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m. (S) On 7 May 1965 an HU-16 on precautionary orbit over the Gulf of Tonkin received an emergency transmission from the wingman of a USAF F-105 in distress. As the HU-16 turned to the direction of the distressed aircraft, notification of bail out was received. The bail out had taken place approximately 10 miles off the coast of North Vietnam. Although there were numerous strikes being conducted over a large area of North Vietnam at that time, the HU-16 was prepositioned by the 3d APS to cover what in their estimation was the highest risk mission taking place. Due to this prepositioning the HU-16 was able to arrive at the incident scene as the pilot was still descending in his parachute. The HU-16 pilot noted that numerous hostile junks were in the immediate area that the pilot would land in. The HU-16 then directed fighters in the area to go in low and keep the junks away from the downed pilot. The HU-16 then jettisoned its drop tanks, and was in final approach as the parachute hit the water. The hostile junks surrounding the downed airman were so numerous that it was necessary for the fighters to clear a path for the HU-16 to land. Disregarding the fact that their unarmed HU-16 would be as defenseless as the proverbial sitting duck while on the water, the HU-16 landed and water landed through the ring of junks to the pilot's position. He was safely brought on board, and once more it became necessary for the fighters to clear a path through the approaching junks by sinking several of them in order for the HU-16 to takeoff.

n. (U) On the following day, 8 May 1965, this same heroic crew repeated their performance by recovering another pilot under very similar circumstances from the sea off the coast of North Vietnam.

o. (U) On 17 May 1965 an F-105 pilot reported his wingman had been hit by ground fire and bailed out over North Vietnam. The Joint Search and Rescue Center received the report through the HU-16 orbiting near the incident site and scrambled two AH-1J helicopters that were prepositioned at a forward base. As the helicopters proceeded toward the bail out location the intensity of the ground fire increased. They were advised by the fighters capping the survivor that the area was extremely "hot", and several of the fighters had already been hit. Knowing full well that their unarmed, slow flying helicopter would make an easy target, they proceeded to the survivors position. The fighters attempted to suppress ground fire as the helicopter was forced to hover at 100 feet while lowering the hoist to the downed pilot. While the survivor was being hoisted into the helicopter it was necessary for the crew to hold off approaching ground personnel. They did this utilizing the only weapons they had, pistols and rifles. The uninjured pilot was safely brought on board and following the hazardous return journey was returned to his unit.

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FOR VALOR—HH-43 crew from the 38th ARSg are shown after receiving Silver Stars for daring rescue of downed pilot in North Vietnam. Left to right are Capt Joe E. Ballinger, Capt Bruce C. Hepp, 1stLt Walter F. Turk and SSgt Roberto Rodriguez. (USAF photo)

Hq 2AD, Tan Son Nhut Afb, RVN—Silver Stars have been presented by Air Force four-star Gen Hunter Harris to four members of the Air Rescue Service in ceremonies here. General Harris, commander of Pacific Air Forces, presented the nation's third highest award for valor to Capt Bruce C. Hepp, Capt Joe E. Ballinger, 1stLt Walter F. Turk, and SSgt Roberto Rodriguez. Along with four other HH-43 HUSKIE helicopter crewmembers scheduled for departure from the Republic of Vietnam, the four new Silver Star winners flew deep into Communist North Vietnam to perform the dangerous rescue of a downed Air Force pilot. Air Rescue Service officials say all eight crewmembers have won the Silver Star, but the other four — Capt Stanley O. Schaetzle, A2c Richard A. Wallace, A1c William A. Robinson and A2c Marvin F. Brenaman—were to receive the award at a later date.

The official citation accompanying the Silver Stars said the mission flown by the Air Rescue Service airmen "required a flight of more than 200 miles" over hostile territory. But that was only part of the story.

