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132

survivor. A US Army helicopter made the pickup the next morning. One Sandy received light damage from ground fire.

COVEY 87B¹⁵¹

(C) On 26 June, Covey 87 sustained a hit from an SA-7 while flying near Quang Tri. Though the aircraft was flyable, damage precluded a normal landing. Bravo's chute had been burned after the hit and he could not bail out. Alpha could have bailed out, but then Bravo would have surely died since Bravo was not a pilot. Despite repeated warnings from an accompanying Nail, the pilot elected to ditch the aircraft so that Bravo might at least have a chance to live. The aircraft was ditched, but nosed over and flipped. Bravo did live, Alpha died. Bravo was picked up by a Marine helicopter.

VALENT Ø3A - VALENT Ø4A¹⁵²

(S) On 27 June, Valent Ø3 and Ø4 (F-4 Mig Caps) were shot down by Migs 80 miles West of Hanoi. Four good chutes were sighted by Laredo 11, a fast FAC in the area. With the Mig Cap lost the Sandys and Jolly Greens that were in SAR orbit were ordered from the area until more assets could be brought up. Laredo 11, a fast FAC in the area, was in radio contact with Valent Ø3 Alpha and Bravo.

151. 23rd TASS Historical Data Reports.

152. 1st SOS Historical Data Reports and SARCO report for Valent Ø3A and Ø4A, 27 Jun 72, (Doc 39). For Valent Ø3A's story, see "Evasion and Recovery of Valent Ø3A," Air Intelligence Review, (S/NF), PACAIR 11-72, 27 Jun 72.

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133

(S) King later released the SAR forces to go back into the area with Disco giving vectors. Laredo 11 marked the positions of Alpha and Bravo while the Sandys contacted them on radio. No ground fire was observed but Alpha reported voices to the North of his position. With the positions of Alpha and Bravo pinpointed, ordnance was put in North of Alpha. During this time Valent Ø4A came up on radio but contact with Valent Ø3B could not be reestablished. The force decided to concentrate on Valent Ø3A before he too was lost. A Jolly Green was brought in and Valent Ø3A quickly rescued. The Jolly Green then went over to Valent Ø3B's chute and hovered, but Bravo was neither seen nor heard on radio. The Jolly Green had to depart the area for refueling.

(S) Valent Ø4A reported that he had a broken shoulder and leg and would need aid. By this time the Sandys' fuel state was critical so they RTBed. Four more Sandys immediately replaced them. The rescue attempt for Valent Ø4A had to be delayed while the Jolly Green refueled. In the meantime, fast movers and Sandys worked on enemy activity in the area. After a smoke screen was laid down a Jolly Green put down a PJ to aid the injured survivor. While in the hover the helicopter began taking heavy ground fire and was forced to climb out. The source of the fire was struck again, this time with BLU-52.

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134

The second Jolly Green was brought in for what was not a double rescue. By this time the PJ had prepared the survivor and the rescue was completed despite continued heavy fire. Valent Ø4A was wounded during the pickup.

(S) Valent Ø3B never came back up on radio. Valent Ø4B was not heard from throughout the SAR effort. Their fate was unknown.

NAIL 37¹⁵³

(C) On 30 June, Nail 37 was downed by an SA-7 just South of Quang Tri. Da Nang Sandys provided air cover while an Army helicopter made the rescue. The Sandys then escorted the helicopter to a Navy ship that had hospital facilities. Nail 37 had been wounded in the shootdown.

153. 1st SOS Historical Data Reports.

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DOC A²⁴

miles west of fire base Bastogne. Rescue attempts were delayed by darkness but Sandys 07/08 (Capt Herklotz/Capt Simica) arrived on-scene at first light on 27 Jun. Nail 28 was directing a pick-up attempt by an ARVN ground team. After several hours the ground team had accomplished little so it was decided to use Army helicopters for a pick-up. Sandy 07 took on-scene control since Nail 28 was ordered to put in a fastmover strike elsewhere. This led to communication problems with the Army helicopters and ground forces. However when the choppers arrived the Sandys vectored them to the survivor and then layed down smoke and strafe to the west of the survivor on known enemy positions. As the survivor was being picked up Sandy 07 took a 12.7 hit in the engine. The survivor was rescued with no damage to the helicopters as Sandy 07 made a forced landing at Phu Bai.

On 27 Jun Valent 03/04 (F-4's) were downed by Migs west of Hanoi. Sandy 03/04 (Lt Huker/Capt Mazzarella) on their way to the north orbit, received vectors to the Sar area from DISCO. Four good chutes had been reported and after entering the area voice contact was established with Valent 03A and 03B. Both survivors were pinpointed and in good physical condition. They reported no ground fire or movement near them. The Sandys moved 03A/B to Delta Channel and continued trying to get voice contact with 04A/B. After 15 minutes it was decided to concentrate on 03A/B. Valent 03A now reported voices to his north so Sandy 03 began putting in ordnance. Valent 03B did not come back up on voice. Now Valent 04A came up on the radio. But it was decided to concentrate on 03A before he went off the radio. The

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DOC A²⁵

Sandys vectored Jolly Green 52 to 03A who was immediately rescued. Then JG 52 was vectored to 03B position. The Jolly Green hovered over 03B chute for 3-4 minutes without contact and then left the area. Laredo 11 (Fast FAC) took on-scene command as the Sandys and Jollys departed the area. Sandy 09/10 arrived on-scene and located 04A. He had a broken leg and shoulder and would require a PJ. Sandy 01/02 joined 09/10 in the SAR area but an immediate pick-up was delayed waiting for the Jolly Greens to be refueled. When the Jollys got to the area the Sandys put down a smoke screen and the Jolly came in and put a PJ down while the PJ prepared the injured survivor the hovering Jolly Green began to take heavy ground fire. The Sandys immediately attacked the sources of enemy fire and directed a BLU-52 strike on the same enemy forces. The first JG took battle damage and was replaced by the high JG. The second JG finally made the rescue despite continued heavy ground fire. The valent 04A was wounded during the pick-up.

On 30 Jun Sandys 07/08 were scrambled from Da Nang for Nail 37A (OV-10). The Nail was downed by a SA-7 south of Quang Tri. The rescue was made by army helicopters while the Sandys provided air cover and directed the rescue helicopter to a Navy ship with a hospital for a wounded crewmember.

During Jun most A-1 resources were devoted to the many search and rescue missions and few strike sorties were flown. Bad weather also helped to decrease the number of strike sorties during June.

SECRET

Sgt. McGrath wins AF Cross

HICKAM AFB, Hawaii— An Air Force pararescueman assigned to the 6594th Test Group here has been awarded the Air Force Cross for conspicuous heroism in combat.

Sgt. Charles D. McGrath was presented the Air Force's second highest medal for his heroism against hostile forces while rescuing the downed pilot of an Air Force F-4 jet aircraft.

Sergeant McGrath was lowered
Harmon International Trophy

by cable from a hovering Air Rescue helicopter to retrieve the injured pilot.

After locating the injured man, he carried him, amid intense enemy ground fire, to a clearing in a bamboo forest. Sergeant McGrath shielded the injured pilot with his own body as they were hoisted aboard the rescue helicopter. While suspended beneath the helicopter, the injured pilot was wounded by enemy fire, as well as a pararescueman who

was assisting the men from the door of the helicopter.

Once inside the rescue helicopter, Sergeant McGrath rendered life-sustaining medical treatment to the pilot and the wounded pararescueman during the flight back to a base in Thailand.

The commander-in-chief of the Pacific Air Forces, (PACAF) Gen. Lucius D. Clay, Jr., awarded Sergeant McGrath the heroism medal in ceremonies held here.

Longest flight earns nomination

Twelve 57th Air Rescue and Recovery Squadron crewmembers, who last year established a world's record for the longest unrefueled flight nonstop by turbo-prop aircraft, recently were nominated for the 1973 Harmon International Trophy (Aviator Category).

The historic flight covered a distance of 8,790.5 miles from Ching Chuan Kuan AB, Taiwan, to Scott AFB, Ill. Thus they eclipsed the old record of 6,842.5 miles set by a U.S. Navy Lockheed P-3 Orion aircraft which flew from Atsugi, Japan, to Patuxent River, Md., in January

1971.

