

DECLASSIFIED

~~CONFIDENTIAL~~

DOC 391

STATEMENT

27 June 1972

SUBJECT: Sandy 9 and 10 (Valant 04A 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, SAR 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 04A.

3. Enroute to the Sar area, Sandy 9 and 10 were aided in their navigation, having no bearing <sup>on</sup> to assist them, by Disco, <sup>DME</sup> an airborne GCI. Disco was later 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. ybs

4. Proceeding to the area, which was basically northeast of Sam Nuea, 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 RTB to Ch 89 after successfully completing the pick up on Valant 03A. They had been in contact with Valant 03B, but had lost radio contact just prior to the pickup phase. They also had had one transmission from Valant 04A, and a Beeper in the area. ybs

5. Just prior to entering the area, Sandy 9 and 10 contacted Laredo 11 and were briefed on the area of the survivor, movers, 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 04A on Charlie freq, and Sandy 9 made contact with 04A, 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 04A. ybs

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 04B. Upon initially entering the area, Sandy 10 contacted Disco that he was over the survivor and requested a mark. Disco paint-

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~ DOC 392

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 MkP. 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 egress 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 egress the area as they were well below their stated bingo fuels. 405

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

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

*L. Shottwell*  
L. SHOTTWELL, Capt, USAF  
Sandy 10

DECLASSIFIED

DECLASSIFIED

DATE: 20 June 1970

IN: 1000-100000: 40-000

PLANE: JOLLY GREEN 52 (Low) and Jolly Green 73 (High)

MISSION OBJECTIVE: The rescue and recovery of Taliant 03 Alpha, Major Robert Miller, pilot of an F-4. The SAR objective was located at VT 3890453.

1. PART OF THE MISSION: Jolly Green 52 and 73 were launched to North Vietnam on 27 June 1970 in support of numerous missions in progress. Just prior to entering the Hoang River as we proceeded north, Jolly Green 73 reported he was having 2 hydraulic fluctuations which he later verified as JICO problems. As Jolly Green 52 and 60 returning from north because 60 was also having JICO 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 Portret and refueled at high altitude between there and Hotal. The decision was made by the 40 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 SAM, because both birds had ECM equipment and HAW Gap was in the area. As soon as we had completed the AR Disco gave us vectors to the area of the survivors and we remained high at this point because of the possibility of SAMs. Five miles from the SAR area we were directed to hold until we were in contact with the Sandys. We held at approximately 12,000' until the Sandys called 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 they were 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 light and reset the circuit breaker twice. All engine instruments were indicating normal so we elected to continue the flight 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 08 o'clock position. The #1 gunner put anti gun fire in that area and

DATE: 20 June 1970

DECLASSIFIED

SECRET

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

DECLASSIFIED

~~SECRET~~

...of the bird. Just as the parachute reached the ground and the survivor  
...the enemy soldier stepped out with a rifle on the hill 50 feet above  
...and killed him. The USMC Photographer, who was in the door with the  
...engineer, seeing the vulnerable position we were in, grabbed his M16 and  
...dropped the man. As the engineer started the parachute up with the survivor  
...on it another soldier stepped out and the photog shot him also. At that  
...point the engineer called for me to pull out and so 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 Sanyo 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 F3 gunner saw  
...gunfire and people coming from a small structure. He turned his main 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 observers 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 main 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 Sanyo 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 Sanyo were to low on fuel to escort us. We arrived back at Channel 89 at  
...1850 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 Disco 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 SAR area.

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

~~FOR OFFICIAL USE ONLY~~

~~SECRET~~ ~~CONFIDENTIAL~~

1st Lt. 2 M100, 4 Berlioz, 8.0 Hours  
2nd Lt. 4 Berlioz, 16.7 Hours  
3rd Lt. 6 Berlioz, 25.5 Hours  
4th Lt. 8 Berlioz, 34.3 Hours  
5th Lt. 10 Berlioz, 43.0 Hours  
6th Lt. 12 Berlioz, 51.7 Hours  
7th Lt. 14 Berlioz, 60.5 Hours  
8th Lt. 16 Berlioz, 69.3 Hours  
9th Lt. 18 Berlioz, 78.0 Hours  
10th Lt. 20 Berlioz, 86.7 Hours

*Donnie D. Orrell*

1st Lt. Orrell, Capt, USMC  
1st Lt. Commander

~~SECRET~~ ~~CONFIDENTIAL~~

1st Lt. Green 52 (Low)

