

snail-slow and therefore that much more susceptible as a target, and one gets an idea of what these men brave each time they go out.

Even in a service where courageous actions are often taken for granted, Master Sergeant Charles T. Walther is a man among men, a living example of everything pararescuemen try to live up to. This rock-hard native of Parkersburg, West Virginia, made not one but two miraculous saves in Southeast Asia. One involved the life of a Vietnamese pilot, and the other—an entire flight line of B-57 bombers.

It was near dark on the evening of May 4, 1965, at Bien Hoa Air Base when the crash phone rang.

"There's a fire on the flight line," an excited voice boomed. "All personnel evacuate the area immediately." On that line were a dozen B-57s, each with a full load of 750-pound bombs under their wings, ready for runs over North Vietnam.

In minutes Walther was airborne in an HH-43F Huskie piloted by Captain Ed Cook. As darkness settled, the fire was easy to spot. A parachute flare had ignited directly under one of the bombers. It was a magnesium fire and glowed a brilliant white that hurt the eyes to look directly into it. Cook circled the area slowly, and after surveying the scene, turned to Walther.

"I think we can put it out, Sergeant. Let's go down."

"Okay, Skip!"

Huskies come equipped with their own fire-fighting equipment. Intermeshing rotors provide a swirling downwash that beats back flames and opens a cool air path for the rescue team's entry. Foam from each helo's thousand-pound fire-suppression kit keeps the path open and prevents flashback flames.

The crew blanketed the fire with foam, but because of the magnesium and the force with which the foam came from the hoses, it didn't stick to the white-hot flare. A quick decision was made. Cook landed and Walther and Staff Sergeant Tom Hughes ran over to the B-57 and began scooping the foam onto the fire *with their hands!* It was the only way they could make it adhere and thus smother the blazing flare. It took great courage to do this, for if enough heat reached the big bombs on the plane's wings, the entire flight line would go up in a monumental blast. The two sergeants had to work fast, because Walther reached up to feel the bombs and they were already warm. Sweat dripped off both men, as much from nerve-wrangling fear as from the stifling heat.

"I was scared," Walther says, "as scared as I've ever been or ever want to be, but we knew we had to get that fire out and out quick. Hughes is a big boy, about 230 pounds, and usually slow and easygoing, but he moved faster than I'd ever seen him, and we were able to smother the flare."

It was a close call, though just how close no one

knew until a short time later. Meanwhile Walther's superiors put him in for one of the highest Air Force decorations, saying in their report of the incident that his action had saved the flight line. Higher up the chain of command someone downgraded this as assuming too much, and the sergeant eventually wound up with an Airman's Medal.

Sixteen days after the mission a similar fire broke out under a plane at Tan Son Nhut, and the entire flight line blew up in a prodigious explosion that sent flames and billowing clouds of black smoke soaring hundreds of feet in the air!

Six months later, at Bien Hoa, Walther was involved in another spectacular save. Taking off in a Skyraider for a strafing run across enemy lines, a Vietnamese pilot suddenly lost control of his aircraft.

"He's not going to make it," an airman screamed from the base control tower. At that instant the A-1E slammed back into the runway, skidded drunkenly for several hundred feet, then flipped over and came to a crunching halt upside down in a drainage ditch. High octane from its full tanks spewed all over and soaked the wrecked fuselage.

"No one could live through that," the airman exclaimed. Fire trucks nevertheless roared down the runway, their sirens wailing and lights flashing. But as they neared the crash they screeched to an abrupt halt, and asbestos-suited firemen looked hopelessly at the

smoking plane. They couldn't reach it. Separating them was a hundred yards of quicksand-like muck.

At the first sound of the alarm, Captain John Boyles and his crew took off. They were over the Skyraider in a minute, and Boyles made a snap decision: the only way they could help would be to hover just above the muck and drop the pararescuemen out. Without hesitation, Walther and Tech Sergeant Dominic Cousy jumped. They nearly disappeared from sight in the sludge, but managed to wade to the site. Walther's prime fear was that the plane might break into flames and explode at any instant, so he and Cousy blanketed the area with foam from their fire-suppression kits. Then Walther dug a tunnel through the thick muck and felt for the Vietnamese pilot's body. He grabbed a hand and squeezed. The hand squeezed back, startling Walther. The man was alive!