The Harmon International Trophy, a symbolic bronze statue, includes four awards—one for aviator, one for astronaut, one for aviatrix and one for spherical ballonist.

The award is given annually for the "most outstanding international achievement in the art/science of aeronautics for the preceding year, with the art of flying receiving first consideration."

Selection for the award is made by the Harmon Selection Committee and is awarded by the trustees of the

Clifford Harmon Trust Fund.

Those included in the award winning flight are: Lt. Col. Edgar L. Allison, aircraft commander; Maj. Anthony V. Liparulo, pilot; Maj. Kenneth S. Wayne, flight surgeon; Capt. Carl E. Bennett, navigator; Capt. David E. Gardner, pilot; Capt. Richard E. Racette, pilot; TSgt. Robert K. Landry, crew chief; TSgt. Morelle E. Larouche, flight engineer; TSgt. William F. Litton, flight engineer; TSgt. Theodore F. Trainer, loadmaster; SSgt. Pat E. Carrothers, radio operator and SSgt. William L. Hippert, radio operator.

Former Jolly pilot Wins Valor Award

WASHINGTON (AFNS) — A former HH-3 Jolly Green Giant commander, Lt. Col. Joseph F. Mudd, was presented the 1971 Aviators' Valor Award by the American Legion in New York recently.

Now a member of the 22nd Bomb Wing, March AFB, Calif., Colonel Mudd won the award for actions as commander of a Jolly Green Giant in rescuing a survivor of a downed Air Force A-1 Skyraider in Vietnam March 6, 1971.

During the action, one of the two Skyraiders which were assisting him in rescuing survivors from a downed Army UH-1 was hit by enemy forces.

Within seconds Colonel Mudd placed his Jolly Green in a high-speed descent to a position over the pilot and hoisted him to safety.

According to the citation accompanying the Aviators' Award, Colonel Mudd, "without benefit of prior reconnaissance, escort, or groundfire suppression, rescued a U.S. Air Force pilot from certain death or capture by a hostile armed force."

A 1954 graduate of the U.S. Naval Academy with 120 combat missions, Colonel Mudd was born in Detroit.

34,000 awards for

ARRS since 1965

Between Jan. 1, 1965 and Dec. 31, 1972, the Aerospace Rescue and Recovery Service was lauded by approximately 34,000 awards and decorations. Not included are those citations which are still pending. Included in the list were four Presidential Unit Citations, five Vietnamese Crosses for Gallantry with Palms and five Air Force Outstanding Unit Awards.

Individual decorations included: one Medal of Honor, 38 Air Force Crosses, over 600 Silver Stars and more than 6,000 Distinguished Flying Crosses.

Just 25 days later, on the 27th of June 1972, Captain Stovall again flew into North Vietnam to save two American aircrewmembers from certain death or capture. Two U. S. fighters had been shot down while flying cover for a rescue force and one of the pilots had been severely injured upon ejection from his aircraft. He was lying helpless on the ground, unable to move. The enemy had sent armed search parties to hunt for the four downed airmen and had captured two of the Americans when the rescue force arrived.

Captain Stovall was the aircraft commander of the back-up helicopter, to be used if any of the rescue force went down. The first helicopter came into a hover and lowered a pararescueman, a trained medic, to the ground to assist the injured pilot. The hovering helicopter immediately came under a withering fire from several directions, receiving extensive battle damage. The crew was forced to sheer the rescue hoist cable and leave the area. Captain Stovall then made the decision to attempt the pick up (knowing that his aircraft and crew would surely be hit by enemy fire). The alternative was to abandon the pararescueman and pilot. Without hesitation, he made a dash into the area and maneuvered his "Jolly Green Giant" helicopter in position to give his own gunners an opportunity to return the enemy's fire. They were able to silence all enemy fire except that which was being directed at the cockpit and open door through which the two airmen would enter. Captain Stovall held the helicopter in a hover above the 100-foot jungle trees for 12 minutes while the two airmen were hoisted aboard. During this time the aircraft took numerous hits just behind Captain Stovall's seat, within one foot of his head. Yet he held the big helicopter motionless while the two men were threaded up through the jungle tree canopy. Captain Stovall then flew his damaged helicopter to safety.

In addition to flying on every all-volunteer mission, Captain Stovall also held the position of assistant operations officer of his unit. In this position he developed the detailed plans for rescue missions that sometimes involved as many as 100 aircraft.

Captain Stovall displayed the leadership, bravery, and determination that placed him in that special group of pilots that truly believe in the motto of the Aerospace Rescue and Recovery Service, "That Others May Live."

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.

2. 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.

26 JUNE 72

SAR

CONFIDENTIAL

DOC 391

S T A T E M E N T

27 June 1972

SUBJECT: Sandy 9 and 10 (Valant O4A SAR)

1. At 1320 LCL Sandy 9 and 10 were launched by the Sarco with instructions to rendezvous with Sandy 3 and 4 and the Jolly's at Point Foxtrot. The SAR forces had been holding at Point Hotel, but had been directed by King 22 to exit the immediate area after Valant 03 and 04, Sail cap for the forces, had been shot down by Migs.
2. Sandy 9 and 10 contacted King 22 on VHF for further information on the status of the forces and instructions. They were directed to proceed to the 020/70 off of squid, and contact the fast Fac, Laredo 11, that was in contact with Valant O4A.
3. Enroute to the Sar area, Sandy 9 and 10 were aided in their navigation, having no bearing ~~on~~ to assist them, by Disco, ³⁸⁰ an airborne GCI. Disco was later ^{DME} instrumental in vectoring Sandy 1 and 2 and Jolly 57 and 73 as they joined up at Point Hotel, and returned to the SAR area.
4. Proceeding to the area, which was basically northeast of Sam Rusa, Sandy 9 and 10 contacted Sandy 3 and 4 on VHF and were briefed on the present situation of the SAR. At that time, Sandy 3 and 4 were ⁴⁰⁰ ITR to Ch 89 after successfully completing the pick up on Valant O3A. They had been in contact with Valant O2B, but had lost radio contact just prior to the pickup phase. They also had had one transmission from Valant O4A, and a Beeper in the area.
5. Just prior to entering the area, Sandy 9 and 10 contacted Laredo 11 and were briefed on the area of the survivor, movers, ⁴¹⁰ groundfire, etc. Laredo 11 began giving the Sandy's VHF hold downs for ADF cuts, and describing the surrounding area. Laredo 11 then put a W.P. rocket down as a marker some distance from the survivor, the Sandy's got a visual on his mark, and proceeded to the point. Once there, Laredo 11 visually guided Sandy 9 and 10 to the survivor's location, and then gave a detailed brief on the survivor's position. Laredo 11 had Valant O4A on Charlie freq, and Sandy 9 made contact with O4A, asking him to give a "mark-mark" as Laredo 11 made a low pass on his position. With the Sandy's in the area and in contact with the survivor, Laredo 11 exited the area to refuel and Laredo 16 came on-scene. Sandy 9 began low passes on the survivor to further pin point his location, while Sandy 10 orbited above to further aid in the positioning of O4A.
6. During this phase, Sandy 10 was in contact with King 22 coordinating the necessary assets required, and directing Laredo 16 in a comm search of an existing beeper thought to be that of Valant O4B. Upon initially entering the area, Sandy 10 contacted Disco that he was over the survivor and requested a mark. Disco paint-

ed Sandy 10 and was able from that point on to vector the SAR forces to the exact position of the survivor. Sandy 10, thru King 22, was able to up date the weather at closest bases for RTB, and kept King 22 informed of Sandy 9 and 10 bingo times, which was becoming a critical factor to the operation.

7. Sandy 1 and 2 had been launched out of Ch 89 approximately two hours after Sandy 9 and 10, to join with Jolly 73, who was already enroute to Point Hotel where Jolly 57 was orbiting. Sandy 1 and 2 proceeded to the SAR area, where they were briefed and shown the survivor's position. Sandy 9 then requested that they rendezvous with the Jolly's at Hotel, and then escort them back to the area.

