two F-105s fired Shrike missiles when the SAM sites turned on their radar. Four additional Sandys were along to beef up the rescue force; they preceded the main rescue force, dropping a string of white phosphorous bombs to the north, south and west of Smith and creating a curtain of smoke about 300 feet high between him and the roads.

The four Sandys escorting the Jolly Green helicopter dropped white phosphorous cluster bomb units (CBU) across the east end of the rescue area completing the curtain of smoke around the survivor, and also dropped high-explosive CBU on gun emplacements along the ingress/egress route. Then they escorted the Jolly Green helicopter from the holding point to the survivor.

I knew where Smith was but could not actually see him. In an effort to help his crewmembers spot the survivor, and to the consternation of the hoist operator, the Jolly Green pilot hovered so low that the rotor blades were chopping off the treetops. Then the hoist operator spotted Smith, began winching him in, and the four Sandy's rolled in to deliver non-stop fire against the NVA on the ground. We took a lot of ground fire on the way out and the Sandys were called on several times to attack AAA positions.



BIOGRAPHY

Lt. Col. Clyde Smith retired from the Marine Corps in 1979 after commanding two Marine Corps Squadrons at MCAS, Cherry Point, NC. Colonel Smith is presently the Manager of Program Development for GEC-Marconi Avionics in Atlanta, GA.

No one ever heard from First Lieutenant Scott Ketchie, and his name never appeared on any prisoner of war list. He was declared killed in action. The Missing-in-Action (MIA) search team based in Hawaii went to the crash site in 1993, and is planning another trip.



RESCUE

NEWS LETTER OF THE AEROSPACE RESCUE AND RECOVERY SERVICE

Vol. 3 No. 1

Scott AFB, Ill. 62225

January 1973

Pilot receives Air Force Cross

HQ ARRS, Scott AFB, Ill. — Capt. Bennie D. Orrell, A HH-53 pilot, was presented the Air Force Cross by Lt. Gen. Jay T. Robbins, vice commander of the Military Airlift Command, Jan. 5 at Hill AFB, Utah. Captain Orrell is now an instructor pilot with the 1550th Aircrew Training and Test Wing at Hill. Also participating in the ceremony were Brig. Gen. Frank K. Everest, Jr., ARRS commander, and Col. Erskine Wigley, commander of the 1550th.

Captain Orrell received the distinguished honor for his heroic actions as an HH-53 rescue pilot in Southeast Asia on a daring, all-volunteer rescue of a downed U.S. Marine Corps pilot deep in enemy territory. Despite intense ground fire which damaged the helicopter and wounded one of the crew members, Captain Orrell directed the successful rescue mission and then flew the damaged aircraft, the survivor and the crew back to safety.

The citation which accompanied the medal read in part, "On April 13, 1972, Captain Orrell, voluntarily and with great courage, piloted his rescue helicopter against seemingly insurmountable odds in support of the search and rescue mission of a downed American pilot. With complete disregard for his own personal safety, Captain Orrell successfully maneuvered his aircraft to a hover over the survivor and retrieved the downed pilot, virtually from the hands of his would-be captors." While in Southeast Asia, he was assigned to the 40th ARRSq. at Nakhon Phanom RTAFB, Thailand.



CONGRATULATIONS—Capt. Bennie D. Orrell, left, is congratulated by Lt. Gen. Jay T. Robbins, vice commander of MAC, after receiving the Air Force Cross, the nation's second highest military award. (U.S. Air Force Photo)

Unit restocks weather site

THULE AB, Greenland—Det 4, 39th ARRSq., here recently participated in an unusual mission involving 33 over-water sorties.

The mission started when the North Water Institute (NWI) of the National Science Foundation requested help in airlifting supplies

and equipment to the Carey Islands, a remote, desolate group of islands 65 miles west of here.

The Carey Islands are the main station to which 18 unmanned remote weather sites automatically gather and transmit meteorological data.

(See Weather Site... Page 4)

A highly decorated Super Jolly Green pilot tells about "one of the toughest search and rescue missions" of the Vietnam War ...

Excerpt from
AIR FORCE
Sep 1974

THE RESCUE OF BENGAL 505 ALPHA

BY CAPT. DALE STOVALL,
USAF

Seventh Air Force turned down our request for forty-eight fighters to clear out the guns. It was April 10, 1972. Every available fighter was targeted against North Vietnamese Army (NVA) troops and tanks surrounding An Loc. NVA reinforcements were still pouring across the DMZ. We were given two F-105 Iron Hand aircraft for anti-SAM coverage and a few F-4s.