1st Lt. Donnie D. Orrell, 521-62-0787  
1st Lt. Stephen H. Connolly, 561-72-1400  
1st Lt. Barry H. Sanders, 151-76-1299  
1st Lt. Michael L. Walker, 227-60-3899  
1st Lt. Kenneth J. Wernicki, 020-34-5760  
1st Lt. Robert L. Wernicki, 207-14-1216

1st Lt. Green 56 (High)

1st Lt. Stanley J. Wernicki, Jr., 020-34-0949  
1st Lt. Richard P. Tripp, 442-52-0296  
1st Lt. James P. Walsh, 042-12-1705  
1st Lt. Charles F. Salome, 579-58-0403  
1st Lt. Roger D. Candill, 405-76-0587  
1st Lt. Patrick A. Alexander, 526-76-5427

DECLASSIFIED

~~FOR OFFICIAL USE ONLY~~

DECLASSIFIED

1. Date: 20 June 1973

2. Report Number: 40-013

3. Subject: Jolly Green 73 (low) and Jolly Green 57 (high)

4. Summary: Rescue and recovery of Capt Lynn A. Adams of Valiant 04 (Alpha) pilot of an F-4 of the 4 TFW and Capt Charles D. McBratney of Jolly Green 73 (Beta) a paratrooper man of the 40 AAAF by Jolly Green 57.

5. Details: 1. Air Force: 1 through 4, 9 and 10. 2. King 22 and 23, and 3. KAL 1000.

6. Details: On 27 June 1973, Jolly Green 57 was launched at 0735Z in conjunction with Jolly Green 73, who had launched at 0700Z in a similar effort as Jolly Green 73. Jolly Green 57 had been on ground alert and replaced another Jolly Green 57 that air aborted. The 57's objectives were Valiant 04, Alpha and Bravo and Valiant 03 Bravo. Valiant 03 Alpha had been recovered just prior to Jolly Green 57 launching. Jolly Green 73 was low bird and Jolly Green 57 was high bird. At 0730Z Jolly Green 73 and 57 joined up at point north and refueled from King 22 at 0730Z enroute to point hotel. At hotel the Jollys were met by a C-130 aircraft and escorted to a final holding point at 1000Z which was located on the border of North Vietnam approximately 25 miles from Valiant 04's flight area in radio contact with Sandy 1. At 1013Z Jolly Green 73 spotted the survivor. At 1715Z Jolly Green 73 arrived over the survivor's position and began a visual search for the survivor. Jolly Green 73 had spotted the survivor's marks and had radio contact with the survivor but was not able to understand his transmissions or see him or his parachute. Since the survivor was injured (broken leg, knee, elbow and jaw) and unable to move, Jolly Green 73 sent a paratrooper man down to find him. After the PT was lowered to the ground he spotted the survivor's parachute. As the PT moved through the heavy undergrowth toward the parachute, the helicopter had been hit by two PT and began taking small area ground fire and hits from all four quadrants. Jolly Green 73 attempted to move closer to the suspected position of the survivor but the tall trees in the area, 120 feet high, prevented such movement. As the PT came into view, dragging the survivor, the utility hydraulic system was shot out and this disabled the rescue hoist with 170 feet of cable extended. At 1033Z, when Jolly Green 73 transmitted that he had lost his utility system, Jolly Green 57 immediately started a run in. Jolly Green 57 came into a hover about 100 feet from Jolly Green 73, just as Jolly Green 73 cleared the hoist cable. At this point, the Sandy aircraft was had been laying out the area all around Jolly Green 73, told Jolly Green 57 to follow Jolly Green 73 out of the area as they thought he might have to crash land. As soon as Jolly Green 73 had safely exited the area, approximately 15 seconds after leaving a spot, Jolly Green 57 returned to the PT/survivor's position and immediately began lowering the paratrooper. Jolly Green 57 immediately began taking ground fire from the 6 o'clock and 2 o'clock positions. The number three gunner spotted two enemy soldiers with rifles behind the helicopter and killed them with his rifle gun. The Sandy and the gunners were able to silence the ground

7. Date: 20 June 1973

DECLASSIFIED

8. Date: 20 June 1973  
9. Report Number: 40-013  
10. Subject: Jolly Green 73 (low) and Jolly Green 57 (high)

[illegible]

- DECLASSIFIED

DECLASSIFIED

Long, California:

1-11 4 3 10000, 4 10000, 0.5 Hours  
 12-13 4 3 10000, 10.7 Hours  
 14-15 4 3 10000, 10.5 Hours  
 16-17 4 3 10000, 7.7 Hours  
 18-19 4 3 10000, 5.0 Hours  
 20-21 4 3 10000, 6.0 Hours  
 22-23 4 3 10000, 21.0 Hours  
 24-25 4 3 10000, 10.0 Hours