On May 17, an F-105 Thunderchief jet was downed by enemy groundfire along the Song Ba river near Route 7, Northwest of Vinh. The pilot, Capt James J. Taliaferro, Jr., bailed out and landed safely in the midst of a large number of enemy troops. Captain Taliaferro landed in a dense bamboo forest on a hillside and the thick undergrowth ham-

pered enemy forces trying to reach him.

Piloted by Captain Hepp and Lieutenant Turk, two HH-43 helicopters headed for the spot. The choppers carried extra fuel drums, making possible the long flight to and from the pick-up spot. Enroute to the target area, the choppers were hindered by heavy rain and clouds. They were also forced to detour around known flak positions. At the pick-up spot, fighter aircraft flying rescue cover were busy suppressing enemy ground fire. Tracers were coming up from the ground as near as a quarter-mile from where Captain Taliaferro was hiding. Captain Hepp said he spotted the downed pilot's orange-and-white parachute and also received an electronic homing signal from Captain Taliaferro. The fighter pilot also set off a smoke flare to help the chopper crews locate him.

"The rescap fighters continued trying to suppress the ground fire with 20mm cannon as we descended to make the pick-up," Captain Hepp recalled. "As we got lower, Captain Schaetzle, Sergeant Rodriguez and Airman Wallace began answering enemy fire with their M-16 rifles."

The heaviest enemy fire, believed to be from .50-caliber machine guns and small arms, was coming from about 50 yards behind and below the hovering chopper. The second helicopter, piloted by Lieutenant Turk, descended and orbited the lead chopper. As Lieutenant Turk handled

Air Crew Recovery

by Capt Gerry Hickman
USAF Combat News

the controls, Captain Ballinger and Airmen Robinson and Brenaman cut loose with their M-16s at ground forces firing at them. As the fierce gunfight continued, Captain Hepp descended as low as possible.

"It was impossible to move the chopper nearer than about 20 feet from Captain Taliaferro's position," the rescue pilot said. "Our blades were clearing trees by five feet or less and undergrowth was brushing underneath us." The bamboo at the scene was almost 100 feet high.

"We ran out 100 feet of hoist cable and waited for Captain Taliaferro to reach the hoist sling so we could pull him up," Captain Hepp continued.

The downed pilot took five minutes to reach the sling, so dense was the undergrowth. But once in the sling, he was immediately hoisted aboard the hovering chopper. As Captain Taliaferro came aboard the helicopter, the rescap fighters fired a salvo of 2.75 rockets at the enemy troops who had moved in even closer, and the F-105 pilot joined the rescue crewmen in firing at the Communist Forces. Drawing his .38-caliber revolver, Captain Taliaferro began shooting at the spots where tracers were still blazing. Tracers followed the choppers as they pulled away.

Immediately following the mission, General Harris sent the following message to the 38th Air Rescue Squadron here: "My personal con-

17 MAY 1965

gratulations are extended for your noteworthy pilot pick-up of 17 May 65. The professionalism displayed by all who participated in this mission, plus the outstanding teamwork by all who participated in this mission, plus the outstanding teamwork under heavy ground fire, was noted with pride. For all who participated, a well done!"

In other Vietnam missions, HH-43 personnel from ARS Det 7, 38th ARSq., Danang AB, recovered the crew of a light observation plane from heavily forested, mountainous terrain and a bomber crew from the sea.

Two HH-43F's scrambled after word was received that the observation plane had crashed into 175-foot trees and caught fire. With Army fixed-wing aircraft and armed helicopters flying cover, the HUSKIE crews began their search and soon located the downed airmen in a small wash. The pilot was hoisted to safety by one "F" and the observer by the other. Pilot of the first rescue helicopter was 1stLt Arthur J. Machado; Capt James V. Berryhill, copilot; SSgt Homer L. Ramsey, helicopter mechanic; and MSgt Lenote M. Vigare, pararescueman. Crew of the second helicopter consisted of Capt Bruce M. Purvine, pi-

38th Air Rescue Squadron Activated

Control of Air Rescue Service operations in Southeast Asia has been centralized with activation of the 38th Air Rescue Squadron at Tan Son Nhut Airfield, South Vietnam. LtCol Edward Krafka assumed command of the 38th on an interim basis. He formerly commanded Det 3, PARC at Tan Son Nhut, which was deactivated. According to MATS officials, the new ARS unit will supervise and control activities of all air rescue forces in the South Vietnam complex. Rescue aircraft involved in Southeast Asia operations consist of HH-43B, HH-43F and CH-3C helicopters, HC-54 Rescuemasters and HU-16 Albatross amphibians.