"Get a crash ax, Dominic," Walther barked. "We'll have to try and cut our way through the fuselage." But before Cousy returned, a more immediate problem developed. The Skyraider was sinking in the mire. The pilot was now in a very real danger of suffocating. So the sergeant began to dig—to keep a lifeline of air open. For a while it was like building a sand castle on the ocean's edge with the tide pounding in. The faster he dug, the quicker the muck caved in. But he was determined. A life was at stake. The sweat rolled off Walther's forehead and his arms throbbed with pain,

but there could be no letup, for the instant he quit, the muck filled in the opening.

A crane had been called to the scene when it was feared the plane might sink from sight. At last other men arrived and helped Walther dig until the crane hooked onto the Skyraider's upside-down landing gear and slowly lifted the plane up. When it had cleared the mire, Walther unsheathed his long-bladed steel knife, reached in through the cockpit canopy, and ripped off the pilot's safety harness. Two minutes later he had the victim freed, and eased him out of the aircraft. He didn't have a second to spare, for scarcely had he cleared the cockpit when the crane's cable snapped in midair and the Skyraider plummeted down with a resounding plop and sank beneath the surface.

It had been another close one. Give or take a minute or two and Walther could have been under that wing when the cable snapped. But he shrugged off his heroics later, saying, as all ARRS men do, that it was only part of his job. He got a second Airman's Medal for it despite his modesty.

Not all heroes are PJs, and not all award-winning rescues are made over Vietnam. Many, like that carried out by Captain Anthony A. Muehling, Jr., of Louisville, Kentucky, are accomplished over water, far from land.

On June 18, 1965, Captain Muehling was alerted of

the fiery midair collision of two huge B-52 jet bombers over the South China Sea. The powerful, long-range B-52s, many of which are based on Guam, fly daily into North Vietnam to pound enemy installations with hundreds of tons of bombs. Piloting an HU-16 Albatross, Captain Muehling flew to the scene and sighted one man lying motionless in a life raft.

The mission was complicated by a passing typhoon, which had kicked up extremely rough seas, but Muehling skillfully managed to set the versatile plane down near the raft. The man was already dead. Nearby, however, were two survivors, and he taxied over and picked them up. Later, another raft was spotted, but en route to it an enormous wave swamped the aircraft, setting off an electrical fire on the flight deck and knocking out the radio. With a rare dedication, Muehling was able to reach the victim, haul him aboard, and render first aid. When a fourth crash survivor was fished from the savage waters an hour later, Muehling turned his crippled plane toward home base. Repeatedly he attempted to take off, but an engine power loss, ever-mounting seas, and sustained heavy winds prevented lift-off.

Other planes, circling overhead, fixed the HU-16's position but could not land. Instead they radioed the closest ships for aid. After hours of being tossed about in mountainous swells, the crew and the four survivors all suffered from severe seasickness, dehydration, and

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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 crew 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 "kitten 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 HH-43 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 horrendous return journey was returned to his unit.

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(2) HH-43B missions: 29 sorties were flown for a total of 9:10 hours. Pilot was TDY in SEA for the entire month. Another pilot was DNIIF for several days. During this time the host base tactical flying schedule necessitated alert duty from 0300 to 1500 daily. This resulted in an extremely heavy workload for these pilots present for duty.

(3) HC-54 missions: Two HC-54 aircraft and crews from the 36th ARS and 1st ARS augmented the squadron during the month. These aircraft flew a total of 7 sorties for 127:50 hours in support of 31st ARS mission responsibility.

(4) HC-97 missions: One HC-97 aircraft and crew from 76th ARS augmented the squadron in May. 14 sorties were flown for a total of 123:10 hours in support of 1st ARS mission responsibility.

(5) Two pararescuemen were sent to Guam to complete Flotation Collar training for Gemini IV.

(6) All TDY aircraft withdrawn to support Gemini IV on 30 May. This unit was used to support Gemini with four pararescuemen on station.

. Missions of special interest during May follows:

(1) Helicopter Air Evacuation Mission 31-242-5 May 1965. Received call from Det 2 PARC Joint Search and Rescue Center at 1235L requesting air evacuation of a Philippine National employee at Crow Valley Range with a possible ruptured appendix. Alert helicopter airborne at 1250L, picked up patient and departed for Clark Hospital at 1257L. The helicopter landed at the hospital landing site at 1257L and discharged patient. Crew: RCC Capt Larry C Evans, CP Capt Marvin Lamer, HM A1C James F Burns, MT SSgt Donald J Glassford (USAF Hospital Clark).