8. The critical fuel state of Sandy 9 and 10 required the Jettison of most of their ordnance and their external fuel tanks to increase their loiter time. King 22 advised Sandy 9 and 10 that it would take approximately one hour to get the Jolly's refueled and back into the area. During this time, Sandy 9 briefed Valant 04A on what he would be expected to do during the pick-up phase. The survivor relayed that he had a broken leg and shoulder and would require a P.J., which was passed to King 22. Sandy 9 coordinated with Laredo 11 and 16 the ordnance that he wanted put in prior to execution of the pickup. Sandy 9 and 10 briefed the holding point for the Jolly's and their run in headings. Sandy 10 put an M-47 M.P. bomb at the holding point, and acknowledged the desired run in heading.

9. Sandy 1 and 2 escorting Jolly 57 and 73 arrived at the holding point 15 minutes prior to their estimated times, causing minor problems. The fast mover ordnance that Sandy 9 wanted to put in prior to the run in as diversionary tactic was still on tank. Because of the extremely low fuel state of Sandy 9 and 10, Sandy 9 elected to execute the plan feeling the Sandy's could cover the Jolly's in the area he felt to be very permissive.

10. The SAR forces were brought up on primary VHF and the Jolly's briefed on the ingress and eg-resc route. Sandy 9 and Sandy 2 were to smoke off a small village to the south of the survivor, and Sandy 10 and Sandy 1 were to smoke off the valley to the east of the survivor. There were no questions and the forces were brought up on SAR UHF. Execution was on Sandy 9's smoke pass, and the run in went as briefed. Sandy 9 called for Valant 04A's smoke, which took longer than expected to come up and Jolly 57 went into the hover above the smoke. The PJ was put down and communications became very difficult. Between the PJ, Jolly 57 and the Sandy's. After 15 minutes of Jolly 57 in the hover, Sandy 9 and 10 were forced to eg-grese the area as they were well below their stated bingo fuels. 485

11. On-scene command was passed to Sandy 1 and 2.

Robert R. Scott
R. SCOTT, 1Lt, USAF
Sandy 09

Lance D. Shotwell
L. SHOTWELL, CAPT, USAF
Sandy 10

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	Cdr 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

IMMEDIATE

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DECLASSIFIED

29 JUN 1972

OPR CYS

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ZNY CCCCC

O 290740Z JUN 72

FM 40ARRSG NKP RTAFR THAI

TO RUHHARA/CINCPACAF JRCC HONOLULU HT

RUHHARA/41ARRWG HICKAM AFB HI SF

RUCIMAA/ARRS SCOTT AFB IL DCP

RUHMSA/3ARRGP TAN SON NHUT AR RVN DO

BT

C O N F I D E N T I A L DO

SUBJ: ARRS 55-1, MISHAP REPORT NUMBER 29 171

A. COMBAT DAMAGE DUE TO GROUND FIRE RECEIVED BY JOLLY GREEN 57 168-103571, MISSION NUMBER 40-013.

B. 1035Z TO 1047Z 72/06/27

C. 2050N 10426E

D. DETAILS:

(1) JOLLY GREEN 73 WAS THE FIRST AIRCRAFT TO HOVER OVER SURVIVOR'S POSITION BUT HAD TO PULL OFF BECAUSE OF LOSS OF UTILITY HYDRAULIC FLUID DUE TO SMALL ARMS GROUND FIRE. JOLLY GREEN 57 MOVED INTO POSITION OVER SURVIVOR AND PJ WHO HAD TO BE LEFT ON THE GROUND BY JOLLY GREEN 73. SMALL ARMS GROUND FIRE CONTINUED AND JOLLY GREEN 57 RECEIVED 16 HITS AROUND THE OPEN

PAGE 2 RUHOREA4754 C O N F I D E N T I A L

PERSONNEL DOOR. THE PICK UP WAS SUCCESSFULLY COMPLETE.

(2) N/A

(3) N/A

(4) CREW OF JOLLY GREEN 73 & 57.

(5) MANHOURS FOR REPAIRS -APR 20, SHEET METAL 26, RADTO 6.

(6) N/A

(7) N/A

(8) A. HN-53C ONE

B. SAR, PICK UP PHASE

C. GR-10357

D. CAPT DOLF E STOVALL

E. 6

F. RS. TSGT REICH, ALBERT J., SHOT IN THE LEFT LEG WHILE HELPING HIM BRING SURVIVOR ABOARD AIRCRAFT. CONDITION EXCELLENT. NO PERMANENT DAMAGE. HOSPITALIZED AT UDORN RTAFR THAILAND. NO OTHER INJURIES.

G. VFR

H. MINOR DAMAGE. AIRCRAFT TOOK 16 HITS. NUMBER 2 FAPS, HEATER UNIT AND HEATER FUEL LINES WILL HAVE TO BE REPLACED.

I. AIRCRAFT HAS BEEN REPAIRED. AIRCREW COMPLETE WITH NORMAL OPERATIONAL PROCEDURES. THIS MESSAGE COORDINATED WITH 3 ARRG. GP-4

IMMEDIATE

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GROUP 1

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1. 1990-1991 1991-1992 1992-1993 1993-1994 1994-1995 1995-1996 1996-1997 1997-1998 1998-1999 1999-2000 2000-2001 2001-2002 2002-2003 2003-2004 2004-2005 2005-2006 2006-2007 2007-2008 2008-2009 2009-2010 2010-2011 2011-2012 2012-2013 2013-2014 2014-2015 2015-2016 2016-2017 2017-2018 2018-2019 2019-2020 2020-2021 2021-2022 2022-2023 2023-2024 2024-2025 2025-2026 2026-2027 2027-2028 2028-2029 2029-2030 2030-2031 2031-2032 2032-2033 2033-2034 2034-2035 2035-2036 2036-2037 2037-2038 2038-2039 2039-2040 2040-2041 2041-2042 2042-2043 2043-2044 2044-2045 2045-2046 2046-2047 2047-2048 2048-2049 2049-2050 2050-2051 2051-2052 2052-2053 2053-2054 2054-2055 2055-2056 2056-2057 2057-2058 2058-2059 2059-2060 2060-2061 2061-2062 2062-2063 2063-2064 2064-2065 2065-2066 2066-2067 2067-2068 2068-2069 2069-2070 2070-2071 2071-2072 2072-2073 2073-2074 2074-2075 2075-2076 2076-2077 2077-2078 2078-2079 2079-2080 2080-2081 2081-2082 2082-2083 2083-2084 2084-2085 2085-2086 2086-2087 2087-2088 2088-2089 2089-2090 2090-2091 2091-2092 2092-2093 2093-2094 2094-2095 2095-2096 2096-2097 2097-2098 2098-2099 2099-2100 2100-2101 2101-2102 2102-2103 2103-2104 2104-2105 2105-2106 2106-2107 2107-2108 2108-2109 2109-2110 2110-2111 2111-2112 2112-2113 2113-2114 2114-2115 2115-2116 2116-2117 2117-2118 2118-2119 2119-2120 2120-2121 2121-2122 2122-2123 2123-2124 2124-2125 2125-2126 2126-2127 2127-2128 2128-2129 2129-2130 2130-2131 2131-2132 2132-2133 2133-2134 2134-2135 2135-2136 2136-2137 2137-2138 2138-2139 2139-2140 2140-2141 2141-2142 2142-2143 2143-2144 2144-2145 2145-2146 2146-2147 2147-2148 2148-2149 2149-2150 2150-2151 2151-2152 2152-2153 2153-2154 2154-2155 2155-2156 2156-2157 2157-2158 2158-2159 2159-2160 2160-2161 2161-2162 2162-2163 2163-2164 2164-2165 2165-2166 2166-2167 2167-2168 2168-2169 2169-2170 2170-2171 2171-2172 2172-2173 2173-2174 2174-2175 2175-2176 2176-2177 2177-2178 2178-2179 2179-2180 2180-2181 2181-2182 2182-2183 2183-2184 2184-2185 2185-2186 2186-2187 2187-2188 2188-2189 2189-2190 2190-2191 2191-2192 2192-2193 2193-2194 2194-2195 2195-2196 2196-2197 2197-2198 2198-2199 2199-2200 2200-2201 2201-2202 2202-2203 2203-2204 2204-2205 2205-2206 2206-2207 2207-2208 2208-2209 2209-2210 2210-2211 2211-2212 2212-2213 2213-2214 2214-2215 2215-2216 2216-2217 2217-2218 2218-2219 2219-2220 2220-2221 2221-2222 2222-2223 2223-2224 2224-2225 2225-2226 2226-2227 2227-2228 2228-2229 2229-2230 2230-2231 2231-2232 2232-2233 2233-2234 2234-2235 2235-2236 2236-2237 2237-2238 2238-2239 2239-2240 2240-2241 2241-2242 2242-2243 2243-2244 2244-2245 2245-2246 2246-2247 2247-2248 2248-2249 2249-2250 2250-2251 2251-2252 2252-2253 2253-2254 2254-2255 2255-2256 2256-2257 2257-2258 2258-2259 2259-2260 2260-2261 2261-2262 2262-2263