The weather was bad, too. A forward air controller (FAC) in an OV-10 got into the area the first night and established voice contact with the survivor, but low ceilings prevented fighter strikes for the first day and a half. On the afternoon of the second day, the strikes couldn't quiet enough of the guns for us to risk the easy-target helicopters.

The weather improved on the third day. We made a try for the survivor, but new guns opened up and the helicopters never got past their holding point. Our hearts sank as we turned homeward and heard Capt. Dan Gibson, FAC in Nail 27, ordering area denial ordnance around the survivor to keep enemy troops away.

The next day, we were weathered out again.

We could imagine how the sur-

The Super Jolly Green Giant is a fantastic machine. Ask the man who's flown on a combat rescue. Better yet, ask the man who's ridden one home after an otherwise bad day."

WHEN you're on rescue alert at Nakhon Phanom (NKP) AFB, Thailand, midnight phone calls mean trouble.

"Briefing at 0300 local," was all the dispatcher said.

The best I could hope for was that my helicopter and crew would be the ones to make a "save." As it turned out, we didn't; but we had a seat at one of the toughest search and rescue (SAR) missions of the war. And there was plenty of action to go around.

"This is going to be a real shoot-

out," one of the A-1 Sandy pilots told me after that first early morning briefing.

The objective was Bengal 505 Alpha, a Navy A-6A crewman who'd gone down on a night mission between Tchepone, Laos, and the demilitarized zone (DMZ). At least twenty anti-aircraft artillery (AAA) sites and two surface-to-air missile (SAM) installations surrounded the survivor. An AC-130 had been downed by a SAM near Tchepone two weeks earlier. SAM sites were active all along the DMZ.

HH-53 begins to shudder and shake, threatening any loose tooth fillings, but there is ample warning before the helicopter goes out of control.

Refueling complete, both crews ran our combat checklists: landing gear lowered and isolated from the rest of the hydraulics to prevent leakage from small-arms hits; aircraft commander monitoring UHF only; the three Miniguns test-fired at both 2,000- and 4,000-round-per-minute settings.

We also had two M-60 machine guns aboard in case we were forced down and the electrically powered Miniguns became useless.

The clamshell doors on the front of each engine were closed against the debris which would be generated by the eighty-knot rotor downwash of the helicopter in a fifty-foot hover. The flight mechanic readied the hydraulic hoist with the heavy forest penetrator at the end of its 240-foot steel cable.

The crew donned body armor, and the pilots pulled the armored wings of their seats forward. Instinctively, we sat a little deeper in

the seats. The floor of the cockpit and the major control systems and transmissions are protected by 1,300 pounds of titanium armor plate—effective against small-arms fire. The Minigun on the back ramp sits in a titanium tub to shield the gunner.

The Guns Come Up

Both helicopters drew 57-mm fire as we crossed the trail, and we finally reached our holding point by dodging from cloud to cloud. From 14,000 feet, we could see a tracer-filled sky, and smoke from the bombs as the Sandys and Air Force and Navy F-4s and A-7s started their bomb runs only seconds apart.

Dan Gibson was a busy FAC.

"Start your run-in, Jolly," ordered Harding as he sent Sandy 02 to lead the helicopter in.

Ben made a twisting autorotation to treetop level. Banking and using power to prevent rotor overspeed, he dropped at more than 6,000 feet per minute. In case of loss of power,

a helicopter pilot can autorotate to a safe landing by gaining lift from the inertia built up in the rotor system. In full autorotation, the Super Jolly drops at 4,500 feet per minute. We wore parachutes because a hit in the transmission case could cause loss of cooling oil and resultant transmission failure in less than sixty seconds.

Jolly 32 was above its red line of 170 knots as Ben skimmed the trees, "jinking" to keep the enemy gunners guessing. Eighteen miles out two 57-mm guns opened up. The A-1s hit one, and the other called it quits.

Eight Navy A-7s laid 500-pound bombs on both sides of the helicopter to form a corridor. Air Force F-4s sprinkled antipersonnel, delayed-action cluster bombs ahead of the Jolly to force the enemy into cover.

"Jolly, hold your position!" Harding spotted a trap as three 23-mm guns and automatic weapons fired into the helicopter's path just three miles from the survivor.

The big helicopter swung into a

C The end of a successful rescue mission. Former Secretary of the Air Force Harold Brown called the work of ARRS crews "one of the most outstanding human dramas in the history of the Air Force." ARRS crews made 2,824 combat saves in SEA.