(2) Helicopter Air Evacuation Mission 31-247-6 May 1965. At 1910L, 1st ARS received call from Det 2 PARC Joint Search and Rescue Center that an injured Navy man at Bataan Oil Terminal required air evacuation. Alert helicopter airborne at 2015L after a fuel delay, landed at Bataan at 2050L, departed at 2055L. Helicopter arrived at Clark Hospital landing site at 2135L. Crew: RCC Capt Marvin Lamer, CP Capt Larry C Evans, HM TSgt Forrest W Farley, MT A1C Charles A Sullivan (USAF Hospital Clark).

(3) On 7 May 1965 an HU-16 aircrew performed a combat rescue mission in the territorial waters, to pick up a USAF pilot downed by enemy fire. While on a precautionary orbit mission the crew received a distress call from the wingman pilot who had just ejected. The crew proceeded immediately to the scene, arriving while the pilot was still descending in his chute. At this time a sea landing was made and landing accomplished simultaneously with that of the downed pilot. The survivor was taken aboard just fifteen minutes after bailing out, given first aid treatment and returned to the deployment base. The crew has been recommended for the Distinguished Flying Cross. Crew: RCC Capt Richard F Reichardt, CP David W Haines, N Capt Alexander F Stewart, AM SSgt Paul E Lucier, RO A1C Robert M Shimamoto (76th ARS), PJ's TSgt William V Vargas and SSgt Donald G Smith.

F-105

31ST AIR RESCUE SQUADRON
AIR RESCUE SERVICE (MATS)
UNITED STATES AIR FORCE
APO SAN FRANCISCO 96274



163

TO: 31ARSA

22 June 1965

SUBJECT: Monthly Historical Report (RCS: AU-D5(ARS) 1 - 31 May 1965)

TO: Hq ARS (ARCOI)
Orlando AFB Fla

1. NAME OF UNIT: 31st Air Rescue Squadron
2. REPORTING PERIOD: 1 May thru 31 May 1965
3. STATION: Clark Air Base, Philippines
4. ASSIGNMENT: 31st Air Rescue Squadron
Headquarters Pacific Air Rescue Center
Air Rescue Service
Military Air Transport Service
5. COMMANDER: Lt Col Karol F Rybos
33822A, Regular Commander

Lt Col Gardner W Kendall
12511A, Previous Commander
6. MISSION: To operate and maintain assigned search and rescue equipment to search for, locate and recover personnel and / or aerospace hardware in support of Air Force and other agencies in global air and space operations including research and development.
7. OPERATIONS: Flying time for the month of May was as follows:

<u>TYPE A/C</u>	<u>MISSION</u>	<u>TRAINING</u>	<u>OTHER</u>	<u>TOTAL</u>
HU-16B	373:25	19:30	4:25	397:20
HH-43B	9:10	60:35	3:05	72:50
HC-54	127:50			127:50
HC-97	<u>123:10</u>			<u>123:10</u>
TOTAL	633:35	80:05	7:30	721:10

a. Squadron mission activity again increased to a new high of 633:35 and 119 sorties.

(1) HU-16 missions: Two HU-16 aircraft and crews were deployed in SEA during the month of May. A total of 59 sorties were flown for 373:25 hours. Of this total 315:30 hours and 48 sorties were combat support in SEA.

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Mission Number				Aircraft			Persons Saved			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	448	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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<u>MISSIONS</u>	<u>RESCUERS</u>		<u>LOCATIONS</u>	<u>SURVIVORS</u>		
	<u>Name</u>	<u>Aircraft</u>		<u>Name</u>	<u>Service</u>	<u>Aircraft</u>
5-PARC-70-8 Feb	Capt Hartley	HH-43F	1607N - 10812E	Maj Hung	VNAF	A1H
3-PARC-128-11 Feb	Capt Richardson	HU-16B	1728N - 10646E	LT Majors	USN	A4C
3-PARC-187-2 Mar	Maj La Dou	HU-16B	1743N - 10634E	Lt Cullen	USA	F-100
	Maj Ingraham	HH-43F	1706N - 10640E	Capt Baird	USAF	F-105
	Capt Freedman	HH-43B	1615N - 10525E	Maj Panas	USAF	F-105
	Lt Phelan	HH-43F	1720N - 10655E	W/O Van Phu	VNAF	A1H
	Capt Kelly	HH-43B	1604N - 10340E	Capt Spagnola	USAF	F-105
3-PARC-252-22 Mar	Maj Waechter	HU-16B	1758N - 10638E	LCol Risner	USAF	F-105
3-PARC-266-26 Mar	Maj Shook	HU-16B	1758N - 10635E	CDR Shugart	USN	A4E
	Lt Phelan	HH-43F	1620N - 10823E	LT Wangman	USN	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 Taliaferro	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		USA	UH-1B
3-PARC-529-1 Jun	Capt Brunner	HU-16B	1847N - 10609E	LT Field	USN	F8
5-PARC-313-2 Jun	Capt Hartley	HH-43F	1611N - 10808E	Capt Lockhart	USAF	HH-43F
				SSgt Kilpatrick		
				A2C Smith		