1. Coordination, control and ground fire suppression by the Sandy was excellent.
2. The response and egress by the King aircraft was excellent.
3. Both Jolly Green 73 and 57 were unable to read the PJ or survivor when directly over them, when not directly over them transmissions were readable. The Sandy aircraft relayed information. This is a continuing problem. The PJ stated that at no time did he point his antenna toward either helicopter.
4. Survivor did not have a gyro jet ready when the rescue aircraft had trouble spotting his smoke. Survivors seem reluctant to use gyro jets in fear of hitting the helicopters. This point is probably stressed too much on AFSS.
5. Neither Jolly Green could see the gunner or muzzle flashes of the position that did most of the damage and wounded the three personnel.

Summary of Activities

1. 1st Lt. 3rd Bn, 4th Marines, 6.7 Hours
 2. 1st Lt. 1st Bn, 10.7 Hours
 3. 1st Lt. 1st Bn, 10.5 Hours
 4. 1st Lt. 1st Bn, 7.7 Hours
 5. 1st Lt. 1st Bn, 11.0 Hours
 6. 1st Lt. 1st Bn, 6.0 Hours
 7. 1st Lt. 1st Bn, 11.0 Hours
 8. 1st Lt. 1st Bn, 10.0 Hours

1. 1st Lt. 1st Bn, Captain, 11.0 Hours
 2. 1st Lt. 1st Bn, Captain, 11.0 Hours

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73 (Low)

- 10 - Capt Dale E. Sherrell, 507-40-6676
- 11 - 1st Lt Clifford L. Hutchinson, 202-78-7050
- 12 - 1st Lt Richard L. Simon, 401-00-0457
- 13 - 1st Lt Albert F. Smith, 211-00-0777
- 14 - 1st Lt Michael B. Burns, 500-00-0000
- 15 - 1st Lt Kelly K. Simon, 402-01-0700

57 (High)

- 16 - Maj Leo G. Thacker Jr., 213-40-4207
- 17 - 1st Lt Frank R. Mason Jr., 515-00-0100
- 18 - 1st Lt George L. Wright Jr., 209-02-1619
- 19 - 1st Lt Charles D. McBrath, 217-46-0000
- 20 - 1st Lt Charles D. Morrow, 414-02-0100
- 21 - 1st Lt George M. Holland, 500-00-1111

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DATE TIME GROUP: 048200Z

FROM: 7AF TAN SON NHUT

TO: 40 ARRSQ

UNCLAS/CC

FOR CAPTAIN STOVALL AND CREW

THE FOLLOWING MESSAGE RECEIVED FROM SECRETARY OF THE

AIR FORCE IS RETRANSMITTED: QUOTE

FOR GENERAL VOGT FROM SECRETARY SEAPANS

PLEASE CONVEY MY PERSONAL CONGRATULATIONS TO THE SEARCH AND RESCUE

FORCE, AND ESPECIALLY TO CAPTAIN DALE STOVALL AND HIS HELICOPTER

CREW, FOR THEIR SUCCESSFUL RESCUE OF CAPTAIN ROGER LOCHER NEAR YEN

SAY, NVN, SUCH ACTIONS EXEMPLIFY THE HIGHEST TRADITIONS OF THE USAF

UNQUOTE, ONCE AGAIN, ACCEPT MY PERSONAL CONGRATULATIONS TO YOU.

JOHN W. VOGT, GENERAL, USAF

BT

/19822

Det 4, 3ARRGp Historical Input 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 MAIL 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
ICERAG 04	11 May	-
OOPHER 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 82	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 MOON	24 Jun	1 non-combat
LOUGY 03	24 Jun	-
LARIDO 17	25 Jun	-
DOLBY 01	27 Jun	-
TROY 04	27 Jun	-
VALENT 03	27 Jun	1 combat
VALENT 04	27 Jun	1 combat
COVEY 27	30 Jun	1 combat

REF: 20 June 1972

REF: 10-000

REF: Jolly Green 52 (Low) and Jolly Green 73 (High)

REF: The rescue and recovery of Valiant 03 Alpha, Major Robert Miller, pilot of an F-4. The SAR objective was located at VC 385045E.

REF: Jolly Green 52 and 73 were launched to North Vietnam on 20 June 1972 in support of numerous SARs in progress. Just prior to crossing the Mekong River as we proceeded north, Jolly Green 73 reported he was having 2 hydraulic illustrations which he later verified as APO problems. Jolly Green 52 and 60 returning from north because 60 was also having APO problems. We met over Lima 16 and Jolly Green 52 joined Jolly Green 52 and proceeded north while Jolly Green 60 and 73 accompanied each other home. We met Lima 22 at Portrat and refueled at high altitude between there and Kotal. The decision was made by the 42 to remain high to avoid the numerous small arms fire, since two of our birds had taken hits the day before. The decision to remain high was a logical one in spite of the fact that the survivor had been hit by a MIG, because both birds had PAV equipment and MIG Cap was in the area. As soon as we had completed the AR Discs gave us vectors to the area of the survivors and we remained high at this point because of the population density. Five miles from the SAR area we were directed to hold until we were in contact with the Sandys. We hold at approximately 12,000' until the Sandys joined us and then began a descent. The engineer computed hover power and determined we should drop fuel which we completed on the descent. The Sandys advised us that we would need to make a quick attempt because of their fuel status and the number of enemy in the area. The survivors had already reported people moving near their location. At that time both survivors, Valiant 03A and 03B were up on radio. As we entered the holding area we got a #2 engine oil light and reset the circuit breaker twice. All engine instruments were indicating normal so we elected to continue the SAR with added alert to the possibility of engine problems. As we were holding just short of the survivors position we heard our wing man say he had taken a hit and was leaking fuel. Shortly thereafter we were called by Sandy to start the run in for a quick pickup attempt. We started the run in and momentarily lost sight of the Sandy. When we saw him again we had gone too far so we banked back to the left. As we rolled left we took small arms fire from a small settlement and were rolling out when we saw the survivor's red smoke at 12 o'clock on the side of a hill between two sets of trees. We made a run in and did a quick stop and turned the aircraft 180° to put the hoist operator on the uphill side which put the tail gunner and the gunner on the left toward the valley where the greatest threat was. The engineer went hot mike and began directing the helicopter over the survivor. The survivor was on a steep slope and the waving grass gave a feeling of movement even when the helicopter was stationary. Just prior to the hoist operator reaching the ground the copilot saw ground fire on a ridge line at our 8 o'clock position. The #1 gunner put mini gun fire in that area and

