[redacted]

[illegible] 26 June 1972

[illegible] 1SG [illegible] 26-003

[illegible]: Jolly Green 52 (Low) and Jolly Green 73 (High)

[illegible]: The rescue and recovery of Valient 03 Alpha, Major Robert [illegible], pilot of an F-4. The SAR objective was located at YU 3550452.

[illegible] OF [illegible]: Jolly Green 52 and 73 were launched to North Vietnam [illegible], 27 June 1972 in support of [illegible] in progress. Just prior to [illegible] the Mekong River as we proceeded north, Jolly Green 73 reported he [illegible] 2 hydraulic fluctuations which he later verified as MCS problems. [illegible] Jolly Green 56 and 60 returning from north because 60 was also having [illegible] problems. We met over Lima 16 and Jolly Green 56 joined Jolly Green 52 [illegible] proceeded north while JG 60 and 73 accompanied each other home. We met [illegible] 22 at Portrait and refueled at high altitude between there and Hotel. The decision was made by the AC to remain high to avoid the numerous small arms [illegible], since two of our birds had taken hits the day before. The decision to remain high was a logical one despite of the fact that the survivor had been [illegible] by a [illegible], because both birds had RW equipment and MRS Cap was in the [illegible]. As soon as we had completed the AR Disco gave us vectors to the area of [illegible] survivors and we remained high at this point because of the population [illegible]. Five miles from the SAR area we were directed to hold until we were [illegible] contact with the Sandys. We held at approximately 12,000' until the Sandys [illegible] us and then began a descent. The engineer computed hover power and determined we should dump fuel which we completed on the descent. The Sandys [illegible] us that we would need to make a quick attempt because of their fuel [illegible] and the number of enemy in the area. The survivors had already reported [illegible] moving near their location. At that time both survivors, Valient 03A [illegible] 03B were up on radio. As we entered the holding area we got a #2 engine [illegible] 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 possibilities 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 pick up 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 penetration rounding the ground the copilot saw ground fire on a ridge line at our 8 o'clock position. The #2 gunner put mini gun fire in that area and

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[illegible] of the Sandys. Just as the parachuter reach the ground and the survivor [illegible] an enemy soldier stepped out with a rifle on the hill 50 feet above [illegible] and raised his rifle. The Combat 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 pararescuer up with the survivor on it another soldier stepped out and the photog shot him also. At that point the engineer called for us 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 suit which had enflated while tangled in his harness. He was in shock and was treated for shock by the pararescue specialist. The Sandys 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 mini gun fire into it and stopped their fire. We did a quick sweep 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 seamers 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 Sandys 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 ZPAA 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 JG 52's run in. Jolly Green 56 also had additional fuel problems due to his fuel leak. The air refueling was completed and JG 52 and 56 pressed on home alone because the Sandys were to low on fuel to escort us. We arrived back at Channel 89 at 1650 and declared an inflight emergency for JG 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 mid ancke 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.

[illegible] Monthly

[illegible] - 3 [illegible], 4 [illegible], 2.9 Hours
[illegible], 1 [illegible], 29.7 Hours
[illegible] 6 [illegible], 12.5 Hours
[illegible] Gp, 1 [illegible], 7.7 Hours
[illegible], 7 [illegible], 31.0 Hours
[illegible], 2 [illegible], 4.0 Hours
[illegible], 6 [illegible], 21.0 Hours
[illegible], 3 [illegible], 10.0 Hours

Bernie D. Orrell
[illegible] D. ORRELL, CAPT, USAF
[illegible] Commander

[illegible] Crew Work:

[illegible] Green 52 (Low)

[illegible] - [illegible] Bernie D. Orrell,
[illegible] - [illegible] Stephen R. Connolly,
[illegible] - [illegible] Randy R. Sanders,
[illegible] - [illegible] Michael L. Walker,
[illegible] - [illegible] Kenneth J. Muenfield,
[illegible] - [illegible] Neville E. Holborn,

[illegible] Green 56 (High)

[illegible] - [illegible] Stanley J. McIlnash, Jr.,
[illegible] - [illegible] Richard P. Tripp,
[illegible] - [illegible] James F. Walsh,
[illegible] - [illegible] Charles F. Salome,
[illegible] - [illegible] Roger D. Cendill,
[illegible] - [illegible] Patrick A. Alexander,