* Recovered on 31 March

ARAF-65

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Detachment 5
Pacific Air Rescue Center (MATS)
UNITED STATES AIR FORCE
APO U.S. Forces 96337

REPLY TO
ATTN CF: DET 5 PARC

12 May 65

SUBJECT: Mission Narrative

TC: DET 3 PARC

1. Toot Bravo departed home station at 1525 on 8 May and arrived position 16 30N 106 25E at 1640H. At 1700H we were advised by a navy aircraft, Call Sign Vocal Cord, that Cork Tip 966, sustained battle damage over the target and assistance may be required. Other navy aircraft joined on Cork Tip 966 and advised him he had a fuel leak in the wing section. 966 stated he would attempt to join tanker aircraft to take on fuel.
2. At 1708 the escorting aircraft advised 966 that he was leaking hydraulic fluid and smoke was coming from the senter wing section. Approximately the same time the pilot advised his RPM had "Unwound" and he was ejecting. Toot Bravo departed station for the scene which was about 35 miles to the south.
3. At 1710H we were told the ejection was successful and the pilot was in the chute. Bravo arrived at the scene, 17 33N 107 05E at 1733H. A sea evaluation was made and landing executed at 1739H and take off at 1715H.
4. The primary swells was $3\frac{1}{2}$ to 4 feet and the almost perpendicular secondary swell was running about $2\frac{1}{2}$ to 3 feet.
5. The survivor, Lt Williams B. Wilson, VFP-63, Det Alpha, U.S.S. Midway was in excellent condition and Bravo returned home station landing 1910H.
6. Crew members: RCC, Capt Richard F. Reichardt, Nav, Capt Alexander F. Stewart, Pilot, 1st Lt David Haines, PJ, TSgt William V. Vargas, EM, SSgt Paul E. Lucier, PJ, SSgt Donald E. Smith, all 31ARS. RO, ALC Robert Shimamoto, 76 ARS.


RICHARD F. REICHARDT
Capt., USAF
RCC

31ST AIR RESCUE SQUADRON
AIR RESCUE SERVICE (MATS)
UNITED STATES AIR FORCE
APO SAN FRANCISCO 96274



163

TO: 31ARSA

22 June 1965

SUBJECT: Monthly Historical Report (RCS: AU-D5(ARS) 1 - 31 May 1965)

TO: Hq ARS (ARCOI)
Orlando AFB Fla

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3. STATION: Clark Air Base, Philippines
4. ASSIGNMENT: 31st Air Rescue Squadron
Headquarters Pacific Air Rescue Center
Air Rescue Service
Military Air Transport Service
5. COMMANDER: Lt Col Karol F Rybos
33822A, Regular Commander

Lt Col Gardner W Kendall
12511A, Previous Commander
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7. OPERATIONS: Flying time for the month of May was as follows:

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TOTAL	633:35	80:05	7:30	721:10

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(1) HU-16 missions: Two HU-16 aircraft and crews were deployed in SEA during the month of May. A total of 59 sorties were flown for 373:25 hours. Of this total 315:30 hours and 48 sorties were combat support in SEA.

(4) On 8 May 1965 an HU-16 crew performed a combat rescue mission in hostile territorial waters to pick up a Navy pilot downed by enemy fire. While on a precautionary orbit the crew received a distress call from a Navy aircraft with battle damage. While enroute to the intercept the crew was advised the pilot had ejected. The HU-16 crew made an open sea landing, picked up the survivor and returned him to the deployment base. The crew has been recommended for the Distinguished Flying Cross. Crew: RCC Capt Richard F Reichardt, CP Lt David W Haines, N Capt Alexander F Stewart, AM SSgt Paul E Lucier, RO ALC Robert M Yamamoto (76th ARS), PJs Tsgt William V Vargas and SSgt Donald G Smith.