REF: 10-000/00

SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

SECRET

...of his life. Just as the paratrooper reached the ground and the survivor
...a soldier stepped out with a rifle on the hill 50 feet above
...and raised his gun. The Soviet photographer, who was in the door with the
...seeing the vulnerable position we were in, grabbed his M19 and
...dropped the gun. As the engineer started the paratrooper up with the survivor
...another soldier stepped out and the photog shot him also. At that
...point the engineer called for me to pull out and we did so with the survivor
...10 feet below the aircraft. As the aircraft moved forward the engineer and the
...photog pulled the survivor in the door. When the survivor was brought on board
...he was very weak and was placed on a stretcher immediately. He had a cut
...across his mouth caused by ejection and his legs were very sore from his life
...raft which had inflated while tangled in his harness. He was in shock and was
...treated for shock by the paramedics specialist. The Saniys began directing us
...to the other survivor and we executed a 180° turn and moved down the valley
...and 90° left into a box canyon. Just as we turned into it the #3 gunner saw
...gunfire and people coming from a small structure. He turned his mini gun fire
...into it and stopped their fire. We did a quick stop over the parachute which was
...where the survivor had said he was. The parachute was still in a small tree
...and very near a well traveled path. All seamen and the pilot and copilot
...looked for the #2 survivor but he wasn't there. The helicopter was turned
...180° to put the nose back up the canyon to keep our exit route covered with
...our mini guns as we hovered around searching for the survivor. We called
...to the survivor on the radio using both the upper and lower antenna but to
...no avail. After we had hovered for approximately five minutes, we called
...the Saniys that we were going to have to come out because the survivor was
...not there. Once again we turned 180° and moved back down the valley, which
...was the only way out, and began a climb back to the holding area. On the run
...out we took 25mm fire from our 3 o'clock position and were again forced to go
...further left. We continued our climb to 12,000 feet to avoid ground fire and
...to avoid weather. King 27 immediately got us on radar and soon joined with us
...to give us enough fuel to get home. Both birds had dumped fuel prior to JC 52's
...run in. Jolly Green 56 also had additional fuel problems due to his fuel leak.
...The air refueling was completed and JC 52 and 56 pressed on home alone because
...the Saniys were too low on fuel to escort us. We arrived back at Channel 89 at
...1050 and declared an inflight emergency for JC 56 due to his battle damage.
...Both birds landed safely.

Areas of Importance

1. We had excellent support from Dinco and King with their radar.
2. We had excellent coordination with King and had fuel waiting for us each time we needed it.
3. The survivor used his red smoke on the command from Sandy and made finding him for the Jolly very rapid.
4. We had the necessary MIG Cap which enabled us to stay high enough to avoid AAA and small arms until we reached the SEA area.

SECRET

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Flight Schedule

Day 1- 3 Missions, 4 Services, 8.0 Hours
Day 2- 4 Missions, 10.7 Hours
Day 3- 6 Missions, 12.6 Hours
Day 4- 1st Gp, 1 Service, 7.7 Hours
Day 5- 7 Missions, 9.0 Hours
Day 6- 2 Services, 6.0 Hours
Day 7- 6 Missions, 8.0 Hours
Day 8- 5 Missions, 10.0 Hours

Thomas D. Orrell

Thomas D. Orrell, Capt, USAF
Flight Commander

Group 52 (Low)

Group 52 (Low)

1st - Capt Thomas D. Orrell, 421-62-0337
2nd - 1st Stephen B. Connolly, 561-72-3403
3rd - 1st Larry R. Sanders, 451-76-1297
4th - 1st Michael L. Walker, 227-62-0395
5th - 1st Kenneth F. Kucnicki, 020-34-5050
6th - 1st Robb L. Wolkow, 237-44-1216

Group 56 (High)

1st - Capt Stanley J. Molinski, Jr., 050-34-0943
2nd - 1st Richard P. Trapp, 443-52-0295
3rd - 1st James F. Walsh, 042-46-4705
4th - 1st Charles F. Salomo, 575-58-2403
5th - 1st Roger D. Candill, 405-76-6587
6th - 1st Patrick A. Alexander, 526-76-5121

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ARRS pilot awarded AF Cross

SCOTT AFB, Ill. — An Air Force rescue helicopter pilot from here was presented recently three military decorations for action in Southeast Asia, including the Air Force Cross, the nation's second highest military award.

Capt. Dale E. Stovall, now assigned to the ARRS headquarters at Scott, was presented the Air Force Cross, his second Silver Star and the Air Medal by Gen. Paul K. Carlton, Commander, Military Airlift Command, also with headquarters at Scott.

Captain Stovall was presented the Air Force Cross for the successful rescue of a downed American airman deep in hostile territory. As an HH-53 Super Jolly Green Giant helicopter pilot, Captain Stovall volunteered for a second attempt after the first day's efforts were thwarted by hostile aircraft and missiles. Determined to save the F-4 Phantom crewmember, he willingly returned to the highly defended area, braving intense ground fire, and successfully recovered the airman. Captain Stovall received the first oak leaf cluster to the Silver Star for a similar attempt to recover another F-4 crewmember.

During the attempt, a PJ was lowered to the ground on a cable and a hoist from a hovering helicopter to assist the injured survivor. Intense ground fire disabled the hoist, forcing the helicopter pilot to cut the cable and move away, leaving both the survivor and the PJ on the ground. Captain Stovall, piloting a second Jolly Green, immediately recovered both men wounded from the enemy ground fire.

Captain Stovall received the Air Medal for recovering eight out of the fifteen AC-130 gunship crewmembers who went down in Southern Laos. Captain Stovall and his crew made the successful rescue in a 34-minute period.

13 selected for Colonel

A total of 13 selectees have been named to the ARRS colonel promotion list in the secondary and primary zones.

Those selected in the primary zone were: Clifford E. Brandon, 41st ARRWg.; Richard F. Burdett, 1550th ATTWg.; Robert T. Dobson, HQ ARRS; Morgan A. Downing, 41st ARRWg.; Ned G. Duffield, 41st ARRWg.; Donald R. Gibson, 40th ARRWg.; William D. Hosking, Hq ARRS; and Billy R. McGee, 41st ARRWg.

Those selected in the secondary zone were: Nel L. Cagle, 41st ARRWg.; Alton H. Deviney, 41st ARRWg.; Frederic H. Donuhue, 39th ARRWg.; Paul Gerblich, 39th ARRWg.; and George H. Gibson Jr., 1550th ATTWg.



Brig. Gen. Glenn R. Sullivan, new ARRS commander.
(see page 4)

Sgt. Charles D. McGrath

Pararescueman Sgt. Charles D. McGrath with the 40th ARRS was lowered from HH-53 Super Jolly Green 73 on June 27, 1972, to rescue a badly wounded F-4 pilot downed in North Vietnam. He dragged the pilot through thick brush to the recovery site, but the helicopter was hit by hostile fire and lost its hoist, leaving the two men stranded. When another rescue chopper arrived, McGrath got the wounded pilot ready and rode up the hoist with him amid gunfire. Once safely inside, McGrath treated both the F-4 pilot and another PJ whose leg had been shattered by the gunfire.



J talks rescue

ed in 1960 and it put pararescue into
r recovery.

jumped in an ocean rescue, you didn't

capability was very limited because of
exposure suits and training. Actual-
bility up to 1960 was almost nil. Very
accomplished then. We tried to get the
p to help himself rather than have air

ushed the lifeboat out the door?
recovery program in NASA was intro-
ed to come up with a prototype method
r recovery. Rescue initiated the org-
nity in 1960 to support the Mercury
up with designed equipment and proce-
we had some of the old troops in the
e used to the maximum of their
with this capability. We finally sol-
ipment and put it into standard Air

our early career. What was your first
rescue school?

he pararescue training in 1948, my
as Goose Bay, Labrador.
ctic jumping?

of para-dogs, Arctic recovery missions
and we jumped in crashes, if somebody
mountains, we'd go back with the
up because in the Arctic, if you don't
won't last long. Jumping into the
e question. The year 1949 was when I
icopter up there.

er the first rescue mission?

h up in either Dakota or Canada. Res-
ime was not necessarily just para-
d go out and pick up people by any
e, the young boy at Goose Bay that
icide -- I think that was the most
made because I got there in time to
f the cold water.

er a rescue like that?

Really, it's real nice because it's
think that's really what makes rescue

me way after your last rescue as you
y first one?

ense of accomplishment, a purpose. You
ing interest in this work. This is
s you together. It's like going into

to Captain Ames were: Capt. Michael P.
Schmidt, Copilot; Staff Sergeants David
C. Newman, and Michael J. Kondask, fire-
fighters; and Sgt. Larry Johnson, m ed-
ical technician.

PJ returns to states after 50 months in SEA

After 50 months, three Distinguished
Flying Crosses and 22 Air Medals, SSgt.
Charles D. Morrow, a pararescueman (PJ)
with the 40th Aerospace Rescue and Re-
covery Squadron, is leaving Southeast
Asia for a tour in the states.

The sergeant is a veteran of more
than 1,000 combat hours. In all, Ser-
geant Morrow has 1,500 flying hours in
the H-3, HH-53 and C-130 aircraft.