1-11 4 3 10000, 4 10000, 0.5 Hours  
 12-13 4 3 10000, 10.7 Hours  
 14-15 4 3 10000, 10.5 Hours  
 16-17 4 3 10000, 7.7 Hours  
 18-19 4 3 10000, 5.0 Hours  
 20-21 4 3 10000, 6.0 Hours  
 22-23 4 3 10000, 21.0 Hours  
 24-25 4 3 10000, 10.0 Hours

DECLASSIFIED

~~FOR OFFICIAL USE ONLY~~

101-100000-10000

Only Green 73 (See)

- 101 - Capt Wale B. Stowell, 537-40-6676
- 102 - 1st Lt William E. Hutchinson, 232-70-7050
- 103 - 1st Lt Richard L. Simon, 431-60-8497
- 104 - 1st Lt Albert E. Smith, 231-60-5777
- 105 - 1st Lt William D. Smith, 537-60-7749
- 106 - 1st Lt William E. Simon, 431-60-8497

Only Green 77 (See)

- 101 - Maj Leo H. Thacker Jr., 243-46-4227
- 102 - 1st Lt Frank E. Mason Jr., 516-56-2165
- 103 - Sgt George L. Wright Jr., 229-42-4619
- 104 - Sgt Charles D. McGrath, 217-46-3965
- 105 - Sgt Charles D. Morrow, 414-62-2163
- 106 - 1st Lt George M. Holland, 460-60-1414

~~FOR OFFICIAL USE ONLY~~

DECLASSIFIED

DECLASSIFIED

~~SECRET~~

132

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

151

|         |     |                                                                                                                                                                                                                                      |
|---------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 710     | WKS | JACK CALLED JG 30 AND GZ NCTY OF I<br>RECEIVED GROUND FIRE BOTH HAVE WOUNDED ON BOARD<br>EXTENT UNK. AT THIS TIME. ALL SAR FORCES RTB<br>Called hosp asked them to stand by<br>with ambulance if needed for RTB<br>Sat reulison outy |
| 1900    | TN  | JG 62 v CH 89 / JACK / TP                                                                                                                                                                                                            |
| 2015    | TN  | JG 56 v CH 70 / JACK / TP                                                                                                                                                                                                            |
| 2030    | TN  | NOTIFIED HOSP THAT PILOT WAS COMING IN TO HAVE<br>GLASS REMOVED                                                                                                                                                                      |
| LE 2000 | TN  | JG 73 v CH 89 / JACK / TP                                                                                                                                                                                                            |
| 2115    | TN  | JG 56 v CH 99 / JACK / TP                                                                                                                                                                                                            |
| 2240    | TN  | LOG CLOSED                                                                                                                                                                                                                           |
| 2400    | TN  | LOG OPENED                                                                                                                                                                                                                           |
| 0001    | TN  | Called Campbell crew for show                                                                                                                                                                                                        |
| 0300    | TN  | CALL CE ADV AIR CONDOVER OUT HAVE JOB NUMBER OF 638                                                                                                                                                                                  |
| 0425    | TN  | CE HERE AT THIS TIME                                                                                                                                                                                                                 |
| 0450    | TN  | NOTIFIED STOVALLS CREW FOR SHOW                                                                                                                                                                                                      |
| 0500    | TN  | JG 32 v CH 89 / JACK / TP                                                                                                                                                                                                            |
| 0525    | TN  | PASSED DIR TO JOCKER                                                                                                                                                                                                                 |
| 0540    | TN  | Called the rest of the crews to come to ops                                                                                                                                                                                          |
| 0610    | TN  |                                                                                                                                                                                                                                      |

NO

DECLASSIFIED  
~~SECRET~~

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 37<sup>153</sup>

(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.

DECLASSIFIED

~~SECRET~~

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

DECLASSIFIED

~~SECRET~~DOC A<sup>24</sup>

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 Hukee/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

~~SECRET~~

DECLASSIFIED

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

## Appendix II

SAES 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     |
| ICEHAG 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 22                     | 18 Jun      | -            |
| SANDY 7                     | 20 Jun      | 1 combat     |
| NICKEL 102                  | 20 Jun      | 1 combat     |
| WHOLEY 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      | -            |
| LANEDO 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     |

## 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 |



DATE TIME GROUP: 048200Z

FROM: 7AF TAN SON HNUT

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 SEAMANS

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

/9822

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.

Please type using black ribbon.

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.

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."