(5) On 23 May, an HU-16 aircrew performed a hazardous combat rescue mission in hostile territorial waters. The mission required an extremely difficult open sea landing under enemy fire. While on a precautionary orbit the HU-16 crew received a distress call from the wingman of a USAF pilot who had ejected. Although a rescaper was available the crew proceeded to the impact area and began a search for the survivor. In a few minutes he was located and in spite of enemy fire from several surface vessels in the area and without rescaper, the crew effected an open sea landing, picked up the survivor and returned him to the deployment base. The crew has been recommended for the Silver Star. Crew: RCC Capt David K Richardson, Lt David W Haines, N Lt John I Glasgow, AM SSgt David W West, RO SSgt Ralph S Greiner, PJ SSgt Dudley Peckinpaugh (33rd ARS).

d. On 14 May the squadron received HU-16 51-7166 from 48th ARS after long delays due to mechanized troubles. Engine personnel were sent to Guam from 31st to expedite repairs and subsequent delivery. This increased to five the number of HU-16 aircraft assigned.

e. During the month the squadron was forced to vacate the building housing enlisted personnel and orderly room. Operations and the orderly room were consolidated in building 7620 thus centralizing command and operational functions. NCO's were moved to building 7500, the MATS NCO billets.

PERSONNEL:

Assigned officers: 26
Airmen 78, total 104.
Attached officers 9,
Airmen 34, total 43.

EQUIPMENT:

HU-16 aircraft - 5
HH-43B aircraft - 3
HC-54 aircraft - 2 (36th ARS & 79th ARS)
HC-97 aircraft - 1 (76th ARS)

ADDITIONAL DATA AND/OR REMARKS:

a. Commanders Call was conducted on 12 May 1965.

b. Colonel Walter F Derck, Commander, PARC, and Lt Col Ernest J Trexler, Operations Staff Officer, PARC, visited the squadron on 8 thru 11 May. Purpose of visit was Col Derck's final tour of units of his command prior to being reassigned.

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Detachment Provisional Second (PARC)
UNITED STATES AIR FORCE
APO U. S. Forces 96310

DOWNGRADED
IAW AFR-275-2

REPLY TO
ATTN OF: Det Prov Second

13 MAY 1970

13 May 1965

SUBJECT: Rescue Mission Det 2 PARC 12 May 1965 - 448
Classification (cancelled) (changed to UNCLASS)
effective on 14-5-75, under the authority of
TO: 0463 3, JPRC

~~CONFIDENTIAL~~

1. At 0420Z the pilot of one of our helicopters on a local training flight overheard a radio transmission by an F-105 pilot that he had experienced an explosion. His wing man reported that he looked all right on his right and left. The pilot reported that he thought he had lost his "utility system". The formation, which the helicopter crew had observed cross the base in a southerly direction, reported proceeding on to Ubon. Immediately thereafter, the pilot declared "MAY DAY" and ejected. His wing man reported that the pilot made a successful ejection and had him in sight.
2. The rescue helicopter was advised by Invert that the crash occurred 30 nautical miles on 182° heading. Another fix was from Lion 3550/98 miles. The wing man reported having the pilot in sight walking in a rice paddy. He appeared OK. He was remaining over the survivor.
3. Since there was enough fuel remaining in the local helicopter and the pilot appeared OK, the decision was made to take the local helicopter and make the pickup, leaving the alert crews and helicopters on station for other emergencies.
4. Invert vectored us to the bail out area. A KC-135 orbited over the site to relay messages. At 30 miles out on 182° heading Invert told us to look to the right and we would see the F-105 orbiting. The F-105 told us that he would fly over the site and pull up over the survivor. At the spot of his pull up, a spread-out chute was spotted in a rice paddy, and we immediately heard the personal locator beacon. We were at 2,500 ft MSL and approximately 1/2 mile from survivor.
5. The site was evaluated as a confined area surrounded by tall trees. Power was checked for safe landing and take off in the area. A steep approach was made into the site and the survivor plus equipment was picked up at 0450Z. The survivor had some small cuts on the face and was bruised. Other wise, he was in good shape with little sign of shock. Site UTM was VD 6166.
6. Helicopter returned to base with survivor at 0510Z where an examination by the base flight surgeon revealed that he experienced no notable injuries.
7. The weather was 4,000 ft scattered to broken, visibility 15 miles, winds light and variable, scattered rain showers.