Sergeant Morrow is credited with
saving eight lives. He has participated
in 50 combat rescue missions, 14 of
which he was part of the pick up crew.

"The greatest thing about my job,"
observed the Sergeant, "is that every
time I've picked up a crewmember, a
family was united. It really does give
a guy a fantastic feeling," he said.



THE RESCUE FORCE IS READY

An HH-53 Super Jolly Green Giant heli-
copter of the 40th Aerospace Rescue and
Recovery Squadron, 3rd Aerospace Rescue
and Recovery Group, is escorted on
search and rescue operations over South
East Asia by A-1 Skyraiders. The A-1s
also provide protective fire cover in
hostile areas while the helicopter
picks up downed aircrews. (USAF Photo)

North Vietnam by an HC-130 King refueling tanker. The helicopter of the 40th Aerospace Rescue and Recovery Squadron which was heavily damaged by small arms fire during rescue operations deep in enemy territory, had to refuel several times during the flight home.

27 JUN 72 SAR

U.S. Air Force Photo by Sgt. Jim Strong

Two Phantom pilots rescued near Laos-NVN border

In a search and rescue (SAR) effort that spanned six hours late last month two U.S. Air Force Phantom pilots were rescued near the Laos-North Vietnam border west-southwest of Hanoi.

Maj. Robert C. Miller and Capt. Lynn Allen Aikman were rescued while other two crewmembers aboard the F-4s were listed as missing in action.

Early that morning, a SAR force had been dispatched to look for another downed airmen. But when 1st Lt. Byron Hukee, an A-1 Sandy escort fighter pilot, heard a MIG call and that two additional aircraft were down, he turned the SAR force toward the scene.

"We made voice contact with Major Miller almost immediately, but were not in contact with the other three men. I decided to get the known survivor out of the area immediately," said Hukee, the on-scene commander.

Hukee called in the Super Jolly Green

Giant rescue helicopters. One chopper, piloted by Capt. Bennie F. Orrell, maneuvered over Miller, dropped the jungle penetrator within ten feet of the downed airman and hoisted him into the helicopter.

Because his SAR force was running low on fuel, Hukee turned it home. Two other Sandys came in and began searching for the other airmen on the ground.

"We came on the scene late in the day," explained Maj. James Harding, the on-scene commander for the second rescue attempt. "We made voice contact with the second man and called the Jollys into the area."

All the time, fast movers (jet fighters) and Sandy pilots busied themselves by suppressing ground fire. "We were shooting continually for 45 minutes," Harding said.

Directed by Harding, the first HH-53 went to where Aikman was suspected to be. The crew hovered over the area, but had trouble pinpointing the pilot in the jungle growth.

"When I got a glimpse of his parachute on the side of the hill, I told the guys to put me on the ground so I could get to him," said Sgt. Charles McGrath, one of the two PJs on the chopper. "I was about two feet away from him before he actually saw me," the PJ said.

While McGrath was on the ground, the HH-53 was damaged by ground fire and began losing its hydraulic utility power which operates the penetrator.

The Super Jolly commander, Maj. Lee W. Thacker Jr., decided to jettison the cable so he could get his aircraft away from the heavy small arms fire it was receiving.

When the damaged HH-53 moved out, Capt. Dale E. Stovall and his crew moved their Super Jolly in and lowered its penetrator to Aikman and McGrath.

"As we moved close to the helicopter, I could see ground fire putting holes in its side around the door," McGrath said.

McGrath and Aikman boarded Super Jolly safely and the SAR force returned home.



Sgt. David Cole breaks the language barrier with a hotdog.

Scatback Ops celebrates
the Fourth with orphans



The hoist had been shot out of action. Nothing for the two men in the underbrush to do but watch as the *Jolly Green* left without them.

CK OF THE RISH

by Sgt. JERRY W. KENNEDY

A1C Chuck McGrath was lonesome.

He wasn't alone, but he was lonesome. Hundreds of enemy troops filling the air with bullets weren't really much company. Nor could he talk to Capt. Lynn D. Aikman, the injured F-4 pilot he had come to rescue. Aikman was hurting badly. Besides, chatter might give their position away.

The going had been rough on this rescue from the start, but Pararescueman McGrath almost had success in his flight suit pocket.

McGrath had signaled to the HH-53 rescue helicopter overhead to lower the penetrator, which would haul the two men up to safety.

"We can't use the hoist!" came the bad news from Flight Engineer Sgt. George Wright. "It's frozen up. All the lines to the system have been shot out."

Another helicopter would have to come for McGrath and Aikman. Now there was nothing to do but wait. And hope.

It was June 1972, in Southeast Asia. The big air war was on, and there was a lot of business for Chuck McGrath and all the Aerospace Rescue and Recovery crews based in Thailand.

The Aikman rescue mission had begun with the dispatch of two HH-53s. One of them developed trouble. Then the other, the bird McGrath was on, had a malfunction and diverted to Udorn. Problems solved, it took off again.

Another chopper, this one from Nakhon Phanom, rendezvoused with them for the rescue mission.

On the way north, the HH-53 *Super Jolly Green Giant* refueled from *King Bird*, an HC-130 tanker.

Now everything was set. The *Jolly Greens* had M-60 machine guns along for double duty: to back up the three 7.62 mini-guns, and to cover the flight engineer while he's in the door during the rescue (you have to pull the mini-gun out of the way).

At the initial holding point, the

rescue crews learned that Aikman was injured. Pararescueman McGrath knew that he would have to go down, so he got his gear ready. The hoist and the penetrator used for pickups in the dense jungle had to be just right.

Making contact was tricky. They kept getting false beepers.

"The enemy was using captured radios, trying to lure us in," McGrath explained later. Finally, the A-1E *Skyriders* (Sandys), who would supply escort cover for the rescue, got through to Aikman. Using their radio beacon direction-finders, they made several passes over the area and got a pretty good fix on his position.

Now it was Rescue's turn. They would have to pinpoint the downed pilot's position and go get him.

"We knew the area was bad," McGrath recalls. "There were a lot of villages around, and you never knew what to expect. You'd see trucks along the road underneath the trees."

The chopper moved in close. The crew still couldn't see Aikman on the ground, so they asked him to pop his smoke. At first, the smoke flare was invisible in the jungle below. Then McGrath saw it at the seven o'clock position.

They were making a tight right turn. "Chuck! Pick it up across the tail—pick it up as we go by."

McGrath called it out again. Then the pilot, Maj. Leo Thacker, called it (the smoke) for as long as he could see it. As the chopper's tail swung around, the flight engineer began calling it.

Hovering, the rescue crew took a good look at the lay of the land. "It was a tight ravine, a small hill at one end, open at the other, and well-worn down in the middle," McGrath said. "Trails wound along the bottom of the ravine. Sitting smack dab where we wanted to go was a tree, about three feet in diameter and about 140 feet tall. It had an immense crown."

Aikman was there.

"I'm under my parachute, underneath a big tree," he radioed.

The men in the *Super Jolly Green* still couldn't see him.

"I knew I had to go down and find him," McGrath said. He and his teammate rendied the penetrator. You can't make it down through the dense forests of Southeast Asia without it. McGrath strapped himself to the penetrator and began his descent.

Earthward bound, McGrath spun around and around. "There was so much noise I don't really know whether they were shooting at me right then or not," he said.

McGrath looked down over the tangle of bamboo stalks, each more than an inch thick. Now he could see what hadn't been visible from the copter: part of Aikman's parachute, in the bushes about 60 feet away.

McGrath crunched down into the primeval vegetation, which promptly swallowed him. Upside down in the bamboo thicket, he called to the flight engineer to pull him back up so that he could get himself untangled.

Back up through the bamboo he went.

"I thought it was going to pull me off the seat," he recalled. "I was just hoping I could hold on. I knew the strap would hold, but something had to break. I wondered if it would be my neck!"

The bamboo, not McGrath, finally broke. He climbed off the penetrator and crawled along the ground. Then he caught his first glimpse of Aikman, about 10 feet away.

The pilot was sprawled on his back and holding his radio. All his gear was scattered around. McGrath told the *Jolly Green* crew where he was.