Air Rescue helicopters and HU-16 aircraft have already seen extensive duty in that area, recording several

spectacular recoveries of downed fliers and other U. S. personnel stranded in hostile territory. The Albatross is capable of operating off land and sea, and has so far been responsible for saving more than 10 lives through the dramatic open sea landing technique.

Numbers of aircraft operating under the 38th ARS will vary and are drawn from the worldwide resources of Air Rescue Service. Aircraft from as far as Wheelus AB, Libya, have been diverted to support SEA activities. Detachments assigned to the 38th and operating locations are: Nakhon Phanom Airport, Tahkli AB, Ubon Airfield, Korat Airport and Udorn Airport, all in Thailand; Bien Hoa AB and Da Nang Airport, Vietnam.

lot; Capt Floyd R. Lockhart, copilot; SSgt Larry K. Henderson, helicopter mechanic; and A2c Randolph M. Smith, pararescueman.

The crew of a bomber ejected after engine failure. Responding to the emergency, an orbiting HUSKIE piloted by Capt Floyd R. Lockhart put the FSK on the ground at the end of the runway and headed for the downed airmen. Using the new forest penetrator, the helicopter plucked the bomber pilot

from the water. The other crewman was hoisted to safety by a second HUSKIE which had responded to the call for help. With Captain Lockhart was Captain Purvine, copilot; TSgt Patrick A. Bowers, helicopter mechanic; Airman Smith, pararescueman. With Capt Thomas C. Seebo in the other HH-43F were Lieutenant Machado, copilot; Sergeant Ramsey, helicopter mechanic; and A2c William Flower.

1000-Hour Pilot Awards



In top photo, left, Capt Clarence C. Campbell, ARS Det 16, WARC, Williams AFB, Ariz., receives KAC's 1000-hour award from Capt Joe H. Watson, right, detachment commander. Capt Gary E. Robertson, center, also qualified recently for the award which is presented by Kaman Aircraft to pilots logging 1000 hours in helicopters produced by the company. Four out of the six pilots assigned to Detachment 16 have more than 1000 hours in the HH-43. In second photo, Capt Thomas F. Madden, right, of ARS Det 15, WARC, Luke AFB, Ariz., is congratulated by Capt Earle D. Williams, Jr., detachment commander, after completing 1000 hours in the HUSKIE. In bottom photo, Capt John H. Denham, right, commander of ARS Det 1, CARC, Glasgow AFB, Mont., is shown after logging his 1000th hour while rescuing a lost hunter. With Captain Denham are, left to right, CMSgt Gerald Forman, maintenance superintendent; A2c George W. Townsend, crew chief; and 1stLt Richard L. Cardwell, copilot. Capt Harold A. Solberg of ARS Det 5, WARC, McChord AFB, Wash., also qualified for the 1000-hour award recently. (USAF photos)



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MISSIONS

RESCUERS

LOCATIONS

SURVIVORS

Name

Aircraft

Name

Service

Aircraft

5-PARC-70-8 Feb
3-PARC-128-11 Feb
3-PARC-187-2 Mar

Capt Hartley
Capt Richardson
Maj La Dou
Maj Ingraham
Capt Freedman
Lt Phelan
Capt Kelly