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ARODC - 652689

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8. Crew: Pilot was Capt Ballinger, co-pilot, Lt Turk, and helicopter mechanics were TSgt Rainey and A2C Gutillo.

9. Excellent vectoring by radar, assistance by the wing man and the survivor's excellent knowledge and use of survival equipment made this mission almost routine.

Joe E. Ballinger
JOE E. BALLINGER
Capt, USAF
Commander

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DOWNGRADED
IAW AFR-275-2

~~SECRET~~

~~CONFIDENTIAL~~

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 AFAPS 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 jets 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 jets 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 jets 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 jets 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 jets 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 HH-3 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 horrendous return journey was returned to his unit.

SECRET



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)

Air Crew Recovery

by Capt Gerry Hickman
USAF Combat News

Hq 2AD, Tan Son Nhut AflD, 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

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.

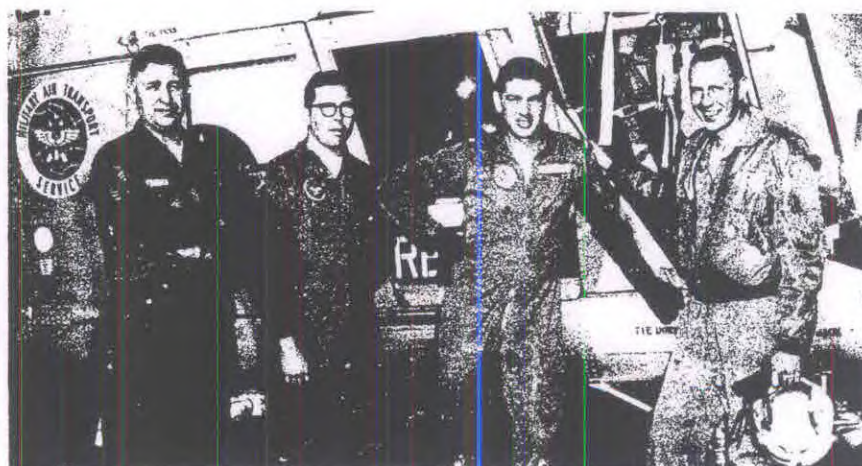
The crew of a bomber ejected after engine failure. Responding to the emergency, an orbiting HUSKIE piloted by Capt Floyd R. Lockhart put the FSK on the ground at the end of the runway and headed for the downed airmen. Using the new forest penetrator, the helicopter plucked the bomber pilot

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)



(4) On 8 May 1965 an HU-16 crew performed a combat rescue mission in hostile territorial waters to pick up a Navy pilot downed by enemy fire. While on a precautionary orbit the crew received a distress call from a Navy aircraft with battle damage. While enroute to the intercept the crew was advised the pilot had ejected. The HU-16 crew made an open sea landing, picked up the survivor and returned him to the deployment base. The crew has been recommended for the Distinguished Flying Cross. Crew: RCC Capt Richard F Reichardt, CP Lt David W Haines, N Capt Alexander F Stewart, AM SSgt Paul E Lucier, RO ALC Robert M Yamamoto (76th ARS), PJs Tsgt William V Vargas and SSgt Donald G Smith.

F-105

(5) On 23 May, an HU-16 aircrew performed a hazardous combat rescue mission in hostile territorial waters. The mission required an extremely difficult open sea landing under enemy fire. While on a precautionary orbit the HU-16 crew received a distress call from the wingman of a USAF pilot who had ejected. Although a rescue was available the crew proceeded to the impact area and began a search for the survivor. In a few minutes he was located and in spite of enemy fire from several surface vessels in the area and without rescue, the crew effected an open sea landing, picked up the survivor and returned him to the deployment base. The crew has been recommended for the Silver Star. Crew: RCC Capt David K Richardson, Lt David W Haines, N Lt John I Glasgow, AM SSgt David W West, RO SSgt Ralph S Greiner, PJ SSgt Dudley Peckinpaugh (33rd ARS).

d. On 14 May the squadron received HU-16 51-7166 from 48th ARS after long delays due to mechanized troubles. Engine personnel were sent to Guam from 31st to expedite repairs and subsequent delivery. This increased to five the number of HU-16 aircraft assigned.

e. During the month the squadron was forced to vacate the building housing enlisted personnel and orderly room. Operations and the orderly room were consolidated in building 7620 thus centralizing command and operational functions. NCO's were moved to building 7500, the MATS NCO billets.