The chopper's roar was a welcome sound, but along with it came a new problem. The rotor was kicking up a 70-knot wind, knocking branches out of trees. The falling limbs were six or seven inches thick. They made things miserable on the ground.

"I was really worried about getting hit by those limbs," McGrath

said. "I figured the last thing we needed was to have two injured people down there."

At last, McGrath reached Aikman. "His knee was so dislocated that it looked as if his whole leg had been moved up," McGrath said. "His right elbow was also injured."

A king-size battle was still rocking the area. The men on the ground heard the staccato chatter of the mini-guns. The sound of enemy AK-47s was distinct above the bedlam.

"I could also hear the M-60 going off, so I figured something had happened to one of the mini-guns," McGrath said. Later he learned that some of the first rounds to hit the helicopter had knocked out the electrical system that powered the left mini-gun. The enemy seemed to be everywhere. McGrath called in their position to one of the *Skyriders*.

"I'm coming in hot—20 mike-mike and mini-gun," the A-1E pilot responded.

The *Skyriders* strafed both ridges close to where McGrath and Aikman lay. It was time to get out of there. More obstacles confronted them, however. The flight engineer couldn't get the penetrator down past the big tree to pick them up.

McGrath had to move Aikman down a steep slope overgrown with brush. It would be painful for the pilot, but there was no other choice. McGrath dragged him 120 feet through the dense underbrush.

"The longer we waited, the worse it was going to get," McGrath said. "I knew we had to move then. We had to go." McGrath wasn't thinking about anything but getting Aikman down to where they could both be picked up.

"I really didn't even worry about getting shot," he said. "I figured if I'm going to get shot, then I'm going to get shot. If I'm not, I'm not," McGrath recalled.

As McGrath got into position, he received word about the hoist.

Rotten luck. The men watched from the underbrush as the *Jolly Green* left without them.

McGrath popped some smoke to make sure the *Sandys* and the other HH-53s knew their position. He didn't get much red smoke, but it was probably just as well. "The bad guys would have had a better target to shoot at. Fortunately, they weren't pinging around me. They were concentrating on the chopper."

Within minutes, another chopper came in, this one a Nakhon Phanom bird. The penetrator lowered, and McGrath got Aikman ready.

"I got us strapped on and pulled on the cable to signal that we were ready." As they rose toward the rescue bird, McGrath could see the engineer standing in the door. It was SSgt. Richard Simon, "a big guy with a cheerful face," McGrath recalled. "I could just see that big head hanging out. He didn't budge, not a bit."

The guns continued the heated exchange as McGrath and Aikman came level with the bottom of the aircraft.

"I could see the holes opening up in the side of the aircraft. *Ping, ping, ping*, right up the side," McGrath said.

"Simon still didn't move. Finally, they got us to the top and reached to pull us in. We almost got into the helicopter when all of a sudden we swung back out."

Another PJ, TSgt. Dennis Reich, had been helping to get them aboard and now he was hit. Within seconds, however, a combat photographer, SSgt. Kelly Schuman, jumped to operate the hoist while Simon pulled McGrath and Aikman in.

They had made it. But McGrath's work had only just begun. He unhooked and saw Reich lying motionless. "I pulled off his mask, and he opened his eyes," McGrath said. He noted that Reich had been hit in the leg and the bullet had shattered the bone. "I took the tourniquet out of the survival vest and put it on real quick. It was

precautionary, because there was a lot of blood coming out."

Aikman was still on the penetrator on the floor and he wanted off. McGrath checked him over and gave him some water.

Sgt. Mike Nunes, the tail gunner, Schuman, and McGrath put the two men on stretchers.

Nunes worked on Reich and McGrath stayed with Aikman.

"He [Aikman] was coherent. He could talk even though he was in shock. He didn't want anything for the pain. He could breathe O.K., even though he had a few loose teeth in the back of his mouth," the PJ said.

McGrath checked Aikman's leg wounds and put on a pressure bandage. He also tried to apply a pneumatic splint, but it wouldn't stay inflated. An AK-47 round had penetrated the medical kit and gone through the middle of the bundle of splints.

"When I checked his feet, I saw a little hole in his boot. It turned out he'd been shot right through the top of his foot. The bullet came out the bottom. He told me later it happened as we reached the bottom of the door. I thought that was ironic. Here he is, with all this other stuff wrong with him, and we're sitting right together. My legs are behind him and his legs are behind me but he gets shot in the foot and I don't get a scratch," McGrath said.

On the way home, the helicopter pilot, Capt. Dave Stovall, had to decide whether to put in at Udorn or fly back to Nakhon Phanom. If he picked Udorn, they wouldn't be able to fly back to NKP without bringing a whole maintenance crew over to Udorn.

"They needed the helicopters badly because of all the missions going on," McGrath said. The decision was up to McGrath to make on the basis of Aikman's condition.

He decided on NKP. Still, their troubles weren't over. They ran into rough weather just before they went in. "You can't do anything about the weather," McGrath said.

"That's when we really started getting apprehensive. Aikman started slipping into shock. We got in O.K. and as soon as we landed they took him to the hospital. I kept checking his pulse. He came to pretty quick."

For McGrath, it had been "one of those days that you hear about, but never think you'll be involved in," as he put it.

"I guess I was lucky."

By and large, Chuck McGrath makes his own luck. He had decided early in his Air Force career to become a PJ. Then during training, he met an attractive airman named Candy. They were married on May 1, and two weeks later Chuck left for Southeast Asia.

He was assigned to Udorn, and in mid-July, Candy was sent to Korat, also in Thailand. Chuck didn't get to see her right away. He had been shot down on a mission in northern Laos, and had rolled down the side of a mountain in the crashing chopper. But he made it.

Sergeant McGrath never dreamed he would receive the Air Force Cross for his rescue of Captain Aikman. Nor did he suspect that the Air Force Sergeants Association would choose him to receive the Pitsenbarger Heroism Award, the Association's highest. McGrath is the fourth recipient of the award, named for a pararescueman, A1C William H. Pitsenbarger, who sacrificed his life on a rescue mission.

Jonelle McGrath, born last summer, may know when she grows up that her daddy is a reluctant hero. But Chuck McGrath was doing the job he chose to do, saving lives, and he just did the best he could. "Your only goal is to get in and out in one piece—that's the only thing you really think about."

SSgt. Charles D. McGrath claims his successes are just "the luck of the Irish." But men who were with Charles McGrath in the war zone know that he is a special kind of man; one with skill, intelligence, dedication, and—O.K., maybe just a little bit of luck. ☐

Sergeant Charles D. McGrath

Incident date: 27 June 1972

Aircraft position: Pararescue Technician

Place of incident: North Vietnam

Unit: 40 Aerospace Rescue and Recovery Squadron (ARRS)

Location of unit: Nakhon Phanom Royal Thai Air Base, Thailand

Synopsis: On 26 and 27 June 1972, the 40 ARRS was working to rescue two downed F-4 crews. "Valiant 03" and "Valiant 04," from deep inside North Vietnam. Sergeant Charles McGrath was on "Jolly Green 73," an HH-53 helicopter. "Valiant 03 Alpha" had already been recovered. At the holding point, "Jolly 73" joined with "Jolly 57." "Valiant 04 Alpha" was located some 2.5 miles inside the North Vietnam border. It was learned at the holding point that "Valiant 04 Alpha" had received a broken leg, knee, elbow, and jaw. Sergeant McGrath prepared his equipment to go down on the ground for the pilot. "Jolly 73" began its search and located the survivor. They put Sergeant McGrath on the ground to locate and assist the survivor, Captain Lynn A. Aikman. On the ground, Sergeant McGrath could see Captain Aikman laying on his back. When he arrived at his side he realized the tree beside Captain Aikman was too high and big to do a hoist. At this point, Sergeant McGrath dragged Captain Aikman 120 feet through the bushes to a safe place to perform a hoist. In the meantime, "Jolly 73" had taken ground fire and lost their hoist. They were able to climb out and recover. "Jolly 57" immediately came in to pick up the PJ and survivor. "Jolly 57" also received ground fire during the hoist. Just

prior to getting Captain Aikman and Sergeant McGrath into the helicopter, another PJ, TSgt Dennis Reich, was hit as he was trying to get the men on board the aircraft. The combat photographer, SSgt Kelly Schuman, helped the Flight Engineer get the survivors into the aircraft. "Jolly 57" pulled out and made it up to join with "Jolly 73." "Jolly 73" had a severe fuel leak and needed to refuel ASAP. "King 27," an HC-130P, answered the call along with "King 22." Sergeant McGrath immediately began treating TSgt Reich, who was bleeding profusely from the bullet wound in the leg. He applied a temporary tourniquet to get control of the bleeding. Another PJ took over treatment on TSgt Reich, while Sergeant McGrath worked on Captain Aikman. On physical exam of Captain Aikman, the PJ noticed a hole in the pilot's boot. Looking closer, Sergeant McGrath realized that Captain Aikman had been shot through the foot during the hoist when they nearing the door of the aircraft. The patients were delivered to definitive medical care. (8:--)

Captain Charles D. McGrath (retired) was awarded the Air Force Cross for his heroism.