HH-43F
HU-16B
HU-16B
HH-43F
HH-43B
HH-43F
HH-43B

1607N - 10812E
1728N - 10646E
1743N - 10634E
1706N - 10640E
1615N - 10525E
1720N - 10655E
1604N - 10340E

Maj Hung
LT Majors
Lt Cullen
Capt Baird
Maj Panas
W/O Van Phu
Capt Spagnola

VNAF
USN
USA
USAF
USAF
VNAF
USAF

A1H
A4C
F-100
F-105
F-105
A1H
F-105

3-PARC-252-22 Mar
3-PARC-266-26 Mar

Maj Waechter
Maj Shook
Lt Phelan

HU-16B
HU-16B
HH-43F

1758N - 10638E
1758N - 10635E
1620N - 10823E

LCol Risner
CDR Shugart
LT Wangman

USAF
USN
USN

F-105
A4E
F8U

3-PARC-277-29 Mar*

Maj Shook

HU-16B

2010N - 10737E

CDR Donnelly

USN

F8U

3-PARC-283-31 Mar

Capt Strayer

HH-43B

1717N - 10545E

Capt Bigoness

USAF

F-100

3-PARC-319-9 Apr

Capt Reichardt

HU-16B

1854N - 10541E

LCDR McNeil

USN

A4C

3-PARC-393-27 Apr

Capt Rodenberg

HH-43B

1727N - 10445E

LTJG Wilkes

USN

A1H

3-PARC-428-7 May

Capt Reichardt

HU-16B

1935N - 10605E

Maj Lambert

USAF

F-105

3-PARC-433-8 May

Capt Reichardt

HU-16B

1753N - 10705E

LT Wilson

USN

RF8A

3-PARC-448-12 May

Capt Ballinger

HH-43B

1655N - 10443E

Capt Schneider

USAF

F-105

3-PARC-469-17 May

Capt Hepp

HH-43B

1905N - 10442E

Capt Talliaferro

USAF

F-105

3-PARC-493-23 May

Capt Richardson

HU-16B

1840N - 10600E

Maj Hernan

USAF

F-105

4-PARC-269-28 May

Capt Boyles

HH-43F

1048N - 10640E

LT Field

USA

UH-1B

3-PARC-529-1 Jun

Capt Brunner

HU-16B

1847N - 10609E

SSgt Kilpatrick

USN

F8

5-PARC-313-2 Jun

Capt Hartley

HH-43F

1611N - 10808E

Capt Lockhart

USAF

HH-43F

A2C Smith

* Recovered on 31 March

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ARSH-65

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CHINESE: 19. 00 (11) 12. 00 19. 07

745' Blue-gray chert

3-10-24

ARJ-65

Mission Number		F-4 Phantom II Aircraft			Operations Period			Totals		
Det	ARC - Sq - Msn - Date	HU-16	HH-43	HH-3	USAF	USN	USA	Fgn Mil	Indiv Msn	Accumulative
5	PARC 70 8 Feb		1					1	1	1
3	PARC 128 11 Feb	1				1			1	2
3	PARC 187 2 Mar	1	4		4			1	5	7
3	PARC 252 22 Mar	1			1				1	8
3	PARC 266 26 Mar	1	1			2			2	10
3	PARC 277 29 Mar	1				1			1	11
3	PARC 283 31 Mar		1		1				1	12
3	PARC 319 9 Apr	1				1			1	13
3	PARC 393 27 Apr		1			1			1	14
3	PARC 428 7 May	1			1				1	15
3	PARC 433 8 May	1				1			1	16
3	PARC 443 12 May		1		1				1	17
3	PARC 469 17 May		1		1				1	18
3	PARC 493 23 May	1			1				1	19
4	PARC 269 28 May		1				1		1	20
3	PARC 529 1 Jun	1				1			1	21
5	PARC 313 2 Jun		4		4				4	25
3	PARC 562 8 Jun		1		1				1	26
3	PARC 568 9 Jun		2		2				2	28
3	PARC 630 23 Jun		1		1				1	29

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