PERSONNEL:

Assigned officers: 26
Airmen 78, total 104.
Attached officers 9,
Airmen 34, total 43.

EQUIPMENT:

HU-16 aircraft - 5
HH-43B aircraft - 3
HC-54 aircraft - 2 (36th ARS & 79th ARS)
HC-97 aircraft - 1 (76th ARS)

ADDITIONAL DATA AND/OR REMARKS:

a. Commanders Call was conducted on 12 May 1965.

b. Colonel Walter F Derck, Commander, PARC, and Lt Col Ernest J Trexler, Operations Staff Officer, PARC, visited the squadron on 8 thru 11 May. Purpose of visit was Col Derck's final tour of units of his command prior to being reassigned.

31ST AIR RESCUE SQUADRON
AIR RESCUE SERVICE (MATS)
UNITED STATES AIR FORCE
APO SAN FRANCISCO 96274



163

TO: 31ARSA

22 June 1965

SUBJECT: Monthly Historical Report (RCS: AU-D5(ARS) 1 - 31 May 1965)

TO: Hq ARS (ARCOI)
Orlando AFB Fla

1. NAME OF UNIT: 31st Air Rescue Squadron
2. REPORTING PERIOD: 1 May thru 31 May 1965
3. STATION: Clark Air Base, Philippines
4. ASSIGNMENT: 31st Air Rescue Squadron
Headquarters Pacific Air Rescue Center
Air Rescue Service
Military Air Transport Service
5. COMMANDER: Lt Col Karol F Rybos
33822A, Regular Commander

Lt Col Gardner W Kendall
12511A, Previous Commander
6. MISSION: To operate and maintain assigned search and rescue equipment to search for, locate and recover personnel and/or aerospace hardware in support of Air Force and other agencies in global air and space operations including research and development.
7. OPERATIONS: Flying time for the month of May was as follows:

<u>TYPE A/C</u>	<u>MISSION</u>	<u>TRAINING</u>	<u>OTHER</u>	<u>TOTAL</u>
HU-16B	373:25	19:30	4:25	397:20
HH-43B	9:10	60:35	3:05	72:50
HC-54	127:50			127:50
HC-97	<u>123:10</u>			<u>123:10</u>
TOTAL	633:35	80:05	7:30	721:10

a. Squadron mission activity again increased to a new high of 633:35 and 119 sorties.

(1) HU-16 missions: Two HU-16 aircraft and crews were deployed in SEA during the month of May. A total of 59 sorties were flown for 373:25 hours. Of this total 315:30 hours and 48 sorties were combat support in SEA.

Detachment 5
Pacific Air Rescue Center (AMTS)
UNITED STATES AIR FORCE
APO SAN FRANCISCO 96337

Copy to Vandergaast
2. Cates
Penguin

REPLY TO
ATTN OF: DET 5 PARC

26 May 65

SUBJECT: Mission Narrative

TO: ARS

1. Mission No. 493, 23 May 1965.
2. Alerted by destroyer.
3. HU-16, 500071
 - a. Capt. David K. Richardson, 31st Air Rescue Sq, Clark A.B., P.I., RCC.
 - b. 1st Lt David W. Haines, 31st Air Rescue Sq, Clark A.B., P.I., Co-Pilot.
 - c. 1st Lt John I. Glasgow, 31st Air Rescue Sq, Clark A.B., P.I., Navigator.
 - d. SSgt. Ralph S. Schreiner, 31st Air Rescue Sq, Clark A.B., P.I., Radio Operator.
 - e. SSgt. David E. West, 31st Air Rescue Sq, Clark A.B., P.I., Engineer.
 - f. SSgt. Dudley Peckinpugh, 33rd Air Rescue Sq, Naha A.B., Okinawa, Pararescue.
4. Notified at 0710Z (1510H) while flying airborne orbit, spotted survivor at 0744Z. Open sea landing at 0750Z.
5. All rescap aircraft in area had to leave due to emergency fuel status. No rescap in area. Rescap was requested prior and at 0711Z from nearest carrier, which was over a hour flying time away. We were notified that they were airborne at 0815Z, which is after we were airborne from the pick up.