See TABs J and L for reference material

25 JUN 72

0001	TK	LOG OPENED
0700	TK	CALLED CE ABOUT AIR CONDITIONER BROKE WORK ORDER # 6116
0718	TK	ADV. CAD CREW OF J81SL DRIER
0720	TK	CALLED TELEPHONE MAINT HOT LINE 1463 DOES NOT RING DURENA
0730	JS	Relieved Sgt Pusic - 25 APR
0750	JS	JG 30 & JG 62 ch 89 // TP // Jack 0745
0950	JS	JG 73 & JG 56 ch 89 0945 // TP // Jack
1350	JS	Sgt SHOFFIELD hurt himself and is in the hosp. getting stitches - Capt Thompson
1420	JS	JG 32 ch 89 // TP // Jack
1515	JS	JG 32 v ch 89 // TP // Jack
710	WKB	JACK CALLED JG 30 AND GZ VCTY OF "I" RECEIVED GROUND FIRE BOTH HAVE WOUNDED ON BOARD EXTENT UNK. AT THIS TIME. ALL SAR FORCES RTB
710	JS	Called hosp asked them to stand by with ambulance if needed for RTB
1900	TN	Sgt REALISON out
2015	TN	JG 62 v CH 89 / JACK / TP
2030	TN	JG 56 v CH 70 / JACK / TP
LE 2000	TN	NOTIFIED HOSP THAT PILOT WAS COMING IN TO HAVE GLASS REMOVED
2115	TN	JG 73 v CH 89 / JACK / TP
2240	TN	JG 56 v CH 99 / JACK / TP
2400	TN	LOG CLOSED 26 JUN 72
0001	TN	LOG OPENED
0300	TN	CALLED CAMPBELL CREW FOR SHOW
0425	TN	CALL CE ADV AIR CONDITIONER OUT HAVE JOB NUMBER OF 6138
0450	TN	CE HERE AT THIS TIME
0500	TN	NOTIFIED STOVALL'S CREW FOR SHOW
0525	TN	JG 32 ↑ CH 89 / JACK / TP
0540	TN	PASSED DIR TO JOCKER
0610	TN	CALLED THE REST OF THE CREWS TO COME TO OPS

2737 JUN 72.

0710 BH SSGT HAND O/D.
0740 BH JACK RPT JG 30 INCOM.
0745 BH JG 57 ~~ACH89~~ / JACK / CP
0745 BH JG 52 ~~ACH89~~ / JACK / CP
0730 BH JG 32 ~~CH89~~ / JACK / CP
1010 BH JG 73-60 ~~ACH89~~ / JACK / CP.
1053 JS SG³² 1053 ch89 / TP / JACK
1110 RJ JACK called JG 73+60 RTB, JG 60 main Hyd Problems
1155 RJ JG 73+60 ~~CH89~~ / JACK / TP
1325 BH JG 57-52 ~~CH89~~ / JACK / CP
1450 RJ JG 53 ~~CH89~~ / JACK / TP FCF
1545 RJ JG 80 ~~CH89~~ / JACK / TP
1600 RJ JG 53 ~~CH89~~ - TO L16 / JACK / TP
1705 KB JG 53 ~~CH89~~ CHIP LITE #2 ENG / JACK TP
1740 KB JG 73 ~~CH89~~ TO L16 / JACK TP
NOTE LOG CALLED JACK to FIND OUT CASH'S CONDITION AND JACK ADV THAT
THE DOCTOR NAME WAS SOHABRI AND THE PHONE NUMBER 1
3220
2000 TN PASSED DAAR + FORSTAT TO JOKER
2115 TN JG 73 ~~CH89~~ / JACK / TP
2140 TN JG 32 ~~CH89~~ / L16 / JACK / TP
2150 TN JACK ADV JG 32 BACK DOWN L-16 IFR LEAK IN TRANS/
WILL ~~STAY~~ STAY THE NIGHT UNLESS CAN GET
THE BIRD FIX / MX ADV OF SAME
2400 TN LOG CLOSED 27 JUN 72
0001 TN LOG OPENED
0630 PJ JG 34-60 ~~CH89~~ / JACK + TP
0700 PJ PASSED DIK TO JOKER
0845 RJ Pedro 21 ~~CH89~~
1005 BH Pedro 21 ~~CH89~~
1010 BH JG 52-53 ~~CH89~~ / JACK / CP
1155 BH JG 53 ~~CH89~~ / JACK / CP
1155 BH Pedro 21 ~~CH89~~

Pararescueman Sgt McGrath was lowered from his helicopter on June 27, 1972, to rescue a badly wounded pilot downed in North Vietnam. He dragged the pilot to the recovery site, but the helicopter was hit by hostile fire, leaving the two men stranded. Using his rescue training, Sgt McGrath calmly directed air support to hold off the enemy until another rescue chopper arrived. When the rescue helicopter reached them, Sgt McGrath shielded the wounded pilot from enemy fire until they were safely inside.

1972 (cont)

- 1 May 72 Evacuation of Quang Tri. The 3d ARR Group evacuated 132 persons 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. No one was injured, despite the nearby presence of enemy forces. Staff Sergeant Robert L. LaPointe, a pararescue-man in the first HH-53, silenced enemy snipers with a mini-gun. When the plane landed, Sergeant LaPointe organized the evacuees and maintained ground control until the second HH-53 departed.
- 11 May 72 General John D. Ryan, USAF Chief of Staff, directed that the mission of ARRS be primarily oriented toward combat rescue operations.
- 1 Jun-
2 Jun 72 The 3d ARR Group, augmented by A-1s and other forces, rescued Captain Roger C. Locher, who had lost his F-4 over North Vietnam on 10 May and had evaded capture for 23 days. Captain Dale E. Stovall, 40th ARR Squadron, and his HH-53 crew successfully evacuated Captain Locher on 2 June. New electronic locator finder (ELF) equipment aided in the success of this operation.
- 27 Jun 72 Captain Stovall, 40th ARR Squadron, again flew deep into North Vietnam to rescue two downed airmen. After another HH-53 was forced to withdraw from the rescue site due to enemy fire, Captain Stovall's crew descended and retrieved the two survivors. The second HH-53 received more than 16 hits during the engagement, and several personnel aboard both HH-53s were wounded. Later, Captain Dale E. Stovall and Staff Sergeant Charles D. McGrath (pararescueman) were awarded the Air Force Cross.
- 6 Oct 72 General John D. Ryan, USAF Chief of Staff, ordered a sizeable reduction in the number of ARRS local base rescue elements and detachments during Fiscal Year 1973.
- Oct-
Nov 72 The 71st ARR Squadron joined with elements of other agencies in the search for House Majority Leader Hale Boggs, Congressman Nick Begich, and two other men, who disappeared in Alaska during a flight between Anchorage and Juneau. Despite a 40-day search, no trace was found.
- 2 Dec-
3 Dec 72 Three HC-130s and two HH-3s from the 31st ARR Squadron hoisted 29 Philippine sailors and one pet orangutan from lifeboats after their logging ship, the *San Martin*, sank about 500 miles east northeast from the Island of Luzon. Twenty-nine plus saves.
- 21 Dec 72 The 40th ARR Squadron performed its first night combat recovery in Southeast Asia by an HH-53 using a new Night Recovery System.