Rough Return

Orrell started a maximum power climb up the ridge and pushed the aircraft to 170 knots for five miles of treetop flying before popping up to follow Nail 27 across the trail.

At 1,500 feet, 23-mm tracers streamed across the cockpit. The copilot, 2d Lt. Jim Casey (left seat in the HH-53), called the gun's position and A1C Cakebread's Minigun poured its thin stream of red into the site.

More and bigger guns opened up, and the SAR force was under fire until the HH-53, OV-10, and A-1s broke into the sunlight at 12,000 feet. King 21 made his roll call and told home bases that all SAR-force and fighter planes were accounted for.

Five miles behind the main force, we were experiencing a "high" of joy and hypoxia.

"Ground fire! Five o'clock!"

I quickly broke left.

"Ground fire! Seven o'clock!"

"Break right! Break right!" yelled

Capt. Jim Bruner, my copilot.

Three 57-mm guns were firing at us. Despite the efforts of our pararescuemen, SSgt. Chuck Morrow and SSgt. Gary Osborne, the Miniguns were ineffective at 15,000 feet.

I yelled for the Sandys as four red balls of flame rose in formation and exploded on both sides of the helicopter. SSgt. Harry Cash, the

Editor's Note: Capt. Ben Orrell received the Air Force Cross for the rescue of Bengal 505 Alpha. The rest of his crew were awarded Silver Stars. Sergeant Brinson also received the Purple Heart. Each member of the Jolly Green 62 crew, including Captain Stovall, was awarded the Distinguished Flying Cross.

flight engineer (seriously wounded on a later mission) told me to keep my altitude since most of the shells were exploding below us.

It seemed like a lifetime before two beautiful A-1Hs came into view. The guns went quiet as the Sandys fired smoke rockets into the pits. At seventy-two knots indicated airspeed, time passed slowly until we reached a nonhostile area.

Even then, our luck didn't improve a lot. Encountering thunderstorms, we were forced to fly along the Mekong River through the driving rain at eighty knots, fifty feet above the water. Jim watched the bank, and I watched the radar altimeter. The HH-53's altitude controls can be coupled to the radar altimeter so we wouldn't fly into the water if we lost our references.

We broke out ten miles from the base. The Sandys, having flown over the storm, were waiting for us to join them for the traditional low-

level-formation pass over the flightline where hundreds had gathered as word of the successful mission spread.

Pop Your Corks

We landed first so Ben's bird could be checked for damage on the taxiway. I signaled to the crew chief that his machine was okay, applied the rotor brake to stop the blades in a few seconds, and rushed across the flightline.

A typically tough pararescueman, Sergeant Brinson was brushing aside offers of assistance as he climbed out.

Smiling and weary, Major Smith was already in the ambulance.

The crew was being doused in a shower of champagne.

The maintenance men were fingering the bullet holes and shaking their heads at an aircraft that could take such punishment and come home with all vital systems intact.

The Super Jolly Green Giant is a fantastic machine. Ask the man who's flown one on a combat rescue. Better yet, ask the man who's ridden one home after an otherwise bad day.

We had a party that night in honor of Maj. Clyde Smith. We had a party after every rescue. And we drank a toast to those who hadn't been so lucky. We always did that, too. ■

WHERE ANGELS FEAR TO TREAD

During Big Brawl #2, those of us who were tied to a desk at Eastern Flying Training Command, Maxwell Field, found it difficult to get in our flying time. We grasped every opportunity to get airborne.

One afternoon a fellow staff member, Lt. Col. Jerry Hall, phoned and told me he had a "ship" for a short hop. Down on the flight line, I found Jerry by a brand-new B-29. "Great," I thought as we climbed to the cockpit, followed by a staff sergeant who was a veteran flight engineer.

Jerry motioned for me to take the left seat. I protested, but he insisted so I gave in and started a study of the dials, gadgets, and checklist.

With considerable help from our flight engineer, we started the engines, contacted the tower, taxied to the end of the runway, and made our runup. Jerry insisted, again under protest, that I make the takeoff.

Using what technique I had as a short-time B-17 jockey, I coaxed the big beast up and, after cruising around for about an hour, managed "an arrival" back on the Maxwell runway.

Climbing out of the cockpit, Jerry asked me how much time I had in '29s. "None," I replied. "My God!" cried Jerry. "I thought you'd been checked out! I've never even been in a '29 cockpit before."

Lady Luck and a dedicated flight engineer had done a great job.

—Contributed by Col. Harry D. Copland, USAF (Ret.)