6. The survivor was spotted 2 miles from shore in the open sea. There was one junk within $\frac{1}{2}$ mile and 20 within 5 miles radius.

7. None. He was unable to open survival kit due to it being wet.

8. Major Robert F. Herman, 39983A, 354th Tactical Fighter Sq, 355th Tactical Fighter Wing.

9. At 0415Z, the rescue HU-16 was airborne for SAR Support over the Gulf of Tonkin. We arrived over the radar ship at 0615Z, but we did not proceed to orbit position because the rescap aircraft had to return to their ship at 0700Z. Our orbit was 30 minutes from the radar ship. At 0709Z No. 2 man called us and the radar ship on SAR UHF, so the ship relayed. The flight was picked up on radar 88 NM from our position. Arrived in area at 0737Z, but wing man had lost track of survivor. We set up a radii search from a smoke bomb, dropped in the area. On the 4th leg we spotted survivor and his raft at 0744Z. After evaluating the sea and junks in the area we decided to make a landing. We dropped our drop tanks on down wind and landed in moderate choppy seas at 0750Z on a heading of 270. We picked up Major Herman at 0755Z. He was not and had not been in his life raft but was holding onto it. There was small arms fire from the junks. The HU-16 was airborne at 0800Z from position 18 40' North, 105 50' 30" East. We landed at Danang Air Base at 1000Z.

10. Comments: No rescap aircraft met the aircraft.



DAVID K. RICHARDSON
Captain, USAF
RCC

Detachment 4

Pacific Air Rescue Center (MATS)
UNITED STATES AIR FORCE
APO San Francisco 96227

REPLY TO

ATTN OF: Det 4 PARC

31 May 1965

SUBJECT: Mission Narrative , 4PARC269/28 May 65

TO: Hq PARC (DOARO)
APO US FORCES 96553

1. Mission number /28 May 65
2. SAR alerted by Bien Hoa tower primary crash circuit and telephone from 118th Aviation Company.
3. Type SAR aircraft used - 2 HH-43F helicopters with fire suppression kits.

Primary Alert Crew:

RCC	Capt	Beryl E. Warden Jr.
CP	1stLt	Joseph E. Connell
HM	SSgt	Kelly R. Hughes
PJ	A2C	Richard O. Steinert

Secondary Alert Crew:

RCC	Capt	John A. Boyles
CP	Capt	Kenneth L. Spaur
HM	SSgt	Emil F. Miehlike
PJ	TSgt	Harold E. Moak

4. Reaction time from initial notification to pick-up. Approximately 15 minutes.
5. CAP assistance - None.
6. Area and type of pick-up. South side of Bien Hoa Air Base. Man extracted from burning wreckage.
7. Signaling equipment used to locate survivor - None.
8. Survivor's name and Serial number not available.
9. Summary of events:

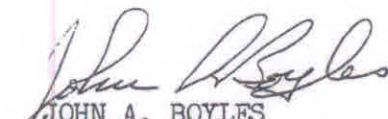
The primary alert crew (Capt Warden) initiated their scramble when the primary crash phone rang. Almost simultaneously, the duty officer from the 118th Aviation Company called on the telephone and said that they had a mid-air collision between two UH-1B helicopters in their area. The secondary alert crew was scrambled.

The primary alert crew arrived on the scene about three minutes after notification and noted two fires about 100 yards apart. Personnel on the ground motioned them to one of the fires and the FSK was positioned and the fire-fighters off-loaded. While this crew was fighting the fire, an Army helicopter evacuated the only survivor of this crash, a crewmember who had been thrown clear of the wreckage.

The secondary alert crew arrived on the scene approximately five minutes after initial notification, positioned the FSK, off-loaded the fire-fighters at the other fire and began fighting the fire. The helicopter fuselage was inverted and after most of the fire was put out the fire-fighters, with the help of numerous Army personnel who had arrived on the scene, raised one side of the wreckage and extracted the survivor of this aircraft. The survivor was placed aboard the secondary HH-43F and flown to the 34th TAC Gp Dispensary where he was given emergency first-aid and then evacuated to the Navy Hospital in Saigon.

10. Comments: Sgt Moak, the Pararescueman on the secondary alert crew, sustained a back injury while moving the wreckage. The extent of his injury is not known at this time.

FOR THE COMMANDER


JOHN A. BOYLES
Captain, USAF
Operations Officer

Copy to: Det 3 PARC